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Memories of a VERY junior pilot

by Robert Kloepper

In 1980 I had the pleasure of flying with Jack Priddy on one of his trips during his last month with PanAm. As we all remember Jack flew for 40 years with PanAm and spent most of that time at or near the top of the seniority list. When I retired in 2001, I had worked for 35 years and had spent all of that time at or near the bottom of every list that I was ever on. How is that possible? When I left the service in my twenties I worked for a major corporation in New York and Newark for several years. When I finally joined PanAm I was 35 years old. I joined in May of 1966. There had been a lot of hiring earlier in 1966 and all of those people were senior to me and younger. During my career, I was NAV only, RCO-NAV, 707 MCO for a short time, 707 FEO, and then various FEO slots for the remainder. One of my sons said "You were always the bridesmaid but never the bride". Good metaphor but I preferred to think of myself as Antonio Salieri and all of captains as Mozart.

Early on I opted never to commute. My idea of commuting was to get in the car in New Jersey, the beautiful garden state, and hit I-80 to GWB, then Triborough, then on to JFK. Very late in my career I learned "never say never".

I had no idea what RTW meant. I was going to be the NAV on flight two to LHR. I was running very late for report time so I drove straight to the terminal. I saw the Captain and told him that I would see them on board the plane. At the lot I missed the bus so now I was really late. When I finally arrived at the terminal I went to a side door and walked across the ramp to the plane. When I boarded the door slammed behind me and the passengers stood and applauded. When I went into the cockpit the three man crew all looked very grim. The Captain said "When you get back, you are to report to the PanAm building in New York to explain why

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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. 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.

Memories of a VERY junior pilot

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you delayed the Round The World for 25 minutes". I thought OMG. Then they all burst out laughing. I felt like a creep.

Being a NAV was not great. We all knew it was on the way out. However, I did have a few laughs, mostly when I flew with students. One student didn't know which end of the sextant to look into, another knew where to look but thought the sextant automatically tracked the celestial body. My favorite student was one on a trip from JFK to RIO and back. On the way down he did a great job. On the way north I left him alone. After a while I came to the cockpit to see how we were doing. OMG—"I said Captain, give me 15 degrees left". He said "wow". Then I said "while you're at it give me 15 degrees more, we are heading for Greenland". Another student thought Polaris was a Greek bartender in Jersey City. Some how we all get past this.

I came out for a NAV trip and when I boarded to bus the MCO asked if I knew whom we were flying with that night. No. He said his name is Dick and he is hard to get along with. I assured the MCO that I get along with everyone. He told me that you may not get along with Dick. I said that I will do my best, but that I don't take much s### from anyone. I had a new student. After TOC when the navigation portion of the trip started, the Captain was giving the student a lot of trivial grief. Finally, I said "Captain, I am the navigator on this flight. I will sit on the jump seat and pass the heading slips to you. If there any problems deal with me". Dick never spoke to me again. Years later, when I was a 747 FEO, Dick came to the cockpit to speak to the Captain. The Captain turned to him and said "Return to your seat and fasten your seat belt". What goes around comes around.

In 1969 there was a race from New York to the top of the BT Tower in London. I was the NAV on a cargo flight to LHR. We taxied to the holding point for 13R at JFK and waited for a contestant in the race. He pulled up on a police motorcycle on the other side of the fence. The port authority police arrived and helped him climb the fence. He then ran across the tarmac and entered our plane through the lower 41 hatch. We took off and flew to LHR. At the cargo area, he was met by a bobby on a motorbike. I never saw him again. He did not win. I always wondered what connection he had to pull this off. I'm not even sure he was a crew member.

Late in 1969, I read the figures on the 747 that was coming in 1970 and beyond. I used paper, pencil, and slide rule (no calculator in 1969) and figured that about 400 people were going to go out the door. Now I was starting to wonder about going off the bottom of the list. Being a captain seemed out of sight. I shared my thoughts with some folks that I was flying with and found that I was making people mad. After a short while I just shut up about my prediction.

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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.

Memories of a VERY junior pilot

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I never wanted to be a navigator but I figured that I would give the job my best. Some of the charts that I put in the blue envelope were real works of art. They were beautiful. This was a great way to kill time on these long boring trips. My charts attracted the attention of some of the bosses. I was summoned to hangar 14 at JFK. After a short talk about gyros, accelerometers, and integral calculus, I was made a check navigator. The 747 had inertial guidance and it was necessary to gather data east and west and north and south to allow small corrections to the programs. What a deal. I picked my own flights and had a taste of what being senior is like. But there was a problem. Some 747 Captains complained when I presented myself to do my job. Same old stuff. "Eat at the NAV table, bags under the table, stuff on the table, crowded cockpit, confusion, and more". I didn't need that. I carried a little pack of cards. I would hand the Captain a card and say "This is the name of the gentleman that will call you to explain why there is no data from this flight". It worked every time. But it didn't make me any friends.

Sometime in the mid 70s I became a 707 MCO. I spent my entire time as an MCO on reserve or on a charter reserve line. I enjoyed the short time very much. I felt like I really was an airline pilot. Soon my job started to disappear as I headed toward the bottom of the list. My last trip was to ROB and beyond with the "rhinestone cowboy". I remember it very well. I was cut back to 707 FEO and never flew as a pilot again. I considered a career change at this point. I was late forties and didn't look forward to commuting to Manhattan or Newark to join the rat race. I loved the time off so I stuck it out for a total of 35 years.

An Incident In Mexico

by Bill Nash

An incident, flying out of Brownsville, Texas: We had overnighted in Mexico City and were about to fly our passenger DC-3 through Tampico to Brownsville, Texas.

Operations said, "We're putting an American criminal on your airplane. Mexican authorities are sending him out of Mexico."

I asked, "Will he have a guard with him?"

They said, "No, but he will be handcuffed."

I told them I would not take him without an escort guard. The police present got quite upset with my decision and demanded I take him. I said no. They went off and made a phone call, came back and quite angrily said their superior said I must accept this guy on the plane.

I said, "No I don't." They said, "Yes you do." I said, "I will not." They made another phone call, came back and said, "If you don't take him, we shall confiscate your airplane."

I said, "Be my guest - it's not mine. I have to land in Tampico. Who's going to stop him from getting off?" They said, "We'll handcuff him to the seat." I said, "No you won't. If we have a fire he may get toasted. Put a guard aboard with him."

After much chatter (I recognized many profane Spanish words) they gave up, and we left an hour and a half late, without the criminal.

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

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, as 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 overnighting in Kingston, we were taken to a relatively small beach to enjoy. It was located between to mountain tops like a big bay and sitting 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 the beach was completely empty of people —then we got nosy and our search was an "I'll be darned" there isn't a foot print 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.

A Pan Am Memory

by Bill Kelly

One of Ballantine's Scotches comes in a rectangular-shaped bottle. Perfect for fitting in your Flight Bag ! The Duty Free store in Frankfurt sold this item and so it came to pass that on my trip as co-pilot (to Bangkok and back) the Captain purchased 2 bottles. Just move the flight stuff out of the way.

The next stop was Tehran to RON. We rode to the Hilton in a small Mercedes bus and our bags were placed on the roof.

Don't get ahead of me now but you can see this coming can't you. Yep, the catcher missed the Captain's bag and both bottles were broken!

Next day was the last leg out bound. The Flight Attendants spent very little time with us up front and take my word, if the Feds had been along we would not have operated and may still be in a Tehran "hotel".

The Captain's name has been omitted here for obvious reasons. The flight bag was cleaned-up somewhat so that the trip back was not going to be a problem with any authorities We hoped.

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

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 <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.

Check Out the Lockerbie Website

A new website has been created for Lockerbie. It can be viewed at www.lockerbie103.com.

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

Einar Jens Mogensen died on August 7, 2018 in Spokane of an aortic aneurysm. He was born to Jens and Anna Mogensen on the family farm near Wells, Minnesota, on October 9, 1936. Einar joined the U.S. Navy and served as a pilot, flying surveillance during the Cuban Missile Crisis. Following his Naval career, Einar flew for Pan AM for 25 years and Delta Airlines for 15 years.

Captain Daniel L. Robert (French) passed away on Sept. 7, 2018 in France. He loved flying for Pan Am with crew members and everyone surrounding the airplane he was flying for the well-being of all passengers.

Thomas Henry Kewin, 96 of Mill Valley, CA died at home August 15, 2018. He was preceded in death by his parents George and Velma (Morris) Kewin. Tom started his own obituary: "Fresh out of the Boeing School of Aeronautics, Tom was hired by Pan American Airways Systems in March 1943 as an apprentice Flight Engineer (Rocket Ranger). After 5 months of training at Treasure Island he made his first trip to Hawaii as the Second Engineer on the Martin M-130 'China Clipper.' Twenty-two and a half hours!

Frank Bell passed away on August 31, 2018. A native Floridian, Frank Bell was born on Merritt Island and raised in Lake Worth on May 10, 1921. He attended Palm Beach Junior College and later transferred to University of Florida. Before his graduation, he enlisted in the U.S. Army Air Force. He was sent to Italy, where he flew 35 sorties over Europe. For his service during WWII, he was awarded the Distinguished Flying Cross, four Air Medals, the European Battle Theater Ribbon with seven Battle Stars, and was discharged with the rank of captain. Pan American World Airways hired Frank in July of 1945.

Leslie "Les" Brissette, early Pan Am pilot, passed away on August 26, 2018 at the age of 103. Always sunny and optimistic, Les was always armed with a pocket full of jokes to keep any crowd laughing. Born and brought up on a farm in Saranac, New York, Les declares that he "didn't see much future in farming and it sure wasn't paying" so he took a temporary Civil Service job with the 1940 census. With WWII on the horizon, the government set up seven "free" flight training schools around the country and Les was assigned to what he refers as "Parkersburg, West-By-God Virginia" and started training on the UPF 7. "Very maneuverable" he recalled. Then he transferred to Northeastern's flight school in Burlington Vermont where PAA came recruiting.

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

***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***

Safety Tips: Things to Remember When In Your Car

We live in a day and age where crime has increased - and vehicles are a prime target, from car theft, to stealing what's in the car. Breakdowns can also happen, so it's good to remember these commonsense tips when we are out and about in our cars:

- ◆ Keep the car doors locked at all times.
 - ◆ Make sure your vehicle is being serviced periodically, and as soon as you detect any malfunction.
 - ◆ Never leave your purse on the passenger side – place it on the floor near you.
 - ◆ Don't leave your car windows wide open. Open them as much as it is necessary to allow air flow but prevent someone from reaching inside your car.
 - ◆ Drive only on streets where you have driven before and are familiar with.
 - ◆ Avoid driving at night. However, if you must drive while it's dark outside, make sure to use well-lit streets and roads and try to have a friend or family member accompany you.
 - ◆ Always wear your seat belt – this is particularly important for senior safety.
 - ◆ Keep all your valuable items locked and out of view, in your trunk.
 - ◆ Do not keep your personal information such as name or address on your key chain.
 - ◆ Park in a well-lit area, as close to your final destination as possible.
-

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/>

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.

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.
