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Contract Negotiations Remembered

by Captain Gary G Gulbransen

It's not about flying; it's about Pilot Contract Negotiations:

The Master Executive Council (MEC) had been on standby in New York to ratify an agreement. I was the Los Angeles First Officer Representative. My best recollection was that there were three outstanding issues: A raise in L1011 pay (JFK Captain's Rep Jim MacQuarrie was on the 1011 and his votes were needed for ratification), a retroactive boost in A Fund benefits (the Company team featured a Captain who had been our pilot negotiator before medically retiring) and some obscure item that benefited Berlin based pilots (something like more pay for training in Miami).

For weeks the MEC would cross from the Roosevelt Hotel to the Pan Am Building only to hear from the Negotiating Committee that there was no progress. One night (maybe 11PM or so) there was a pounding on my door. It was MEC Chairman Bob Gould. He said "Come to the lobby I need a witness". In the lobby was Bob and the Federal Mediator, both appeared to my untrained eye to have been consuming adult beverages. We went to a lobby pay phone where the Mediator called someone in the Company. Our side of the conversation went like this: Mediator: "I have the pilots here" Mediator: "The Company wants to know you want". Bob Gould started: "We need 10% L1011 pay raise" Mediator: "Company says yes" Gould: "We need A Fund cap removal" Mediator: "Company says yes". On the final Berlin perk the Company said no. Mediator: "Do we have a deal?" Gould: "Yes".

The next morning the Chairman of the Negotiating Committee called the MEC to session to announce a

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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.

Contract Negotiations Remembered

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“breakthrough” in negotiations. He said “We got everything but the Berlin piece” and so the Contract was done.

Ironically MacQuarrie later as MEC Chairman was recalled by the MEC ostensibly for ex parte negotiations with the Company. Jim MacQuarrie was the Captain of the Lockerbie Flight 103 and I had flown as Captain the trip 2 days before.

Final note, the A Fund boost was made retroactive to benefit the medically retired Captain who had just turned Age 60.

The Evacuation of Hostages from Iran

In 1979, Pan American was called to evacuate the American hostages from Iran. We stayed at Istanbul for almost a week awaiting clearance to enter Iran airspace. Finally, on February 17th, we were advised that we had authorization to depart. There were two B-747s and volunteer crews for each. I was to fly with Capt. William Malcolm and Capt. Joseph Greely, along with all volunteer flight service team from Germany, France, Brazil, Sweden, England and the USA. This was an outstanding flight service team.

We departed Istanbul as the second flight #E451/17 to arrive at the Iranian border just at sunrise. There were no navigation aids in Iran, but the inertial navigation worked perfectly and we arrived at Mehrabad airport. Pan Ops advised that the left runway was blocked by tractors, trucks, buses and other equipment and the right was clear. After landing, we were stopped on the taxiway by vehicles with armed guards. We were told to shut down engines and lower a ladder. I opened lower 41, and an armed guard climbed up over the nose gear. I was advised not to worry, as this was only a security check. Others checked the airplane, and after we were cleared, we restarted engines and followed the escort to the ramp. In addition to our other 747, there were a US MAC 141, and a small military transport from the Indian government. It was amazing to see all the armed guards on the ramp: most seemed to be very young and well armed. They were very courteous to us other than seeing them with weapons pointed at us.

We had prior approval to carry up to 573 evacuees for each 747 if it was required, but not that many were ready for this flight. We had about 100 passengers loaded, and the Khomeini army thought we might be attempting to evacuate two Americans who had escaped from prison. They stopped all boarding and searched all passengers. I was advised to open gear doors and panels to be sure no one was hiding there. Once they were satisfied that the prisoners were not on board, they started loading again.

The US Embassy advised that they had more passengers but could not get them to the airport, so we were

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Bank balance as of FApril 30, 2023 was \$16,160.03. The opportunity to renew your membership with your donation is on a form on page 5 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2023 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

The Evacuation of Hostages from Iran

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to leave with about 400 passengers. We had all our passengers on board, and they decided to re-check each passenger and the baggage was put back on the ramp. They called for each passenger to come down on the ramp and open their suitcase. If they didn't, they would force it open and check for pictures, cameras, on anything pertaining to the revolution.

They made another security check of all passengers, and after about 7-1/2 hours, we were advised that we could depart. I made a cabin check and noticed a small girl crying and pointing to the ground. Her pet dog was on the ramp in his cage and the cargo doors were closed. I checked with the Captains and went down and brought the small dog to the upper deck.

We started engines and you could hear the cheers as we started to taxi. After a normal takeoff and climb, we headed for the Turkish border, and when the Captain announced that we were out of Iran, you could hear the cheers in the cockpit. Once things settled down, I asked one of the flight attendants to bring the little girl to the upper deck. When she saw her dog, she gave me a big hug and kiss. I received a note from the Hull family and I cherish this memory. (My family and I thank you from the bottom of our heart for your kind deed. We have had Chuca for 11 years and you saved her for us). Thanks to Pan Am we are now safe.

Our first flight was to Rome and our passengers kept thanking us for their freedom. However, the Italian Government did not want to upset Iran so all subsequent flights were out of Frankfurt.

Our next flight was on the 21st from Frankfurt, and when we arrived in Tehran and our transit was only a little over three hours. The passengers were just as happy to get out of Iran airspace and we had a normal flight to Frankfurt. We were surprised when we finished our paperwork and went into the arrival area to see them waiting for us and we were met with cheers, applause and personal thanks.

Our flight on the 24th was even easier, as we only had three armed guards and a transit of only two hours. I was scheduled to come home, but the State Department requested a 747 freighter to bring out US Embassy material, so on the 26th, we headed back to Iran with Capt. Ned Brown and Capt. Hart Langer. The cargo was almost finished when a tractor ran into the airplane and put a small hole just under the cargo door. I asked for a drill to stop-drill the crack, and was told that none was available. I used my Boy Scout knife to round out the cracks and had high-speed tape that Frankfurt had supplied. Capt. Brown agreed to fly back to Frankfurt unpressurized, as it was getting late and we did not want to spend a night in Iran. We departed normally and went on oxygen. I asked Capt. Brown if I could start a little pressurization, and he agreed. I kept increasing it until we did not have to use oxygen, but kept our masks at the ready. When we arrived in Frankfurt, the high-speed tape was still intact, and Frankfurt maintenance installed a patch over the area and the flight departed for the USA.

Our crews, our flight service and everyone involved in these evacuation flights were outstanding and we're proud to be just a part of Pan American World Airways.

(Author unknown)

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

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.

In 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.

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.

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

It Happened to Me

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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 PamAm and Delta Airlines - and then I was told I was too old!

(We are sad to report that Gordon Young passed away recently. His obituary is on page 7.)

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! :)

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!

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: _____ 0 _____

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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!

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

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/>

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

Gordon F Young Jr, age 85, of Skillman, NJ, passed away, suddenly and unexpectedly, on April 30, 2023. He was born in Troy, NY on July 4, 1937, to Ruth and Gordon Young Sr. . Upon his graduation in 1959, Gordon entered the United States Marine Corps, where he served for seven years, and received an honorable discharge as Aviation Captain. After this, he spent several years in the Yukon and Northwest Territories of Canada as a bush pilot, assisting prospectors and scientists with their work. "From there, he pivoted into commercial aviation, and began an exciting and successful career as an international airline pilot for Pan-American World Airways, and later, Delta Airlines. He began with Pan Am on Valentines Day 1966, as a Navigator on the Boeing 707 Airplane, using the ancient art of celestial navigation to navigate the skies. During the Vietnam War, Gordon was assigned to assist the military by flying supplies on Pan Am aircraft to Vietnam. In his 42 year career, Gordon advanced from Flight Navigator, to First Officer, to Captain, and had ratings on many different aircraft, including B707, B747, B727, B737, B767, DC8 and L1011. He had an illustrious 42 year career as an international Pan Am and Delta Airlines Captain. Gordon is and was one of the few pilots remaining from "the Golden Age of Air Travel." Work, life and play took him to many parts of the world. Gordon lived in quite a few- and shared interesting stories about all of them! Gordon was also a loving husband and father. He married his college sweetheart, Wendy Faber in 1960, and they welcomed a daughter Annette together. In 1975, Gordon married his second wife Maria Catell, and spent 15 years together.

Captain Harry "Bud" Barker passed away peacefully on November 26, 2022. He was a pilot with Pan Am from 1966 until both Pan Am and he retired in 1991. He trained in San Francisco in 1966, then flew two years in the Trust Territories, based in Guam, followed by twenty two years in New York where he ended his career as an Airbus Captain. He passed from Alzheimer's disease.

James D. LeMay, a man filled with love, integrity, compassion, and a spirit of adventure passed away on March 31st, 2023. He was born in Watertown, SD on October 2nd, 1939, raised in Jamestown, ND and married Janice Peterson on June 7th, 1959, in Langdon, ND. He graduated Magna Cum Laude from University of North Dakota in 1961 and joined the Air Force shortly thereafter. He completed pilot training at Williams AFB before serving 5 years in the Air Force during the Vietnam War. He moved to Chandler, AZ with his lovely wife and 3 children in 1968 where he resided for the remainder of his life. After serving in the Air Force, he flew with Pan American Airways until 1991 and then with United Airlines until he retired in 2001. Through his work and love of travel he was ultimately able to visit 88 countries.

John Jay 'Big John' Bangma, 94, affectionately known as 'one of the nice guys', has gone to be reunited with his 6 ft Blonde wife - June on July 3, 2023. John, from Passaic, NJ logged over 30,000 hrs, beginning as a Navy carrier pilot in Korea and moving cargo and passengers during the Vietnam conflict. He began with Pan Am flying DC-6's out of Miami to the Carribbean, co-piloted with some of the best Clipper pilots. Big John was 'chosen to volunteer' to learn to navigate via sextant sticking through the roof at 500 kts in '63. When Pan Am sold the Pacific routes to United, John made that transition as well. He finished flying 747's out of JFK to Tokyo, his favorite route. He joked that getting a 747 airborne on long Pacific flights was "like trying to get a thundering herd of turtles off the ground." He taught his family to enjoy traveling the world and how to prepare for south Florida Cat 5 hurricanes as he was flying the company equipment to safety. He is survived by 3 children, 3 grandchildren, and 3 great grandchildren.

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IN MEMORIAM

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James “Ron” Nuss, dear husband, father and grandfather, passed away of covid and other complications on February 16, 2023, age 89. Ron was born on January 29, 1934 to Naomi and Charles Nuss in Lehman, PA. Ron graduated from Franklin and Marshall College in 1955. Being in ROTC in college, he joined the Air Force to become a fighter pilot stationed in Germany. Ron had 5 wonderful years in the Air Force and made some great life long friends. Imagine a 23 year old being trained and ready to carry a nuclear bomb during the Cold War! “In 1964, Ron joined Pan Am Airways as an engineer and then had a long, great career with Pan Am working up to Captain of the 747 and Airbus 320, enjoying the world. His favorite assignments with Pan Am were twice in Berlin. Once with his first wife, Judi Greenwald, married in 1964, where they became the parents of James and Heidi. Judi sadly died in 1977. “Ron married his second wife of 44 years, Jan Switzer in 1979. From 1985-1990, Ron and Jan, too, had 5 wonderful years in Berlin. Ron retired in 1994 as a Delta pilot after flying 26 years with Pan Am and 4 years with Delta. During his wonderful career, he was based in Seattle, SF, LA and Berlin.”

Enrique Rendon of Rancho Palos Verdes, California, has passed away at the age of 97 at Little Company of Mary hospital in Torrance. As you know, he was diagnosed with dementia several years ago. It was a tremendously difficult disease for him to live with. While we’re so sad he’s no longer with us, we are relieved to know he is finally at peace. “He is survived by his wife, Ruth, his four children and their spouses, five grandchildren, and five great grandchildren.” “Rick had a 35-year career with Pan American Airways, beginning as a cargo agent in Los Angeles and continuing in a career that took him to places that included Canton Island, Guam, Panama, New York, Iran, and San Francisco. He was an avid fly fisherman, enjoying the sport in California, Alaska, and places abroad. He was also active in the Rotary Club of Del Amo (Torrance, California) and in local Pan Am retiree organizations.” “Memorial services will be held on August 15, 2023 at 10:00 AM at the historic church on the grounds of the Mortuary at Green Hills, 27501 South Western Avenue, Rancho Palos Verdes, CA 90275.

John (Jack) McEwan, passed away Thursday, July 6th, 2023, at Concord Hospital - Concord New Hampshire. He was born May 4th, 1938, Son of the late Sheldon and Pearl (Lake) McEwan. “Jack attended Viewpoint (Barlow School) where he graduated from the Prep School as Valedictorian of his class. He and his friend Ted were coeditors of the school’s first Yearbook. Jack graduated in 1961 from Middlebury College with a bachelor’s degree in business economics.” “Jack was accepted into Flight School with the US Army in June of 1962. In 1963 he transitioned to the Caribou aircraft, then joined the 18th Aviation Company and flew to Nha Trang, Vietnam. He joined the 17th Aviation Company and was promoted to Captain.” “Jack was hired by Pan Am June 20th, 1966. After training in Miami Florida, he and his family moved to Hong Kong. During his time there he helped to carry out soldiers on the R&R respites.” “In 1968 Jack returned to JFK and transitioned to the 707 aircraft. In June of 1970 he was offered a position in Germany flying the Internal German Routes. Later that year Jack transferred from Berlin to San Francisco as a 747 Co-pilot, and then became a 727 Captain with Pan Am.

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