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September 2018 - Clipper Pioneers Newsletter

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## Hurricane Hassles

*by Captain Bill Nash, Ret.*

During Pan American World Airways DC-3 and DC-4 days out of Miami, tangling with hurricanes was not uncommon. Here are a few personal experiences with the big winds. On one trip, we had the unique experience to be beaten up by the same hurricane three times in areas hundreds of miles apart.

Flying into San Juan, Puerto Rico, from New York with a DC-4, we raced a hurricane to the airport. Another crew took our airplane to Miami while we overnighted. Approaching from the southeast, the storm arrived shortly thereafter and did an efficient job on San Juan.

Most of the employees of the Condado Beach Hotel where we were staying had left the hotel to look after their homes. The sea smashed the huge glass dining room windows and the wind ripped off roof tiles, smashing cars below. Rooms on the seaside had badly leaking windows from the driving rain. Our crew and other hotel guests helped move out the dining room furniture and plug holes in the guest room windows with towels. It was a wild night.

No planes came in the next day, but early on the following day our bird arrived, and we took off for Miami. The Weather Department asked us to keep them advised if we saw the storm. There were no weather planes locating hurricanes in those days. We flew right on track for Miami, and so had the hurricane. As we approached its wall of gray cloud, there was no way to determine its lateral position, so we turned off the autopilot, slowed down to wallowing speed, and hand-wheeled the aircraft, moving up and down as much as forward for quite a while. Cold rain was so dense against the windshield that we checked the altimeter to see if we were under water. Engine cowl flaps had to be kept closed. Finally, without warning, we burst into the clear, but there was a wall of clouds straight ahead. In fact, the clouds surrounded us. We realized

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### 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](http://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.

## Hurricane Hassles

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that we were in the eye of the storm. The cylinder of clouds “stepped back” with altitude. Many years later, storm experts named this the “stadium effect”.

We circled in the eye to rest awhile and found it was clear below us and that we were directly above Mayaguana Passage at the west end of Mayaguana Island of the Bahamas chain. We could give the Weather Bureau the exact latitude and longitude of the eye of the hurricane! When we did so, they were both amazed and pleased. Also, they advised us to get the hell out of there. We didn't argue. We beat our way through the other side of the storm and continued to Miami. However, we were to see this beast once again.

The storm was eventually forecast to make a direct hit on Miami, so I moved my mahogany speedboat up a waterway and secured it in the middle of a canal. Then I moved my family off Key Biscayne while I stayed to protect the house. It was good that I did. Two shutters blew loose, and water was pouring in. I had just re-secured the shutters when our large and prolific Key Lime tree blew over on me. Key Lime trees are very protective of their fruit with many long sharp thorns. After forty soaking minutes, I was able to very carefully work my way from beneath the last branch, but with a lot of scratches to explain to my wife.

The next day, our Cairn terrier and I were able to check our neighbors' homes by paddling a canoe down the street, since not many neighbors had remained on the island. Actually, I was a little tired of that particular hurricane!

Earlier, scheduled for a DC-3 Caribbean island-hopping run, our first leg was Miami to Camaguay, Cuba. A hurricane had crossed Camaguay and was halfway to Miami over the sea. Since our crew was among the World's Most Experienced, we took off and followed our track, which center-punched the hurricane. When our right drift became excessive, we edged right and rode the outside of the storm, far off course, then turned back toward the track again. The sea was torn to shreds and foam was scooting across the waves. We bounced and bumped, but finally broke out of it all, approaching Camaguay from the West. We circled the field. It was a mess, but the Cubans had cleverly buried the landing gear of the small aircraft, so that the planes sat on their bellies, safely anchored. After landing we found that, despite our many miles of deviation from track, we had beaten scheduled time by fourteen minutes.

One hurricane fooled all the airlines at Miami as well as the Weather Bureau. It had been heading north over the Gulf of Mexico, then took an unexpected 90-degree right turn and headed directly for Miami. All the airlines frantically called off-duty pilots to come right now and fly their aircraft out of Miami. We secured the house and I took my wife and children off the island of Key Biscayne to stay with friends on the mainland, then drove to the airport.

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**The last print issue of this newsletter was scheduled for Dec. 2018. However, because of quite a few requests to keep the newsletter going as a print edition, it has been decided to continue with it for at least another year (or until the funds run dry).**

**We'd like to have more stories to share! If you have a story you'd like to send, please send it in sooner rather than later! Email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).**

## Hurricane Hassles

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My co-pilot and I learned our DC-4 was hiding behind a hangar. By now, it was raining hard, so to keep our clothes dry, we parked them in the airplane and did the walk-around in our undershorts and bare feet. We each checked a wing for the fuel load, struggling to stay on the wing without being blown off. Back in the cockpit and still in our shorts, we started the engines. Number four was stubborn and required 45 minutes of off-on starting attempts before it began to run.

Finally, we had them all turning and called the tower for taxi clearance. Great news! We were number 64 for take-off. The tower told us they were boarded up and could not see the traffic. The only clearance after take-off was "one plane turns left and the next plane turns right. After that you're on your own." All airport antennas had blown away. We taxied out, gripping the controls against the wind, and took our place in an incredibly long line of airplanes.

As planes took off, we crawled along for what seemed like forever, while the wind increased dramatically. Finally, we were cleared into take-off position. We had shut the cowl flaps and run the cylinder head temperatures up to hot. The wind was blowing straight at us, out of the east, which was good, but our airspeed without moving was up to 65 to 85 knots, which was not so good. The runway had a great deal of water on it, so we left the flaps up. Once cleared to go, we held the nose on the ground, splashed along, and jumped into the air. Before we got to the end of the runway, the cylinder head temperatures were all below minimum, even with the cowl flaps still closed.

Our "clearance" was to turn right after takeoff, which was a good thing as we were thrown into a right turn by extreme turbulence. We finally got the left wing down after having overshot our 180 degree turn and pointed the DC-4 in the general direction of Mexico. We tried to maintain 4000 feet but we only managed to pass it once in a while. In an hour we were in relatively clear air, so we put our clothes on and proceeded to Merida, Mexico, where an enterprising Vic Wright, who was in charge of our cargo operation, arranged for us to bring a full load of frozen shrimp back to Miami on our return flight.

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## Flight 830: An Experience I'll Never Forget

My name is John Baczynski. I'm a retired Pan American Airways First Officer, and a retired United Airlines Captain.

I was a deadheading crew member on board Pan Am flight 830 on the 11th of August, 1982, Narita, Japan, to Honolulu, Hawaii, along with another Pan American Flight crew member.

We were approximately 140 miles from Honolulu. Our first indication of an explosion was the sound of what I initially thought was a cabin air pressure surge but turned out to be the bomb detonating in row 47 under the window seat which was occupied by a young Japanese lad accompanied by his family.

I was immediately directed to the back of the airplane by the Purser who informed me that; "yes, it was a

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**Don't forget to check out our website at: [www.clipperpioneers.com](http://www.clipperpioneers.com)**

## Flight 830: An Experience I'll Never Forget

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bomb, go back and help the Japanese Doctor". The young man was beyond help. The other deadheading crew member, the doctor and I wrapped this young lad's dead body in a blanket and held him to the floor to prevent his sliding into the forward section of the aircraft during descent.

The descent into Honolulu was fairly rapid, since we had no idea as to whether or not there might be another bomb on board.

After being debriefed by the FBI and FAA, we were released to continue on with the remainder of our flight schedules.

I called home and found out that the news of our bombing had reached the states even before we had landed. Needless to say, my family was happy to hear that we had landed in one piece.

I thanked God for the circumstance that allowed me to meet my youngest son in Honolulu, instead of our original plan which was to have him accompany me to Tokyo, then on to Honolulu on flight 830.

The next 15 years of flying both International and Domestic found, me saying a short prayer before each takeoff, trusting that every security precaution had been taken beforehand, to insure a safe flight.

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## The Ultimate Check Ride

*By Kyle R. Bradford*

I received a note in my mailbox from the Chief Pilot's office, informing me that the F.A.A. Administrator would be with my flight from IAD to LHR May 31, 1981. Seems Mr. Helms was attending an aviation conference in London, and was hitching a ride with Pan Am.

Like all pilots, we have had all kinds of checks – if you would call this a check – and it gave me a few butterflies in my stomach.

When my cockpit crew - First Officer Do Monaco and F.E.O. Don Kaleas, if I remember right - met Mr. Helms, he was a relaxed gentleman. We received our airways clearance, our push back clearance, started the engines, and were soon on the way to London.

At altitude, with moments to get acquainted, Mr. Helms told us of his employment with Piper Aircraft Co. Our First Officer had been a candidate for Piper's publicity stunt to solo a person in a Piper Cub one day. Our F.E.O did, in fact, solo in one day of flight instructions. This impressed Mr. Helms, as well as the rest of us.

After leaving the Maritimes and heading out to sea, Mr. Helms left the cockpit, saying the lady flight attendants were much prettier than we were, and went back to the cabin. He did appear again for approach and landing. I was going to ask him the favor of exempting my crew from all future check rides, but the butterflies kept me from doing so. Too bad, he may have said "yes."

Another adventure with the world's greatest airline!

# PAN AM REUNION CRUISE

## APRIL 27, 2019

### TAMPA TO BARCELONA

Dear Pan Amers:

Once again we prepare for our next and much welcomed Pan Am reunion cruise.

We are honoring the many requests to repeat a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 14 day cruise, departs Tampa to Barcelona starting off with seven relaxing days at sea. Melt away land-based stress with a spa massage, build a scrapbook of memories or simply relax poolside. Plenty of time to reach out to old friends, enjoy movies and lots more. Expect a great time!

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, exploring famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide a lifetime of memories to cherish. Family and friends are most welcomed.

Rates: per person, double occupancy, cruise only, based on availability and subject to change. Singles pay 200%. Port charges and government taxes additional \$330.39 per person plus a registration fee (to help with amenities, cocktail parties and such) at \$125. per person. Call to reserve now; a deposit of \$450 per person will lock in the current price. All major credit cards are accepted but checks are preferred. Insurance is highly suggested and cost is based on category type cabin. More information with your invoice.

#### ITINERARY:

Sat	27 Apr 2019	Tampa, Florida	5:00 PM	Boarding	
Sun	28 Apr 2019	Key West, Florida	11:00 AM	6:00 PM	Docked
Mon	29 Apr 2019	thru 05 May 2019	Cruising	-	Cruising
Mon	06 May 2019	La Palma, Canary Islands	1:00 PM	9:00 PM	Docked
Tue	07 May 2019	Tenerife, Canary Islands	7:00 AM	5:00 PM	Docked
Wed	08 May 2019	Cruising	-	-	Cruising
Thu	09 May 2019	Malaga, Spain	12:00 PM	9:30 PM	Docked
Fri	10 May 2019	Cruising	-	-	Cruising
Sat	11 May 2019	Barcelona, Spain	6:00 AM	-	Debark

\$789 (Inside) \_ \$929 (Outside) \$1698 (Balcony) \$2539 ( Jr. Suite)

To reserve call INTERLINE TRAVELS 1-888-592-7245 (TOLL FREE) or Carmen's direct mobile phone 786-252-7838. For questions on cruise call Stu Archer (Pan Am pilot and cruise director) at 305-238-0911. Carmen 786-252-7838 [INTERLINETRAVELS@YAHOO.COM](mailto:INTERLINETRAVELS@YAHOO.COM)



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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 Hebal, 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.

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## 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>**

*...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 T. Goliber, Sr.** passed peacefully into eternal life on Wednesday, June 20, 2018, surrounded by his loving family. Born on November 12, 1935, in Albany, John was the middle son of the late Joseph and Margaret Goliber, and brother Richard and the late Joseph Jr.

He graduated from Christian Brothers Academy, earned a degree in economics from Siena College, and his wings from the U.S. Air Force where he flew F-86's, C-97's, and C-130's, completing his military career with the 109th Tactical Airlift Group in Schenectady. He retired in 1991 after 25 years with Pan American World Airways where he piloted B-707's, L-1011's, and B-747's.

**Luke Poynter** passed away August 4th, 2018, in Mountain Home, Arkansas at the age of 80. He was born November 30th, 1937, in Gassville, Arkansas, the son of Steve and Versa (Duggins) Poynter. He graduated from Cotter High School in 1955. He attended Arkansas Tech from 1955-1957. He then entered the Naval Aviation Program in Pensacola, FL. He served in the Navy for 6 years serving at various Navy bases. He married Shirley Tucker on January 2nd, 1959, in Ava, MO. After his military commitment he became a commercial airline pilot for Pan American World Airlines for 24 years.

**David K. Holland**, 77, of Toms River died Friday, July 20th in Toms River, NJ, surrounded by loved ones. He was born in Elizabeth, NJ and was the oldest of four children. He attended Fairleigh Dickinson University and then Officer Candidate School for the United States Marine Corps

**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)**

## Thanks to the guys who have sent us stories!

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 - short or long? Have you come across an interesting article that you'd like to share with us? Would you share pieces from a book you've written? Please send them along, so others can enjoy! We'd love to hear from you! Please send them to Jerry or Sue by email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).

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.

**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)**

## 26th Annual Family Reunion und Oktoberfest

Sunday, Oct 7th, 2018

Where: Two Steps Downtown Grille  
Ives St., Danbury, CT

When: Sunday October 7th, 2018 - from 1400 'til 1700

What: Luncheon Buffet

Beer and Wine: NO CHARGE

Pay Bar: AVAILABLE

Cost: \$26.00 per person, all inclusive



Tell all your Pan Am Friends. Casual Dress. Copy this notice and pass it on!

Make checks payable to: Alan Vale (Write "Reunion" in the memo)

Mail to: Alan Vale, 40 Britannia Dr., Danbury CT 06811-2612

(203) 778-2993

av747@att.net

Print your name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ # in your party: \_\_\_\_\_

Print their names: \_\_\_\_\_

### 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

### 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/>