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It Happened to Me

by Gordon Young

I am looking back; my profession involved aviation. I guess then first with serendipity I met two of the most significant individuals I consider the "Historical Bookends" of the aviation industry.

The first was Charles Lindberg. The 2nd was Neil Armstrong.

From the '60's, 70's and 80's, I was a Pilot for Pan Am airways. In the 70's I met Charles Lindberg twice.

The first time I was Copilot on 707 flying from JFK to Europe. The cockpit door opened, and Lindberg came in to say "hello" and we shook hands. The captain invited him to make the take-off which Lindberg graciously declined. There was no doubt in my mind that he could not have done it! At the time, Lindberg was for many years a member of the Board of PanAm.

Late in the evening as a repositioning Pilot, I was seated in first class and Lindberg walked onto the airplane as the door closed and sat in first class next to me and we were off. The second time I met Lindberg again was on a B-707 from JFK to Frankfurt, Germany. He stretched out, produced an old fishing fedora and fell asleep. I never did get a chance to ask him about his peanut butter sandwich making abilities! We landed and he was gone! I back dated and concluded that he was commuting to his "German Families."

Meeting the personalities who were the "Bookends" of the long story of Aviation.

I
n the 1970's on a layover in Helsinki, I was walking through the hotel lobby and noticed several guests clustered around the only console the hotel had. On the flickering TV screen, a guy was walking on the moon. Big Deal, I'm not a Wookie.

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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.

It Happened to Me

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Fast Forward several years, I am flying a B-727 from London to Oslo Norway. Neil Armstrong was sitting in the cockpit seat behind me...Hmm Serendipity.

The second aviation historical bookend was Neil Armstrong. Back in the 1970's, I was based in Berlin, Germany. It was an ordinary day at the office. I was scheduled as captain to fly a PanAm B-727 from Berlin to Hamburg, Germany, then thru London, England, to Oslo, Norway and back to Berlin.

Halfway between London and Oslo, I became aware that we had Neil Armstrong on the airplane.

I told the flight service to bring him to the cockpit. (Things were more relaxed in those days.) It was common to fellow pilots to invite other pilots to the cockpit.

We all introduced ourselves and I offered Neil the cockpit jump seat situated behind my seat for a good view. It was sky blue day with the sun shining brightly. Oslo, as the Norwegian capital, is situated at the end of a long fiord, which is dotted with several rocky islets on which the Norwegians have built colorful summer cottages. In those days, the Oslo airport was situated at the end of the fiord with the old white Olympic ski jump still standing prominently above the city.

The only nitty gritty detail was the runway was situated on a small rock islet which was a few feet above the water! And the runway was not level! It sloped downhill!

I had landed at Oslo previously and you had to be on your game, or you were going swimming, like it or not!

At the end of my landing, we all shook hands and said goodbye. It turned out that he was visiting an old astronaut who was the USA Ambassador. On reflection, I was too preoccupied with the approach and landing that I forgot to discuss with Neil the progress of his golf game on the moon!

P.S. I flew for 40 years starting with 6 years as a Marine Corps helicopter pilot, then 2-3 years as a bush pilot in the northern Canadian Arctic (200 miles above the Arctic circle) Then 36 years as an international airline pilot with PanAm and Delta Airlines - and then I was told I was too old!

The Clipper Pioneers

an organization of retired Pan American Pilots & Crew.

by Robert Dobiecki

MIAMI — George Price, founding member of Pan Am Clipper Pioneers, flew everything from a DC-3 to a jet for Pan American World Airways but he always loved the seaplanes the best.

From 1942 to 1947, Price piloted the big Clippers out of Pan Am's Dinner Key terminal, island-hopping through the Caribbean or touching down in the bays and rivers of Central and South America.

"It was fun. It was exciting," said Price, 72.

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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>

The Clipper Pioneers **an organization of retired Pan American Pilots & Crew.**

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Price and some fellow retired Pan Am pilots want to bring back some of that fun and excitement to South Florida by creating a Clipper aviation museum in Miami's Coconut Grove.

The first part of the museum exhibit — wooden scale models and vintage pictures of the various seaplanes Pan Am flew out of Miami — will go on display at the dockmaster's office at Dinner Key Marina this month.

By the end of the year, Price hopes to exhibit on the mezzanine level of the Coconut Grove Exhibition Center more of some 3,000 cubic feet of seaplane photographs and memorabilia the pilots have collected.

Eventually, the museum will be moved to Miami City Hall, which was Pan Am's Clipper terminal from 1934 to 1947, when the airline canceled the seaplane service.

"We will have the only aviation museum at the site where everything actually happened," said Price.

Price walked through city hall last week, pointing out the places where passengers bought tickets and boarded the big seaplanes. More than 100,000 visitors a month came to see the giant Clippers take off and land.

The floor of the cavernous terminal building is now divided into offices and the City Commission chambers. Over the commission podium is the original huge terminal clock, with the Pan Am winged insignia.

Under the commission chamber seats, a visitor can see the spot where the massive Pan Am globe, the centerpiece of the terminal, once was sunk in the terrazzo. The globe, now at the Museum of Science, will be part of the aviation museum when it is opened.

In the 1930s and 1940s, the Pan Am terminal was the linchpin of a thriving seaplane base at Dinner Key. The Navy and Coast Guard also flew seaplanes from what is now a trendy marina and the exhibition center was originally built as Navy hangers.

Such notables as aviator Charles Lindbergh piloted Pan Am planes from Dinner Key. In 1943, President Franklin D. Roosevelt boarded a Clipper at Dinner Key to fly to the World War II summit in Casablanca, Morocco.

"It is a real part of our history," Price said.

Price loved the old seaplanes because "you were up there alone. There was no voice communications with the ground. You would use celestial navigation to find your way. It was real piloting."

The museum will honor these planes, which carried passengers all over the world for Pan Am under names like the China Clipper, Yankee Clipper and Caribbean Clipper. Price and his pilot friends have formed a corporation, Flight Spectrum International, to negotiate with the city.

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The Clipper Pioneers

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an organization of retired Pan American Pilots & Crew.

So far, Miami city commissioners have applauded the idea. The city's master plan indicates city hall will be a museum when government outgrows the structure, but no date for a move has been set.

Pan Am has donated much of the material that will be in the museum, including financing construction of the large seaplane models.

Price's company has already obtained an original Aerocar, a bus-like vehicle that once picked up Pan Am seaplane passengers at Miami Beach hotels and transported them to Dinner Key. The Aerocar has been repainted with the original Pan Am insignia of the 1930s.

The retired pilots have also located an aging Sikorsky S-43 seaplane, which they want to get refurbished and moved to Dinner Key.

"Can you imagine a museum with an actual seaplane?" Price said.

However, seaplanes in South Florida are not solely museum pieces. Chalk's International Airlines flies daily from South Florida locations to the Bahamas in small Grumman-built seaplanes. The floor of the cavernous terminal building is now divided into offices and the City Commission chambers. Over the commission podium is the original huge terminal clock, with the Pan Am winged insignia.

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/>

Bank balance as of July 29, 2022 is \$11,909.45. The opportunity to renew your membership with your donation is on a form on page 8 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2022 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

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.

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

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

PAN AM 15 DAY MIAMI TO ROME CRUISE



Dear Pan Amer's:

Come join us on our next transatlantic reunion cruise on Royal Caribbean's Explorer of the Seas. Reserve restful days at sea to splurge in Spain, France and Italy with ports of call to die for. It's going to be fabulous – don't miss out – bring family and friends along ! Your cruise includes gourmet meals, entertainment, accommodations, group activities, cocktail parties and much more.

Itinerary – April 23, 2023 from Miami to May 8, 2023 Rome, Italy

Date	Port	Arrive	Depart	Boarding
Sun 23Apr2023	Miami, Florida	-	4:00 PM	Cruising
Mon 24Apr-01 May	Cruising High Seas	-	-	Docked
Tue 02May2023	Malaga, Spain	8:00 AM	6:00 PM	Docked
Wed 03May2023	Cartagena, Spain	8:00 AM	6:00 PM	Docked
Thu 04May2023	Palma De Mallorca, Spain	7:00 AM	5:00 PM	Docked
Fri 05May2023	Provence (Marseilles), France	9:00 AM	6:00 PM	Tendered
Sat 06May2023	Nice (Villefranche), France	8:00 AM	6:00 PM	Tendered
Sun 07May2023	Ajaccio, Corsica	8:00 AM	6:00 PM	Departure
Mon 08May2023	Rome (Civitavecchia), Italy	5:00 AM	-	

Rates from:

Inside \$859 / *Inside Virtual Bal / Outside \$959 / Balcony \$1399 / Suites \$1999

Prices: Per person, subject to availability at time of booking and do not include port charges and taxes (\$354.pp) or amenity fees (\$150.pp) (cocktail parties, pay restaurant get togethers, etc).

*Interior with Virtual Balcony – High-definition screen that spans floor to ceiling, providing real-time views of the ocean and destinations. Inquire on pricing.

Deposit \$450.pp. ; all major cards accepted. Mail amenity fee check to Stuart Archer upon reserving (7340 SW 132 St., Miami, FL 33156). Insurance, available and advisable on invoice.

More information in future emails. Call 1-844-278-9745 Air & Sea for flights.

To reserve: call Carmen 786-252-7838.

Cruise information call former Pan Am Capt. Stu Archer 305-238-0911.

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

Do You Know About Events that are Upcoming?

There are many events and get-togethers that may be of interest to our readers. If you know about one, or have a group that gets together on a regular basis - or even once in awhile - please let us know so we can share with our readers! :)

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.

*...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

James "Jim" McIver Harrell passed peacefully on July 12th, 2022 at his assisted living in Tucson, Arizona. Jim loved flying and learned to fly a Piper Cub in Ft. Pierce Florida and soloed when he was 16. He entered the Navy V-5 Flying program in 1946 and soon after became a Naval Aviator. He did a European tour on the Midway Aircraft Carrier in 1950, flying AD-1 Sky Raiders. Jim had a long career with the Naval Reserve and flew many types of Navy aircraft besides the AD-1, including the F4U Corsair, Panther, Banshee and Cougar jets. In the mid 60's Jim was the Navy Reserve Commander of VR-743 at Jacksonville NAS and his group made several cargo resupply missions to Da Nang, Viet Nam flying C-118 transports. Jim ended his Naval Reserve career in 1971.

In 1955 Jim joined Pan American World Airways. During his 32 year long career with Pan Am he lived and was based in San Francisco, Miami and New York JFK. Jim flew Douglas DC-4 prop airliners in the beginning, then progressed to the Boeing 727, 707, and 747. Jim retired from Pan Am in 1988 as a Boeing 747 Captain.

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

Tips for Healthy Living

Prioritize Mental Health

Anxieties can often be too much to handle. If you are the person dealing with it, it's important to pay attention to mental health, just as we do for physical well being. To ensure the good mental, try adapting to some lifestyle changes.

For example, if you generally have too much time at hand and a lot of this time goes away while thinking or overthinking, it may be better for you to pick up random tasks and duties for the entire day.

A busy mind doesn't have too much to think or worry about. By keeping your thoughts at bay, you can surely remain in the pink of your mental health.

So, consider doing that. Apart from this, natural methods like yoga and meditation can also be helpful.

Keep your muscles active

Some of the easiest ways to ensure activity are:

Doing general cleaning of the home (dusting)

Taking a walk in the park

Cycling

Mild yoga, stretching, and chair exercises such as these exercises published by California Mobility.

Every hour get up from your chair at least once. It can be for helping yourself with a glass of water or for opening up the door for someone who just knocked.

How Stupid Can You Be!

by Captain Robert Lee Bragg, Pan American and United, edited by Dorothy A. Boyd-Bragg, Ph.D

When I was just starting out with Pan Am in the mid-1960s, I was based in Berlin. I had made a conscious decision to work abroad rather than domestically. I wanted to see the world. Obviously you've heard this from others. As a result, I spent about a year and a half flying as an engineer on the DC-6 flying between Berlin and other German cities, namely Frankfurt, Munich, Stuttgart, Hamburg, and Hanover. In between, I occasionally had a welcome chance to fly charters elsewhere. That made it a lot more interesting. All in all, I'm glad I made the decision I did. I learned a lot in Berlin.

Among other things, I learned that I didn't want to spend any longer than I had to living in Berlin - the red tape of everyday life was just too much! I also learned that I didn't want to be an engineer. I knew I was meant to fly. It was, without a doubt, the longest year and a half in my life.

In all honesty, most days were just tedious. A few were, however, much worse than that. One very bad day was the day I had a great chance to fly from Berlin to Rome and back on a charter flight. It should have been a very good day. It wasn't.

I forgot to check my briefcase and ended up without the performance charts I needed to fly the aircraft. Frantically, I called around and checked with three other DC-6 engineers flying the same route. Eventually I got what I needed - over the radio from them. I've never forgotten the last minute pressure I felt!

From that experience, I learned that you always need to check in advance to make sure you have what you need to do your job - a very simple and valuable lesson. I also learned that it's probably a good idea to keep your briefcase locked. While I never could nail down my suspicion, I believe that someone borrowed my charts without asking, forgot to tell me, and then failed to return them when they were finished. I always locked my briefcase after that - and I never regretted it.

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal donations. If you haven't already, please send your donation to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

Your Name: _____

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(Make check payable to: Clipper Pioneers and mail to: P. O. Box 3457, Sequim WA 98382)

Thank you for your continuing support of the Clipper Pioneers!