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Excesses and Furloughs

by Ash Cutchin

Someone might have submitted a similar story in the past, but if not, your readers may find this little trip down memory lane enlightening. Those of you who read my earlier story about my interview, and the situation changing daily (or even hourly) may have experienced something like this.

In the late sixties and early seventies, after a flurry of hiring, yearly furloughs became commonplace. I'm pretty sure I went from having about 300 pilots below me on the seniority list to as few as 100. It seems like every October brought more bad news for us junior guys. Such was the case with my classmates in October 1970. We received notices that we were "excess" in San Francisco. I made the choice to bid to relocate to JFK instead of MIA, mainly because it looked like I would not be quite as junior (relatively speaking). I was still an RCO/Navigator.

Because I also dabbled in real estate in Sonoma County during my time off, I had a few connections, and so selling my house outside Santa Rosa was not very difficult. I was the listing agent and thereby saved myself part of the commission. As an aside to this "excess" story I mention that the sale of one small ranch I had listed closed while I was in London and my broker took care of the closing in my absence. The buyer paid cash ... \$100,000 in small bills in a brown paper grocery bag. I don't think he

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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.

Excesses and Furloughs

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planted grape vines on the property, but a more profitable crop.

In January, 1971 I was in the process of moving back East. A moving van was parked in my driveway with about 99% of our furniture in it.

I was in the spare bedroom (also my office) with nothing else in the room but our one remaining telephone and the wet mop I was holding when that phone rang. My wife was in the kitchen wiping the counter tops. "Hello."

"Good morning Mr. Cutchin, this is Hank Evans. How are you today?"

"Just fine, Captain Evans. I'm not in trouble again, am I?"

"Well, no. The reason I'm calling is ... How would you like to remain in San Francisco?" An awkward silence. No house. No furniture. Sold my pickup truck. Sold our camper. What should I do? I asked myself. He continued. "It seems we are not quite ready to go 100% INS on the 707s and we still need some navigators. You are now the senior one on the excess list, and you have first choice if you wish to stay. If you decide to go ahead and transfer to New York, I will call the next man on the list. Sorry for such short notice."

"Well sir, uh, uh, I uh ,,, I think I'll have to discuss this with my wife. We have sold out house and our furniture is in a truck in my driveway. May I call you back?"

His answer was, "Yes, but don't take too long. I need to know today." So Ginna and I discussed it briefly and decided that if we stayed, we would probably have to go through the same thing in a few months. Also, we would have to look for another house in Santa Rosa. So, we decided to go back home, and look for someplace to live where a commute to JFK would not be too difficult, perhaps even in our beloved Virginia. I called Captain Evans within an hour and told him we would go to New York.

That night we stayed at a friend's house and the next day, after being based in SFO 4 years and 3 months, we began our long drive back to Virginia. In an unbelievable twist of fate, that moving van had an accident in Georgia, rolled over, and our washer fell onto our dryer, which fell onto our TV, which fell onto our dresser. And two large cardboard wardrobe boxes of silk cocktail dresses and evening gowns disappeared. What a mess!

I believe about another year went by and my remaining classmates who stayed behind in SFO were also excessed to JFK, and not long after that many of us were in Flight Engineer training, having

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Bank balance as of April 30, 2024 was \$18,751.25. The opportunity to renew your membership with your donation is on a form on page 7 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2024 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

Excesses and Furloughs

(continued from previous page)

accumulated 1,200 hours or more and passed the ATP written exam. I guess you could call that progress. Somehow, I managed to avoid a furlough, unlike many of my friends, who spent a few years away from Pan Am.

“Stranded in the Sky” author available to speak

Philip Jett is the author of STRANDED IN THE SKY: The Untold Story of Pan Am Luxury Airliners Trapped on the Day of Infamy, which combined the stories of the Anzac, Hong Kong, Pacific, and Philippine Clippers, with a great deal of original research. The book debuted before a large group of Pan Am clipper families on Treasure Island in San Francisco in May of 2023. He is returning to San Francisco to speak to retired Pan Am employees on December 7, 2024, and has indicated that he may be available to speak to other Pan Am groups or associations without charge. If interested, you may visit his website at www.philipjett.com and email him at philip@philipjett.com. His book is available in hardback, paperback, and eBook.

Another Pan Am Experience

by Ed Shields

Back in 1961, Pan Am was contracted to fly UN troops from Leopoldville (Leo) to Tunis using DC-7C #N739. They were to ferry the troops to Tunis and ferry back to Leo for an average of 20 to 22 hours round trip.

Two complete long range crews and a wonderful flight service team were assigned for this operation.

Everyone was questioning why PAA would be sending a DC-7C for this operation, since other airlines were using DC-6 and other aircraft. It was decided to operate in low blower to help preserve the engines. I believe that we operated four or five round trips.

When we departed Leo for our first charter and arrived in Tunis, we off loaded the troops and fueled for the ferry back to Leo. The flight service team started cleaning the cabin and they had it spotless upon our arrival.

Since all the FEO's had A&P licenses, the inbound crew would change into coveralls and assist Leo maintenance with the checks for the PRT's and other items that needed corrected. While this was being performed, the outbound crew would get their checks completed and we had on time departures.

At one time, the aircraft required a 100-hour inspection, and everyone pitched in to do that in the normal transit.

I only wish that I had the names of all the crews and flight service, but that seems to be lost from my records; but I was proud to be a part of the greatest team that I had the pleasure to know.

Clipper to China – Pan Am’s Martin 130s in the Pacific

Excerpt from story by Ed Davies

With each passing week, the Clipper service became more routine, no longer able to capture the newspaper headlines of the past 12 months. With the approach of Christmas, a West Coast shipping strike ensured that the express and parcel capacity was booked solid for each flight. There was, however, a downside – with fewer ships to provide weather information over the Pacific. This and the deteriorating winter weather caused delays, and at least one Clipper had to turn back when faced with unexpected headwinds. The Alameda, California, base became more accessible when the San Francisco, Oakland bay bridge opened to traffic on November 12, 1936.

Pan American Airways (PanAm) announced its year-end financial review of the trans-Pacific service. The enormous start-up costs had amounted to approximately \$5,200,000. Five complete crews had been trained, and the Clippers had flown 541,200 miles. Approximately 250 lbs of air freight was carried aboard each Alameda departure, and demand for passenger tickets far outstripped the few spaces available. The pay-back would come when the China Clippers were augmented by the much larger Boeing flying-boats that were being built in Seattle, Washington.

During the first quarter of 1937, PanAm expanded into New Zealand, but the Martin 130s were too busy on their established route to Manila. The passenger lists included the famous, and now more frequently anonymous diplomats and arms merchants concerned with the growing war in China. On March 31, the *China Clipper* (NC1746) left Alameda on trip 49, with the first family to fly together to Hawaii. Randolph C Walker was a San Francisco investment banker, and like first-flight, Thomas Fortune Ryan, a director of the new Lockheed Aircraft Corporation. Mrs. Walker was a world traveler, and friend and admirer of Amelia Earhart. With them for their two-week vacation at the ‘Royal Hawaiian’ in Honolulu, were their children Jacqueline (8), and Robert Randolph (4). The roundtrip fare for each of the adults was \$648.00, and for each of the children \$324.00.

On their return flight, again on the China Clipper, they were accompanied by Captain Edwin C. Musick, dead-heading back to Alameda after his first flight to New Zealand.

On April 21, the *Hawaii Clipper* (NC14714) arrived at Alameda, after completing the 100th scheduled Pacific crossing by a Martin 130. Later the same day, the *China Clipper*, commanded by Captain Clute, took off with a load of first flight covers for transfer to the Sikorsky S-42-B in Manila, for the first air mail through-service to Hong Kong and Macao. The departure of trip 53, operated by the *Hawaii Clipper* under the command of Captain Dahlstrom, was delayed one day at the request of the Navy because it was conducting war games off the Hawaiian coast. Her departure on April 29 signalled the start of a round-the-world air service, made possible by the inauguration of PanAm’s connecting S-42-B passenger service to Hong Kong. The first American to purchase a round-the-world ticket was a Boston surgeon named Dr. Reginald Dimock. Issued by United Air Lines, the complicated ticket was in three sections, each 17-1/2 inches long, costing a total of \$2,255.66.

(This excerpt is from an article printed in Air Enthusiast, May/June 2000)

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 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

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.

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

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

Enjoy Listening to the Pan Am Podcasts

Now in the third season, The Pan Am Podcast brings the history of Pan American World Airways to life through engaging storytelling and insightful interviews with Pan Am employees, passengers, authors, and aviation enthusiasts. <https://podcast.thepanammuseum.org/>

The PanAm World Fellowship Golf Classic is run by new people, still called Pan Am Golf. The new website is www.panamgolf.com. This year October 2024 will be in Las Vegas, Nevada.

Pan Am 90 Years ago, by Eric Hobson

“New Bird Lifts Off”

reprinted from Pan Am's Facebook Page (<https://www.facebook.com/panam.org/>)

It's a specific world where six-hundred seconds of flight constitutes “success” (the Wright brother's first 1903 flight 31 lasted 12 seconds), but on Thursday morning, March 29, 1934, Sikorsky Aircraft Corporation's chief test pilot, Boris Sergievsky, and two mechanics, powered up the company's newest aircraft, the Sikorsky S-42, and lifted off of Long Island Sound abreast the company's Bridgeport, Connecticut base for a first-flight of an over-the-technological-edge seaplane designed to meet the companies' most-important customer, Pan American Airways, Inc.'s demands.

Following an eight-second lift off, Sergievsky kept the untested four-engine aircraft aloft for ten minutes: aboard, these ten minutes probably seemed an eternity as he and two flight mechanics asked, “Will this \$242,000 (approximately \$5,500,000 in 2024) thing fly?”

With their first life-or-death fears removed, the three-person crew returned to the air for another ten-minute flight, then taxied the S-42 returned to the Sikorsky shop for a complete tear-down and assessment before required maneuverability and stability test flights on the next calm-water, low-wind, no-ice day.

That opportunity arrived the next week and this time the S-42 carried seven persons, including its designer Igor Sikorsky and H.A. Franchement, Pan American Airways Aircraft Engineer.

Through the aircraft's month-long test period (an unfathomably short test window today) the initial S-42 set multiple world altitude, distance, and load records, due in part, to its many technological innovations: “large wing flaps...flush riveting, engine synchronization, propeller brakes, and automatic carburetors.”

Sikorsky delivered the first S-42 aircraft, christened “Brazilian Clipper,” to Pan American Airways on May 6, 1934 and it remained in the company's inventory for 12 years, outlasting all of its nine sister ships.

Sources:

Davies. R.E.G. “Pan Am: An Airline and its Aircraft.” Orion Books, 1987, p. 37.

“Giant Clipper Makes First Test Flight,” Pan American Air Ways, Vol.5 , No. 2 (March 1934), p. 1

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

Harold Elton Lawrence passed away at his home in Conroe, Texas on Sunday, April 14, 2024, at the age of 89. He was born on December 18, 1934 in Lufkin, Texas to his mother, Daisy Lawrence, and father, James Lawrence. He is survived by his loving wife, Kate Lawrence; daughter, Stacy Blevins; son, Jeffrey Lawrence; brother, Norman Lawrence; five grandchildren; and ten great grandchildren; as well as numerous nieces, nephews, and cousins. Harold grew up in the Houston Heights with his sister Janice, twin brothers Stephen and Norman, and his baby sister Linda. He attended Rice University and University of Houston and was a proud graduate of The University of Texas with a degree in engineering. He served as a peacetime fighter pilot in the United States Air Force and the Texas Air National Guard. He later joined Pan American Airways in 1964, and remained Captain until Pan Am ceased operations in December 1991. He flew one more year for Taiwanese China Airlines as a Captain in their 747 fleet, before retiring in 1993. Harold and his wife Kate have resided in Conroe, Texas since 1993. He had a deep love for flying, travel, art, beautiful scenery, and volunteering. His family was everything to him. He will be missed by his family and friends and all who knew and loved him. A memorial service celebrating his life will be held on Saturday, June 1 at 11:00 am at: St. James Episcopal Church, 1803 Highland Hollow Drive, Conroe TX, 77304. In lieu of flowers, donations may be made to St. James Music Fund or a Charity of your choice.

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: Clipper Pioneers, attn: Sue Forde, c/o P. O. Box 3457, Sequim, WA 98382.

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

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal dues of \$50 00 (or more if you wish to donate extra to help keep us going!). If you haven't already, please send it to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

Your Name: _____ 0 _____

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Amount: \$ _____

(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 REUNION CRUISE - APRIL 28 - MAY 12, 2025

MIAMI TO SOUTHAMPTON ROYAL CARIBBEAN'S INDEPENDENCE OF THE SEAS

Dear Pan Amers:

Once again we prepare for our next much welcomed Pan Am reunion cruise. We honor the many requests for a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 14 day cruise departs Miami visiting Kings Wharf (Bermuda), Ponta Delgada (Azores), 2 fabulous days Lisbon (Portugal), Vigo (Spain) then ending in Southampton (England). Take time to melt away land-based stress with a spa massage, build a scrapbook of memories or simply relax poolside. Four days for the crossing is a blessing considering the usual 6 - 8 days. Plenty of time to reach out to old friends, enjoy movies and much, much more. Expect a great time.

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, sightseeing famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide you with a lifetime of memories to cherish. Family and friends are most welcomed.

Call in your reservation now; As usual, all major credit cards are accepted but checks are preferred in an attempt to keep down credit card fees and pass the savings toward our onboard amenities, parties and the like. **DON'T DELAY !** Call Carmen at 786-252-7838 for prices

Insurance is available and highly suggested and is priced by your category chosen. Inquire on your price. More information will come with your invoice. Flights available through Air / Sea 844-278-9745

Call Interline Travels at Carmen's cell 786-252-7838. If line is busy please be patient and leave your message, I will get to you ASAP Email address interlinetravels@yahoo.com. Address - 456 MERLIN CT. , TALLAHASSEE, FL 32301 Feel free to contact Stu Archer former Pan Am pilot and cruise consultant at 305-238-0911. Email stunjune@aol.com. Carmen Jaquet - cell 786-252-7838 or 305-598-0363 Pan Am Cruise Coordinator

Date	Ports	Arrive	Depart	
Mon 28 Apr	Miami, Florida	-		Boarding
Tue 29 Apr	Cruising			
Wed 30 Apr	Cruising	-		
Thu 01 May	King's Wharf, Bermuda	8:00 AM	5:00 PM	
Fri 02 May	Cruising	-	-	Cruising
Sat 03 May	Cruising	-	-	Cruising
Sun 04 May	Cruising	-	-	Cruising
Mon 05 May	Cruising	-	-	Cruising
Tue 06 May	Ponta Delgada, Azores	9:00 AM	6:00 PM	
Wed 07 May	Cruising	-	-	Cruising
Thu 08 May	Lisbon, Portugal	11:59 AM	-	Docked
Fri 09 May	Lisbon, Portugal	-	5:00 PM	Docked
Sat 10 May	Vigo, Spain	9:00 AM	5:00 PM	Docked
Sun 11 May	Cruising		-	Cruising
Mon 12 May	Southampton, England	5:30 AM	-	Departure