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The Belly Dancer

by Captain Robert Lee Bragg

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

During the 1980's, I flew internationally exclusively and I always enjoyed the flights I made to India. On one occasion, when we were arriving in New Delhi (DEL) from Frankfurt (FRA), the purser came to the cockpit and during the course of our rather ordinary conversation, informed me that one of the flight attendants was a professional belly dancer and that she had her costumes with her. She further suggested that she would probably agree to perform if she were asked. I very quickly volunteered to ask her and requested that she be asked to come up to the cockpit when she could. It sounded like fun.

Our dancing flight attendant came to the cockpit, and I'll have to admit, I had an extremely hard time picturing her as a belly dancer. She just didn't look the part. However, when asked if she would consider performing, she readily agreed. I stated I'd arrange for a room at the hotel – which I did immediately after arriving. I also invited the hotel manager and the food and beverage manager to please join us. I was clearly not a newbie at arranging things. Things were always better if they were asked to be part of things.

At the appointed hour, a gigantic platter of hors d'oeuvres appeared and most of the crew showed up along with the hotel manager and his family and the food and beverage manager and his rather large family. When our belly dancer appeared in costume, I couldn't believe it was the same flight attendant I'd talked to in the cockpit.

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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. To request a current membership list, email sue@clipperpioneers.com with your request.

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

The Belly Dancer

~ continued from previous page

She was gorgeous, absolutely gorgeous. Her red and gold costume was beautiful and it literally moved with her body. The word “undulation” comes to mind. Her eyes sparkled with enthusiasm. The taped music she had brought along was also great. The tiny cymbals on her fingers synchronized with the tape to perfection.

We were lucky enough to witness a one hour performance that was as professional as any I’d ever seen a belly dancer give - and, I assure you, I had had ample experience. It was truly stellar. Clearly and sadly, an airline uniform can hide many of the very best attributes of a flight attendant.

A meeting with a meteorite

By Mike Dater

It was not, to say the least, a dark and stormy night.

The trip was about as normal as a hundred others we have all flown. On this particular night — JFK to LIS. I wouldn’t even need to write about this trip except that a mechanic in Lisbon came up to the cockpit after our arrival, and that’s what made this trip a bit different. No, very different.

I was the F/O on the DC-8, so I imagine it was around 1967 or 1968. Motoring along in the middle of the night, ride smooth as glass, not a cloud anywhere, crew, as usual, doing our best to stay quasi-awake. I would guess we were pretty much plunk in the middle of the ocean. Then, all of a sudden the plane, I dunno — lurched. Weird. It sort of bounced. What the hell was that? Did we hit a pot hole? No turbulence. All the flight instruments normal. Nothing amiss on the FEO’s panel. From the cabin crew, nothing. Radar, nothing. FL 350 a little too high for a bird strike. None of us had ever experienced anything quite like it. But *something* happened.

Finally, realizing that there was nothing wrong, and therefore nothing to remedy or attempt to remedy, we shrugged our collective shoulders and soon reverted to our usual semi-somnolence.

Approach to Lisbon — normal. Landing, normal. Taxi-in, normal. Normal, normal, normal. But then at the gate as we were packing up, the mechanic came into the cockpit. “Captain, did you know you got a hole about the size of a golf ball straight through your horizontal stabilizer?”

Gulp. Apparently, we had had a midair collision with a meteorite! At least that was our conclusion and I can’t imagine any other.

Chances of being hit by a meteorite? One-in-a-gazillion I suppose. The real miracle, though, was that in our case it went through a harmless part of the plane: no control cables severed, no flaming rock through a fuel tank, no windshield smashed, no passengers or crew injured or killed.

In other words just a normal flight, except this one, luckily, we got a miracle thrown in for good measure.

"Captain, The German Police wants you at the airplane immediately!"

By Gordon Young

During the waning days of Pan Am, I was flying A310 from JFK to the new Munich airport. The flight, descent and my usual smooth landing were normal. On arrival at the gate, the passengers started to deplane, and we three cockpit members gathered "our nests" and proceeded through the terminal to the hotel bus pick-up point.

A few minutes later, the passenger service agent breathlessly announced that the "cops" wanted my body at the airplane! Once there, I was told that before gate arrival, an American male passenger had died. Under German procedures, the police and a German doctor had to view the dead body in the presence of the A/C crew.

Fast-forward, things got sorted out. Later I realized that this was a colossal example of a breakdown in cabin cockpit communication. The flight service realized this guy was dead sometime between landing and gate arrival. They put a blanket over him and said nothing to us about it!

End of the story -----

On my next trip to MUC, I called the station manager's secretary and asked about my DOA pax. She said they had sorted the whole thing out and with the help from the U.S. Embassy, had shipped him back to the U.S. for burial. It seemed that he had a small carry-on bag filled with prescription medications and inhalers, Pennsylvania checking account, and business card identifying him as a member of a middle east committee against discrimination of autoimmune diseases.

Sequel -----

No, I did not spend the night in a German jail.

Frahm writes book about his Pan Am experiences

Children growing up and young adults coming of age as WWII ended were experiencing a world of emerging technology and expanding horizons, from air travel to television and more. During these exciting times, one such young man, Harry Frahm, began his 33-year career (in 1955) first at the ticket counter and then as a flight attendant with Pan American Airlines. What a great way to experience the world, flying across oceans and continents, and meeting people from all walks of life.

It seems that Harry is a person who "makes things happen." In 1952 Harry married his childhood sweetheart, the lovely Liz, who passed away just 3 months shy of their 60th wedding anniversary several years ago. In 1955 he began working for Pan Am selling tickets for flights in downtown Hamburg, Germany. When he was assigned to screen candidates for stewardess interviews, Harry scheduled himself into one of the time slots. At that time, the job called for only women to be interviewed, but he broke through the barrier with some smooth logic in a great interview. Two weeks later he was hired as a Steward and later promoted to Purser. Harry flew out of Hamburg for two years, moving across the water to New York in 1957. In 1967, Harry and his wife, after a week's vacation in Miami, decided then and there to move there. They eventually settled in Sunny Isles Beach in the 1970s, where he still resides.

Harry's retirement from Pan Am did not slow him down, he is a whirlwind of activity. He still is the one that "makes things happen." Recently, as Vice President for Pan Am World Wings, Miami Chapter, he has been

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Frahm writes book about his Pan Am experiences ~ continued from previous page

touring with the authentic old time Pan Am uniforms to various events. He continues to cut a dashing figure in the vintage Pan Am Steward suit.

Harry's career and experiences are the subject of his book, *Above and Below the Clouds: Observations* published in 2011 in the German language and in 2013 in English. He continues to offer to help others and to share his knowledge of aviation history from the flight attendant's point of view. He is also an active member of the German-American Society of Hollywood, Florida. You may recognize him from the *Where in the World* column in *Community Newspaper*. He has been a regular photographic contributor to the SIB Photo Contest (deadline this year October 12). Harry is a Sunny Isles Beach resident with a unique skillset, who is not shy about spreading his knowledge, and is always willing to help others. He is a very generous man, giving time and talent, and inspiring all who come in contact with him.

Both books: "Above and below the clouds," and: "Über und unter den Wolken," available at [Amazon.com](https://www.amazon.com) as paperback or E-book.

Flying in the Far East

By Bill Kelly

On July 5th, 1986, I was with United and in San Francisco with Mike Conway and Tom Alford and about to take a 1011 to Narita, Japan. This was the start of eight days of action-packed adventure. My log book does not show great detail about what happened, but I will try to rely on my memory as best I can.

From Narita we then (over the next days) went to Seoul, Taipei, back to Seoul, Narita, Shanghai. As we turned Shanghai for Beijing (which was our destination), we were told Beijing was closed because of an ice storm and to land at Shanghai. It turned out that we were the next to last to land there as the field closed for fog.

The terminal was a madhouse passengers were not being cared for as most were looking at staying there for the night. We, however, had buses to take our passengers to hotels in the city. The crew was put up at a Sheraton, and it was the most luxurious hotel I have ever been in. The next morning, we were back at it: Beijing, Shanghai, Narita.

On July 10th, my log shows from NRT to NRT. We took off for SFO, but some slats wouldn't retract. Dumped approximately 120 thousand pounds of fuel. Passengers were taken into Tokyo to be back at 8 am, I don't imagine they got much sleep.

We were ready to go at 9 and we got to about 25 thousand feet when Tom announces that the cargo door warning light has come on. The door is a Boeing design, and some time ago, a 747's forward cargo door left the airplane — along with some passengers, I believe. So, it's a 90 degree turn and start down. We hold off on dumping for awhile, UHF was a problem until another 90-degree turn had us going back to NRT. We coated the sea with about 100 thousand pounds this time.

Turns out the latch handle was out, and high-speed tape would hold it for the flight. When the stairs were brought up and the door opened, about six passengers were standing in the aisle ready to leave. They were told to take their seats, but I think it was four that we lost. I made a pitch for everyone to stay put as the problem had been resolved, and after re-fueling, we could go (NRT to SFO). At this time of departure, we had the sky to ourselves. We were in a jet stream, and for long periods of time 700 knots was showing on the INS. I was listening to KQED tell of our turn arounds and when we got to Customs, it hadn't opened yet.

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

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/>

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 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 Hudspeth

Pan Am -- Personal Tributes to A Global Aviation Pioneer

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

Thank You for the Stories You're Sending In!

We've been getting some good stories about memories of your times with Pan Am, and we want you to know we appreciate it! Keep them coming, and you will see them in the upcoming issues! 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? Send them to sue@clipperpioneers.com or jerryholmes747@gmail.com

*...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

Larry Mathews, PAA pilot passed December 18, 2018. He was born June 21, 1934. Larry started with Pan Am in 1964 in Miami. He is survived by Anne Marie wife of 51 years and two children David, pilot with American Airlines, daughter Natalie, and three grandchildren.

Hudnalle B. McLean, Jr., 84, passed away Wednesday, July 25, 2018. Born in Richland County, SC, he was the son of the late Hudnalle B. McLean, Sr. and Helen Allen McLean. He was a veteran of the United States Air Force and a retired commercial airline pilot. Mr. McLean was a devoted member of Sandy Level Baptist Church.

Austin Louis "Al" Joyner, age 80, husband of Marika Bollen Joyner, passed away after a long illness on Wednesday, December 5, 2018 with his family by his side. Al was born on November 14, 1938 in Tuscaloosa, Alabama to the late Austin and Leila Carre' Joyner. He attended Steven's Tech in Hoboken, NJ and spent the last 45 years residing in Madison, CT. Al was a helicopter pilot in the Marine Corps and served in Vietnam during the beginning of the conflict in 1963. After 9 years in the Marine Corps he honorably discharged and became a pilot for Pan-Am World Airways. After Pan-Am went out of business he went back to school and became a financial advisor until his retirement.

Leon Thaddeus Scarbrough, Jr. passed away peacefully in his sleep on December 11th, 2018. He was 80 years old.. Leon was born October 20th, 1938 in Fort Bragg, North Carolina to Leon ("Pat") and Pearl Scarbrough. As an "Army Brat" he moved often and lived in several locations such as Japan, Oklahoma, Germany, and Colorado. He graduated from the American High School in Heidelberg, Germany and later graduated from Auburn University, earning a Bachelor's degree in Aeronautical Administration. Leon followed his dream of flying and joined the USAF in Auburn, Alabama. He served proudly for five years earning the rank of Captain. During his time in the Air Force, he was deployed to South Vietnam and was also a flight instructor at Reese AFB in Lubbock, Texas. After his release from active-duty Air Force in 1967, he began a job with United Airlines in San Francisco, becoming a Captain again and flying commercially until he retired in 1998.

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 or sue@clipperpioneers.com, or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382

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 until the funds run dry, while leaving sufficient funds to keep the website going for awhile.

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.

FTC alerts a grown Social Security scam

Last month (December 2018), the Federal Trade Commission (FTC) sent out an alert about a growing scam: people pretending to be from the Social Security Administration (SSA) and trying to get your Social Security number or your money. That scam, according to Jennifer Leach from the FTC, is now growing exponentially. To compare: in 2017, she writes that “we heard from 3,200 people about SSA imposter scams, and those people reported losing nearly \$210,000. So far THIS year: more than 35,000 people have reported the scam, and they tell us they’ve lost \$10 million.”

Scammers are saying your Social Security number (SSN) has been suspended because of suspicious activity, or because it’s been involved in a crime. Sometimes, the scammer wants you to confirm your SSN to reactivate it. Sometimes, he’ll say your bank account is about to be seized – but he’ll tell you what to do to keep it safe. (Often, that involves putting your money on gift cards and giving him the codes – which, of course, means that your money is gone.)

Oh, and your caller ID often shows the real SSA phone number (1-800-772-1213) when these scammers call – but they’re faking that number. It’s not the real SSA calling.

Here’s what to know:

- Your Social Security number is not about to be suspended. You don’t have to verify your number to anyone who calls out of the blue. And your bank accounts are not about to be seized.
- SSA will never call to threaten your benefits or tell you to wire money, send cash, or put money on gift cards. Anyone who tells you to do those things is a scammer. Every time.
- The real SSA number is 1-800-772-1213, but scammers are putting that number in the caller ID. If you’re worried about what the caller says, hang up and call 1-800-772-1213 to speak to the real SSA. Even if the wait time is long, confirm with the real SSA before responding to one of these calls.
- Never give any part of your Social Security number to anyone who contacts you. Or your bank account or credit card number.

If you get one of these calls, tell the FTC at [ftc.gov/complaint](https://www.ftc.gov/complaint).

*(from Jennifer Leach , Acting Associate Director, Division of Consumer and Business Education, FTC
https://www.consumer.ftc.gov/blog/2018/12/what-social-security-scam-sounds?utm_source=govdelivery)*

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

Please update your email address and phone number if it’s been changed!
Email or write to Sue Forde, P. O. Box 3457, Sequim WA 98382
or email to: jerryholmes747@gmail.com or sue@clipperpioneers.com