

**PRESIDENT**

STU ARCHER
7340 SW 132 ST
MIAMI, FL 33156-6804
(305) 238-0911

VICE-PRESIDENT

HARVEY BENEFIELD
1261 ALGARDIA AVE
CORAL GABLES, FL 33146-1107
(305) 665-6384

TREASURER / EDITOR

JERRY HOLMES
5354 ANTIGUA CIRCLE
VERO BEACH, FL 32967
(772) 205-2561

Nov. 2019 - Clipper Pioneers Newsletter

Vol 54-11 - Page 1

Flying the Boeing 314 Flying Boat

CONTINUED FROM PREVIOUS ISSUE

by William B. Nash

The captain had to do some tricky maneuvering to moor the "boat" after landing. Often we moored to a floating line with a loop spliced into its end. The other end was anchored. There was a hatch in the bow from which the bilge rat (fourth officer) would insert bow posts and cast a grappling hook to pick up the floating line. Wind and current complicated this pick-up. If the ship was moving too fast the propellers of the only two engines left running still propelled the plane even in idle, so the Captain would alternately blip the engines off by turning the ignition off and on. With current one way and wind across that, mooring was not easy.

Taxiing the 314 was sometimes also not easy. The plane did not have wing floats. At times with strong cross-wind gusts one side of the wing would lift and dunk the other side into the water. To prevent this, or to get the wing out of the water, the third and fourth officers would open the navigation hatch, and the most agile would run out on to the high wing with a rope line and secure it with a bowline to a countersunk ring. The other man secured the other end of the line and joined him. If the weight of the two of them did not bring the wing down, other crew members, using the secured safety line, would join them.

To give the plane some degree of lateral stability on the water, the 314 was equipped with Sponsons, hydro stabilizers - which looked like short wings extending out of the hull at the waterline. These sponsons also were fuel tanks. The fuel could be pumped up to the wing tanks en-route. The passenger boarding doors led to the cabin from the port and starboard sponsons.

For training, groups of pilots were taken aloft in the B-314 for slow flight and landing and take-off practice, but four thirsty 1600 H.P. Wright cyclone engines swallowed too much fuel for the 314's use in instrument approach practice. For instrument procedures in flight the company provided a Grumman Widgeon amphibian, and also a link trainer for simulator practice. Captains continued training junior pilots when flying schedules.

~ 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. 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.

Flying the Boeing 314 Flying Boat

~ continued from previous page

Instrument weather approaches en-route for landing in the B-314 were flown using a loop antenna on omnidirectional radio stations which Pan Am installed around the world. There were no Aural A- and -N range stations in other countries. In the B-314, the radio officer took bearings and called them out to the pilots, who mentally converted them to "QDM's" - bearings "to" the station - for approaches.

In the Widgeon, such practice approaches were a handful and a headful for a pilot flying without a radio operator. An instrument panel was built into the back seat area. The instructor sat in front. There was a loop antenna on the roof with a 360 degree dial and loop turn control inside in the ceiling. A pilot would dial to a null, narrow it with the volume control, then do mental computation to convert the resultant bearings to QDM's. He then continued this procedure to fly a track to the landing area, while completing descent checks, letting down and communicating with the ground station. The back seat awkward center of gravity position felt vertically very sensitive. A pilot could lose or gain five hundred feet while looking up to take a bearing. Our eyes had to dance from instrument panel to loop reading and back to panel quickly to avoid such unprofessional altitude oscillations.

When we flew without war, one of our scheduled B-314 flights went from New York to San Juan, Puerto Rico, to Belem at the Southern branch of the Amazon opposite the giant Marajo Delta Island, then to Rio de Janeiro. Since Belem was our first port of entry into Brazil, if we let our in-transit passengers ashore, they would have had to endure a long complicated entry with many many papers. On one trip ashore, by crew, licenses were demanded of the crew members. The stewards had none. The Captain took them aside and said, "show them anything". So they showed boat licenses, dog licenses, driver licenses - whatever they had in their wallets. The immigration guy said, "Ah! Sim!", stamped the hell out of their papers and let them pass.

Because of this time-wasting procedure, Pan Am did not want to take the passengers ashore while refueling, so they bought two large barges and modified them. We would taxi up to the fuel barge ramp, secure, and load the passengers and crew (except for the flight engineers who were brought over after fueling) into a boat, which took them to the second barge, which was screened in and had tables at which they could be seated for lunch. The tables had white tablecloths and cloth napkins. In the center of the barge was a large table full of exotic fruits, many unknown to the passengers, including seven kinds of bananas. The passengers were delighted. After fueling, crew and passengers were returned to the airplane to continue to Rio.

Andre Priester, a Hollander, was our vice president of Pan Am engineering. He was the man who sent the specifications to Boeing to build the B-314 flying boat, the first of which was delivered to Pan Am on January 27, 1939. Mr. Priester's engineers worked along with Boeing to see that it was built according to Pan Am's needs. He was a small energetic man. He was everywhere, and also fussy about us as pilots. He insisted that every crew member wear a boy scout knife on his belt for emergencies, and when encountering pilots he would ask to see the scout knife. Woe to the fellow who didn't have it. Mr. Priester would tell him that without the knife he was out of uniform. I often thought it would be fun to belly up to a bar in uniform in his

~ continued on next page

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.

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

Flying the Boeing 314 Flying Boat

~ continued from previous page

presence and when challenged, to flip open my coat, reveal my belt and say, "No knife, Mr. Priester - I'm not in uniform." Needless to say, I never tried that!

We often carried kings, queens, presidents and potentates. We were to be pleasant with them if they addressed us, but not to seek out conversation with them. If an important person wanted to talk, Pan Am's president, Juan Trippe, wanted us to be able to converse intelligently by keeping up with current events, and having a good knowledge of history and sensitive political current situations.

In a special 14-place dining room with black walnut tables and silver and blue decor, passengers enjoyed delicious meals that were prepared on board. The food was elegantly served in courses by stewards in white jackets, on pale blue tablecloths with matching monogrammed napkins and monogrammed china. The most appropriate wines accompanied the repast. Dinner was topped off with fancy desserts, fruit and cheeses, and a cordial of Creme de Menthe. Sometimes there was a Captain's table.

From there, the passengers repaired to their assigned compartments, which stewards later converted to sleeping quarters. The stern-most compartment was a bridal suite for newlyweds.

The dining room was then converted to a lounge. The whole airplane was first class.

The Dixie Clipper and the Atlantic Clipper were fully checked and fueled up and crews were called in for a special trip. Captain Howard Cone, First Officer Crawford and crew were assigned to the Dixie Clipper. Captain Richard Vinal, First Officer Tim Sheehan and crew were to fly the Atlantic Clipper.

Captain Cone was told that "Mr. Jones" was their special passenger for a "vital to the war effort" flight. He was shocked to see that President Franklin D. Roosevelt was "Mr. Jones", but heartily welcomed him and his entourage aboard.

The president wanted a face to face meeting with our allied commanders to plan actions for the rest of World War II.

Captain Vinal was equally surprised. He was to fly the Atlantic Clipper with more government personnel, maintenance crew, and spare parts.

President Roosevelt secretly left the White House about 10 PM, January 9, 1943. The destination was Casablanca (White House) Morocco, Africa. Their first stop was Belem, Brazil, then across the Atlantic to Bathurst, Gambia. Their charges were then taken to Casablanca for a summit meeting with Winston Churchill, Joseph Stalin, and Charles de Gaulle to plan the next allied operations. General Dwight Eisenhower, General George Patton, and other military personnel were present.

Not even Juan Trippe, president of Pan American Airways, had been informed of Roosevelt's trip.

The two clippers had covered 10,964 miles without a major incident. The Dixie Clipper had taken the first president to leave the USA by air, to touch three continents by air, and to cross the equator four times.

TO BE CONTINUED NEXT ISSUE

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

“Hanging one cheek”

By Captain Gordon Young

Those of us who have been around aviation for some time have undoubtedly been in situations that have caused a rapid heartbeat. Some of these situations have been self-made or just serendipity. Sometimes the situation resolves itself positively; if negatively, you're just dead. This is a tale that after many years, I can tell.

I started out in aviation as a marine helicopter pilot. After leaving the military in 1963, I found myself without a job and broke in San Francisco. Fast forward, I ended up as a bush pilot flying in the Canadian arctic. With two years, I covered the terrain from Hudson Bay to the Pacific and to the Beaufort Sea (Arctic Ocean). All of 60 FT, A, G, L and at 60 KTS. No radio, no nav aids, no weather forecasting, D. R. without a compass, and 33 ½ degrees variation. Also the WAC charts I did have had big letters stamped “UNMAPPED” on them. This was a little different than my military flying!

Again, fast forward – in 1964-65 I found myself flying a Bell 5-2 helicopter (the kind you see flying in the old M.A.S.H. movies) with a plexiglass bubble canopy.

This was in the coastal mountains of western British Columbia. It was at the bottom end of the Alaskan panhandle. The international boundary between Canada and the U.S> consisted of a mile-long fiord that had 4' tides, seals, and sharks, but no roads. To get here, I rode a Good Grumman – tide out, land on sandbar; tide in, land on water.

Anyway! Here comes the interesting stuff! This particular place was the base operations for a big mine. They had discovered a large sub-surface ore body located in the mountains. TO access this, they were attempting to build a 17 mile road above the lateral edge of a glacier and then bore eleven miles through a mountain to the ore body. They were drilling from both sides of the mountain.

When I arrived “in town”, they were just finding the last bodies from an avalanche that had wiped out the cook shack on the mountain and buried over a dozen miners. “Kodak moment” – when you're having a beer at the bar with a guy who just spent some time buried by seven feet of snow you never forget the strange look in his eyes!

Don't go away – it gets better. When the weather in the mountains was too bad for fixed wing aircraft, they used us helo driver – one Yank (me), one Brit, and two French frogs from the Algerian war (they were fearless).

The harsh working conditions resulted in a high personnel turnover and a requirement for fresh food.

So! This particular day, I was taking a big new miner and gear to a flat spot scraped on a side of a mountain valley, where I landed. The miner and his big duffle bag departed. I forgot about the heavy old bulldozer tracks in the other cargo carrier on the opposite side. Nice sunny day with a 28-year bullet-proof pilot!

Bad idea! When I lifted off the landing pad, I quickly realized I had neglected to check my weight balance by a slight hover before I lifted off the pad. I had run out of lateral control and the machine was starting a slow roll to the right, and I was making an uncontrolled descent between two mountains. To gain some later control, I opened the plexiglass door on my side, and I put one foot outside on the empty cargo carrier. A little bit, but not enough. So I went out father. Pretty soon, I was hanging one cheek outside and using one leg and arm to control the machine.

~ continued on next page

“Hanging one cheek”

~ continued from previous page

As I flew west out of the mountains, I remembered there was a gravel landing strip that the fixed wing drivers used, where the mountains leveled out. Aha! My plan was to approach the strip from the non-mountain side, and with a little luck, I could slide a landing skid on the ground without the rotor blade hitting the ground and chewing the whole machine to pieces.

So - on approach to the landing strip and almost on terra firma, and some guy comes running out of the shack waving his arms wildly.

I look over my shoulder and there's a C-46 with gear and flaps down on short final behind me! (You can't make this stuff up!) No choice but to get gone!

As I applied power, the machine banked even more, as I was $\frac{3}{4}$ out of the cockpit and both of us were going to crash upside down, I contemplated jumping and chancing it, but I was too high! (About 80 – 90'). Also, I new from past experience that I don't bounce so good!

Eventually, I circled and got it on the ground with both of us in one piece, shaking so badly I couldn't light my cigar.

Eventually I left Canada for S.F. My log book said I was often flying 900 hours every six months.

P. S. The Japanese eventually built a railroad to the mine. Once back in S.F., I joined Pan Am in 1966 as a NAV/RCO and continued my adventure!

Occasion to meet Charles Lindbergh

by Don Wambach

About the early 70's as a Pan Am co-pilot, I flew a pattern HNL/GUM/MNL. Twice on the legs Guam to Manila, Charles Lindbergh was aboard and he visited the cockpit and I was privileged to talk to him. He was on Pan Am's Board of Directors, and offered to let us pick his mind about Pan Am's future plans. He had friends in the Philippines he visited.

On one flight from GUM to MNL, he entered the cockpit during the descent to landing in Manila and sat in the jump seat behind the captain who was flying. As often happened on this leg, Manila was late giving us our descent clearance, so the captain was in a high speed descent to try to get down in time to land.

On this day, it was impossible, so we requested a clearance to circle, to lose speed before landing. We leveled off at 1500 ft, and as we screamed over the runway at high speed, Mr. Lindbergh tapped the captain on the shoulder and said, "Captain, do you intend to land on it or strafe it?"

We then did our circle and slowed down to configure for a routine landing.

Some members' comments...

My husband, Capt. Joseph L. Flynn, flew between 1941-1977 NY Base. I (Marit Flynn Stoss), flew between 1958-1973, NY Base. Always interesting to keep in touch with The Pioneers!

~ Marit Flynn Stoss

Look forward to the newsletter each month – thank you! *~ Den Kennedy*

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! 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 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

Robert Howard passed away on Feb. 13, 2019. He was 88, and we would have been married for 65 years in June. He flew out of Kennedy Airport for 35 years as a flight engineer. He always said it was the best job he ever had. He leaves his wife Gretalin, two sons and two grandsons.

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. 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

Tips for Avoiding Telephone and Other Scams

The FTC [Federal Trade Commission] reports that seniors above the age of 60 are the least likely of any age group to report losing money to scams, more often reporting fraud before losing any money. That's the good news! The bad news is that when older consumers do experience consumer fraud, the reported financial losses are greater than what younger consumers report.

Certain scams are more likely to strike older Americans, including tech support scams, prize, sweepstakes and lottery scams, and family and friend impersonation. Phone scams do the most financial damage. And while gift cards because the payment of choice for scammers, wire transfers still take the top spot for total dollars paid.

Here are a few tips that may help prevent fraud:

Rule 1 - Never do business over the phone.

Rule 2 - If someone calls from a company you are doing business with, ask what it is about, then call the company back.

Rule 3 - Never take any action based on an e-mail I received without calling the entity that the e-mail supposedly was sent from.

Rule 4 - The IRS and SSA, and Medicare do not ever contact you by e-mail or phone period.

Rule 5 - If any of the above entities contact you by sending a letter, call them to make sure the letter is legitimate. Sometimes the scammers will use bogus letters.

You might consider not answering the telephone if it's not a number you know, or if you have caller ID, someone on the other end that you don't know. They can always leave a message.

Please update your email address and phone number if it's been changed!

Email or write to:

***Clipper Pioneers, c/o Sue Forde, P. O. Box 3457, Sequim WA 98382
or email to: sue@clipperpioneers.com or jerryholmes747@gmail.com***

Make Plans for our Next Cruise in 2020!

Dear Pan Amer's: I trust all of you got home safe and sound from our fabulous TransAtlantic cruise. It was wonderful meeting up with old friends and making new ones. I'm very happy to announce our next adventure is a great 11day cruise to the Caribbean. This is for all the Pan Folks and friends. Come join the fun, It is a great cruise and one of the very few for the entire year that will visit Panama and the best price of all. It's a great itinerary. If interested, get a deposit to Carmen, the only cabins available are those listed below.

Serenade of the Seas Mar. 2, 2020

Inside \$1050 / Outside \$1250 / Balcony \$1950

RATES - are "from", Non-Refundable, per person, cruise only, double occupancy and based on availability at time of booking. Port / government taxes are additional (\$398. per person); surcharge for amenities (gifts, cocktail parties, etc.) is \$125. per person.. Deposit is \$450.00 pe person. Major credit cards accepted but checks are preferred. Make out to Interline Travels, 456 Merlin Ct., Tallahassee, FL 32301.

To reserve call Carmen direct 786-252-7838; INTERLINETRAVELS@YAHOO.COM. For questions and further information call Stu Archer (for Pan Am pilot and cruise coordinator) at 305-238-0911.

VISITING PORTS OF CALL

PUERTO LIMON

COLÓN, PANAMA

COLÓN, PANAMA

ORANJESTAD, ARUBA

PUERTO LIMON – Come to Puerto Limon ready to meet a raw and beautiful side unlike any other in Costa Rica.

COLÓN, PANAMA – Home to the Panama Canal's Atlantic Ocean entryway, Colón is the second-largest city in Panama.

COLÓN, PANAMA – Cartagena de Indias boasts romantic colonial architecture and a Caribbean coast glittering in shades of bright white and aquamarine.

ORANJESTAD, ARUBA – Welcome to Aruba— or as the locals say, Bon bini. Here Dutch traditions mix with island charm.

WILLEMSTAD, CURACAO – Curaçao is a treasure trove of cultural attractions, rich history, and natural scenery — from desert landscapes and rugged cliffs to 38 spectacular, and mostly secluded, beaches.

Check out the website - www.clipperpioneers.com - for more detailed information about the ports of call - where you can go and what you can see!

Don't miss out - come and join us on this fun cruise with your fellow PanAmer's!

Thanks to those of you who have sent us stories! Keep 'em coming!
