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A Sleeping Prince

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

In the good-old, bad-old days, during the early presidency of Jimmy Carter, during the late 1970s, when I was a Pan Am first officer on the B-707, we waited in Brasilia (BSB) on the ramp in the early evening for clearance, both start and taxi. The tower frequency was dead. We had tried to make contact with the ATC several times – without success. Finally, the captain asked me to get out and check the tower situation for myself. In a very laid-back way, he made it clear that both he and the passengers had been waiting long enough. It was time to take action. I headed for the tower. Today, this wouldn't even be a possibility.

I entered the tower and mounted the stairs with no trouble at all. When I got to the top of the stairs, I found the controller stretched out on his bunk, sound asleep. There was no one else in the vicinity. I woke him with some difficulty and explained that we needed a start clearance and an ATC clearance. He said, "OK. You have them." Then he rolled over and went back to sleep.

Shaking my head in disbelief, I returned to the ramp, and we started the engines and were Rio (GIG) bound in short order. It's hard to imagine anything proving more clearly that times have changed! And, in this case, they have definitely changed for the better.

**WATCH OUT FOR SCAM EMAIL RE: CLIPPER PIONEERS.
DO NOT CLICK ANY LINKS OR SEND ANY MONEY! READ MORE ON PAGE 5.**

No Password Needed for Members Only Section of the Website

Please note - we have changed the access to the online newsletters so that you will no longer need a password to access them. GO TO OUR WEBSITE AT: www.clipperpioneers.com. There is also new information about accessing the members' mailing list. See page 5 for details.

Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

The top of the wing just came off!!

by Captain Dick Vitale

It was a beautiful sundown with a clear sky as we lined up on the runway at Charles de Gaulle Airport in Paris for our flight to Miami.

The takeoff was normal, and the air was smooth as we climbed out. It was a textbook departure.

I called for the normal flap retraction, and when we were clean, I noticed a slight vibration in the yoke as we continued our climb. I mentioned it to the F/O and gave him the airplane and said, "Feel that vibration?" He just said "Yes."

Just then, the cockpit door opened, and the Purser entered and said, "A passenger just told me that 'the top of the wing just came off!'"

I resumed flying the airplane and told the FEO to go back and take a look. He returned and said, "A section about 40 feet long and 3 feet wide on the right side of the plane along the top of the wing just aft on the leading-edge flap was gone! You can see the jack screws and plumbing in the compartment that the top of the wing covered."

I turned to the F/O and said, "Looks like we found the cause of the vibration. I guess we are not going to Miami."

Here is where a typical professional, highly trained and experienced cockpit crew worked like a fine-tuned machine. We put the plane on auto pilot and the F/O was given control of the airplane. I instructed the FEO to contact OPS in Paris of our problem and that we were planning to dump fuel and return. I then got on the PA to explain to the passengers about what had occurred, and that the sheet metal that had left the aircraft had no effect on the safety of the airplane - and that the aircraft was structurally sound.

Just then, the FEO advised me that Flight Ops JFK advises, "There is a plane in Heathrow fueling that is ferrying to JFK. Continue to London. We will have it ready to transfer the passengers and you will be ready to go in one hour after arrival to continue the flight."

I then returned to the PA and advised the 413 passengers of our plan. I added that since we "have to dump fuel because of our weight, I would like to make the most of our situation. I have requested permission to dump fuel enroute to Paris. I have also requested to make a 180 degree turn to the left and then a 180 degree turn to the right and then proceed on course. It has been approved. Get your cameras ready. As I turn and raise the wing going into the turn, the engineer will start dumping fuel. Don't worry: we have thousands of gallons of fuel on board for the ocean crossing and this is so we can reduce our weight for landing. You will see a plume of fine spray coming from the wing tip. I will position the plane so that the setting sun will be behind the plume, shining through it. It should make a spectacular picture! I will then reverse the turn so that the passengers on the other side of the plane will see the same effect. Soon after, we should be arriving in London."

I soon received a note from Prince Albert and Princess Stephanie of Monaco seated in First Class that they were going to a party in the Bahamas but that they had friends in Miami, and would party there, and thanked the crew!

It was an uneventful landing and as Pan Am had promised, we were on our way in one hour for Miami.

When all else Fails: Shoot the Conductor of the Nashville Symphony

by Captain Robert Lee Bragg

edited by Dorothy A. Boyd-Bragg, Ph.D.

I was getting a check ride from JFK to Barbados and back in the late 1980s when I encountered a first officer who personified stress. At the time I was a captain on the B-747, and, like everyone else, I received at least one check ride each year. I reported to operations and met the check pilot, whom I already knew fairly well. He was an extremely nice guy.

The first officer showed up and immediately started doing the paper work – the performance data sheet. The normal procedure was for one pilot to do the performance sheet and the other pilot to check it. When I checked the data, it was so very wrong that it was literally unbelievable! I took the data sheet crumbled it up and stated in what I hoped was a matter of fact way, “I’m sure the check pilot would like to see me do the performance sheet.”

After doing what was needed in operations, we proceeded to the plane and started preparing for departure - that is everyone prepared for departure with the exception of the first officer. He just sat in his seat, stared in front, and did absolutely nothing. When it got to be about fifteen minutes before departure, I stated, “We’d better get ready for departure.” When he called for the ATC clearance, it took him three times to finally read the clearance back correctly.

After take off, ATC called us several times until I finally said to him, “They’re calling us.” Only then did he answer. This activity or rather lack of activity continued through out the cruise portion of the flight. Generally he just sat in his seat starring straight ahead – not communicating at all. After landing in Barbados, the check pilot and I were walking into operations when he remarked, “Have you noticed how the first officer is acting?” My response was along the lines of, “How could I not notice it? I think I better check with him to see what the problem is.”

I went back to the plane and asked the first officer to take a walk with me. I started the conversation by stating, “You’re an excellent first officer; I’ve flown with you several times; what seems to be the problem?” He responded by saying, “Could you tell?” I assured him that it was obvious that something was obviously wrong.

He then told me that the last time he got home from a trip, he found that his wife had left him a note saying that she had left him for the conductor of the Nashville symphony orchestra. After delivering that bombshell, he immediately went on to say that he had decided on a course of action. The next time he got home he planned on “going to their home and blowing them both away.” He indicated that he had thought it through very carefully and had even gone over and “sighted his 30/30 rifle.” Talk about a total and absolute surprise. I was shocked.

~ continued on next page

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.

When all else Fails: Shoot the Conductor of the Nashville Symphony

~ continued from previous page

I went back and told the check pilot what I had heard and suggested that we fly the plane back and allow the first officer simply to ride back. We planned to discuss his situation and come up with a course of action.

To make it brief, the check pilot and I discussed the situation, called the first officer in, and informed him that we could not allow him to take the course of action he was contemplating and that either he would have to ground himself upon returning to JFK or we would have to have him grounded. After a short time, the first officer told us, somewhat reluctantly, that he would ground himself. He did just what he promised.

I didn't see the first officer for a year. When we did meet, he came over to me, thanked me sincerely for doing what I had done, and stated that he was so much better off than he had ever been during the years of his marriage. It was a happy ending after all - both for the first officer and the classical music fans in the Nashville area

London Customs

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

I flew the B-747 regularly throughout the 1980s. On one memorable occasion, we arrived at London's Heathrow Airport (LHR) very early in the morning following our flight from JFK's International airport. It was always early in the morning when we arrived in London, and I've never been a morning person – just ask my wife!

At that time, prior to the tighter security of the last few years, the crew exited the plane and boarded the crew bus at the bottom of the exit stairs from the plane – it was very, very convenient. The procedure was that the captain would then take the customs forms into the crew clearance office and, typically, the customs officer would do a rudimentary check and allow the crew to go on its way.

This morning, however, as I walked toward the female customs officer on duty, said my “good morning,” and received no response – I knew something was different. I was told, very sharply, to bring all crew members inside. I immediately went back to the bus and conveyed the “request.” In addition to the cockpit crew, there were twenty-two flight attendants.

As soon as all crew members got into the customs office, our female customs officer went out to the bus. She shortly returned, really very quickly, with a flight attendant's rain coat and a small split of wine.

She started by asking whose raincoat it was – no one answered. It was obvious that our customs officer was getting very irritated. Articulating slowly, she now said, “I'm going to ask one more time who owns the raincoat.” Finally one of the flight attendants responded that it was hers. Our customs officer then asked another question. “Did you declare the pack of cigarettes in the pocket?” Her answer was, “No.” Our customs officer immediately stated, “That'll be a fifty pound fine.” That was about \$75.00 at the time.

The customs officer followed up with, “Whose split of wine is this?” Again, there was initially no response. To shorten the story considerably, as it was tedious in the extreme for all concerned, the entire crew stayed in the customs office about two hours while I had to take each one individually into a private room and brief them on the importance of complying with Her Majesty's customs regulations. After this occurrence, you can understand why I started to stress with extreme “enthusiasm” the importance of declaring any and everything brought into the United Kingdom. To paraphrase what the customs officer had said, I was not going to let this happen again - especially in the morning.

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

By the time you get this newsletter, the annual cruise will be underway (April 22 - May 6, 2018) and those members and families who are on it will be enjoying themselves, as they travel on The Royal Navigator of the Seas from Miami to Southampton, England. We'll be looking forward to receiving and posting photos and stories about the cruise next month!

Scam Email sent to several of our Clipper Pioneers Members

By now, many of you know that a scam email was sent out with the Clipper Pioneers' information on it. We heard back from many of you when we sent out an immediate email that you realized it was a scam, and didn't take any action.

We were made aware that an email had been sent out to some of our members, asking for a donation to help a "baby in need". **THIS IS A SCAM. The email is NOT from the Clipper Pioneers. Do NOT send any money.** You can see what the email content looks like by going to www.clipperpioneers.com, where we posted a screenshot of it.

We certainly hope that none of you sent money, as this was a fake email meant to scam folks out of their money, and into the scammers' pockets. Sadly, this type of email is getting more and more prevalent.

This is one more lesson about being very very careful in responding to, or clicking links that seem suspicious in any way, when you receive emails.

We have made a couple of precautionary changes to prevent our list from the possibility of being compromised. The membership list was password-protected on our website. We have removed it, and will send it to any of you upon request, by email. We have removed the password protection for the Members Only section, so when you click on the Members Only link, it will take you directly to the current and previous editions of the Clipper Pioneers.

New Lockerbie website

A new website has been created for Lockerbie. It can be viewed at 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

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.

***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 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 Maksiel, 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 <https://www.panam.org/shop/669-panam90-book> to order.

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>

*...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 R. Amey, age 77, of Palm Beach Gardens, passed away March 9, 2017. He is survived by his wife Brit-Marie.

Eugene "Gino" Williamson, 83, passed away on April 4, 2018 in Surprise, Arizona. He was born in Wilson County, North Carolina on December 7, 1934. After graduating from North Carolina State University, Gino entered the U.S. Air Force and was stationed in Keflavik, Iceland. In 1962, he was awarded a flight training assignment at Moody AFB. Upon receiving his pilot's wings, he was assigned to McChord AFB with the mission of flying C-124s in and out of Vietnam. While in the Air Force, he met his future wife, Marlene Andersen, in San Francisco, where she was stationed as a flight attendant with TWA. After they were married, Gino transitioned to the private sector and flew for Pan American World Airways, flying B-707s and later L-1011s all over the world. While flying commercially, he also flew with the Air Force Reserve in C-124s and C-130s. In 1985, he was part of the United Airlines purchase of Pan Am's Pacific routes and L-1011s. He finished his career in commercial aviation as a United captain on the B-757 and B-767 airplanes, retiring in 1995 and later moving to Surprise, Arizona.

Peter Lyon - Loving husband, father, brother, and grandfather, passed away peacefully at home on March 27th, 2018 Born on February 14, 1938 in Philadelphia, PA, he grew up on Long Beach Island, NJ. Pete attended Duke University in 1955, where he participated in the ROTC program. After graduation in 1959 he joined the USMC and trained as a fighter pilot on the F8 Crusader. His career was spent flying out of Parris Island, SC. After retirement from the Marine Corps in 1964 he joined Pan American Airways and flew DC8's, 707's and 747s until 1986, when he was transferred to United Airlines, where he flew 747-404 in the Pacific and orient until his retirement in 1998.

Robert H. McCrory has gone to his reward, or as he would have said, "gone to my next assignment", on March 9, 2018. He was the first to admit he led a charmed life, or in religious terms, "a blessed life." Robert was born in Ardmore, Oklahoma January 13, 1924, he passed at the address where was born, 94 years, 1 month and 26 days later, that he had returned to in 1981. The son of Jean L. and Arthur K. McCrory, he was the grandson of Ardmore pioneers H. C. and Mary A. Ledbetter. A graduate of Ardmore High School, the class of 1941, Robert went to aviation mechanic school and was employed by Pan American Airways for the next thirty-seven years as part of Pan-Am. During World War II Robert served in the U. S. Navy, and received an Honorable Discharge at the war's end.

Captain Herbert Taylor Mingin passed away on March 18th 2018, just almost a month after celebrating his 100th birthday in Florida. He started with Pan American Airways in 1943, during World War II. He flew the iconic B-314 "Clipper." He also flew the DC-4, DC-6, DC-7, DC-8 and B-707 before retiring on the B-747 in 1978.

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

A new way to report tax identity theft

Identity theft is hard enough. That's why we keep working to make recovering from it easier. It's also why The Federal Trade Commission (FTC) has announced there is a new, innovative project by the FTC and IRS that lets people report tax-related identity theft to the IRS online, using the FTC's IdentityTheft.gov website to file IRS Form 14039.

Tax-related identity theft happens when someone uses your stolen Social Security number (SSN) to file a tax return and claim your refund. You might find out about it when you try to e-file — only to find that someone else already has submitted a return — or when the IRS sends you a letter saying it has identified a suspicious tax return that used your SSN. That's when you'll need to file an IRS Identity Theft Affidavit (IRS Form 14039), so that the IRS can begin resolving your case.

Now, you can report to the IRS through IdentityTheft.gov. It's the only place you can submit your IRS Form 14039 electronically. Here's how it works: IdentityTheft.gov will first ask you questions to collect the information the IRS needs, then use your information to populate the Form 14039 and let you review it. Once you're satisfied, you can submit the Form 14039 to the IRS through IdentityTheft.gov. Download a copy for your own records, too. About 30 days later, the IRS will send you a letter confirming it received the information.

While you're at IdentityTheft.gov, you'll also get help making an identity theft recovery plan, with guidance including how to place a fraud alert on your credit files, check your credit reports, and take other steps to stop the identity theft from harming other of your accounts. IdentityTheft.gov also will help you resolve other identity theft problems.

Remember, though — filing the Affidavit doesn't eliminate the need to pay your taxes. If you couldn't e-file your tax return, you'll still need to mail it to the IRS and pay any taxes you owe.

We hope you don't run into problems with identity theft. But if you or someone you know does, visit IdentityTheft.gov to report it and get fast and effective recovery help.

by Seena Gressin - Attorney, Division of Consumer & Business Education, FTC

<https://www.consumer.ftc.gov/blog/2018/04/new-way-report-tax-identity-theft>

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/>

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.