



PRESIDENT
STU ARCHER
7340 SW 132 ST
MIAMI, FL 33156-6804

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

My Pan Am Interview

by Ash Cutchin

I'm sure every Pan Am pilot has an interesting story about his or her interview for the job. Mine is probably not unique, but it is interesting. I had sent applications to seven airlines shortly before shipping out to Vietnam as a US Army recon pilot, flying the Cessna O-1 Bird Dog. I had already been offered a job with American Airlines (with a class starting date while I was in Vietnam). Shortly after returning to Virginia in September 1966, I scheduled interviews with United, TWA, Pan Am, National, and Northwest. Delta had already told me that my 900 hours was too few; they required 1,200. While spending a few days at Virginia Beach with my wife, I also had a busy couple of weeks lined up, beginning with United, who said I would be based in Newark. Thanks, but no thanks. Northwest said Minneapolis. Too cold for me.

At 3:00 p.m. the day before my scheduled interview with Pan Am at JFK, someone called my in-laws (my contact number) and told my mother-in-law to tell me not to come up for the interview, and they would explain later. She was upset, naturally. Then, one hour later, at 4:00 p.m. Pan Am called again and told her to tell me to go ahead and come up for the interview. There was no phone at our beach

-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.

My Pan Am Interview

-continued from previous page

cottage, and when I returned home at about 7:00 p.m. she greeted me with her confused news. It was too late for me to call Pan Am, so the next morning I flew to JFK on National Airlines (about \$26.00 RT with my military discount).

Upon checking in with the Personnel Office, of course, the first thing I asked was, "What were yesterday's two conflicting phone calls all about?" I was told that it would be explained during the interview.

One of the interview gentlemen said I was a low-time pilot, and they would normally tell me to get 300 more hours and re-apply, but because I was only 24 years old, and had already been accepted by American, they decided to interview me anyway. They figured I would not re-apply. They were correct.

One of the gentlemen interviewing me (a retired Captain, I believe) asked me if I had ever had an airplane accident. He was looking right at my application form and could see that the answer was "No." However, between the time I had mailed it months earlier and the day of the interview, I actually did crash a plane in Vietnam. I figured Pan Am already knew about it and he was testing my truthfulness, so I told them all about my accident.

That old captain looked me straight in the eye and said, "Lieutenant, you are a bit young, and you have only 900 hours, but we think you'd go with another airline instead of accruing 1,200 hours. Also, there are two kinds of pilots...those who have already had their accident and those who have not yet had theirs. And since you've already had yours, I think we should offer you a job."

I thanked them and returned to Norfolk. The next day I received a telegram advising me to report to PAA Chief Pilot Kinkle in SFO Oct. 10, 1966. Then I called each of the other airlines and cancelled my interviews. A few days later my wife, daughter, and I began the long drive from Norfolk to San Francisco.

I reported, as instructed, and I'm pretty sure I was the youngest in my class, and probably the lowest-flight time pilot in a class of 35. Jack Fucik may be a few days younger. Several classmates had flown the C-130, the C-124, the C-97, the B-52, the KC-135, the F-4, or other multi-engine jets, but I knew absolutely nothing about jet engines. All my flying in Vietnam was visual, in a single-engine Cessna, and because I had done no instrument flying for about a year, I really struggled in the Link and the 707 simulator. To this day, 58 years later, I sometimes wonder how I actually survived my first few months at Pan Am.

As an aside: My Vietnam roommate flew as a Captain with TWA (later American). Another pilot in my VN unit flew as Captain with United. Another flew 14 years as a Northwest Captain (nine as a 747 Captain). Go Army!

Bank balance as of March 29, 2024 was \$21,415.41. 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 Repo Crew

By Ed Shields

I am not sure of the date or politics involved but we trained flight crews for Air Zaire based in Leopoldville (Leo) and provided them with one of our B747 aircraft. Here again, I know not why, but the company requested three volunteers to deadhead to Leo and bring the plane back to JFK. I believe that the President was the first to have a 747 for his personal travel.

We arrived in Leo and the airplane already had a 5th pod installed and we were to depart early as they did not want the heavy airplane to dig into the asphalt, so we were advised to not stop until we got on pavement.

Our departure was normal, and we headed for Roberts Field (Rob). When we arrived, we were requested to fly over Monrovia before landing. When we landed and the engines were reversed, they advised us that we were tearing up sheets of blacktop that had been added to each side of the runway. The airplane checked OK with only a little tar on the horizontal stabilizer.

It was requested that we open the airplane for tour, so they got the boarding ladders and started open house. People started climbing up and on the outside of the boarding ladders and got completely out of control, so we had to shut down the open house.

The airport manager said that he told the airport authority that the blacktop was not thick enough and was poorly done but no one seemed concerned.

After overnight, we prepared for departure and lined up for takeoff. Takeoff was normal as far as we were concerned but the tower advised us that the blacktop had peeled off in big sheets when we started rotation.

The Captain turned so that we could see the airport, and all we could see was a big cloud of dust. The tower said that the runway was closed. Pan Ops advised us that he thought that they would now do the blacktop properly. . .

Our trip to JFK was normal and all that we had to do was get the airplane cleared back through customs. We were fortunate to clear most of the work done in Leo as being airworthy items and ended up with only a few taxable items. The 747 was serviced and repainted in Pan Am colors with the blue ball proudly on her tail.

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

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!

One of the Jacksons

by Ash Cutchin

As I was browsing the "In Memory Of" section of the Clipper Pioneer website, I noticed the following obit.

Romanas "Hugie" Ugianskis was born August 19, 1931 and passed away November 16, 2019. He served many roles in his life – husband, father, grandfather, son, brother, combat veteran, commercial pilot. He proudly served his adopted country for 30 years, retiring as an Air Force Lieutenant Colonel. He died peacefully and will be forever missed by his family and friends.

While I was serving as a Flight Engineer I flew with Hugie several times when he was a First Officer. Hugie's family had emigrated to the US from Hungary, I think, during the Hungarian Revolution. One flight was very memorable because of a certain passenger. I was the junior of the two FEOs on a 747SP flight from Dhahran, Saudia Arabia to JFK, and the other engineer chose to operate the first shift. So I did the exterior pre-flight and then returned to the cabin while the passengers were boarding. I recognized one particular passenger as the famous (some would say infamous) Rev. Jesse Jackson. We engaged in a brief conversation, and he told me he had been in Saudia Arabia seeking donations to his Rainbow Coalition. I asked him if he would like a tour of the cockpit and he said, "Sure" so he followed me up the circular stairway. I introduced him to the rest of the cockpit crew, and he took a quick look at all the instruments and lights, politely thanked us for the tour, and returned to the passenger cabin.

After I closed the cockpit door, Hughie made the following statement to us, "Man, he certainly looks a lot bigger in his Yankee uniform standing at home plate."

Hugie thought he had been talking to Reggie Jackson, the Yankee home run king at the time. We all had a big laugh about his confusion. The rest of our flight was uneventful. As far as I know none of us ever had another face-to-face experience with the Reverend.

Health Tip: Maintain Mental Stimulation

"'You can't help getting older,' quipped comedian George Burns, 'but you don't have to get old,'" shares Phillip Stieg, M.D., a board-certified neurosurgeon with expertise in cerebrovascular disorders, brain tumors and skull base surgery. "I believe that's the secret to aging well—maintaining the same activities, interests and relationships the younger you enjoyed, keeping your sense of humor and staying cognitively stimulated. A rich, varied mix of learning, processing and problem solving will keep your brain healthy and working better across all domains. Mental stimulation of all kinds preserves brain cells and can even generate new cells and connections, so keep your brain active every day. It certainly worked for George Burns, who lived to be 100—telling jokes right up until the end."

(from <https://www.forbes.com/health/healthy-aging/expert-advice-for-aging-well/>)

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

Tip Sheet: Safety on the Internet

Keep Personal Information Professional and Limited

Potential employers or customers don't need to know your personal relationship status or your home address. They do need to know about your expertise and professional background, and how to get in touch with you. You wouldn't hand purely personal information out to strangers individually—don't hand it out to millions of people online.

Keep Your Privacy Settings On

Marketers love to know all about you, and so do hackers. Both can learn a lot from your browsing and social media usage. But you can take charge of your information. As noted by Lifehacker, both web browsers and mobile operating systems have settings available to protect your privacy online. Major websites like Facebook also have privacy-enhancing settings available. These settings are sometimes (deliberately) hard to find because companies want your personal information for its marketing value. Make sure you have enabled these privacy safeguards, and keep them enabled.

Interesting Places to “Visit” on the Internet

Foynes Flying Boat Museum, in Foynes, Ireland – features a full scale replica of the Boeing B314 “Yankee Clipper”. This replica was created for the museum from detailed plans by a team specialising in movie sets, and the reviews they have received of the aircraft are fantastic. Check it out at www.flyingboatmuseum.com

Enjoy images from Pan Am here: <http://www.timetableimages.com/ttimages/ao1.htm>

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 _____

Address: _____

City, State, Zip: _____

Phone #: _____ Email: _____

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 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.

*...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

Kenneth Slobody, 84, of Alachua FL, died at University of Florida, The Villages hospital. Ken was born in the Bronx NY. He married the love of his life, Davida, and together they had two children, Tara and Kirk, and loving daughter-in-law, Janine, all of whom he was very proud. Ken served in the US Navy with his last duty assignment in the Air Anti-Submarine Squadron VS Twenty-eight aboard the carrier USS WASP stationed at Quonset Point, RI. He worked most of his life as a pilot for Pan American Airlines where he flew co-pilot on the 707, 737 Captain in West Berlin and 747 Captain based in New York. He ended his career flying as Captain on the 747 for Delta Airlines. He loved training dogs and riding horses with Davida on their retirement "dream farm" in Alachua, FL.

Thomas J. Stone, 84 of Key Largo, FL and Carrollton passed away Thursday, December 14, 2023 at Jersey Community Hospital. He was born March 26, 1939 in Carrollton, the son of Leonard and Marie Kaiser Stone. He is survived by several cousins and friends. Tom served in the United States Navy as a pilot. He enjoyed traveling, his home in Key Largo, FL, and his service to the United States through his time flying for the Navy. He was a pilot for Pan Am for several years and loved traveling around the world. Memorials may be made to St. John's Cafeteria Building Fund or Meals on Wheels. Airsman-Hires Funeral Home in Carrollton is in charge of arrangements. Condolences may be left online at www.airsman-hires.com

Peter Bennett, resident of Fort Pierce, FL, passed away on April 6th at age 85. Peter was born in Framingham, MA, on March 19th, 1939. After graduating high school in Barrington, RI, in June 1957, he enlisted in the United States Air Force where he served as a Russian language specialist while based in Osan, Korea. He was accepted into the Aviation Cadet program and was a distinguished graduate of Class 61-B, receiving his USAF pilot wings and commissioned a second lieutenant. In 1966, Peter was hired by Pan American World Airways and flew for them for the next 25 years, retiring early as a Captain on the 727 in 1991 to join Delta Airlines, where he retired as a Captain in 2001. Peter completed his military service with 24 years including active and reserve duty and retired as a Lt. Colonel.

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.

Thank You for the Stories You're Sending In! Keep 'em coming!!

Visit www.clipperpioneers.com

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