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My First Trip with Pan Am

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

Pan Am in New York had only four airplanes. They were 4 engine seaplanes called Boeing 314's and each of those would make a trip to Europe and then to Africa and South America and back. After a trip like that, they'd be in the hangar for a day or two while they fixed them up to get them ready for the next trip.

(May 7, 1943) After I got my passport, they called me up for a trip. I was going to be the Fourth Officer. So, I went out all dressed up in a uniform and we all marched down to the dock to the airplane.

The Captain (Robert Fordyce) looked like Jimmy Cagney. He stood up on his toes to talk to you because it made him look bigger. He was the Captain and the First Officer was another Captain who had just come up from Miami and was going to learn the routes because they were going to get these airplanes. I didn't know this at that time.

We took off about 2 o'clock in the afternoon and flew to Bermuda and landed and spent the night.

The next afternoon we took off about 5 o'clock, flew all night to the East across the ocean using navigation by the stars and, in the morning, we landed in a place called Horta, Portugal in the Azores and laid over there all day.

That night in the dark we took off to go into Lisbon. Because the war was on and the Germans were in France and France wasn't very far from Portugal, we had to go in there at night, with no lights on the airplane and the windows all curtained up. We snuck in there, landed at night and then another crew took the airplane.

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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.

My First Trip with Pan Am

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Eventually we went on down to Fisherman's Lake, Liberia. It was a big, long lake, 15 miles long and there was a radio station at the end of it that we call an air faire, and the Captain decided that he was going to show off. He put pillows up in the windows of the cockpit, and he was going to make a blind landing on that water!

The Captain started to make his let down after we went around the radio station, and he forgot to call for any flaps until we were down to about 200 feet. Then somebody mentioned the flaps so he immediately called for full flaps. These great big barn doors come down and he had to push the nose way over to keep the speed up.

That airplane hit that water, and I think the whole airplane went underwater. It was a terrible bang, but it came back out, and I think the other Captain caught it and completed the landing.

The plane hit so hard it made a split in one of these stub wings where they carried fuel, and it was also for buoyancy on the water. So, we were there for two days while they welded the crack, and then we went on across the ocean to Natal, Brazil and slept there.

The next day we went up to Belem and landed and then from Belem to Port-of-Spain, Trinidad, and landed. We laid over there. The next day we took off and went back to Bermuda and then to New York.

So that was my first trip with Pan American. It lasted 14 days.

(Captain Hoffman flew for Pan Am from 1943 to 1978. He passed away in Oct. 2019, just 4 months short of his 100th birthday).

Flight to Beirut

by Rick Blake

Nothing special in the Pan Am world, just an ordinary Round The World Flight Two out of New York's JFK. We had been out for several days and had worked our way over to Beirut. I was the 1st officer on the 747, it was a good job.

Beirut was a lovely place in those days. The blue waters of the Mediterranean, the warm ocean breezes wafting over the terrace swimming pool of the luxury Phoenicia hotel, very nice. Many called Beirut the Paris of the Middle East, I called it paradise. I was in my favorite spot on one of the chaise's, sipping a glass of ice tea and doing one of my favorite things, gazing at all the beautiful woman in their bikini's. I was even watching the less than beautiful woman. It was that sort of day.

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Bank balance as of Sept. 30, 2022 is \$11,689.71. 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!

Flight to Beirut

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It happened so suddenly that for a moment or two I thought I had imagined it. A missile of some kind passed over head, perhaps a thousand feet or so over the hotel. Very few people seemed to even notice it and the ones that did, didn't seem too excited. I remember mentally shrugging and returning to my previous pleasurable activities.

Things happened pretty quickly after that. A fellow dressed in a Pan Am Ground Uniform came out from the Hotel Lobby announcing that all Pan Am crew had to be ready for pick-up in 30 minutes. Beirut was under siege and we were evacuating. The driver was waiting, the same driver that had driven us for the last 12 years or so. He was a short powerful pleasant looking man of indeterminable age. He never said much, but his smile always made me feel that he was glad to see us. This time he looked different, worried. As

I climbed into the front seat next to him he removed a small snub nosed revolver from his waist band and transferred it to a spot under his right thigh. He saw that I had seen the gun and he nodded at me. I'm not sure why, but I nodded back. It dawned on me that this man whose name I didn't know and who's language I couldn't even speak, was prepared to die while protecting us. It was a very sobering thought.

The guns were poked into the windows, a lot of questions in Arabic. The driver seemed unperturbed, but I don't remember it as a relaxing situation. This was the first check point. The next check point was a bit more of a strain. No uniforms here, just a bunch of scruffy looking men pointing guns at us. The exchange seemed to be much more heated and I noticed that the driver had shifted his weight to the left, giving him access to the gun. I remember hoping that he wasn't going to try to shoot it out. We would have lost. It seemed a long time, but it was probably just a few minutes, then we were allowed to drive off. He drove us directly to the aircraft, the passengers and flight service were already on board. As I thanked the driver for the ride, I wondered if I would ever see him again. We were leaving, he was staying.

The Captain made a right turn almost immediately after lift off and we were out over the Mediterranean climbing,, and on our way. We could see smoke rising from a few spots in the city , but Beirut looked remarkably normal. We were only partially fueled, Istanbul was our dispatched destination although the Two Flight's next scheduled destination was Karachi. We landed as the sun was setting. Istanbul felt safe.

We were going back! New York had authorized it, there were thirty Pan Am people left in Beirut and they wanted out. We off loaded the Stewardess and the three of us prepared for departure. The aircraft was fueled for Karachi with a stop in Beirut. It was my leg, but I wondered if the Captain would take it, due the unusual circumstances. He didn't, and a few minutes after I had climbed to altitude we were in contact with Nicosia. Nicosia passed us to Beirut control. We were relieved to hear that they were still on the air.

The airport was dark, except for the runway lights. I don't remember whether we were able to make contact at this point with the tower or not. We turned off all the aircraft's lights and offset the approach to the right of

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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>

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

Flight to Beirut

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centerline. This may or may not have been an effective way to avoid any ground fire that might have been trained on the approach path. At 500 feet or so, I maneuvered the aircraft back to the centerline and at 200 ft the Captain turned on our landing lights. The landing was uneventful, but the tower and ground control were not communicating with us.

We saw a pair of lighted wands waving us in to a hard spot. We taxied over, shut down the number two engine and the engineer went down to open door L1. A set of stairs on a truck appeared, as did a group of people. As soon as the door light went out we were taxiing toward the runway, still no contact with the tower. I was cranking the number two engine, the captain was accelerating down the runway with take off thrust on the remaining three engines. The Engineer got back and moved the fuel lever to start. The engine came alive just before liftoff. The Captain spun it up and we were air born on all four engines. We called Beirut control but this time there was no response. We contacted Nicosia, got clearance to Karachi and were on our way. The flight to Karachi was anti climatic. To the best of my knowledge that was Pan Am's last flight into, and thankfully out Beirut.

I don't remember the Captains or the Flight Engineer's names, and I never did see the 30 people we took to Karachi. I've often wondered if our driver had been among them. It's not even certain that he actually worked for Pan Am. Whether he worked for Pan Am or not, he was part of the Pan Am family and as far as I'm concerned, that day he was the star. I don't know if he's still alive but I hope so, and if he is, I wish him well.

How Pearl Harbor forced the world's first around-the-world commercial flight

An interesting history of the involvement with Pan Am as a result of the bombing of Pearl Harbor is shared in a story by Dave Kindy in the Washington Post. Here's an excerpt:

"Jack Poindexter walked briskly into the Liberty House department store on King Street in downtown Honolulu. It was Dec. 2, 1941, and palm trees swayed to the gentle rhythm of the trade winds that sunny Tuesday morning.

"The chief flight radio officer on Pan Am Flight NC18602 needed a spare shirt. He had left California unexpectedly the day before as a stand-in for an ill radio man onboard the Pacific Clipper, a large flying boat — essentially a seaplane on steroids.

"Poindexter had no clean clothes for the flight, which still had to make another stop in Auckland, New Zealand, and was not scheduled to return to San Francisco until Dec. 10. He had only a few dollars in his wallet, so this extra shirt was going to have to last him until then. Little did he know it would be the only change of clothing he would have for more than a month." Read the entire story here:

<https://www.washingtonpost.com/history/2021/12/07/pacific-clipper-pan-am-pearl-harbor/>

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.

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.

Special Pan Am Weekend, Nov. 11-12, 2022 in New York

Marine Air Terminal Dedication - Friday, November 11, 2022

Join us the evening before the Gala for a special event reception hosted by our sister organization, the Pan Am Historical Foundation! The dedication reception commemorates Pan Am's historic operation of the Marine Air Terminal 1940-1948 and the new Boeing 314 model. Dedication begins at 7:30 p.m.

Wine & Cheese Marine Air Terminal at La Guardia, 5 Marine Terminal Road, Terminal A Queens, NY 11371

Pan Am Museum's Annual Gala - Saturday, November 12, 2022

6:30 p.m. to 11:30 p.m.

Join us as we celebrate Pan Am with this year's gala theme:

"Flying Down to Rio"

The Pan Am Museum within the Cradle of Aviation,
Charles Lindbergh Boulevard, Garden City, NY 11530

The Long Island Marriott has offered a special rate to the Pan Am Museum Foundation for the Gala Weekend. The rate is \$199/night. Please book by October 19th, 2022

Tickets Are Taking Off For Both Events! Get Your Tickets Today!

Go to: www.thepanammuseum.org/gala/ for more information and to purchase tickets.

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

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

M.F. "Buzz" Labbee passed away on June 25, 2022. He was very active in the Pan Am community.

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**

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! :)

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.

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/

**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!

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)

For More Information

**The Pan Am Museum Foundation
board@thepanammuseum.org
www.thePanAmMuseum.org**

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/>