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A Miserable Dead Head

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I'm pretty sure I operated the last 707 passenger flight from New York to Tokyo. I was the flight engineer; the only one, because the trip had a layover in Anchorage and each segment was less than nine hours. After we departed Anchorage west bound, the next departure out of JFK was a 747 SP and it went non-stop to Tokyo, bypassing Anchorage. I'm also pretty sure that the crew who brought us the plane in Anchorage operated the last 707 flight back to New York the next day.

I remember the trip for a couple of reasons; one is that the first officer and I were both big guys, each over 250 pounds. The Captain was not as big. The other thing I remember is that the worst part of the whole experience was that after our Tokyo layover we deadheaded back to JFK on the last eastbound 707 flight. It also stopped in Anchorage. However, we continued as passengers to JFK on the same flight. And to make matters worse, both flight segments were full, and as deadheads we were not seated in First Class because it was full of revenue passengers. So here we were, the three of us, seated side by side in an economy row about three rows in front of the aft galley. Thankfully our Captain suggested that we swap seats every once in a while, so nobody was stuck in the middle seat the whole flight. Even changing seats did not end the unpleasantness of such an ordeal. We were unable to sleep because we were so uncomfortable. To say we were miserable is an understatement. I sometimes wonder how today's economy class travelers tolerate those very, very long non-stop flights of 17 and 18 hours.

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.

Berlin ATCC Total Power Failure

by Gene Woerner

It was a beautiful fall evening and we were on our last leg of a six leg day approaching Berlin Tempelhof Airport from Frankfurt in the South Corridor.

We had received clearance to descend to 4000 ft about 20 miles southwest of Berlin. The wind was out of the west and we were going to be landing on runway 27 at Tempelhof Airport.

I was fairly new at the base and was enjoying the scenery below, all the illuminated small towns we were overflying on our way to Berlin who's lights were already visible in the distance.

The Captain was flying and we expected to be cleared for a visual approach as we got closer to the airport with the runway in sight.

At this point we received a heading to fly from approach control and were asked to report the Runway in sight. We were about 5 miles from the airport and I was about to announce that we had the runway in sight, when we lost all communications

The rotating beacon, runway and taxi lights were visible but when I tried to contact approach control there was complete silence. I then switched over to Tower frequency without success and after a number of calls on 121.5 we realized we had a complete communications failure.

As we were coming up on the airport, still on a radar heading and had not been cleared for a visual approach we were technically still operating on an IFR clearance and the proper way to execute this was to continue as per our flight plan and proceed to the final approach fix and commence an approach at the estimated approach time we had been given.

After numerous calls on the various frequencies and since there was no other aircraft on approach to Tempelhof we had to make a decision, to continue VFR and make a visual landing without a clearance or return to Frankfurt, hoping that we would pick up some communication as we climbed to 10 000 ft.

All this happened in a matter of seconds and we were now over East Berlin.

The Captain decided to do a visual approach and go ahead and land while I continued to try and make contact with the Tower. The Flight Engineer was a great help in running the check list and making the Cabin announcements.

As we cleared Runway 27 using all available Aircraft and taxi lights, lo and behold we were welcomed
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Bank balance as of August 30, 2024 was \$16,385.54. The opportunity to renew your membership with your donation is on a form on page 7 of this newsletter, which will go toward continuing for-ward. 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!

Berlin ATCC Total Power Failure

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by the Tower Controller and then cleared to taxi to the ramp! On the way to the overhang parking position ground control gave us the whole story how all the power and back up systems serving Tempelhof Airport had failed and gone off line,

We found out later that the back up generators failed to come on line which in bad weather could have had more serious consequences.

After changing into our civies at the Cuckoo's nest(Crew Lounge) we headed over to Snoopy's and had a few well deserved bottles of Berliner Kindle glad that everything worked out so well.

Don't take the bait on phishing scams

Have you ever gotten a text or email warning you that something is wrong with an account online? Maybe it says your streaming account is about to be suspended unless you respond quickly. It might even have a link that will supposedly fix your account's problems. The message looks real. But is it?

Your first instinct might be to click to solve your problems. Don't click. There's likely nothing wrong. Instead, it might be a phishing scam. That's when scammers pose as well-known companies to get you to give up sensitive information via text or email. A phishing email might:

- say they've noticed some suspicious activity or log-in attempts — they haven't
- claim there's a problem with your account or your payment information — there isn't
- say you need to confirm some personal or financial information — you don't

While real companies might send you emails or text messages, they won't do things like send a link to update your payment information. Only scammers do that. Even opening a link in an unexpected text or email can expose you to scammers — even if you don't enter any sensitive info.

So, don't click on any links in unexpected emails or texts. If you're concerned, contact the company directly using a link you already use or a phone number you know is correct. And if you think you've given someone your Social Security, credit card, or bank account number, report it at [IdentityTheft.gov](https://www.identitytheft.gov) and get a recovery plan. If you clicked on a link in an unexpected email, update your security software and run a scan to look for viruses and malware.

Then report the phishing scam. Tell the FTC at [ReportFraud.ftc.gov](https://www.reportfraud.ftc.gov), forward suspicious texts to SPAM (7726), and forward suspicious emails to ReportPhishing@apwg.org

by Alexandra House, Public Affairs and Digital Media Intern, FTC (Federal Trade Commission)

Visit www.clipperpioneers.com

Weather – Both Good and Bad

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

By Ed Davies

The vagaries of the weather impacted the flying-boats in numerous ways. Captain Nixon's Hawaii Clipper landed at Alameda soon after dawn on Friday, November 19, after a record-breaking flight of only 14 hours and 35 minutes from Honolulu. The tail winds were so strong that he had had to throttle back the engines to keep from arriving before daylight. A few days later, Captain Loeber in China Clipper, fighting the same winds, took 23 hour and 43 minutes to reach Honolulu from Alameda.

Fatigue was a concern among the crews who flew these long, arduous flights. When PanAm began its Pacific flights in 1935, the Department of Commerce readily agreed to waive the laws governing the hours that a pilot could fly. These were set at a maximum of 1,000 hours a year, 85 hours a month or 30 hours in one week. After eight hours flying in one day, the pilots were entitled to 24 hours off duty. There were now nine crews in the Pacific. The captains, all married men, were paid between \$550 and \$757 a month.

A year earlier, Dr Roy Whitehead, chief medical examiner of the Department of Commerce, had made a round-trip trans-Pacific flight at the request of the PanAm pilots. As a result of his findings, the company ordered that the round-trip crews be relieved at Honolulu on the return flight, and layover there for the next week. This forced layover away from home was not popular with the crews. With the Manila-to-Hong Kong S-42-B shuttle temporarily withdrawn from service in December for a major overhaul, the conditions were worsened, with the Martin 130s and their crews having to fly the complete route to China. (Because of their entry into the war zone, they now had the American flag painted on the bow and beneath the wings.) The pilots asked for relief and increased pay.

Though the Boeing 314s were still under construction in Seattle, PanAm shocked the aviation world in December 1937, by requesting bids for an even larger aircraft. Sent out under Charles Lindbergh's name, as chairman of the technical committee, the specification called for an aircraft with a payload of 25,000 lbs. (11,340kg), equipped for 100 passengers, and capable of flying 5,000 statute miles (8,000 km) at a cruising speed of not less than 200 mph (320 km/h).

The year ended with the reliable Martin 130s having completed 48 of the possible 52 weekly round trips, 836,000 miles (1,345,375km) without a fatal accident.

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 Annual

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Health Tip: Maintain Mental Stimulation

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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/>)

Pan Am Stories: You Can't Make This Up

from Al Gilbert, Pan Am SFO Retirees Association.

I am excited to announce the publication of my book Pan Am Stories: You Can't Make This Up - a collection of amusing and historical vignettes from my personal work experiences and stories told to me by colleagues. Now available on Amazon at Pan Am Stories in paperback and Kindle editions, all sales proceeds will benefit the Pan Am Museum in Garden City, NY. Thank you for your purchase

Save the Date: December 7 Annual Lunch & Lecture Reunion

Also, a reminder to *save the date* for Saturday December 7th for our annual lunch & lecture reunion at Michaels at Shoreline in Mt. View, CA. Our featured speaker is author Philip Jett who will speak about December 7th 1941, the subject of his book Stranded in the Sky: The Untold Story of Pan Am Luxury Airliners Trapped on the Day of Infamy.

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>

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.

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

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

Daniel Lee Wambach of Larkspur, CA, passed away August 16, 2024. Born in Mineola on Long Island, NY, on November 26, 1934, to Albrecht G. Wambach and Marion Seagrave. After college, he spent 8 years in the USAF as a bomber pilot on the B47 and B52.

In 1964, Dan became an airline pilot with Pan American World Airways flying to Europe and Asia on the Boeing 707 and 747. In 1986, he transferred to United Airlines and continued to fly to the Orient on the B747 and retired in 1994 as a B767 Captain. Dan met Chris, the love of his life, in Moorea, Tahiti, 50 years ago when he was working a flight with Pan Am and Chris was vacationing with girlfriends. In 1975, Dan and Chris built their home on the water in the Larkspur Marina. He had a Master 100 Ton License, was a lifetime member of the Navy League and a member of the Marin Yacht Club since 1992. Dan enjoyed many wonderful friendships with fellow members and the fun cruises with the Marin Yacht Club internationally, locally and in the Delta and the Blue Water. He also enjoyed cruising on cruise ships to Alaska, Hawaii, Mexico, to the Panama Canal, Columbia River and New England. Dan is survived by his loving wife Chris, as well as his children from a prior marriage: Barbara of Mill Valley, Leslie (Laurent Pacalin) of Portola Valley, and William of Valley Springs, 5 grandchildren and 2 great-grandchildren. We will forever cherish our wonderful memories with him and he will be greatly missed by his family and friends.

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: _____
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 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