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Cold War Airline *by Captain William B. Nash, Ret., Pan American World Airways*

Our DC6B Four-Engine Airliner was en route from Frankfurt to Berlin flying the south corridor over East Germany. By radar, electronic navigation, and visual means, we were carefully maintaining the very center of our sensitively restricted route to the divided city.

Without warning we found ourselves surrounded by five Soviet Mikoyan-Gurevich (MIG) tactical fighters, closing in on us in tight formation. I clicked on the auto-pilot. It held a straight course better than any human. I did not know whether the fighters were flown by Soviets or by Luftstreitkraefte/Luftverteidigung GDR pilots. Both were forbidden to be in the corridor. These intruders were close and they were sitting on silk. They could bail out in the event of collision. Our crew and passengers could not. The jets on our left moved in close to us, apparently trying to spook us away from them toward the corridor edge - only 12 ½ miles away.

This irked me, so I eased back the throttles and dropped the gear and some flap, and they would wobble and almost stall out trying to fly that slow with jets. This put them in high dudgeon and they gave us a super buzz job, racing close to us from all directions. Eventually they gave up or ran short of fuel and left us.

That was just one of the ways the communists tried to make us give up keeping the Western allied portion of Berlin free. The cold war was still hot. This was the reason for the existence of the Pan American World Airways Internal German Service (IGS).

Berlin, divided into East and West Berlin, controlled by Britain, USA, and France in the Western portion, and the Soviet Union in the Eastern portion, was 192 miles behind the Iron Curtain in the south corridor. However, the communists wanted total control and tried their best to get the Western allies out of Berlin.

In the Four Power Agreement the Soviets refused to permit West German Airlines to fly over East Germany to Berlin, so one airline from each of the allied nations provided this service: Air France, British European Airways (BEA) and Pan American World Airways (Pan Am) for West Berlin; the Soviet Aeroflot Airline served East Berlin's Schönefeld airport from other cities behind the Iron Curtain.

Our three "air tunnels" (corridors) from West Germany to Berlin had roofs of 10,000 feet flight level, floors of

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3000 feet, and were 25 miles wide. Frankfurt, Hannover, and Hamburg were the first destinations at the Western ends.

If we ventured out of a corridor, the communist interceptors could force us to land in East Germany - or worse, use us for targets if we did not comply. An Air France airliner, barely out of the north corridor, was shot down and fell inside the corridor. Air France eventually quit flying the corridors. BEA and Pan Am continued.

The communists would attempt to disrupt our communications and radio navigation sources by broadcasting high volume noise, sounding like eight bars of discordant clarinet practice, blotting out and making our frequencies unusable. They wanted us to wander out of the corridors.

Sometimes they would shoot high flares up all across the corridors. Had one ever hit us, it would have stuck to the airplane skin and burned us. They were magnesium flares and burned hot enough to set us afire. We would have to turn back.

I transferred from Miami to the Internal German Service in 1962. I was a widower with three young children and my mother in the household, and they were all eager to go to Germany with me. They were to join me as soon as I had found a suitable home for us. So for the time being I preceded them to become established in the new flying area and to find a home.

World War II had beaten up Frankfurt and few undamaged hotels existed. Pan Am paid to rebuild a small hotel in the forest near the airport, called the Unterschweinstiege (translated to mean under the pig sty in Frankfurt dialect) for international crew overnights. It has since grown into a huge 550-room 5-star hotel, renamed Steigenberger, with all modern accommodations. A restaurant in the hotel is still called the Unterschweinstiege. I managed to stay there a couple of nights, then moved from "Under The Pig Sty" to the old Palace Hotel in town. Since the Germany Pan Am base was then Frankfurt, they put me right to work, leaving me not much time to seek housing for the family.

The first morning I reported for a route check, I was early at the airport checking the weather. The check pilot said, "what do you want to do that for? We're going anyway" - and that's the way it was for the next 15 years - lots of instrument flying. We had "look-see" as the only landing minimum. So we always "saw" the approach lights - even if they were under us. Other airlines said Pan Am still flew when the birds were walking. While flying in the IGS I landed at an alternate airport only once.

Our IGS flight crew consisted of 166 pilots and flight engineers, and 109 German stewardesses. Some of

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Don't Miss This Fantastic Pictorial History of Pan Am Available Online

For a trip through Pan Am's history with pictures and photos, go to our website -www.clipperpioneers.com - and click on the powerpoint presentation. It's just great!

You can now access the mailing and phone list of your fellow Clipper Pioneers. Go to the Clipper Pioneer website - www.clipperpioneers.com - and scroll down to the bottom of the home page. Click on "Members Only" - when the password box pops up, type in the username & password in your print edition, to access the current list of names, address, phone #s, and email addresses there.

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our pilots commuted from the USA, Spain, England, or France. One pilot lived in a windmill in Holland. I found a new house in Waldtrudering, adjacent to Munich and brought my family to Germany. It was an easy commute via Pan Am to fly my schedules. The children attended the U.S. military base school in Munich. My mother found that she could have groceries delivered, and also made some nearby friends.

Within 3 years after my arrival, the IGS base was changed from Frankfurt to Berlin. I found a small but comfortable studio apartment in Berlin, which was considerably less expensive than hotels while on flight duty. Most of our pilots and their families moved to Berlin, but since Berlin could have been overrun by communists in any 24 hour period, I had no desire to put my family there. I put together a "walk-out kit" in the event that I was trapped in the divided city.

During my fourth year we began to fly the jet - the Boeing 727 - a great "schoenes kleines Flugzeug."

The communists continued to harass us in the corridors. At our 500 mph jet speed it would have been easy to slide out of the corridors. We watched our headings even more carefully. On the approach into Tempelhof airport in Berlin, the usual final approach was over East Berlin. Often, at night, the communists aimed a huge powerful spotlight directly at our cockpit to blind us. I would put on dark glasses and look only at the instruments. The copilot wore dark glasses and told me when we were below and abeam the second floor of some apartments close on our right. Touchdown was then imminent.

We still had to maintain between 3,000 and 10,000 feet flight level with the jet in the corridors. Our fuel consumption was high, flying a jet that low, but when we left the corridors at the West German border, we could climb to over 30,000 feet flight level, at which level our jets drank a lot less fuel. These were flights to Düsseldorf, Cologne, Stuttgart, Munich, Nürnberg, or other cities in Europe.

In the meantime, the communists were busy obliterating our radar screens by dropping metallic tinsel from high above us in the corridors.

It was not long after we got the jets that we lost one. It was the nightly mail plane returning to Berlin from Frankfurt in the middle of the night - no passengers on those flights. For some reason that night, Tempelhof was closed and Tegel airport in the French sector was the destination airport. This took the airplane north of its usual track approaching Berlin, and it crashed en route to Tegel airport in communist territory.

The next morning I had a flight and took photos of the crash site, showing digging machinery close to the 727. Parts of the airplane were being pushed into the holes and buried. The only conclusion I could come to was that the communists had shot the plane down and were hiding the parts of the plane which revealed this. I gave my photos to the chief pilot.

No one but the communists were permitted at the crash site until the communists had finished hiding the evidence. Our United States Federal Aviation Administration (FAA) investigators were stymied.

Years later, in the United States, I met a man at a pilot meeting, who had been one of the FAA investigators. He told me the photos told the story, but due to our State Department and the resistance of the communists, the investigation was called off. Nothing would be proved. His opinion was definitely that the 727 had been shot down. All that Pan Am got back were the unburied parts of the airplane and the three bodies of the crew.

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I believe that the communists at that remote anti aircraft outpost had never received a message that the mail plane, the only plane in the sky that time of the night, would be over their territory and land at Tegel airport.

News reporters often lurked at both ends of the flights between Berlin and West Germany and would try to collar some of our crew and eagerly ask, "Did anything happen on your flight?" We had all agreed to tell them nothing. They might have started World War III.

My last fifteen years with Pan Am were in Europe, including eleven years on the jet. The flying was unique and precise for me, and great travel for the family. All of us experienced the educational sophistication of visiting many countries and exposure to foreign cultures and languages.

It was a three year assignment. However, we liked Germany and did not return to the USA to live until my retirement in May 1977, after 15 years in the IGS, with two additional family members: a pretty German wife and our four-year-old Berlin-born son, Billy.

To Your Health: Reminder Tips on Keeping Safe in Summer Heat

1. Drink plenty of liquids, eight or more 8-ounce glasses per day and or fruit juices to stay away hydration.
2. Keep away from caffeinated and alcoholic beverages.
3. Dress appropriately. Be dressed in loose-fitting clothes in natural fabrics like cotton and dress in light colors that will reflect the sun and heat instead of darker colors that will attract them.
4. When go outdoors, protect your skin from damage by wearing hats, sunglasses and a sunscreen of 30 SPF or more.
5. Try to stay indoors during extreme heat.
6. If you are absolutely unable to leave the house and do not have air conditioning, take a cool bath or shower to lower your body temperature on extremely hot days.
7. Temperatures inside the home must not go beyond 85 degrees Fahrenheit for prolonged periods of time.

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Websites that Cater to Seniors

Senior Citizens Resources - www.usa.gov/Topics/Seniors.shtml - This Web site is run by FirstGov and it provides several tips for senior citizens. It gives information on consumer protection, places senior citizens can volunteer, seniors and adult education, advice on estate planning and federal and state agencies for seniors. This site also has links to the government sites that may be beneficial to senior citizens, such as the Administration on Aging, the Social Security Administration and the Veteran's Health Administration. on the fun side of things! This Web site was actually created by two teenagers who wanted to bring senior citizens together. You can use it to write other seniors by e-mail or even by snail mail as a pen pal. If you're wanting to get connected with other seniors, this is the best place for it.

To Your Health: Reminder Tips on Keeping Safe in Summer Heat

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8. You must know the signs of heat stroke (like: flushed face, high body temperature, headache, nausea, rapid pulse, dizziness and confusion) and take instant action if you feel they come.

Heat stroke

Heatstroke is the most severe of the heat-related problems, often resulting from exercise or heavy work in hot environments combined with inadequate fluid intake. It is the most serious of heat disorders, heat stroke is the result of a complete breakdown of the body's cooling mechanisms. Symptoms include lack of perspiration; red, bluish, or mottled skin; hot and dry skin; strong, rapid pulse; temperature of 105 degrees Fahrenheit or higher; severe headache, chills, or nausea; mental confusion, dizziness; unconsciousness, convulsions, and eventual coma. Heat stroke should be treated immediately because it can cause brain damage and death.

B-314 COMMAND *by Bill Moss*

I only made a few B-314 trips in command in late 1944, 1945, but the first in command was a lulu. A few hours out of Treasure Island, we feathered #4 while a flight engineer changed the failed fuel pump (there was a crawlway out the wing which gave access to the rear of each engine). Shortly after unfeathering #4, #3 threw all of its oil out the breather which flared off the hot exhaust on top of the wing. It was rather spectacular in the night, to say the least. Of course we feathered it immediately and turned back to San Francisco some 5 hours out.

Sometime later the Flight Engineer Department informed me that the electric generator on #2 had failed, leaving us with only limited battery power since the only other generator was on #3, and was, of course, out because the engine was feathered. So we wound up with someone standing in the cockpit with a three cell flashlight so we could see the instruments; we couldn't change the engine's rpm because the propellers were electrically controlled; we couldn't feather or unfeather an engine for the same reason; and eventually we lost our main communication radio and were reduced to a limited range voice radio which ran off an isolated emergency battery.

To make things more interesting, when we arrived off the California coast some hours before daylight at 5000', the Bay Area weather was very poor with fog, rain squalls and very low visibility. So we elected to hold just off the coast in the vicinity of Half Moon Bay where the weather was tolerable, rather than go through the pass at our altitude to an alternate lake in the valley.

With dawn, the situation became more tolerable and we let down, headed up the coast, and watched the rain squalls passing through the Golden Gate. Gauging them, we got just in front of one, and with reasonable visibility, we flew under the roadway of the bridge at approximately 100', and then landed straight ahead while we still had visibility, and taxied carefully into Treasure Island.

I don't mean to make a 'big thing' of this flight, but it was one I have always remembered - as is probably obvious to you.

Incidentally, I flew under all Bay area bridges at one time or another: twice under the Golden Gate, and once each under the east and west spans of the Bay bridge. They were necessary in each instance, but fun also!

Frauds and Scams Used Against the Elderly

Frauds Vary Widely in the Means Used to Commit Them

Fraud generally involves deliberately deceiving the victim with the promise of goods, services, or other benefits that are nonexistent, unnecessary, never intended to be provided, or grossly misrepresented. There are hundreds of frauds, but offenders generally use a small subset of these against the elderly. The frauds typically occur within a few interactions.

Prizes and Sweepstakes

These frauds generally involve informing the victim that he or she could win, or has already won, a "valuable" prize or a lot of money. The victim is required to send in money to cover taxes, shipping, or processing fees. The prize may never be delivered or, if so, is usually costume jewelry or cheap electronic equipment worth less than the money paid to retrieve it.

Investments

Because many seniors live on fixed incomes, they often want to increase the value of their estate and ensure they have sufficient funds to meet basic needs. In investment scams, offenders persuade the elderly to invest in precious gems, real estate, annuities, or stocks and bonds by promising unrealistically high rates of return. The investments often consist of fake gemstones, uninhabitable property, or shares in a nonexistent or unprofitable company.

Charity Contributions

Playing on some seniors' desire to help others, offenders solicit donations to nonexistent charities or religious organizations, often using sweepstakes or raffles to do so.

Home and Automobile Repairs

Offenders may recommend an array of fraudulent "emergency" home repairs, often requiring an advance deposit. They may subsequently fail to do any work at all, start but not finish the work, or do substandard work that requires correction. Common frauds include roof repairs, driveway resurfacing, waterproofing, and pest control. The offenders are often transient, moving among neighborhoods, cities, and even states. Dishonest auto mechanics may falsely inform customers that certain repairs are needed, or they may bill for services or repairs that were not requested or were not completed.

Loans and Mortgages

Seniors may experience cash flow shortages in the face of needed medical care or home repairs. Predatory lenders may provide loans with exorbitant interest rates, hidden fees, and repayment schedules far exceeding the elderly's means, often at the risk of their home, which has been used as collateral.

Health, Funeral, and Life Insurance

Many seniors are concerned about having the funds to pay for needed medical care or a proper burial, or to bequeath to loved ones upon death. Unscrupulous salespeople take advantage of these concerns by selling the elderly policies that duplicate existing coverage, do not provide the coverage promised, or are altogether bogus.

Health Remedies

The elderly often have health problems that require treatment. Preying on this vulnerability, offenders market a number of ineffective remedies, promising "miracle cures." Unfortunately, given this false hope, many seniors delay needed treatment, and their health deteriorates further.

*...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

Capt CT Hawkins funeral services will be held at St. Thomas RC Church, Homosassa Springs, Fla. on Thursday, 2 July at 1000 hours (US Highway 19, north of US 98).

Arthur Palmer, age 87, formerly of Miami, Florida, passed away Friday, June 19, 2009 at his home in Melbourne, FLA. He entered pilot training school in the 1940s, graduating with a commercial license and instructor's rating. In August 1942, he was hired by Pan American World Airways, where he spent 40 years employed as a pilot. He flew seaplanes, piston and jet aircrafts, and retired as a Captain flying the Boeing 747 jumbo jets in March 1982. In retirement, he enjoyed working with a fish-farm, served as a volunteer Docent at the Miami Metro Zoo, and flying ultralight airplanes.

Dean W. Talboy passed away peacefully at the home he built in Emerald Hills, California on 13 June 2009. After receiving his degree in Forestry from the University of Idaho, he entered the Civilian Pilot Training Program and received his Instructor Pilots license in 1941. He worked for Central Aircraft in Yakima, Washington instructing cross country flying to Naval Flight students. It was at Central Aircraft that he met his wife Louise, who worked in the office. In 1943, he went to work for Pan American in Seattle flying the DC-3's (Navy R4D's) to the Aleutian Islands. After 6 months in Seattle, he was transferred to Treasure Island in San Francisco to fly the Boeing B 314, PB2Y and the Marten Mariner PBM. After 33 years, he ended his career in 1976 as a Captain in the Boeing 707. He is survived by his wife Louise, and his 3 children.

Perry Daniel Barnes, captain, (Ret.) Pan American World Airways, Perry lost his three year battle with multiple myeloma at his home in Covington, Louisiana on February 12, 2009, just nine days shy of his 76th birthday.

AUXILIARY

Lou Ann Mills passed away May 29, 2009 after a long illness. Widow Capt. "Buz" Mills.

Janet Louise Crane, 91, passed away on July 9, 2009, in Encinitas, CA. She was born on February 5, 1918, in Emporia, KS, daughter of Villa Marie Schroeder Major Brickey and Herbert Lee Major, of Bloomington, IL. She was married for 57 years to Perry Howard Crane, a Captain for Pan American World Airways, who preceded her in death in 1997.

For more information 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 Jerry Holmes at jerry747@copper.net

ATTENTION AUXILLARY MEMBERS:
You must let me know if you wish to continue
to receive this newsletter -
otherwise, YOU WILL BE DROPPED FROM THE MAILING LIST.
Jerry Holmes, 192 Foursome Drive, Sequim, WA 98382 -
360- 681-0567 or email jerry747@copper.net

The Houston Area Pan Am Reunion

will be held at the

Atascocita Country Club, Humble, TX,

on August 1st, 2009 from 10:00am till 4:00pm.

We will have a great meal and visits with old friends, for only \$15 per person...

Anyone wanting information or an invitation, contact:

Brendan "Tex" Love, 906 N Campbell St, Willis, TX 77378

Home 936-856-7329, Cell 936-718-8089 ~ belove@suddenlink.net

Scam Alerts: Update on "Grandma" Scam

The so-called "Grandma Scam" seems to be one of the most rampant scams going around the nation today. Just type "grandma scam" into your search engine, and see how many people are being taken for a ride to the tune of thousands of dollars. It's important enough, we felt we should reiterate - and ask you to spread the word to all your friends (See story in last issue of the Clipper Pioneers). Here is a good way to deal with any calls you get asking for money: If you ever get a call like this, tell caller that you must have info first. Get a pen & paper, to write down, what city & county they are in, exact jail name, name of authority & phone number. Once you get the info, tel them you will handle it yourself. Scammer will not know any of the info to give you. If they make it all up - DO NOT GIVE OUT ANY OF YOUR PERSONAL OR FINANCIAL INFO regardless! The authorities will not call you for credit card info or your bank info. You should not give it to person in trouble either! If it is truly your grandchild calling, they will let you go once you have the info down on pen & paper and you say you will handle it yourself. You may explain to grandchild you decided it best to leave him/her there so that he/she can learn a lesson - to take responsibility for bad actions.

**Check out the wonderful photos of the Pan Am Reunion at our website:
www.clipperpioneers.com!**

Upcoming Pan Am Wives Clipper Club Events

August 6

Luncheon at Elaine's house 12 noon.

December 12

Christmas luncheon at Channing house.

Having trouble viewing the membership list online? When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

For a really neat look at Pan Am in action, go to: www.panamva.com/ on the internet.

Thanks to those who are sending us great stories! We will be running them in future issues of the Clipper Pioneer newsletter. Do you have a story to share with us? Send it to us! We'd love to print it in the newsletter! Do you have information that would be beneficial to us? Send it along! Let's share the good ideas! You can mail your articles, jokes, and other interesting information to: Jerry Holmes, 192 Four-some Drive, Sequim, WA - or email to jerry747@copper.net.