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May 2019 - Clipper Pioneers Newsletter

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## **Bill Nash passes at 101 after long Pan Am career**

William B Nash passed away at the age of 101 on March 13, 2019 at his home in Fort Myers, Florida, with his family by his side.

Bill was born on May 15, 1917 in Atlantic City, NJ, where he spent the first 19 years of his life. He graduated from the Atlantic City High School in 1937, and 4 years later, in 1941, graduated with a Bachelor of Science degree from Temple University.

Bill was also actively involved in scouting, learned to play the bugle, and worked at the Boy Scout summer camp as the camp bugler, as well as teaching canoeing and water safety. At age 18 he was awarded the rank of Eagle Scout.

From early childhood on Bill was fascinated by aviation and spent much time hanging around Bader Airfield which was just a few blocks from his home. He made himself useful by sweeping out hangars and making friends with the pilots. When Bill was 12 years old, they gave him his first flying lessons in their OX-5 Challenger single engine biplanes, towing advertising banners and taking passengers on sightseeing flights. Bill soloed a Challenger in 1932 at age 15.

While at college, Bill completed five Civilian Pilot Training Courses, graduating with a Commercial License and an Instructor's rating. Soon afterward, he acquired Instrument Rating at American Airport in Park Ridge, Illinois. He studied at the Boeing School of Aeronautics, then flew for United Airlines one year. Wanting to fly internationally he resigned United Airlines and joined Pan American Airways in August 1942 to fly their Boeing 314 Flying Boats.

During World War II, among many other assignments, Pan Am's Boeing 314's flew shuttle flights carrying war materials and personnel between Natal, Brazil, and Fisherman's Lake, Liberia. The distance from Natal to Fisherman's Lake is 2150 statute miles (1876 nautical miles). Pan Am B-314's were the only planes in the world which could fly this distance non-stop.

*~ continued on next page*

### **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). To request a current membership list, email [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com) with your request. Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

## Bill Nash passes at 101 after long Pan Am career ~ continued on from previous page

Partway through WWII, the U.S. Navy Air acquired the PB2Y, a new four-engine consolidated flying boat. The Navy asked Pan Am for some of its flying boat pilots to fly them and, among others, Bill volunteered. Those who volunteered to fly the plane were commissioned as Naval officers. Bill spent the rest of the war assigned to it as needed as part of the Naval Air Transport Service. During that time, he also continued scheduled B-314 routes flying for Pan American Airways.

He proudly served in the United States Air Force during World War II and also flew for the U.S. Navy. Among his awards, he received the WWII Victory Medal, European African-Middle Eastern Campaign Medal, American Campaign Medal and Honorable Service Lapel Button. He received honorable discharges for both the Air Force and Navy. He was also a member of the Society of Mayflower Descendants, Sons of the American Revolution, Experimental Aircraft Association, and OX5 Pioneers.

After the war, Bill flew land propeller airliners out of Miami, Florida to the Caribbean, Central and South America. In 1947 he married a Pan Am stewardess, Alice Barry. Bill and Alice adopted 3 children in 1954. Alice died suddenly in 1957, and Bill's mother moved in with him, and for the next 17 years helped raise his children. In 1962, Bill and his family transferred to Germany, where Bill flew in the Pan American Internal German Service (IGS).

On one of his trips to Hannover, Bill met Eva, and they were married in 1968. Five years later, their son was born in Berlin, Germany. Bill stayed in Germany 15 years until retirement in 1977, at the mandatory retirement age of 60, having flown 35 years for Pan American Airways, 31 years of those as Captain. For 12 of his 15 years based in Berlin, Germany, Bill flew the B-727 Jet.

In addition to his love for aviation, Bill enjoyed many hobbies, including reading, writing, economics, the sciences, U.F.Os, old cars, and antique guns. After retirement, Bill and Eva moved to Fort Myers, FL, with their 4-yr. old son and Bill's mother. When their son joined the Boy Scouts, Bill volunteered to serve as merit badge counselor and taught water safety at camp. He also owned and flew a "Starduster Too" aerobatic 2-seat open cockpit biplane for pleasure, and taught his son to fly in it.

Having a much younger wife and raising a young son to adulthood kept Bill very active all of these nearly 40 years after retirement. They traveled the world, were active in their church, and enjoyed many visits with friends and family. The children are grown now and have children of their own.

Bill is survived by his wife of 51 years, Eva-Maria A. Nash; his children: Maria Alley, Juanita Akers, William B. Nash, Jr. and Mark B. Nash; his grandchildren: Martita, Richard, Brenton and Bryan and 3 great grandchildren: Margaret Rose, Shyanne and Thayer.

Bill contributed many articles to the Clipper Pioneers over the years.

The last print issue of this newsletter is currently scheduled for August 2019, when the funds run out. However, because of quite a few requests to keep the newsletter going as a print edition, or as an alternative, an issue to be emailed to you that you can print out, we are looking at some possible options. **Please take time to read the update and if you haven't already, give us input and what direction you'd like to have the Clipper Pioneers take.**

**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! We appreciate you and the interesting stories you send in for all to enjoy! Email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).**

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

## Adventures in Barranquilla, Colombia

*by Bill Nash*

Flying into Barranquilla, Colombia, was sometimes interesting. We stopped at Jamaica en route there from Miami with DC 3's, and later with C46's and DC4's.

We would arrive in the blue light of dawn, often to be met by a heavy ground fog which was only about 30 feet thick. To land we would approximate the location of the runway by observing the tower and other stuff sticking up through the fog, and make a low pass over where it should be with gear down and a lot of flap, hanging the tail down to blow the fog away from the runway. If there was no wind and we had hit it right, we could see the runway and land. If our open slot was drifting off, we'd make another pass; this time a little upwind, so that by the time we had completed a circuit the slot would be over the runway and we could see it to land.

One morning upon our arrival from Miami at the Barranquilla airport, it was clear but there was no contact from the tower. We circled and saw people running around the airport. The entrance gates were closed and people were crowded outside. No green light or any signal from the tower.

We landed and taxied to the fuel pumps and cut the engines on our C-46. No one approached us. Finally, a ground man we knew came running to us, waving his arms. I leaned out the cockpit window and asked him where were the fuel men and unloaders. We could hear shouting at the gates to the airport and could see the gates rocking.

Our ground man yelled - "there's a national strike! No one is supposed to work! Can't give you fuel or service! Get out of here! There are three trucks of strikers on their way to the airport to stop all work. The gates are about to go!" We could see the three trucks full of strikers pulling up to the gates. We thanked our brave ground man and started the engines. Just then the gates went flat and the mob surged through. Many carried rifles.

To taxi to take-off position and take-off would give the mob a broadside shot at our bird, so we shoved the throttles full forward and rolled across the field at right angles to the runway, through grass and rough ground, and lifted off before we got to an area of heavy brush.

Circling widely, we could see the mob running about, waving their arms and some shooting at us.

Without enough fuel to Panama we headed the opposite way to Maracaibo, Venezuela - without legal papers to land there. We called Jamaica on HF frequencies and asked them to relay our message to Miami to send a clearance request to Maracaibo. When we got there we circled - and we circled. No green light, so with fuel gages looking dangerous, we landed anyway. Then we got attention - lots of it. Military vehicles with many guns surrounded us.

We opened the door and came out with our hands up - the two of us. There was hell to pay with Venezuelan officials, because we brought a load of cargo manifested for Colombia, had no clearance, etc., etc. An hour after we landed the message we had needed to precede us finally got there from Miami.

They gave us fuel, but we could not unload any of Colombia's cargo. Pan Am arranged for us to take it to Jamaica and back to Miami. There were 33 bullet holes in the tail end of our airplane.

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

## Lucky Star

*By Edwin Bridges*

After the B-3134 flying boat in SFO, we started using DC-4s; and after a while, a Lockheed Constellation in PAA colors showed up on the apron for training. In a week or two, I was assigned for a training flight on it. I reported to dispatch and there was a Connie Captain and a Captain to train. We went on board and up to the cockpit while the engineer was doing his walk-around. The Connie Captain looked at me (at 6 ft 4) and said for me to try the seat. I got in, and with the seat all the way back and down, the rudder pedals full forward, I could not get the control yoke over my knees. He said it was no use for me to go on the flight, so he kicked me off, started the engines and taxied away.

I went up to the training office and while talking with them, the airport sirens started to wail. We all rushed out, and there was the PAA Connie at the far end of the runway, on its belly in a cloud of dust. They had gone around for a touch and go, somebody applied power and called for flaps up \*\*\*\*\* yup, somebody pilled the gear up.

I thank my LUCKY STAR I was not on that flight. No more Connie's were ever sent out to SFO.

## Smoothie

*By Dave Bridges Cpt 747 Ret.*

One time in a 707, I made a long approach and apparently caught the purser in the forward john (I found out later).

She had gone in to freshen up and knew that when she heard and felt the landing gear go down, she had time to get to her seat.

She didn't hear or feel the gear, she didn't feel the flaps, she didn't hear the power change, she didn't feel the touch down, then came reverse thrust and auto brakes. Standing on high heels, she had to grab the plumbing to keep her balance.

As I taxied off the runway, the cockpit door opened, and in a loud and angry voice she shouted, "YOU DON'T HAVE TO BE THAT SMOOTH". A chuckle went around the cockpit.

I spent 19 Years (except for 2 years in the bow compartment of the B 314 on departures and arrivals), as an RC, flight navigator or a rated 1st officer. I witnessed quite a few operations that were less than professional. When my seniority number allowed me to be a captain, I made a vow to do things as smoothly as possible. My goal was to taxi up to the terminal, and as I put on the parking brake, the little old grandma sitting clear back in the last seat in the cabin would tap the stewardess on the shoulder and ask, "Have we landed yet?" Ha, almost did a couple.

***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***

## From my Father's Files and Story recollections

From - Admiral William O. Studeman, USN (Ret), Advisor to Pan Am Museum Foundation (PAMF) (and 5 Summer ticket agent employee for PANAGA in Panama and Pan Am at Heathrow; Son of Capt Oliver J. ("Stude") Studeman (land plane pilot joining Pan Am in 1934 at Western Div, Brownsville, TX, flying Fokker/Ford Trimotors/DC-2/DC-3 - although later an Executive, Capt Studeman flew into the Boeing 747 and Falcon Era; Admiral Studeman is the husband of Diane Studeman, PAMF Board Member, Treasurer of Pan Am World Wings Annapolis Chapter, and former Pan Am Flight Attendant

Flying a DC-3, Capt Studeman recalls flying a party of machete salesmen on a flight from Guatemala to San Salvador. "Sal was fogged in, and it looked like we would have to over-fly it, but the salesmen were in a hurry so they asked me to set down on a grass strip on the beach some 30 miles from San Salvador. I landed, but a large river separated the air strip from the main road, and there were no boats or bridges. As I took off again, I saw the salesmen strip and carry clothes over their heads in bundles, wade across and dress on the other side." (Studeman, 1963, then Ass't VP of Pan Am Guided Missile Range Div (GMRD)) - Studeman was then number 11 on Pan Am's active seniority list of pilots.

As Operations Manager of the Alaska Div in 1942 (WW-II) and later Ops Mgr of the Pacific Div in 1944, Pan Am was operating a "lifeline" flying supplies and military personnel down the Aleutians and to the far-flung regions of the Pacific. As a flying executive, my father told stories of flying over Japanese occupation bases in the Aleutians and seeing thru gaps in the clouds several Zero fighters on floats anchored in the bay. He especially recalled a flight with passengers aboard a DC-3, and losing all heating in the aircraft, the extreme cold prompted the flight crew to break out the medicinal supplies and blankets to keep everyone warm.

There was an infamous story of a Western Div airplane arriving over a Central American destination during an on-going coup/civil war. The destination airfield was blocked with trucks and cars, but the station manager managed to arrange a pause/short ceasefire with both sides in the civil fighting, and the plane landed safely in the downtown grassy central park with fighting forces arrayed on both sides. The plane was pushed to the corner of the park, and requests were made to not damage the plane. The passengers were taken to safety, and PAA flew the plane out of the park and back to the airport the following morning, the coup having been completed.

Capt Studeman worked for Pan Am for 38 years and retired as the VP of the Metropolitan Air Facilities Div supporting Pan Am Business Jets at Teterboro Airport in NJ. Pan Am had leased Teterboro in 1970, extended the runways, built hangars and executive offices and instrumented the airfield.

## 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.



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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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## Flying Boat Reunion clip now available for viewing

A 15-minute special that aired April 27, 2016 on Ireland's popular RTE TV show "Nationwide" is now available for viewing. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Director of the Foynes Flying Boat Museum Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

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## 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.

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## Check Out the Lockerbie Website

A 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 Hudspeth

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## 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! Keep 'em coming!!

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](mailto:sue@clipperpioneers.com) or [jerryholmes747@gmail.com](mailto: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

**Harold "Pat" Weldon Webber**, 92 of Antrim, died peacefully, in the presence of his loving family, at his home in Antrim on March 30, 2019. He enjoyed a 39 year career with Pan American Airlines as a Pilot and Flight Engineer. He and his crew took part in the evacuation of the Embassy personnel from Iran and Beirut in the late 1970's and he was part of the crew that flew the Beatles to America in 1964.

**Ralph G. Larson**, 81, of Morrisville died very peacefully at his home on Friday, Feb. 15, 2019. He was a pilot for Pan Am Airlines, and married Janet Kay Reeves, whom he had known since their college days. The couple moved to Stowe in 1971, from where he commuted to and from his Pan Am base at JFK Airport, and Janet began a long career at Stowe Elementary School.

**Oscar Douglas**, a seasoned and accomplished pilot, he continued his love of flying well beyond his tenure as 747 Captain for Pan Am. In a sixty year span, Oscar spent more than 20,000 hours in the air, and he crossed the Atlantic Ocean 500 times, the Pacific Ocean 200 times, and the equator 100 times. Some say he could tell you the type of plane flying overhead just by the sound of its engine.

**Retired Captain Bruce V. Leach** has flown west. On Tuesday, April 16, 2019 at 11:00 a.m. there will be a Funeral Mass followed by a reception in the Social Hall, Saint Vincent de Paul Catholic Church, 30525 8th Ave. S., Federal Way, Wa. 98003.

**Tom Godber**, passed away on March 30th, 2018. He was 81 years old. For the majority of his career he worked as an Airline Captain for Pan Am, based primarily in Berlin, Germany, and later for Delta Airlines, based in NYC.

**John Greeley Howe**, 83, of Lake Monticello, passed away on Saturday, March 16, 2019, at his home. He was born on January 26, 1936, in Delaware County, Pennsylvania, son of the late Caryl Greeley Howe and Miriam Shugg (Anthony) Howe. John was a retired airline pilot, having flown with Pan American Airlines for over 20 years. He was a Vietnam War Veteran, having served his country in the United States Air Force.

**Albert "Al" Merone**, of Bronxville, passed away on April 3, 2019. Al had a 30 year career as a Captain for Pan American World Airways. In addition he had a very successful contracting business building homes around the area. Al was a long-standing member of the Knights of Columbus, Mt. Vernon.

**Jeffery A. Fairbrother** passed away in Comanche, Texas on March 22, 2019. In 1966 to take a job as a Captain with Pan American Airlines based in San Francisco, California. He experienced the hey-day of the Pan-Am experience and enjoyed travel and trips all over the world.

**Captain Fred Sindlinger** – It is with great sadness to inform you that retired Seattle Captain Fred Sindlinger passed away yesterday, Saturday, April 6, 2019. Additional information will be provided as soon as it is available.

**For more information and full obituaries 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) or [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com), or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382**

## Polling to see if you'd like to have the Clipper Pioneers newsletter continue

A number of subscribers have asked if this newsletter can continue past August 2019, when the funds run out for publishing, printing and mailing it. So far, we've received about 70+ responses from the 500+ members - around 14%. Some have suggested paying more than \$25.00 for membership in order to keep the newsletter going. Thank you to those who have taken the time to respond to this question. And, so far, the majority have stated they would like to receive a print issue, with several saying they wouldn't mind receiving the newsletter by email (saving on the postage and mailing cost).

If you receive this newsletter and haven't yet responded to this poll, would you please do so? There are several choices available as set out below. Would you kindly let us know if you'd like to have it continue?

Please respond - clip and mail this section, or email Jerry or Sue with your desire. Or, go to the [www.clipperpioneers.com](http://www.clipperpioneers.com) website, where there is the poll on the home page to let us know your response. Thanks!

### Some Money Facts:

It currently costs around \$1,150.00 per month to create, print and mail the newsletter, and maintain the website. To send out a newsletter, by email only, would cost around \$550.00 monthly, including maintenance of the website. To keep just the website going and updated, would cost around \$150.00 per month.

We currently have about 500 members, give or take. At \$25.00, with all members paying, would allow for 10-11 more printed issues; in order to accomplish this at the rate of \$25.00 per membership, we would need to have a minimum of 500 subscription renewals for a one year extension of the printed issue (10-11 issues), our full current membership. It is highly unlikely that we will accomplish that. If we print every other month, we would need 264 paid memberships. Quarterly would require around 175 paid members.

For an online newsletter monthly, it would take 264 renewals at \$25.00 for one year. So we will need at least around 300 responses to keep it going in one way or another. Please fill this out and return it.

☐ YES, I'd prefer to have the print edition Clipper Pioneers newsletter continue monthly. If insufficient renewals are made, the number of printed issues would drop accordingly (ie 264 renewals would allow for printed issues about every other month; 175 renewals would allow for quarterly printed issues).

☐ I would agree to receive the newsletter by email periodically (depending upon the number of subscribers). For monthly online issues, we would need 264 paid subscribers; every other month, 132 paid subscribers, etc.

☐ I would be willing to pay more toward helping defray cost of continuing the newsletter.

☐ NO, I think we should stop printing the newsletter as of the August 2019 issue, when the funds run out.

Your Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Mail to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382.**

**or email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com)**

**or fill out the poll at [www.clipperpioneers.com](http://www.clipperpioneers.com)**