



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

VICE PRESIDENT  
RALPH ABRAMES  
1051 SW PINE TREE LANE  
PALM CITY, FL 34990

TREASURER / EDITOR  
SUE FORDE  
P. O. BOX 3457  
SEQUIM WA 98382

---

February 2025 - Clipper Pioneers Newsletter

Vol 60-2 Page 1

---

## The Purloined Daly

© 2016 Ash Cutchin

*Here is another misadventure; this one involving one of my dearest friends Stan Roitz, who gave me many hours in the 747 left seat. Stan passed in 2013 to that great hunting ground in the sky.*

It had taken more than a year, but I finally reached the point where I enjoyed flying to and shopping in Tokyo. The first few times I flew back and forth to Japan, from San Francisco either via Honolulu or Anchorage I was a frustrated navigator, often not knowing exactly where the 707 was because I could not get a satisfactory loran line or, because of the cloud cover, I could see neither the sun, moon, nor any stars in the sextant viewfinder. Much of the time we were out of range of any reliable shore-based navigational aids and the captain depended on me, the new guy, to keep us on course. That was often not an easy task while hurtling through the air at groundspeeds sometimes exceeding 600 knots or ten miles a minute. Sometimes I went as long as an hour without a reliable 'fix' of our position, and relied on a navigation technique known as 'dead reckoning' to provide air traffic with our whereabouts. Fortunately the Pacific corridors were sixty miles wide and vertical separation was a minimum of 2,000 feet. If we came up from Guam to Japan via South Vietnam we occasionally had maintenance delays and the duty day sometimes lasted more than sixteen hours, and even though the navigation was easier, I was usually exhausted by the time we reached our hotel in Tokyo. But as time wore on and

*(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](http://www.clipperpioneers.com). To request a current membership list, email [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com) with your request. Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

## The Purloined Daly

*(continued from previous page)*

I became more accustomed to navigating the Pacific, I looked forward to being in Tokyo two or three times each month.

It was not long after the 1968 Firearms act was passed by Congress that I felt like I could afford to buy my wife a new shotgun as a Christmas present. I had shopped around in California and decided that she would probably like an over/under 20 gauge, most of which were too pricey for my budget. Another pilot suggested that I look in the Miroku show room in Tokyo. Miroku manufactured a beautiful over/under for Charles Daly. I had read about Dalys in magazines and I decided it was worth checking them out, so I visited the Tokyo showroom once or twice and was impressed enough that I finally made the decision to buy one for her. On that trip I was a crewmember on a cargo flight non-stop to San Francisco, which meant I would avoid Honolulu Customs and I felt comfortable carrying the gun case inside the plane and not have to worry about its security in the lower baggage compartment.

We arrived at the Cargo Customs Office in San Francisco and I proudly opened the gun case for the inspector (the fitted case itself being a work of art). I had what I considered was all the necessary paperwork. "I'll have to confiscate the firearm, sir," said the inspector, much to my disappointment. "You'll need to have an authorized and licensed Federal firearms dealer process it through customs on your behalf. You can leave it here, we'll place it in bonded storage, and your dealer can get it at his convenience. Next."

"But I don't know a Federal gun dealer," I protested."

"Well, one of your pilots is one. He picks up guns here for his friends all the time. His name is Stan Roitz. You should check with him. Next."

I did not know Stan, but I made it my top priority to meet him soon. I discovered his box number in the pilot mail room next to the crew lounge and I left him a note telling him of my predicament and asking for his help. A few days later he called me and said he was going out on a quick turnaround pattern to

*(continued on next page)*

---

## Keep the good stories comin'!

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](mailto:sue@clipperpioneers.com).

**Bank balance as of December 31, 2024** was \$12,875.03. 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. It's time to renew for the new year. Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

## The Purloined Daly

*(continued from previous page)*

Honolulu and back, and he would retrieve the gun in three days and call me back. The charge would be \$20.00. I thanked him and said I would be at home when he called.

Sure enough, right on time three days later the phone rang. "Ash, this is Stan Roitz. I have some bad news, buddy. I picked up your shotgun before I went on the trip, and while I was in Honolulu yesterday or last night my car was stolen from the crew parking lot. Your shotgun was in it, along with a pistol I picked up for another pilot. My insurance company will cover the loss, but you'll have to buy another gun in Tokyo. Sorry." I did not have another Tokyo trip on my schedule for November, but I would desperately try to arrange one in December. Unfortunately I was so junior on the seniority list that all my December choices were taken by senior pilots and I had to fly to Guam and Vietnam the whole month. At least I would be home for Christmas. I gave my wife a photo of Benjamin Franklin on a \$100 bill in one of those envelopes with the little cutout window. Santa stuffed it in her stocking on Christmas Eve and I left on another Vietnam trip on December 26th.

As luck would have it, I was rescheduled during the Guam layover and sent home via Tokyo. During that layover I returned to the Miroku showroom and explained my problem. They had several guns on display almost exactly like the one stolen from Stan's car. The walnut stock was slightly darker but I didn't mind and I was sure my wife wouldn't mind either because she never saw the first one. So I purchased it and repeated my experience in San Francisco customs. I was getting good at this, and I was excited that the gun would now be available for her birthday which is January 13th.

About a week later Stan called and asked if I could meet him at the airport the next day and pick up the gun and pay him. "By the way," he remarked, "They located my car in Hunter's Point. It was on cinder blocks and burned to a crisp. No evidence of either gun, so the police have listed them as stolen. I doubt if they'll ever find either one. It's like a real ghetto down there." Hunter's Point was (and still might be) an economically depressed neighborhood, and was the scene of violent and deadly riots in 1966. I told Stan I was sorry about his car and that I would meet him the next day, which I did.

The shotgun was beautiful. Stan had made a slight addition which was to have the name of his company 'PICCO' engraved on the trigger guard. He said it was required by federal law. Pan Am reinforced the crew parking lot fence and installed a gate with a guard on duty 24/7. As far as I know the theft of crewmembers' cars ceased.

*From Ash's book, Dog Tails Fish Tales and Other Misadventures: Short Stories about Dogs, Guns, Hunting, and Fishing experiences, which can be purchased on Amazon.com*

**Don't forget to check out our website at: [www.clipperpioneers.com](http://www.clipperpioneers.com)**

**If you enjoy reading the Clipper Pioneers newsletter, and would like to see it continue, please send in your renewal if you haven't already, for 2025. Form is on page 7.**

## Flights and Plights in Central America

*By Bill Nash*

On a dark night, Capt. Jim Evans and a First Officer were ferrying a DC-3 from the island of Cozumel to Merida, Mexico. Shortly after takeoff at about 500 feet, the pilots noticed that they were descending. Jim increased the power and eased the wheel back to an increased climb position – and the descent increased. Soon the aircraft stopped. “Well, what the hell,” said the copilot. Jim said, “I second that.”

They aimed their flashlights at the side windows, and they saw – water! “How the hell did we do that!?” Jim exclaimed. They seemed to be floating well, so they put on life jackets, climbed out on a wing and up on the fuselage, and spent the rest of the night trying to figure out how they would explain this one to the chief pilot.

The blue light of dawn revealed the reason they had performed a skillful smooth water landing with a land plane: Number one engine Nacelle had snapped its upper engine mounts and allowed the engine to point forty-five degrees downward. Every time the captain had increased the power, the still running number One had pulled the plane down, until they eased into the water.

Soon a Cozumel fishing boat spotted the plane and crew and came to their rescue, towing their plane to shallow water. Airport ground crew then towed the DC 3 up on the beach and back to the airport.

Mechanics from Miami brought two replacement engines and the plane was ferried to Miami for overhaul.

This plane was back in service within four months.

Another unplanned landing was made on the Mexican Yucatan peninsula a few years later. Captain Don McLennan took off from Merida, Mexico, for New Orleans with a gross load of bananas. About 700 feet one propeller flew off, went chop – chop under the belly of the Curtis Commando C 46 and knocked off the other propeller.

The engines raced and roared as Don chopped both throttles, shoved the nose down, and bellied into one of the many small sisal fields, separated by stone walls in the area – without hitting a stone wall. That airplane also was restored to fly again. Captain Vic Wright, our Cargo chief pilot, liked to brag that his flight crew had sold all of the bananas to the natives by the time the rescue crew had arrived. Captain McLennan immediately put in a request for transfer to New York.

San Jose was surrounded by mountains and two semi-active volcanoes. To get out of the valley without doing a hardness test on the side of a mountain, we would perform a climbing holding pattern before proceeding on course to Panama or Nicaragua.

One of our planes, leaving the valley at altitude, but still flying by instruments, finally popped out of the clouds at Puerto Limon on the Caribbean coast. The pilots still could see nothing in front of them but gray.

*(continued on next page)*

---

## Flights and Plights in Central America

*(continued from previous page)*

However, bright sunshine shone in the cockpit side windows.

Then it occurred to the crew that the source of that pungent odor they had experienced inside the clouds was the furnace-like breath of a volcano. Tiny hot particles had frosted their windshield. At Panama they performed a tricky landing, able to see only through the side windows.

Guatemala has at times experienced government changes by revolution rather than election. One of our crew transports was mistaken for revolutionaries en route to the hotel from the airport and was shot up. The captain was hit, but recovered.

In about 1954 or 1955, on a layover in Managua, Nicaragua, I wandered alone to a rustic restaurant on lake Managua. As I was about to order, I heard a voice coming from a jovial group at a large table in the center of the room: "Captain, Captain, Pan American!" I looked up and one of the men at the big table was hailing me. "Come and join us, Captain!" Welcome to Nicaragua!" I was not in uniform but he had recognized me. I thought that was strange. I realized it was courteous to accept the invitation, so I joined the men at their table. In a few moments I learned that I was in the company of Anastasio Somoza Garcia, the president of Nicaragua, and the presidents of two other nations: Jose Antonio Remon of Panama and Rafael Trujillo Molina of the Dominican Republic. They politely used English with me, and I tried my ruptured Spanish with them. They were kind enough to applaud my efforts. Looking around the restaurant, I could see tables with rough-looking men scattered about. Then I know how I was known. When the president goes out, any strangers are identified by his "Secret Service"

Since I did not have to fly for two days, I accepted their generous offer of drinks and soon could hardly see what I was eating. These fellows all collected guns. Since I also was a gun collector, we had something mutual to talk about. I made a big point of staying away from politics and so did they. They asked sound intelligent questions about flying.

President Somoza insisted that I visit him the next day to see his gun collection. He sent an armored limousine for me and, fortified with aspirin, I climbed in feeling quite grand and a little hung-over. We had an enjoyable lunch, then an enjoyable afternoon admiring and discussing guns. Most were beautifully engraved presentation models. I drooled over a pair of pearl-handled gold and silver "Peacemaker" Colt revolvers. I wonder where they are now.

Six months later, President Remon of Panama was dead – assassinated. Six years later, President Trujillo of Dominican Republic was dead – assassinated. President Somoza was ousted.

---

**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. Check it out at [www.flyingboatmuseum.com](http://www.flyingboatmuseum.com) Enjoy images from Pan Am here: <http://www.timetableimages.com/ttimages/ao1.htm>

---

## **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](http://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](http://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/>

---

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

*...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

**Paul Ware**, pilot, engineer, and inventor, died peacefully Tuesday, January 7, at his home in Rome, GA. He was 89 years old. A lifelong innovator and seeker of justice, Paul was born Paul Nelson Ware in 1935 in Rome, GA, to parents Doris and James Ware. Paul graduated from Rome High School in 1953 and then attended Georgia Institute of Technology from 1953-1960. Part of the Delta Tau Delta fraternity, Paul worked his way through college as a co-op student, earned a Navy ROTC scholarship his senior year, and graduated from GA Tech with a degree in mechanical engineering. Paul flew A4-Ds as a Navy pilot from 1960-1965 as part of the Rampagers VFA 83 Attack Squadron, mainly off of the U.S.S. Forrestal. In 1961, Paul met his first wife, Penny, while at a training school in Memphis. After the navy, Paul worked briefly for IBM before entering his career as a flight engineer for Pan American from 1966 – 1985.

*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](http://www.clipperpioneers.com). Know of someone from Pan Am who has passed? Email the obit to Sue Forde at [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com), or mail to: Clipper Pioneers, attn: Sue Forde, c/o P. O. Box 3457, Sequim, WA 98382.*

## Tips to Avoid Fraud and Scams

**Don't act quickly** - Scams are based on fear and urgency. Always take a little extra time to think it through and evaluate the legitimacy of what you are being asked to do.

**Avoid odd payment types** - Scammers will often ask you to send them money with a wire transfer, money order, cryptocurrency, payment app, or gift card. Legitimate businesses will accept credit cards. Be suspicious of excuses for alternative forms of payment.

## 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](mailto: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](mailto: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