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Flying the Boeing 314 Flying Boat

CONTINUED FROM PREVIOUS ISSUE

by William B. Nash

My experience on the B-314 was in Pan Am's Atlantic division. Other 314's flew in the Pacific division.

During Pan Am's trans-pacific exploratory flights, the four engine Sikorsky S-42 flying boat was used. Pan Am had Martin build three M-130 flying boats and one of them became the China Clipper. Finally, the 314's were planned by Pan Am and ordered from Boeing. The company flew island hopping routes to Asia and New Zealand, building their own hotels and fuel stations on the islands.

When Honolulu was attacked by the Japanese, and Wake Island was next, Captain Ford and crew were cut off in the Western Pacific. They completed the first round the world flight by drawing their own Mercator charts, sometimes using auto gas, and flying west back to the United States.

Part way through WWII the U.S. Navy Air acquired the PB2Y, a new four-engine consolidated flying boat. They lost a number of them in training. The Navy asked Pan Am for some of its flying boat pilots to fly them and, among others, I volunteered. From the accident reports we learned that the accidents occurred during full-stall landings. The plane would squirt back up out of the water on touchdown and porpoise. It would dive steeper after each bounce until it dove steeply into the water. The porpoise is a stall maneuver from which there is no recovery. It killed crews. Pan Am engineers and pilots decided that the narrow hull and high speed Davis wing did not like full stall landings, so we never made them. We flew the plane on to the water under power with never less than fifteen inches of manifold pressure on the engines.

Those of us who volunteered to fly the plane were commissioned as Naval officers and spent the rest of the war assigned to it as part of NATS, the Naval Air Transport Service.

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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.

Flying the Boeing 314 Flying Boat

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We met British and Australian Short Sunderland flying boat pilots in Trinidad and Bathurst, British Gambia. These were great companions and we exchanged many adventures and jokes with them. Our base was Port Lyauty, Africa, not far from Casa Blanca, French Morocco.

When World War II ended, the Navy took over the B-314's. They were retired from Pan Am service in 1946. Some were sold to charter flying outfits, ran out of gas at sea due to poor planning and were sunk by Navy or Coast Guard gunfire as navigational hazards. Others were left in ports to deteriorate. Not one survived. A few parts are in some museums. To me, that is sad.

Experiencing this part of early aviation was one of the best times of my life. Having had the opportunity to be part of a Boeing 314 crew was outstanding adventure for a young man, and I still recall it well at age ninety-one.

Clare Booth Luce, playwright, congress woman, and Ambassador to Italy, returned to the USA aboard a flight on the B-314 and said something like, "Years from now, we will look back upon Pan American's flying boat flights as the most glamorous and romantic air travel in the world."

Bill Nash, pilot, Pan Am 8/42 to 6/77

Would a 747 float?

By Robert Kloepper

Would a 747 float long enough for a successful evacuation? Good question. Back in the fifties PanAm proved that a big four engine plane would float. Captain Sully proved that a Bus would float long enough for an evacuation. Both of these landings were in calm water during daylight. How about on a stormy night on the North Atlantic? How close did the industry come to finding out? TWA had all four engines shut down over the Atlantic but the FEO started them all again. EAL almost lost an L-1011 because of problems on all three engines near MIA. Here is my story.

"Once upon a midnight dreary, while I pondered weak and weary" over my numerous lights and switches; suddenly there came a problem. One of the ground instructors used to call a multi light fault on the electric panel "a Christmas tree". Well I was looking at "Time Square". Every light on the electrical was ON. Seconds later every light on the fuel panel was ON. Then every light on the hydraulic panel was ON. I thought no juice, no fuel, on controls, we have a very interesting problem. We have 35000 feet to solve this before we find out if this 747 will float at all. My attention went to the forward panel to watch the engines spool down and numerous warnings start flashing. However, nothing was happening. All was normal.

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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.

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

Would a 747 float?

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The Captain turned and asked me what is going on back there. I replied that I wasn't going to touch anything until he and I took a few seconds to discuss this mess of lights. Just then all of the lights went dark. The remainder of the flight was uneventful. My hand was shaking a little when I wrote it up in the maintenance log. I later found out that this was a fault in the flight engineer light bulb test system. Did I ever hear of it happening again ?....."Nevermore".

Forgive me for using a couple of quotes out of context from my favorite poet Edgar Allen Poe.

Pan Am - Flying the Islands

By Don Fell

When I first joined Pan Am, I was offered an assignment in Guam flying a DC-4 and an SA-16. I was current in the DC-4 and had flown the SA-16 in the Air Force. My wife and four children moved to Guam where Pan Am provided us with a house, car and school for the kids. It was a small base and the flying covered all of Micronesia, including the Mariana, Caroline and Marshall Islands. In addition to the SA-16, I had flown the Sikorsky S-43, the Grumman widgeon, and numerous light float planes throughout our home state of Alaska.

A typical trip comes to mind. Capt. Jim Doyle, F/O Jim Esslinger and I were the crew. We departed Truk with a group of government employees en route to Ujelang Island in the Marshall Island group. We landed in the lagoon and set the anchor. I put my swimsuit on and checked the anchor. The Ujelang people had been moved from Bikini Atoll when the atom bomb was tested years ago. The islanders wanted to return to Bikini and our group of passengers came to discuss this with them. Soon a large Dhow rigged sailing canoe with two crew approached the plane. As they sailed by it was obvious, if they came close, they would take our wing off. I suggested we launch one of our life rafts to put our passengers in the canoe. Jim Doyle popped the raft and we put the passengers in. We then paddled out to the canoe and I helped everyone on to the outrigger. One of the passengers dropped his glasses and I told him I would retrieve them. The canoe then sailed to shore.

While the customers visited the village I made several attempts to retrieve the glasses with no luck because I could not get a second clearing. I stayed on the raft enjoying the sun and water. When the customers returned Jim pulled them over to the plane and I made a leisurely final try for the glasses, I got the clearing and retrieved them. We took off and flew back to Pohnpei.

At the District Administrator's reception that evening, we were informed that the customers wanted to go to Kapingamarrangi the following day. Kapingi is the most remote island in Micronesia, located near the equator north of Rabaul.

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

Pan Am - Flying the Islands

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We filled the plane with fuel and took off for Kapingi the next morning. We rotated seats and I flew as Navigator. The weather was good and smooth until we entered the International Zone of Convergence (ITZ). Jim made several heading changes to avoid turbulence and I plotted each on our chart. We finally broke out of the Zone into clear calm weather. The only problem was the whole area was covered with beautiful little white clouds and every one had a shadow that looked like an island. We had an old Loran A onboard and I managed to get a line on Kwajalein. We made a thirty degree correction and came right to Kapingi (shades of Amelia Earhart!)

We landed in a beautiful lagoon, dropped anchor and shut the engines down. We were serenaded from shore as a wooden rowboat came for our passengers. Ashore we were treated to a Luau and welcomed by the locals. A Peace Corps young man and his wife gave us a tour of the island. Every coconut palm in the atoll is owned by one of the villagers and they export copra to Japan. They had gardens of taros, sweet potatoes, bananas, cassavas, and breadfruit. They all live in thatch houses which we were told are easy to put back up after a typhoon.

We took off over heading the Mortlocks where there was a Christian school, Truk, for fuel, and on to Guam. It was a fun and rewarding trip.

Thank You Pan Am!

Signs of a Census Scam

Scammers may pose as census takers to get your personal information — and then use it to commit identity theft and other frauds. But there are ways you can identify official census takers.

Census takers must show a photo ID with the U.S. Department of Commerce seal and an expiration date. If you ask, the census taker will give you a supervisor's contact information and/or the census regional office phone number for verification.

The Census Bureau will never ask for your full Social Security number, bank account or credit card numbers, money or donations, or anything on behalf of a political party. The 2020 Census will not ask citizenship status.

The Census Bureau may call you as part of their follow-up and quality control efforts. They also might call if you're not home when a census taker stops by or when a personal visit is not convenient. Calls will come from one of the Census Bureau's contact centers or from a field representative. Since we all know you can't trust caller ID, visit [How to identify a phone call from the Census Bureau](#) for the phone numbers you can use to check out any calls you might get.

Make sure you have the latest and most accurate information about the 2020 Census. Visit [2020 Census Rumors to fact-check](#) and ask questions. If you suspect fraud, call 800-923-8282 to speak with a local Census Bureau representative. You also can file a report with the FTC at [FTC.gov/Complaint](#). Your reports may help law enforcement agencies launch investigations that could stop imposters and other fraudsters in their tracks.

(from <https://www.consumer.ftc.gov/blog/2019/11/2020-census-fact-v-fiction>)

Report from “Operation Dignity”

The following is the Report for the funds going to “Operation Dignity”:

The Pan Am Pilots Retirement Foundation, Inc.
P.O. Box 11717
Fort Lauderdale, FL 33339 “Operation Dignity”

President’s Report to the Membership – December 2019

Dear Member,

Thanks to your continued support, we are able to provide financial assistance to former Pan Am and National cockpit crewmembers and their dependent survivors. The Foundation mission is to help them maintain a dignified lifestyle.

Currently, four dependent survivors receive aid tailored to their individual income and needs. This year the combined benefits will approach \$58,000.

At our bi-annual meetings, the Trustees consider the status and financial requirements of current and potential aid recipients. We conduct a conference and financial review with Wilmington Trust, our investment and banking firm. We evaluate the Foundation accounts and taxes handled by our Certified Public Accountant, Rehmann Robson, LLC. Additional Trustee business is conducted during the year via e-mail and telephone.

Membership and contributions to Operation Dignity continue to decline. Last year only 45 donors helped support our mission. Currently, our declining investment portfolio is able to make up the financial shortfall. In recent years, some families of deceased crewmembers have asked for donations to be directed to Operation Dignity. On behalf of our aid recipients, we thank you and depend on your generosity.

Tell us of any potentially eligible person who might need our help. Of course, we observe strict confidentiality. Write to our P.O. Box or e-mail arthurfritz@comcast.net.

Thanks again for your support! Sincerely,

Art Fritz, President
Dianna Wiggins, Vice President
Don McCredie, Secretary
Jack Ragland, Treasurer
Bill Helsabeck, Screener Chairman

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

Pan Am Captain Elbert "Doc" Strange passed away on November 19, 2019 at 91 years old. He was well-known in the aircraft maintenance early days of the 707. Doc was a likable, knowledgeable legend. He later moved to flight operations as a Pan Am Captain on the 747. He then went on to learn about the new jets and then to pilot the Boeing 707 first to those European destinations and then everywhere else on the globe. He routinely traveled to distant destinations such as Buenos Aires, Argentina; Tokyo, Japan; Tehran, Iran; Bahrain, Saudi Arabia; Bombay (Mumbai) India as well as most larger cities in Europe. As time progressed with new developments in aviation, he then moved on to flying the Boeing 747SP to all of those destinations non-stop.

Romanas "Hugie" Ugianskis was born August 19, 1931 and passed away November 16, 2019. He served many roles in his life – husband, father, grandfather, son, brother, combat veteran, commercial pilot. He proudly served his adopted country for 30 years, retiring as an Air Force Lieutenant Colonel. He died peacefully and will be forever missed by his family and friends.

Monroe "Miles" Burnett, most beloved husband and father, passed away peacefully June 26th at the age of 79. He was a remarkable and much loved man, and the best husband, father and brother anyone could hope to have. Miles served in the Navy from 1963 to 1968 as a Lieutenant flying the P2V Neptune for the VP-21 squadron. Upon his honorable discharge he accepted a position flying for Pan American Airways out of San Francisco until he was furloughed due to Pan Am's cutbacks. Now living in Hayward, Calif., he worked as a Trust Officer for Bank of America. He attended night school during this time and obtained his law degree – Passing the California Bar Exam on his first attempt. He fulfilled his passion for flying by flying his family on short trips through the Napa Valley on weekends.

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 about keeping safe on your computer

1. Use an antivirus program and keep it up to date.
2. Do not open email messages from unknown sources or suspicious email attachments even if you know the sender.

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!
