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IMPORTANT NOTICE: There is no luncheon reservation form in this issue for the June meeting. At this time, we do not know if we will be able to schedule the June meeting. There will be a June issue at the end of May. We hope to be able to include a reservation form at that time. We do not want anyone to sign up until we know the Waiālae Country Club is again open for business. For more on a tentative meeting, please read next article.

OUR JUNE SPEAKER—IF WE ARE ABLE TO MEET

Maleko McDonnell anchors Good Morning Hawaii from 4:30 AM to 7 AM, Monday through Friday. He grew up in Kailua, on the Windward side of Oahu, and graduated from St. Louis School. He earned a Bachelor's Degree in Mass Communications, Broadcast Journalism from Northwest Missouri State University.



Maleko joined KITV's News team in 2016, after spending 20 years in radio at iHeartMedia. As a radio announcer, on Star 101.9-FM, Maleko won the Honolulu Star-Bulletin's People's Choice Award for Best Radio Personality in 2006. Maleko was the first radio announcer to break into programming and provided non-stop coverage following an early morning earthquake and the resulting island-wide power outage in 2006. When Oahu's power grid failed again in 2008, Maleko was on-air from the start providing radio coverage throughout the event.

If you occasionally or frequently attend our meetings, and you receive the printed version of the newsletter, please be sure we have your correct contact information. The printed version is often late and we may need to contact you. Some of you may have canceled your landline in favor of a smart phone and forgotten to notify us. Our members who receive the electronic newsletter will be notified by an email message, if necessary.



HAVE YOU BEEN TO GUAM LATELY?

Many of us traveled through Guam on more than one occasion, some of us merely stopping on the way to a foreign vacation destination; others routinely on flights on which we worked. **Bill Ractliffe**, of the London Chapter, vacationed in Guam recently. He was pleasantly surprised to see the airport bar was called the "Clippers Lounge". It is filled with Pan Am memorabilia. He granted permission to use his photos in our newsletter. He added, "Mind you, I did have to explain to a young lad who worked there what a 'Clipper' was!"

A VOICE FROM AFAR

We had not heard from **John Olim** for awhile but he recently asked me to pass on his Easter greetings to all our members during these difficult times. (John now lives in Huntington Beach, CA.) He wrote: *All you Pan Am people know how to survive tough times because we went through it at Pan Am. God's Blessings to each of you and your families.* He adds that God has been good to him in spite of his many health issues. He is still fighting to recover from a stroke. He was also in the hospital early this year because of a kidney stone that refused to break up. Kidney stones are a reoccurring problem for John ever since he lost four-fifths of his colon in 2000 because of colon cancer.

John, on behalf of our members, I send you and your family our Aloha. You have a special place in our hearts, especially those of us who know you and worked with you.

PAN AM PEOPLE

I can't add "AND EVENTS" as there are none going on at this time of the Covid-19 Pandemic—at least not here in Hawaii. But the quarantine order has provided me with an opportunity to recuperate from my early March surgery. Because I am normally not a stay-at-home type, it turned into an enforced recovery. Thank you for all the lovely messages and cards. I received too many to respond to



each of you, but please understand every note and card made me realize why the Pan Am family is so important in my life. Thank you all. . . Another result of the “stay-home” order is that it allowed me to do some spring cleaning. I confess I have had 2 large boxes of materials I have collected since I began editing the newsletter. I have sorted, tossed and organized messages and stories from the past. You will see some of them in these pages. Because our beaches are empty now, I could not help but note a message I had saved from **Jack Smith**. He was responding to a photo of the *Pride of America* off Waikiki. *With those Waikiki lights in mind, I can see the throngs of tourists jamming the sidewalks, the car traffic, and all the problems that go with that environment today, i.e. noise, etc. All of that made me realize just how lucky I was to be a teenager in 1948-50 and to be in Hawaii, a whole different place. There was an empty lot between the Moana and the Outrigger Canoe Club and on warm summer nights, it was the place to access the beach with your favorite kūmū [fish, also slang for sweetheart] and go for a swim. Maybe after catching the late show at the Waikiki Theater, go for a swim around 10 pm. Couldn’t do that today. The best part was being in the water, off shore from the hotels and catching the entertainment from the Moana Banyan court or the Royal Hawaiian. Some names are part of that memory, George Fleming, George Bloeman, when Waikiki was a quiet place, although we did not recognize it as such at the time. . . .* **Elaine Keb’s** son, Paul, was featured on KITV 4 as one of the caring people working during the pandemic. He is a city bus driver. He was nominated by some of his repeat riders as someone who was helpful and understanding of the stress his passengers were undergoing during the pandemic. . . **Michael Craighead** says he and Ronnie and Jit are hunkering down in their condo in Pattaya, Thailand, with everything closed. It is interesting how other countries handle “lockdown” during this pandemic. Mike reports that airport arrivals must have a Certificate saying they are free of the virus plus a copy of a Health Insurance Plan showing they have \$100,000 coverage. Mike added that Ronnie’s mother had the same operation I had back in 1957. That was at the time he met Ronnie and their first few dates were visiting her mother in the hospital. . . I reported (February issue) that **Dave McCarthy** had put me in touch with his friend, **Bob Debert**, who worked for NWA but is also a huge fan of Juan Trippe and Pan Am. He was a dentist for 20 years but gave it up to become a NW flight attendant. Aviation history is his hobby and he used to write a newsletter for NWA, emphasizing the company’s history. He spent approximately 100 hours per issue! Bob now volunteers at the NWA museum in Minneapolis. (Dave is also a volunteer as NWA is one of the 3 airlines for whom he worked during his career.) The museum is run by another NWA historian, Bruce Kitt. When it looked as if the museum would have to close because the rent was becoming unaffordable, Kitt talked to a friend who had always wanted to be an airline pilot. The friend had purchased the Crown Plaza Hotel and wanted to make it an airline-themed hotel. Suddenly the museum had a new home. Below are two photos of museum displays. Note Dave’s Pan Am travel ID card under the Pan Am 747 model.



A PAN AM EXPERIENCE TO BE REMEMBERED

Mike Lilly sent an article on an incident that occurred on Pan Am Flt. 115 from London to New York City. It happened on February 3, 1959. Mike says actress Susan Oliver was on the flight and was terrified when the incident occurred over the North Atlantic near Newfoundland. The aircraft was a 707-121 and its first flight was 4 months earlier, in October, when Pan Am first put the 707 into commercial service.

The flight, commanded by Captain Waldo Lynch, had 119 passengers on board. When the captain left the cockpit to enter the main cabin, the autopilot was engaged and the flight was cruising at 35,000 feet. Shortly thereafter, the autopilot disengaged and the aircraft smoothly and slowly entered a steep descending spiral. The copilot was not paying attention to the instrument panel and did not notice the problem until the aircraft had picked up considerable speed in its downward journey. He was unable to bring the aircraft back into control. The captain returned to the cockpit when he became aware of the unusual attitude of the aircraft. With the aid of the other crew members, he was able to regain control of the aircraft at approximately 6,000 feet. They made an emergency landing at Gander with damaged flaps.

WAKE ISLAND IN THE FALL OF 1945

As reported at the top of the previous page, I finally found time to sort out my "archives" of Pan Am materials. I found a carbon copy of a report written by William "Bill" Mullahey, in the fall of 1945 when he assessed the damage to Pan Am's facilities on Wake Island.

Today, October 29th, some seven weeks after the Japanese Admiral Sakaiharu and Colonel Shigemitsu surrendered their Wake defense forces of 1,252 Army, Navy, and civilian working troops on September 7, 1945, there are still 600 [Japanese] troops living on Peale Island. They ceased hostilities and were working for their conquerors while awaiting transportation to Japan. The admiral is still here also, but some 700 badly starved troops have already been evacuated on the Tachiban Maru and followed the 1,050 defenders back to Japan, who left on the hospital ship Takawa Maru. Wake Island cost the Japanese 3,989 men, killed or starved, since their capture of the island on December 25, 1941.

Captain Junghaus, USN, the Island Commander, asked Cmdr. Phil Tague (?) to accompany me on the survey of the former PA Transpac Clipper base on Peale Island. We donned sidearms and set out in a jeep from the Navy's temporary flight strip camp site near Peacock Point (Wake Island) for the causeway bridge, which spans the channel between Wake and Peale Islands.

On both sides of the road there were ruined Japanese defense positions, strong-points and gun installations; trenches and long tank traps paralleled the beach and 20 or more large coral and concrete aircraft revetments on either side of the N/S runway were being demolished by CB operated bulldozers.

We passed the former supply yard of the USMD and PMAH Contractors which had been completely demolished by direct bomb hits; two large steel framed buildings, probably Navy BOQs then under construction, are now only a twisted tangle of rusted steel girders; the Contractor's asphalt plant had sustained several bomb hits and the subsequent fire caused melted asphalt to puddle over a considerable area. The main power house, which was of two foot thick concrete,

was partly completed on December 7, 1941, and had sustained a direct hit from a 14 inch shell during one of the American bombardments and the explosion caused terrific damage. The entire scene along the roadway was of wreckage and destruction.

We arrived at the bridge over the channel between Wake and Peale and the marine sentry examined our passes and motioned us on. A Japanese-built concrete causeway paralleling the bridge had sustained several bomb hits but could be repaired.

We drove along the beach on the lagoon side of Peale, keeping a sharp lookout for land mines, which have not as yet been completely collected. Our course through the magnolia (*Tournefortia argentia*) shrub was towards the bulk of the dredge Columbia, which was beached on the sand-spit opposite the old Panair pier.

The concrete pier is wrecked but a cluster of piles, formerly the pier end, is still standing in about 5' of water; the shore end of the pier is still visible but a 15' tank trap trench, 20' deep, runs across it at the approximate location of the shore end pergola.

A winch frame and toe barrel of a 40-gallon Foamite cart are half buried in the sand.

The gas pump house is gone but parts of the water separator and Bowser motor were recognized.

We next saw rusting frames of electric generators—one Lorrimer and three Caterpillar. These were partially covered with loose tin and partly dismantled.

The anchor of the German three-masted bark Libmule still stands in the weeds of the main street. This anchor was collected from the Wake Island reef in 1935 by our first construction party, of which the undersigned was a member.

We next looked for the hotel, but could see only huge mounds of coral rubble over the [Japanese] defense fortifications. Upon arriving at the approximate site of the hotel and refrigerator buildings, we spied a strata of green concrete part way down the bank of a 20' tank trap trench, which I recognized as the floor plate of the hotel. Nothing remains visible above ground and apparently a tank trap trench was dug through the length of the hotel, possibly connecting up several bomb craters. A forlorn street light stanchion was partly hidden in the underbrush.

It was difficult to believe that the hotel building with concrete base could disappear so completely. We understand it burned almost completely down on December 8, 1941.

One water tank tower was still standing; the other was a twisted tangle of steel. One 50,000 gallon concrete water cistern was apparently intact, but the other had a bomb crater in the center of it. These cisterns had apparently been used by the Japanese.

The Navy seaplane ramp adjacent to our base seemed intact but the concrete parking apron behind it sustained 9 or 10 large bomb hits and the concrete slabs are bulged upward.

There was apparently nothing left of our personnel quarters, except some plumbing connections.

The concrete base of our firehouse was discernible.

The radio station was gone and the radio poles cut off approximately 3' above the ground.

The concrete incinerator appeared undamaged, but the metal grating, doors and fixtures were rusted out.

Yesterday I saw two large aviation gas storage tanks on Wilkes Island, likely the ones installed by Standard Oil for our bulk fuel storage. The tanks had been strafed and pushed off their bases and the piping torn up.

Except for the lagoon landing now being resurveyed by the USS Hydrographer, I would estimate Pan American's entire Wake Island capital investment to be a total loss.

AIRCRAFT LOADING ALERT

Our Cargo Department members and aircraft loaders will appreciate this memo sent from Tokyo to San Francisco on October 4, 1979. It appeared in the London Chapter newsletter and is reprinted with permission. The alert reads as follows:

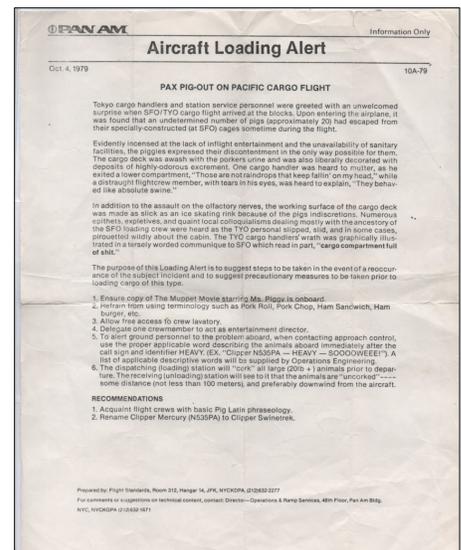
PAX PIG-OUT ON PACIFIC CARGO FLIGHT

Tokyo cargo handlers and station service personnel were greeted with an unwelcome surprise when SFO/TYO cargo flight arrived at the blocks. Upon entering the airplane, it was found that an undetermined number of pigs (approximately 20) had escaped from their specially-constructed (at SFO) cages sometime during the flight.

Evidently incensed at the lack of inflight entertainment and the unavailability of sanitary facilities, the piggies expressed their discontentment in the only way possible for them. The cargo deck was awash with the porkers urine and was also liberally decorated with deposits of highly-odorous excrement. One cargo handler was heard to mutter, as he exited a lower compartment, "Those are not raindrops that keep fallin' on my head," while a distraught flight crew member, with tears in his eyes, was heard to explain, "They behaved like absolute swine."

In addition to the assault on the olfactory nerves, the working surface of the cargo deck was made as slick as an ice skating rink because of the pigs indiscretions. Numerous epithets, expletives, and quaint local colloquialisms dealing mostly with the ancestry of the SFO loading crew were heard as the TYO personnel slipped, slid and in some cases, pirouetted wildly about the cabin. The TYO cargo handlers' wrath was graphically illustrated in a tersely worded communiqué to SFO which read in part, "cargo compartment full of shit."

The purpose of this Loading Alert is to suggest steps to be taken in the event of a recurrence of the subject incident and to suggest precautionary measures to be taken prior to loading cargo of this type.



1. Ensure copy of The Muppet Movie starring Ms. Piggy is on board.
2. Refrain from using terminology such as Pork Roll, Pork Chop, Ham Sandwich, Hamburger, etc.
3. Allow free access to crew lavatory.
4. Delegate one crew member to act as entertainment director.
5. To alert ground personnel to the problem aboard, when contacting approach control, use the proper applicable word describing the animals aboard immediately after the call sign and identifier HEAVY (Ex. "Clipper N535PA—HEAVY—SOOOOOWEEEE!" A list of applicable descriptive words will

be supplied by Operations Engineering.

6. The dispatching (loading) station will "cork" all large (20 lb. +) animals prior to departure. The receiving (unloading) station will see to it that the animals are "uncorked"—some distance (not less than 100 meters) and preferably downwind from the aircraft.

RECOMMENDATIONS

1. Acquaint flight crews with basic Pig Latin phraseology.
2. Rename Clipper Mercury (N535PA) to Clipper Swinetrek.

FUN SCIENTIFIC FACTS AND MORE HUMOR

1. 1 million-million microphones = 1 megaphone
2. 2 million bicycles = 2 megacycles
3. 2000 mockingbirds = 2 kilomockingbird
4. 52 cards = 1 decacard
5. 1 kilogram of falling figs = I FigNewton
6. 1000 milliliters of wet socks = 1 literhosen
7. 1 millionth of a fish = 1 microfiche
8. I trillion pins = 1 terrapin
9. 100 rations = 1 C-ration
10. Basic unit of laryngitis = 1 hoarsepower.

The oldest computer can be traced back to Adam & Eve. It was an Apple. It had an extremely limited memory. Just 1 byte. Then everything crashed.



2020 Schedule

Please note: At this time, some of the meetings below are tentative because of the pandemic.

- May 19—Board Meeting Only
- June 16—Board Meeting Only
- **June 23**—General Member Meeting
- July 21—Board Meeting Only
- August 18—Board Meeting Only
- **August 25**—General Member Meeting
- September 15—Board Meeting Only
- October 20—Board Meeting Only
- **October 27**—General Member Meeting
- November 17—Board Meeting Only



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Ed Gencarelli	Vice President	edgen76@gmail.com	254-4576
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(Note: area code for all phone numbers is 808 unless otherwise specified.)

Newsletter Items:

If you have any news item that would be of interest, please call Diane VanderZanden at 200-4322 or send mail to 500 Lunalilo Home Road, #26-D, Honolulu, HI 96825-1734 or by e-mail: alohadvz@gmail.com.

Members, we encourage you to print this page and give the application below to your Pan Am friends who are not members. If you are a former employee and not a member of the Aloha Chapter of the Pan Am Association, we encourage you to complete and submit the application below and help keep our association healthy. Thank you.

PAN AM ASSOCIATION—ALOHA CHAPTER MEMBERSHIP APPLICATION

Please check all applicable boxes and complete all applicable lines.

- Renewal New Member
- Retiree—Pan Am retiree who received lump sum pension or is receiving PBGC checks.
- Associate—All other former Pan Am employees
- Ohana—Surviving spouse, child or relative of above; sponsored person with close connection to Pan Am (subject to BOD approval).

PRINT CLEARLY PLEASE

Date: _____

Name: _____ **Spouse:** _____
Last First

Address: _____
Street Apt # City State ZIP code

Home Phone: _____ **Cell phone:** _____ **E-mail:** _____

Would you like to receive the newsletter by e-mail, which is in color? Yes _____ No _____

Retiree/Associate: Dept: _____ **PAA Service:** _____ **Receiving Pension?** _____
of years worked Yes or No

Ohana: Pls. state category & PAA sponsor (See above): _____

- Annual Membership: \$ 30 US Residents \$ 35 Overseas residents
- Lifetime Membership: \$150 US Residents \$175 Overseas residents

Please make check payable to **PAA** (Pan Am Association) and send with this application to:
John Medlock, 411 Kaelepulu Drive, APT F, Kailua, HI 96734-3309