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## Flying President Sukarno of Indonesia

*by Captain Duyane Hoffman (submitted by his daughter Kathi Thomas)*

(May 15-30, 1959). I was on standby and Pan Am called me up and said, "You have to pick up a trip tomorrow. You have to deadhead to Lisbon. It's called a Run-About Charter and you are going to need a route manual for the west coast of South America. So, stop in the hangar and pick one up."

So, I stopped and got the route manual, and I went out to the terminal and found there was a whole cockpit crew that was going. We deadheaded over to Lisbon. The next day up in my room about 5:00 in the afternoon, the Captain bringing the airplane in came up to my room and he says, "This is a chartered flight around the world. President Sukarno (President of Indonesia), Vice President Hatta, and about 35 members of the Indonesian government are on the airplane. Sukarno doesn't like rough weather so stay out of the rough weather!"

So, we went out to the airport and the airplane was parked way out from the terminal. This group of people walk out and get on the airplane. We take off and we're going down the coast for Monrovia and Dakar first, and about half-way down, the engineer is fooling with this engine analyzer, and he says, "We got a top-end failure on the #3 engine so we better shut it down." So, we shut it down, feathered it and about 1:00 in the morning, I'm landing in Dakar on three engines with the Indonesian government back there and my knees are knocking!

After we get up to the terminal, the engineer and the First Officer go out to talk to them and the mechanic. I'm still sitting in my seat when this gentleman comes up and says, "Is there something wrong with the airplane?" I say, "I'm afraid so, we had to shut an engine down!" Turns out, that was President Sukarno without his hat on. So, I met him indirectly.

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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.

**Wishing you a very Merry Christmas and a Happy and Prosperous New Year!**

## Flying President Sukarno of Indonesia

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We were there for 24 hours while they changed the engine. Then we took off and went across the ocean to Recife (the capital of Brazil's northeastern state of Pernambuco). We were going to be 4 hours early getting into Rio and they were planning a big celebration there. So, we hung around in Recife for a while.

Then when we went to leave, we start taxiing out and the tower calls and says, "You left two people here!" I called the purser up and ask him to ask the President if he wants to leave them or go back. The purser called back and said, "He said go!" So, I told the tower that the President wanted to go, but the tower kept insisting that we return for them. Finally, I mustered up my best Portuguese and tried to explain that way. The tower didn't know what I was saying, but someone in another plane did, and he rattled off something to the tower, so the tower said, "OK, go!" So, we took off and went down to Rio, they had a big celebration, 21-gun salute and everything. The two people left behind caught up to us somehow.

We were in Rio for a day or two, and the whole crew was invited to the Indonesian Embassy for supper. We went over there and that is when I was officially introduced to President Sukarno, and I introduced him to the crew. It was all very nice!

After a couple of days in Rio, they wanted us to fly up to Brasilia, which was being built and would become the new capital of Brazil. About all that was built so far in Brasilia was the airport, with a runway and a terminal and a presidential palace and all the rest was just shacks of the men that were building this city.

So, we were the first Pan American plane to land in the new capital of Brazil. President Sukarno was scheduled to have lunch there with Brazil's President, President Juscelino Kubitschek. We landed at the new airport and the mechanic up there that I knew got a bus and rode us around town to show us around.

Then we took off about 3:00 and went down to Sao Paulo. We spent the night in Sao Paulo, and then we went back to Rio and a big storm was there and I said, "Oh boy!" knowing that President Sukarno did not like rough weather. We had to circle for over an hour in a thunderstorm and it was rough, but we finally got in and landed. Later I heard that the taxi taking Sukarno had to drive on the sidewalk part of the way because the water was so deep!

After a day or two more, we took off and went to Buenos Aires. Buenos Aires had a 21-gun salute for President Sukarno, but they didn't shoot the cannons. They had big firecrackers that they would light and throw out in front of the cannons.

We were there several days. We took off and went up over the Andes and at 19,000 feet, I had to use full power because there was a 100-knot wind coming over the mountains and the mountains came up to 18,000 feet.

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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>**

**Bank balance as of Oct. 31, 2022 was \$12,108.83.** 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!

## Flying President Sukarno of Indonesia

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We went up there and landed in Lima, Peru and got gas. I had planned on flying from there straight across to Caracas, but I got up there and it was nighttime and there were thunderstorms around so, I went all the way up the coast and around the coast trying to avoid the storms.

When we got to Caracas the tower said, "There are two army planes up there that want to fly in formation with you!" and I said, "We can make one pass, but then we have to land because we only had 400 lbs. of fuel left." So, we had these two planes on our wings and went around and we landed, and President Sukarno was only there for about an hour or so.

Then we took off and headed for Mexico City. That was the end of the ride for us. A Pacific crew was going to take him the rest of the way.

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## Checking Out Can Be Something Else

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

While checking out as a B-707 captain in late 1977, I flew with a check pilot who, as was the norm, flew as my co-pilot for twenty-five hours. We opted to fly Pan Am's round the world flight which was an extremely popular option at the time. It went from New York to Frankfurt to Istanbul to Berlin to Damascus to Tehran and back to New York.

I had just come off the B-747 as co-pilot. I had previously flown the B-707 about six years earlier. I had apparently forgotten how to land the 707 because I "planted" it in Damascus. I came in and made a really hard landing. I landed with a bang. It was so bad I actually asked those in the cockpit what I was doing wrong. As I recall, I phrased it something like, "If anyone knows what I'm doing wrong, please tell me."

The engineer said, "I think you are leaving the auto pilot on too long. You ought to take it off auto pilot sooner and get used to the feel of the plane." He had obviously been an instructor and a good one. It was just what I did and had no more trouble.

Thinking back to the landing in Damascus, I was, indeed, leaving it on auto pilot much too long during the descent, typically to one thousand feet. He was exactly right, and it brought out an extremely valuable lesson for every pilot. Always ask those you fly with for advice. Typically, they have already seen what you're doing wrong. They are often more aware of what you are doing wrong than you are.

After flying as a B-707 captain for several years, I had the opportunity to check out on the L-1011 as captain, and I was in the first class that Pan Am had - before they even got an actual plane or a simulator. The instructor of the first class had never even seen the L-1011.

I learned very quickly that that the 1011 systems were basically just like the 130 systems, which made perfect sense since both were Lockheed systems and they had just taken the system off the C-130 and implemented it into the design of the 1011 .

The newly designed L-1011 had an improved emergency system. If you lost all three engines, there was a turn ram air turbine (R.A.T.) system that would drop out of the fuselage and the prop would turn and give you enough hydraulic power to control the airplane.

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## Grateful to Dewy Hoffman

*by Ted Osinski.*

To a wonderful person and airman PANAM Capt. Dewy Hoffman noted in last Clipper Pioneers Newsletter. Being a product of the USAF and a Fighter Pilot, I never previously operated with a crew.

Having joined PANAM, several Captains assumed they were godlike. Being Ex Military, reply to a superior results in, "YES SIR. NO SIR, NO EXCUSE SIR". Which became applicable to some situations at PANAM.

In the early mid 50's we had no bid rights and were assigned a monthly schedule.

This month's trip as 3rd officer, DC-6, I was assigned to fly Idlewild to Johannesburg with the worst SOB ever, PANAM Capt. Dick C-----. 2nd FEO assigned was Ron Marasco who eventually became V.P of Maintenance Operations.

Capt. Dick's briefing was very demeaning especially to junior crew. I still recall him ordering me to memorize every approach plate from Idlewild to Joburg "DISMISSED".

Return leg layover was at Pension Nazareth, Lisbon. Crews were enjoying life at the bar. Capt. Dick was always mean, but after a few drinks he became obnoxious and threatened Ron Marasco, who picked up a chair and advised "one step forward and I will wrap this chair around your head". While this was going on, I quietly slipped out and went to my room as I was probably next on Dick's list.

Shortly later Capt. Dewy Hoffman knocked on my door, as he sensed something was wrong. I advised him I planned to resign PANAM returning home, with the thought of being let go on probation, as I was unable to memorize all the approach plates for the route and satisfy Capt. Dick C-----, with a negative writeup on my performance form.

Dewy calmed me down advising it was not PANAM policy to memorize approach plates, and with my experience to not worry and I should understand that PANAM has a few unscrupulous difficult Captains. He also advised both he and Dick had very little flying time when hired and were OJT's.

"GOD BLESS CAPTAIN DEWY HOFFMAN" who probably saved my job. May he rest in peace.

To Capt Dick C-----, May ST. Peter consider Redemption to A SOB.

I chose not to include last name as Dick has flown west and unable to respond.

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***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](mailto:sue@clipperpioneers.com)***

**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).**

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

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## 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.

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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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## 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.

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## Flying Somewhere? Useful Tip for Air Traffic

FlightAware is a free flight tracker that will change what you think about live flight tracking and aviation data. It can be seen at: [www.flightaware.com/](http://www.flightaware.com/)

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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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## 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).

*...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

**Capt. Manueal F. (Buzz) Labbee**, 89 of N. Palm Beach, FL passed away on June 25, 2022. He attended the University of Miami (1950-1956). His studies were interrupted by his service in the US Air Force (1953-1955). He ultimately pursued a career in aviation graduating from Avex School of Aviation in 1957. He flew for Northeast Airlines (1957-1964) and Pan American Airlines (1964-1991). Buzz also served as Custodian of Pan American pilots and as an ALPA negotiator and representative. He was proud of his work and association with Pan American. Some of the Pan American items he collected have been donated to the Pan American Historical Foundation and are on display at the Pan American Museum in Garden City, NY.

He is survived by his five children, Deanna Labbee (Rusty) Kinnard, Terri (Carlos) Gasperi, George W. Labbee, Michael F. (Lisa) Labbee and Christian Labbee, six grandchildren and three great grandchildren.

**Maurice J. "Jack" Grainger**, 94, born in Brooklyn, NY on November 29, 1927, died October 30, 2022, after a brief illness. Raised by his mother, Lucille C. Grainger, and his grandfather, Henry E. Colton, Jack attended a one room school in Sharon Station, NY and high school in Windsor, CT. He returned to New York where he graduated from Manhattan High School of Aviation Trades. "Enlisting in the U.S. Navy in the spring of 1945, he served on the USS Enterprise, as a Plane Captain maintaining a Grumman F6F-5 fighter plane in the Pacific. He later served onboard the USS Guam, preparing the aircraft catapults for long term storage. Upon the completion of that task, he was an Admiral's Chauffeur until his discharge in 1946. In the spring of 1947, he moved to Orleans, MA, on Cape Cod, and worked in several local garages and gas stations, where he met and married his first wife and mother of his children, Jillian Crosman. In the spring of 1950, Jack bought and owned and operated his own Esso Service station. At that time, he was the youngest Esso dealer in New England at age 22. Wanting to return to aviation, he sold out and moved back to NYC, and was hired by Pan American World Airways on September 19, 1955. He served as a Flight Engineer until the company went out of business in December 1991. At that time, he was the President of the Flight Engineer's International Association AFL- CIO - Pan American Chapter. Following the demise of Pan Am, he was employed by American International Airways flying again all over the world until retirement in 1996. After his retirement from scheduled airline flying, he inspected and ferried Boeing 747's for maintenance worldwide. His last "big airplane" flight was a test flight in Amsterdam, Netherlands on June 25, 2005.

**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 Sue Forde at [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com), or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382**

## 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! :)

**PAN AM MUSEUM FOUNDATION  
COME CRUISE WITH US!  
Join us on a fabulous luxury Silversea Cruise!  
Mark Your Calendars: August 2 - 9, 2023  
CRUISE ITALY & CROATIA IN STYLE**

Come sail with us in Pan Am style and support the Pan Am Museum! Enjoy exclusive amenities and guest benefits by booking your suite through this fundraiser.

We've secured the very best pricing and a liberal cancellation policy for our exclusive PAMF group (all pricing excludes airfare and transfers). In addition, our special pricing will be guaranteed until Dec. 31, 2022.

Open to friends and family! Space is limited! Many suites offer a 3rd guest with a pullout couch.

**Venice to Venice: August 2 - 9, 2023**

**VOYAGE ITINERARY**

Silver Spirit – 7 Days

Leaves Port: August 2, 2023

Voyage SL 230802007

Day 1: Venice (Departs at 7pm)

Day 2: Trieste, Italy

Day 3: Zadar, Croatia

Day 4: Hvar, Croatia

Day 5: Dubrovnik, Croatia

Day 6: Split, Croatia

Day 7: Kvarner Bay, Croatia

Day 8: Venice (Arrive at 8am)

**What's Included prices starting at \$4,400 per person**

Shore Excursions (1 per port/per day)

All beverages included at all times including premium liquor and wine selection of 150+ bottles

Personal butler service in every suite category

24-hour room service

1:1 Crew to guest ratio

Fully customized mini bar

\$350 Ship Board Credit per suite

All crew gratuities

Exclusive PAMF Welcome Cocktail Reception and other exclusive onboard events

8 Fine dining options offering culinary excellence

Onboard activities and live entertainment

High speed WiFi

Pillow menu

**Visit their website for more information: <https://www.thepanammuseum.org/cruise-benefit/>**

**For More Information**

**The Pan Am Museum Foundation  
[board@thepanammuseum.org](mailto:board@thepanammuseum.org)  
[www.thepanammuseum.org](http://www.thepanammuseum.org)**

**Book now, our fabulous pricing and perks are only guaranteed until December 31, 2022!**

**Time is running out!**

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