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## **Sometimes Last Things can be Harder than Firsts – And Far Less Memorable**

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

My last flight for Pan Am came shortly after my very enjoyable visit to Kruger National Park. The flight was from New York's JFK to Los Angeles (LAX) and back, and nothing seemed to go as it should. Nothing major occurred, but it was essentially an annoying flight. For example, in LA, after maintenance connected the head set, we started the engines and got ready for taxi and take off. The head set was disconnected, and we awaited the usual all clear signal. It didn't come. Maintenance came back, connected the head set again, and told us that they had gotten a message to wait for a part to be delivered to the plane. We waited with the engines running for thirty minutes. We finally had enough and decided to leave without the part. I never did find out what kind of part it was.

We arrived back at JFK fairly early in the morning. Then, we waited for another thirty minutes for a maintenance man to come out to the ramp and change the traffic light from red to green. After finally parking the plane, I headed for the Hilton at the airport and simply tossed my Pan Am uniform into the trash container in the room, keeping only my wings and epaulettes and my white cap – soon to have a new United Airlines emblem instead of the old Pan Am insignia.

The next day, I headed out from JFK to Chicago's O'Hare (ORD) as a United Airlines captain. Everything went well, and it was a good feeling walking into operations in Chicago. Everyone was very cordial

Much later, I discovered that not everyone employed by Pan Am looked on our move from Pan Am to United with similar acceptance – even though our move was inseparably linked with the transfer of the Pacific routes. Some actually called us traitors to our faces when, in fact, we had really enabled Pan Am and their employees to limp along for another year.

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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). 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.

## **Sometimes Last Things can be Harder than Firsts – And Far Less Memorable**

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My last flight for United came thirteen years later – and it wasn't much better. It was generally just a disappointing flight. I flew from Los Angeles to Tokyo (NRT) to Singapore (SIN) and back, and, as most captains did on their final flight, I flew every leg myself and enjoyed each and every part of the journey.

I had a co-pilot flying with me that I had not flown with before. I can't say that I got to know him at all on my final flight. Perhaps, he can best be described as an introvert – in the worst sense.

He hardly spoke at all during the flight. When I touched down for the last time in LA making, if I do say so myself, a perfect landing, he never said a word. He could at least have made a feeble joke if nothing more. Something like, "At least you didn't go out with a bang."

There was no cake; there were no handshakes from the crew. There was nothing special. It was as if it were just the end of a regular flight. Too bad I wasn't married at the time. I didn't meet my wife until shortly after I retired from United. If I had, she would have been on the last flight with me, and it would have been something special.

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## **Dutch Redfield's Memories of a Training Captain**

*Submitted by William Kelly*

Memories of out of bed at 4 a.m., the sleepy walk downstairs to the kitchen, the calls to Pan Am's aircraft scheduling to check on aircraft release times with all night radios planning in the background for those on duty at the other end, a call to Pan Am dispatch to check on local and training airport's weather, traversing the darkened parkways with early commuters, the early morning listening to car radio for weather and news.

Then the briefing room rendezvous with the pilots scheduled for training and the reviews with those involved of what was to be done on the forthcoming flight. The trudge through the cold dawn toting bulging flight bags across the floodlit ramps, with the eastern horizon showing a thin streak of light, stepping under the wing and meeting our shivering flight engineer just completing his flashlight illuminated hour long preflight inspection of the airplane.

We climb the service ramp's long stairs and enter the empty cabin's cold, brightly lit interior. With my pilot trainees, we make a front to back inspection of the airplane's emergency equipment, then up the spiral staircase to the upper lounge and the flight deck.

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**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)***

## Dutch Redfield's Memories of a Training Captain

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In the cockpit, the flight engineer and I check the airplane's maintenance logs. Flight bags are placed alongside the cockpit seats. Navigation charts and approach plates for our destination airports are withdrawn, seats adjusted, instrument panel and chart lights dimmed and adjusted, panel switches, radios and inertial navigation programmed. Then a radio call to the control tower to put our airways clearance on request.

The page long cockpit checks are performed with affected crew members responding to the read-out-loud checklist challenges. Then one by one, the four 40,000 lb. thrust engines are brought to life while careful coordination is maintained by interphone with the ground crews outside. The cockpit is so far forward of the engines, their coming to life is so silent and smooth that only the rising temperature and RPM gauges let us know they are running.

We get a thumbs up from our ground crew, switch our landing lights on and move ponderously out of the hangar ramp area. As we taxi down the new becoming visible taxiways we receive, then read back, our airways clearance. There is only one other airplane communicating with the tower, and shortly, we are trundling and lumbering down the still dark runway, with runway boundary lights racing faster and faster by the cockpit side windows. We rotate to lift off speed and the wings and controls take over their design functions in the cool and still dawn air. At that moment, the delight that all airmen share engulfs us all. It can be likened to hoisting the sails on a lovely sailboat, bearing away from the wind to fill the sails and feeling the boat surge to life. Such power, such thrust, such control, such smoothness!

Departure control radios heading vectors for us to fly and altitude to level at, or call passing through, then clears us to our enroute airway and bids us good morning. A low gray overcast is entered at a few thousand feet. In the few minutes we breakout on top of this cloud bank. It dusts beneath us like an express train and we are in bright morning sunshine above a sparkling white billowing cloud cover as the cloud wetness streaks from our cockpit windshields.

Hot steaming coffee is brought forward from the cabin's forward galley by one of our crew. What a morning to be alive as we all anticipate the delights of putting this magnificent flying machine through its paces. What joys for me, to be associated with the finest professionals in the world as part of my every day work. Tomorrow, I'll be out here with different pilots, a different flight engineer. Every one of them know what they are doing, all are proud of what they are doing, and we savor every minute of it.

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### TIPS FOR THE INTERNET:

**When in doubt, throw it out.** Clicking on links in emails is often how scammers get access to personal information. If an email looks unusual, even if you know the person who sent it, it's best to delete it. Remember that scammers can commandeer friends' email addresses and send you messages posing as them. Turn on spam filters for your email account to help filter suspicious messages.

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

## **“Brave, Splendid Fools” A Lifetime in Aviation**

*by Captain Wm. L. Bachelier*

Sometime during the summer of 1955, while performing as Navigator on a Stratocruiser trip through the Central Pacific, an incident occurred in flight between Wake Island and Honolulu which merits retelling. The incident is illustrative of the fact that not all of the hazards of flying stem from mechanical weaknesses, bad weather or Pilot error. Some hazards are contained in the cabin of the airplane in the form of PEOPLE.

Shortly after leveling off at cruise altitude for what should have been an easy daylight flight from Wake Island to Honolulu, one of the stewardesses entered the cockpit to say that a male passenger was raising all manner of hell back in the tourist section of the cabin. It seemed that the gentleman was roaming up and down the aisle, harassing other passengers by shouting at them and threatening them with his fists. He had also attempted to wrest a baby from the arms of its mother, but had been thwarted in this effort by some good footwork on the part of the lady, who had fled into one of the lavatories with her child and locked the door. The stewardess had attempted repeatedly to reason with the unruly passenger, asking him to resume his seat, only to have him threaten her also. Our Captain, a big, good-natured man whom I had never seen lose his cool in numerous trips together over about nine years, decided to go aft himself to assess the problem, reasoning that often the authority of a Captain's uniform and soothing words were enough to smooth over a bad situation. He disappeared through the cockpit door and I was certain all would be well.

After about ten minutes had gone by, the stewardess reappeared in the cockpit to say that the Captain needed help, so the Flight Engineer, after making certain that everything was operating normally on his panel, went aft to assist the beleaguered Captain. I assumed his station as a precautionary measure. A few more minutes went by, and the same girl appeared again to say that the Captain and Flight Engineer needed help! Leaving the First Officer all alone in the cockpit, I now went aft to see what the ruckus was all about. Entering the tourist section of the cabin, I was greeted by the sight and sound of the Captain and Flight Engineer, assisted by at least two male passengers, engaged in what looked like a pitched battle with one of the BIGGEST men I have ever seen, trying to wrestle him down into a seat. Alarmed now, I entered the fray, and between the five of us we managed to set him down, pinning his arms and legs while the Captain tied him to the seat by means of the spare ditching rope. The man was beyond reason, out of his head even, and spat constantly at anyone who chanced to come within range. His conduct was more that of an animal than a human being, and even while tied hand and foot to his seat was still giving off a steady stream of spittle, inundating the bulkhead in front of him.

When we were reassembled in the cockpit once more, the decision was made to return to Wake Island to off-load our fractious passenger, since it would have been a distinct disservice to the other passengers to prolong their association with this man any longer than was necessary. After landing, local police came aboard and another battle ensued after our man was untied for removal from the airplane. Filipino men are usually somewhat small and slight in stature, but this man was the exception that proves the rule; he must have weighed two hundred fifty pounds. From the airplane, he was moved to the local jail and placed in a padded cell for safekeeping until he could be returned to the Philippines. *~ continued on next page*

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## **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).

## **“Brave, Splendid Fools” A Lifetime in Aviation**

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Our airplane departed once more for Honolulu with another crew and we remained there overnight for departure the following day. It was in the morning that we learned the identity and nature of our nemesis. He was the son of a very highly-placed official in the Philippine Government and was being sent to Honolulu for psychiatric treatment, having a history of violent behavior such as he had displayed for us aboard the Clipper. Why he was allowed to travel unaccompanied will forever remain a mystery to me and to Pan American, but rest assured that it did not happen again. He was returned to Manila aboard another Pan Am plane, but under restraint and accompanied by several members of the Philippine constabulary. Our Captain was his old good-natured self again the next day and our flight to Honolulu was conducted uneventfully.

*(from Captain Bachelier's book “Brave Splendid Fools” available on Amazon.com, with permission)*

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## **A Note from John...**

I saw Bill Klieform's obit - I was his co-pilot for 5 weeks around the world. Dr. C. Bernard was our guest in Capetown S.A. We had 68 rich types and our own P.A.A. 707 for 5 weeks. First stop, Easter Island and then around the equator to Rio. For 5 weeks, we called Pan Am on HF on take off and landing. We flight planned and SKD. All trips without a problem. It was a trip of a lifetime. *~John Bartosenski*

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## **What Some of our Members are Saying**

I really enjoy the Pioneer and wish it to continue as long as possible. You realize you are preserving history in a different format, and should compile all of the Pioneers in some manner. Let me know if you are interested in doing something like that. Thanks for all your hard work...Appreciate all that you do! Here's to clear skies and tail winds. *~Bob Ellis*

Really want the newsletter to continue. Enjoy it very much - keep up the fine work! *~Dayton Thorne*

Sincerely appreciate all your efforts *~John White*

Hope that we can continue - it is always nice to read it. I remember the “good old times” we had with Pan Am and the places I could visit - just because my husband was a pilot and I was able to join him on many trips. I am to this day, glad that we had Pan Am in our lives. *~Brigitte Crance*

Love it! *~Paul Scholz*

Thank you for all of your hard work putting these newsletters together. I should much prefer regular mail to email - I am drowning in a daily cloud of e-mail and I'm sure everybody else is, too. *~John Thorup*

## **Treasurer's Report**

The current bank balance is \$13,053.00 as of June 25, 2019. At approximately \$1,200 a month, plus the cost to print envelopes for another year, we are just shy of enough to print the newsletter for another full year! With funds still coming in, we should be able to easily print for another year, at which time, we will check with you to see if you wish to continue, as we did this year.

A special thanks to those of you who have sent additional funding over and above the \$50.00.

Looking forward to more stories and news about the wonderful years of Pan Am!



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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

**Don Giddens** passed away in May, 2019. His birthday was August 27, 1934. He was an Air Force pilot before he joined Pan Am in May 1967 and was based in San Francisco. Furloughed in the early 1970's he returned to Pan Am and flew as a co-pilot on the A-310 when he went to Delta Airlines. I met Don when he was a 707 Flight Engineer and we became friends as he lived in Danville, CA and I lived in Walnut Creek. He is predeceased by his wife of many years, Donna. Funeral services will be at the Military cemetery at Dixon, CA on July 15th.

**Dwight Wygant** died in April, 2019. He proudly flew for Pan Am for 32 years starting as a Navigator on the DC6 in New York and retiring a Captain on the 747 in SFO. We are grateful he was able to celebrate his 90th birthday with his loving wife and family. He will be missed by them and his many friends.

**Jim Foley** passed on Feb. 3, 2019. He was 88 years old. Raised in San Mateo, California, he served as a Navy pilot during the Korean War. After retiring from the Navy in 1957, Jim flew international passenger aircraft for Pan American Airways, and after these routes were sold to United, he flew those routes for them. When the Boeing 747 was brought into service, Jim piloted 747s until his retirement. He also served as a flight instructor for Pan Am. In a profession of commercial pilots who are highly professional, he was known as an exceptionally outstanding, skilled and careful pilot.

**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**

## TIPS: Protecting Yourself against Abuse

- Keep your windows and doors locked at all times.
- Never let a stranger into your home when you are there alone.
- Talk over offers made by telephone salespeople with a friend or family member.
- Do not share your personal information, such as social security number, credit card, bank information, or account passwords, with people you do not know who contact you.
- Always ask for written information about any offers, prizes, or charities and wait to respond until you have reviewed the information thoroughly.
- Do not let yourself be pressured into making purchases, signing contracts, or making donations. It is never rude to wait and discuss the plans with a family member or friend.

From <https://www.healthinaging.org/tools-and-tips/home-safety-tips-older-adults>

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

## Update on Poll and Where We Go from Here for the Clipper Pioneers

First and foremost, thanks again to all who have graciously responded to the polls - it's been a great help!

And to you who have sent in checks - well, all I can say is, so far we've received enough in funding to continue printing the Clipper Pioneers newsletter monthly for another year! From the response we've gotten, it's clear that you want to keep it going!

Our thanks to the 81 so far who have donated \$50.00 or more to help cover the cost of creating, printing, mailing and maintaining the website. And for the many great comments many of you sent in!

Thank you especially to Tim Sheehan for a donation of \$500.00 and to Charles Cutting for a donation of \$1,000.00! Thanks to those of you who donated \$100.00, and \$75.00!

If you haven't yet sent in a check, and would like to keep receiving the newsletter, please fill out the form below send in your check for \$50.00 (or more, if you'd like to contribute more), payable to Clipper Pioneers.

If you'd like contribute additional funds to help, you may do so. :)

Those of you without email or internet, please so indicate on the form. Thank you!

### PLEASE MARK ALL THAT APPLY:

☐ YES, I'd like to contribute \$50.00 (or more) toward the continuation of the print issues of the Clipper Pioneers newsletter. Please send me the newsletter by mail. Enclosed is my check for \$\_\_\_\_\_.

☐ I would prefer to receive the newsletter by email. My email address is:\_\_\_\_\_.  
I am enclosing my contribution to help cover the expense of the newsletter in the amount of \$\_\_\_\_\_.

☐ I do not have an email address.

☐ I would like to contribute more toward keeping the newsletter going. I'm enclosing \$\_\_\_\_\_.

☐ I do not wish to continue receiving the newsletter. and understand that I will continue to receive the newsletter through August 2019, at which time I will no longer receive it.

COMMENTS:\_\_\_\_\_

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

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

**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 form at [www.clipperpioneers.com](http://www.clipperpioneers.com)**