

**PRESIDENT**

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

VICE PRESIDENT

CG "DINO" VLAHAKIS
54 WESTVIEW LN
LEBANON NH 03766-2016
(603) 448-3729

TREASURER / EDITOR

GENE PATTERSON
1202 EAST RIDGE VILLAGE DRIVE,
CUTLER BAY, FL 33157
(305) 235-7613

Central America

by Bill Nash

Navigation in Central America called for some interesting innovations. Mexico City had the only precision approach system. Pan Am and some of the nations had installed omni-directional signal beacons at airports which we could use to follow to or from the station and descend on for instrument approaches. However, summer thunderstorms often generated far greater power than our beacons, causing our instrument needles to point at the storms rather than at the beacons. For several airports, we worked out using powerful local broadcasting stations since they produced stronger signals than anything else nearby although their use was not approved for that purpose.

We could sneak into San Jose, Costa Rica, this way, coming in from the Pacific coast at Punta Arenas and following the meandering track we had marked on our maps to the airport.

Medellin, Columbia, though it is not in Central America, was the southernmost destination on our Central American missions. The route from Panama to Medellin crossed Turbo, Colombia, the area of the world's heaviest rainfall, then to the headwaters of the San Jorge River and south through rugged canyons below the ridges to Medellin. With an overcast below the ridges, we did our zigzag navigation through these canyons until we came to Antioquia, (we called it Annie Oakley) a small redroofed town on a river that ran left to right in a canyon across our course. Just beyond Annie Oakley a canyon wall rose in front of us to a plateau. We would spiral up to the overcast until we could see a huge dead tree. Once we saw it, we knew we were looking all the way across and could squeeze between the

~ 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.

Central America

~ continued from previous page

overcast and the plateau. After passing the dead tree, we could drop down into the valley to Medellin. If the clouds covered the plateau, we made a 30 degree climbing spiral into the overcast, then headed for our Medellin beacon or favorite broadcast station, to make a descending racetrack descent to the airport.

The entire area was blessed with Mayan and Aztec temple ruins. We could please our passengers and benefit the airline by circling the pyramids of Chichen Itza, Uxmal, Tikal, Tulum and others. Indian names given to towns and natural resources in those areas were rhythmic and slipped off the tongue with ease: Chichicostanango, Quetzaltenango, Tulencingo, Quintana Roo, Chilpancingo and Thuanatepec. (*ed. note: with ease??*)

In approaching Tegulcigalpa, Honduras, from the south, we could find the proper valley when we saw two small peaks on its southern ridge. The runway there was short with the terminal directly at one end of the single runway and a 1500 foot crevasse at the other. Under certain cloud conditions, we had an approach from San Salvador that startled First Officers who had not yet experienced it. We would climb up along rising ground on the downwind leg then, while climbing, call for gear down and add power. Then, still following the rising terrain, we'd add more power and drop a little flap while continuing to climb to the final approach, then suddenly see the runway, add flap and land short – since the runway was humped. If we landed too far down the runway, we'd be going hell-bent downhill for the terminal. Strangely, the cloud ceiling climbed with us on this approach. It was an odd characteristic of the area. The new co-pilots thought so too. (*ed. note: and so do !!*)

One night in Panama, a very embarrassed assistant chief pilot, training, landed on the wrong side of the canal; not at the wrong end, the wrong airport. In another incident, one of our pilots experienced an engine failure while taking off in Panama flying a C-46. He dropped down out of sight of the tower controller, so the controller reported the plane had crashed. Meanwhile the pilot was busily zigzagging and dodging the highest terrain, unable to climb on one engine with the newly approved 48,000 pound max load.

Personally, having flown Pan Am 's C-46 cargo planes for 3 ½ years, I liked the big fat bird. 45,000 pounds was the gross weight they had been built for but, by some sleight of hand, our operations department had gotten the FAA to approve 48,000 pounds. The loss of an engine at a takeoff weight of 48,000 pounds meant a pilot had to do a lot of things in a hurry to fly on the hairy edge with the remaining engine.

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 Nov. 30, 2022 was \$11,556.54. 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!

An Enduring Truth

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

For several years in the late 1960's I was based in Miami, Florida, flying regularly to places like San Juan and other vacation spots in the Caribbean. Right after I checked out as a first officer on the B-727, I flew out of JFK to San Juan. Since I was just newly checked out as a first officer, the captain, as was the norm, had occasion to show me the ins and outs of the LORAN system (Long Range Air Navigation system) which has been replaced with the much more accurate GPS in recent years. As an aside, I should say that at the time we were glad to have the LORAN system as it was certainly better than nothing - not much better but still it was something.

In any case, the captain, while demonstrating the LORAN system, turned the A/P control knob to try to go around a thunderstorm and then let go of it to resume his demonstration. A second or so later, he looked up and was startled to see that we were heading north rather than south. We were, in fact, in the middle of what would have developed into a continuous turn. He took immediate action, but the turn nevertheless cost us several minutes. The moral of this story is that you should never take your hand off the A/P control knob when you are using it to turn the aircraft. Simple lessons are often the most important and the most enduring.

A similar situation occurred about ten years later when I was a first officer on a B-747 flight from New York to London. The New York ATC changed us to the Boston Center just as the captain turned the A/P control knob to again go around a thunderstorm. Then, he neglected to put the A/P back on the navigation function - leaving it on the manual mode. Shortly thereafter, the Boston ATC asked where we were heading and I answered, "Gander." The ATC's response was concise, "Not on that heading you're not." Again, the bottom line was the same as it had been years earlier. Never take your hand off the A/P control knob when you are using it to turn the aircraft. Some things never change.

A Documentary Series about Pan American Airways on PBS

When Pan Am's M-130 flying boat "China Clipper" took off for the first scheduled flight to Manila on November 22, 1935, it riveted the attention of people around the world. At that moment Pan Am vaulted to a commanding position and the world changed forever as a result. That's the story brought to life in "Across the Pacific." Newly unearthed archival motion pictures, photographs, and original sound recordings as well as stunning graphics, help bring this history back to life.

The film by Moreno/Lyons Productions tells the epic story of how Pan American Airways became the first to bridge the mighty Pacific - the first airline to cross any ocean. Focusing in particular on the contributions of Pan Am's visionary leader Juan Trippe, aircraft designer Igor Sikorsky, and radio engineer Hugo Leuteritz, the three-part program is currently broadcast on PBS. "Across the Pacific" premiered on VPM PBS in Richmond Virginia May/June 2020. You can watch each episode on the home page of the Clipper Pioneers website (www.clipperpioneers.com)

**As we begin this New Year, may your health be good
and your life full of joy and peace!**

Life is Unpredictable - Enjoy the Ride

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

(June 30, 1943) One night 3 or 4 of us were eating dinner down at Jackson Heights (LaGuardia Airport) and this guy comes over to the table and says, "I've got to go to Washington D.C. tonight. Anybody want to go with me?" He was standing right beside me, so I said, "I'll go!"

It turned out the man was Al Ueltschi, Juan Trippe's private pilot. He drove me back to the airport, and we got in this little Pan Am airplane (Lockheed 12A). We flew down to Washington D.C. I had 20 hours in a similar airplane up at Burlington so it was no problem for me to fly it.

We landed and I got out of the airplane with him and here comes Mr. Trippe! Al introduces me to him and a man by the name of Harold Bixby. Bixby was a banker from St. Louis who had backed Lindbergh for the crossing of the ocean. Mr. Trippe and Mr. Bixby had been down in Washington on business.

So, I met Mr. Trippe and Mr. Bixby and then we took off and headed back to New York. As soon as we leveled off, Al, got up and went back and left me up there to fly the airplane back. He was talking to Mr. Trippe about backing him for starting a flight school to train corporate pilots, and he eventually got it going and it is still in business today all over the country. So, I played a small part in all this, and I got to fly Mr. Trippe in his private plane!

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

Tips for Healthy Living

Go for Regular Checkups

As we grow older, several health issues may start cropping up inside our body. To ensure your good health, you must pay regular visits to the doctor.

If not about treatment, these visits should be focused on regular checkups. The point is that, if a health issue has risen up or is just about to rise up, you should know of it beforehand. This awareness will help you recover more quickly from the ailment.

Also, the treatment costs may be lowered down as your health condition may not be too bad in the initial stages of the disease.

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

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.

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

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/

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

No obituaries have been submitted for this issue.

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

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! :)

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/>

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: _____

Address: _____

City, State, Zip: _____

Phone #: _____ Email: _____

Amount Donated: \$ _____

(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!

**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)

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/>