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Celebrities

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I'm sure that many Clipper pilots had celebrities as passengers, especially on the polar route between Los Angeles and London, and also Los Angeles to and from Hawaii. I had a few, such as Charles Lindbergh, Jack Lord, Maureen O'Hara and others. Actually Ms. O'Hara accompanied her husband Charlie Blair on the only trip I ever flew with Captain Blair. It was to Hawaii, and I think it might have been his retirement flight.

I already mentioned Rev. Jesse Jackson in another story for Clipper. I remember several others, such as Cher, Lawrence Harvey (who drank way too much). I think he actually consumed 5 or 6 bottles of white wine (his own label) between LHR and LAX, and he could barely make it off the plane. Later, while based in New York I had Shirley Temple Black from Liberia back to New York when she was Ambassador to Ghana. What a perfect lady!

Another celebrity who flew with me back to JFK from Africa was Coretta King, widow of Martin Luther King, Jr. During the stop and crew change in Roberts Field, First Class passenger Mrs. King struck up a conversation with an economy passenger who sat across the aisle from Mrs. King while they chatted. As we were about to depart the blocks, the Forward Purser came to the cockpit and told the captain (Jerry Friedman) that Mrs. King would very much like to continue the conversation with her new friend

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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.

Celebrities

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during the flight to New York. The captain said, "Of course. Tell Mrs. King that after we reach altitude and turn the seat belt sign off, she is welcome to go back to economy and sit with her friend." We later learned that Mrs. King chose not to join her friend in Economy class.

I also had a brief encounter with that famous wrestler, Hulk Hogan, the one with the handlebar mustache. It was on the lower level of the Pan Am terminal at JFK. He was frantically looking for the nearest men's room. I showed him the way and he thanked me.

The Hollywood celebrity I remember the most was the famous and handsome actor Rock Hudson. I was navigator, and after we reached northern Saskatchewan and could pick up a VOR station, I was finished polar navigating from London, and the captain said I could go back and relax the rest of the way to LAX. You will remember that our 707s had a little lounge right in front of the first class seats. It was a curved sofa and a little cocktail table, with space for about four people. Rock Hudson was sitting there, alone, and I asked if I could join him, since I was now off duty. "Sure. How much longer to LA?" he asked. I told him probably about one hour, and the weather was good. So we sat there and chatted briefly about the flight and my job as navigator. I have never been in awe of celebrities; he was simply another first class passenger to me. In fact, I was much more in awe of the famous Captain Charlie Blair. I think Rock Hudson was drinking orange juice and I had a coke.

It was not very long before the captain came on the PA and said we would begin our descent into Los Angeles in a few minutes. I distinctly remember that just as Mr. Hudson was beginning to stand and return to his seat, the first class purser, a young lady of maybe 35 years old, stood beside him and said something like, "Thank you for flying Pan Am, sir. It was a pleasure to serve you. You don't need a ride home after we land, do you?" I could not believe she had said this. I knew he was gay, and I never did decide if she was unaware of that fact or if she thought she could change him. I'm sure he was just as shocked as I was.

He replied, "Ah, thank you very much, but someone is meeting me," and he returned to his seat. I returned to the cockpit for our arrival. Sure enough, some handsome guy met Mr. Hudson in the arrivals area, and off they went together. I never saw him or that purser again.

I said Rock Hudson was my most memorable Hollywood celebrity, but the one I consider a real highlight was a famous WWII hero. It was NOT on a plane, but rather during a layover in Washington, DC. It just so happened that I was flying with one of my favorite Captains (and hunting buddies) Jim Weldon. While in DC, Jim and I decided to visit the NRA museum when it was still downtown, a few blocks from

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Bank balance as of July 31, 2024 was \$17,639.23. The opportunity to renew your membership with your donation is on a form on page 4 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!

Celebrities

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our hotel. (The museum is now located about halfway to Dulles airport, and I have been about four times, taking my wife and two of my grandsons on separate occasions.)

When Jim and I walked in the front door we nearly bumped into Joe Foss who we both recognized. We knew he was a WWII pilot (an ace with 26 kills and a hero with the Congressional Medal of Honor. I believe he was also President of the NRA at the time. He told Jim and me that he was there that day to go over some details about a commemorative Model 1911 .45 semiautomatic pistol the NRA was in the process of designing and creating.

He took time out of his busy schedule to chat with Jim and me for a few minutes. We talked about airplanes, of course, and he was impressed that we were 747 pilots. I told him I had seen many of his outdoor shows on television, and he thanked me for watching. He was also impressed that Jim and I had hunted in his home state of South Dakota a couple of times. We also knew that he had been governor of that state. As I said earlier, he was much more fun to chat with than the Hollywood movie stars. Meeting him that day was the highlight of that layover for both Jim and me. In case some of your readers do not know anything about Joe Foss, I have included the following information I found on Wikipedia. Below is a copy of his MOH citation signed by FDR.

CAPTAIN JOSEPH J. FOSS

UNITED STATES MARINE CORPS RESERVE

for service as set forth in the following CITATION:

For outstanding heroism and courage above and beyond the call of duty as Executive Officer of a Marine Fighting Squadron, at Guadalcanal, Solomon Islands. Engaging in almost daily combat with the enemy from October 9 to November 19, 1942, Captain Foss personally shot down 23 Japanese aircraft and damaged others so severely that their destruction was extremely probable. In addition, during this period, he successfully led a large number of escort missions, skillfully covering reconnaissance, bombing and photographic planes as well as surface craft. On January 15, 1943, he added three more enemy aircraft to his already brilliant successes for a record of aerial combat achievement unsurpassed in this war. Boldly searching out an approaching enemy force on January 25, Captain Foss led his eight F4F Marine planes and four Army P-38s into action and, undaunted by tremendously superior numbers, intercepted and struck with such force that four Japanese fighters were shot down and the bombers were turned back without releasing a single bomb. His remarkable flying skill, inspiring leadership and indomitable fighting spirit were distinctive factors in the defense of strategic American positions on Guadalcanal.

/S/ Franklin D. Roosevelt

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an additional item of interest.....

Visit www.clipperpioneers.com

Celebrities

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On January 11, 2002, Foss, then 86, was in the news when he was detained by security at the Phoenix Sky Harbor International Airport. He was scheduled to deliver an address at the National Rifle Association and speak to a class at the United States Military Academy at West Point. A search necessitated by his pacemaker precluding a metal detector screening had led to the discovery of the star-shaped Medal of Honor, along with a clearly marked dummy-bullet keychain, a second replica bullet and a small nail file (with MOH insignia).

The incident caused a furor with both media and public support given to Foss. Newsman Jack Cafferty noted that airport security personnel demonstrated poor judgment in not recognizing the Medal of Honor and in demanding to confiscate and destroy the medal and related memorabilia. He eventually lost a souvenir replica bullet, but was able to retain his Medal of Honor and commemorative nail file, by shipping it back to himself.[44]

Tire Separation

By Gene Woerner

I was the Captain on a scheduled United Airlines flight from San Francisco to Tokyo, Japan in September 1997. The aircraft was a brand-new B-747-400, and had just been delivered to United Airlines from Boeing in Seattle, Washington. The only prior flight was the delivery flight from Renton, Washington to the maintenance base at San Francisco.

We were a three man crew, and so I asked both First Officers to do very thorough exterior and interior checks and walk around. By the time we were ready to push back, we were excited to be flying a brand new aircraft. None of us had ever had the occasion to pilot a brand new aircraft.

We had no issues during push back, engine start and taxi to RWY 28L at SFO. As we approached the holding area, we were cleared into position and immediately thereafter, cleared for Take Off.

Everything was normal during the take off run as expected then V1, Vr and V 2 all normal. At the "positive rate" and my gear up call, the First Officer retracted the gear, then we retracted the flaps as per the flap speed schedule.

As we were climbing through 12 000 feet, departure control contacted us and informed us that the aircraft that took off after us saw a tire at the right edge of the runway and speculated that it may be from our aircraft.

Since we had no indication in the cockpit of any abnormality, we asked to enter a holding pattern while we conferred with United Operations and assessed the aircraft status.

After looking at all the options, since we had no abnormal indications and all aircraft systems and

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Tire Separation

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parameters were normal, Operations ask me if I was okay with continuing to Narita. After talking it over with the other Pilots, we were all in agreement to continue without hesitation.

Some 10 hours later as we approached Japan, we contacted United Operations at Narita, who informed us that they were aware our situation and would get permission to monitor our landing from a parallel taxiway.

We were then cleared to descend by approach control, whom we had already informed of our potential issue with one of our tires. We had also briefed the Flight Service team en route; however, did not inform the passengers.

I asked Air Traffic Control and the Tower for permission to stop on the runway after the landing to have United maintenance inspect visually that everything was okay before turning off the runway and taxiing to the gate. Emergency vehicles were also standing by.

Once stopped, the maintenance team confirmed that one of the tires had separated from a wheel, but that the wheel was not rolling or making contact with the runway and that there was plenty of clearance. That is when I decided to continue to taxi to the gate, without any problem or damage to the wheel.

I wrote a report, never heard anything from Management other than short note of thanks for using good judgment in continuing to Narita, as it caused no flight interruption and saved United a lot of money .

I found out later that we must have hit something on Take Off which damaged the tire to the extend that it separated from the wheel.

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

Albert W. Wheeler, 90, passed away peacefully on June 25, 2024. After serving in the U.S. Navy, Al joined Pan Am in 1964 in ground operations at SFO before moving to New York to join the operations staff. Al returned to SFO in 1966 as a 707 flight engineer and later became a 747 co-pilot. He stayed with Pan Am until United took over and he retired his United 767 captain duties in 1993. Al spent his retirement years traveling, gardening, attending reunions and working on hot rods. He will be deeply missed.

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.

Clipper Pioneers President featured in PanAm Podcast

Stu Archer featured in the PanAm Podcast as can be heard here: <https://podcast.thepanammuseum.org/1836491/15372760-episode-48-the-archer-s-a-family-of-aviators>. Here's a brief description:

On this episode we celebrate the Archer's...a family of aviators. 89-year-old Pan Am Captain Stu Archer joined the airline in 1965 as an engineer after serving in the U.S. Air Force. Stu began flying the 727 and then was promoted to captain on the 747 and later Airbus A300 and A310. He stayed with Pan Am until 1991 and then went on to work for Delta Air Lines as a captain. Be sure to tune in and hear the entire story!

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: _____

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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