



Hauoli Makahiki Hou! 2018

SIMPLE RESOLUTIONS

For some, the end of the year involves cleaning house, sweeping away bad spirits and the detritus they leave behind. For others, it means resolving to improve oneself. And some of us are simply resigned to the fact that if we haven't taken off those extra pounds by now or improved our minds by taking on that new brain-enhancing study project, it simply isn't going to happen no matter how many resolutions we make.

Still there are some simple things we can work on. We can resolve to appreciate the beauty of God's world each day. We can resolve to smile more, laugh more and spend more time with people who help us do that. Instead of jumping into the New Year with a list of resolutions, we can shuffle in with a smile. A few weeks later when asked if we have broken any of our New Year's resolutions, we can smile and say, "Not yet!"

On behalf of the board, I wish all our members a happy, healthy and fun New Year. I also want to extend a special Thank You to members who frequently make comments about the newsletter. I appreciate your interest.

CLEANING HOUSE

As I write, it is a beautiful December Day, just a day before the ball drops at midnight. It seems like a good day to clean house or, rather, clean out at least a few of our PA files. Many of the following are excerpts from emails I

MEETING ALERT

In the December issue we gave advance notice that our scheduled speaker for the February 27th meeting would be the ever popular **Bob Sigall**. Bob has informed us he is recovering from surgery and will be unable to keep his commitment. We will announce his replacement in the next issue.

received from members or which were forwarded to me by members. There is no chronological order to the anecdotes. In fact, some are even comments by members who are no longer with us, their having broken the surly bonds of earth. Some stories go back years and I thought I lost them when my computer crashed a few years ago. However, I recently found that I kept a hard copy of some messages which got buried in the piles that always collect near a writer's desk.

This story from the past seems appropriate at this time of year. Though the sun is shining here in Honolulu, the northern and eastern states are currently buried under snow and ice. This story evolved from a question **Jack Smith** sent via email to **Dick Cozzi** about operations out of Dulles International Airport. After answering Jack's question, Dick asked, "Do you remember the incident following a snowfall and taxiway plowing where the snow mounds were so high and close to the taxiway, one of our departing 747s taxied out and drove #4 engine into the snow pile, wiping it out? The pilot shut down #4 and turned around to taxi back to the midfield terminal and, using the same taxiway, now drove the #1 engine into the snow pile, wiping it out. The 747 arrived back at the terminal requiring a double engine change. Do you remember the incident?"

Jack's reply was immediate. "Do I remember it?! I was fired because of it." The incident took place in the winter of 1986/87. Jack was responsible for managing Operations and Ramp operations. He continues, "I had been on duty for about 14 hours, starting early in the morning. Throughout the day, snow removal operations were underway. Each airline was responsible for snow removal in their ramp area, that is, twenty feet out to the taxiway. I watched as the United snow removal team would dump their truckloads of snow in the open area adjacent to the taxiway. As one area would fill up, the driver would move over to the next open area, gradually coming closer to us. As our flights began to arrive, my focus was turned to moving the cargo containers to Customs through the snow; not an easy task. However, after all of our inbound flights had landed, with everything unloaded and the on-load process commencing on schedule, I left for home around 7 PM or so, leaving the departures to my Operation Supervisors.

The drive home was a bear thanks to slippery roads and the fact that my home was on a hill. I just hoped I did not slide past the house. I arrived home safely and my lovely wife had a pre-dinner cocktail waiting. About an hour later, Charlie Kummel, my Operations Supervisor, called to advise me about the Number 1 engine hitting the snow bank while taxiing to the runway. The flight was canceled and all passengers and baggage were taken to the terminal. Since there was nothing more that I could do in terms of ramp operations, and the Passenger Service managers and Line Maintenance people were on duty, I elected to stay home rather than drive back to the airport under the poor road conditions. I did instruct Charlie to take measurements, i.e. nose wheel to snow bank, #1 engine to the point of impact with the snow bank, the center line to the edge of the snow bank, the height of the snow bank at impact point, and lastly, I asked him to note whether the center line was visible when Maintenance gave the clearance to proceed.

The incident was investigated. I don't know if there was a written report or not. If there was, I never received a copy. This was in January or February. In March there was a major management layoff and I was surprised to find I was among those who received the pink slip on March 15th. My wife was as surprised as I was and called the Director, Washington Airports, to find out why. He let it slip that I was viewed as having no dedication to the job because, on the night of the snow bank incident, I left the airport before all the flights had departed and, upon being advised of the incident, did not return to the airport. In the end, my retirement date was officially April 1st, 1987, at the age of 56 with 36 years of seniority."

[Editor note: Like the 2nd part of Michael Craighead's story, published in our September issue a few months ago, Jack's story is again indicative of the various difficulties some Pan Am employees incurred in the last years of Pan Am's declining operations.]

A couple of interesting anecdotes, such as this following one, go back a few years. **John Olim** included me in an email chat with several others. He had received a note from Jim Connell, Jr., son of Pan Am **Captain Jim Connell** who used to live in Kona though he was based in LAX. John was regularly sending Jim, Jr. a copy of our *Aloha Clipper*, so he could share it with his then 95-year-old father who was suffering short-term memory loss but loved talking about the old days. John knew the son as well as the father since the son worked at Boeing in Kansas City, MO. John worked for Boeing in L.A. and would often see Jim, Jr. when he delivered a new plane to the Kansas City location.

Bill Noble responded to Olim: "Thanks for the update on Jim Connell. Now I'm curious about Jim's pre-Pan Am flying history. I mention this because in October 2011, I attended Pan Am **Captain Joe Deichl's** funeral service at St. James Cathedral in Seattle. During this time, I learned that Joe had flown 50—Yes, 50!—B-17 missions in North Africa and Italy. I never knew this during my time with him at Pan Am. Another Pan Am pilot, **Ned Corman**, who passed away on Maui in 2008, flew F4U's in the Black Sheep Squadron. I never knew Ned's background during my time with him at Pan Am, and Ned loved to talk. After his Dispatch flight briefing, he would hang at the Dispatch office and talk on many subjects, but not of war time. Both Deichl and Corman were truly amazing "Class Acts." I always looked forward to seeing these terrific pilots (and individuals) when they passed through Honolulu. That said, I wish I'd known more about their backgrounds during those times." [Editor's note: I've noticed that we often learn more about our friends at their funeral service than we did when we worked together.]



Ned Corman
(photo from Wally
Dean's book,
Along the Line)

Vic Valentin then replied with a story about Captain Jim Connell. "I was headed for New Zealand on one of my many hunting trips. The flight was full and Jim was the captain. He gave me a seat in the cockpit. We landed in Samoa on the first leg; weather visibility was zero because of a heavy monsoon. Capt. Jim said we would do a fly-by and he asked me to keep a sharp eye on the runway as I was seated on the jump seat right behind him. As we went around, I told him I saw nothing and he replied we were committed to land. I remember his last words before we touched down were 'Women and children first!' We used all the runway, leaving the main landing gear on the coral. Jim was a true professional and a gentleman."

The final note of this email chain was from Jim, Jr. who wrote: "Back in the early years (1939/40's), my Dad applied to, and was accepted, in the civilian auxiliary air corps in upstate New York, where he learned to fly. He then went on to flight instructing, continuing until the draft started biting at his heels. He remembers applying to TWA, American and Pan Am at Idlewild, but was told he was too short to make the grade. Somehow, he was able to get a draft deferment and hired on at Pan American. Pan Am was needing pilots/navigators for their Military Air Transport (MATs) division to be domiciled overseas at the time. He reported for training at Miami's Dinner Key and started work by starting and running/warming up the small seaplanes which serviced the Caribbean. Soon after, he got his orders to Natal—a large Allied airbase in northeast Brazil. He was based there during the war flying the famous "Air Train" flying munitions and supplies as far as China, and the wounded back as far as Miami. He told me he never got any farther east than India

and always back to Miami. As the war began winding down, Pan Am was needing volunteers willing to be domiciled throughout Latin America. He had had such a pleasant experience with the locals in Natal that he volunteered for Rio. He started out as a navigator and you can take it from there—35 years worth! I always thought he should have written a book! Staring with airboats and ending up with jets! We will never see such an era in commercial aviation again.”

And here is a photo from the past: The photo on the right was provided by Owen Oshima. He has identified the passenger service agents, from left to right, as:

- Calvin Murata
- Ed Yamada
- Milton Lee
- Walter Ushiroda
- Eric Shimoda

Seems to me the uniforms they are wearing had to be the smartest-looking attire of any major carrier. The three gentlemen in the middle have passed on.

Another passing: I also found a notice that was sent to me in September of the death of **Shirley Lindo Janush**. She passed away in San Antonio, TX, on the 2nd of September in 2017. Over the years, Shirley held positions in Flight Service Scheduling, Communications, and Load Control in Honolulu. Then she worked in Operations in SFO, followed by a stint at NYC Operations before going with United Airlines in Chicago. She is remembered as a cheerful person, with a ready laugh and popular with everyone.



CLIPPER BERT TORRANCE

In the November issue of our newsletter, I printed Bert Torrance’s obituary as written by his long-time secretary, Carol Corzine Yarborough, who thought he was the best boss in the world. It appears many of the people who worked with Bert during his Pan Am years also held him in high esteem. Long-time members, Fred and Carol Tomlinson of Newport Beach, CA, learned of Bert’s passing when they received their copy of the newsletter. In December, the Tomlinson’s sent me a letter and photos which also indicate that Bert and his wife, Charlotte, were admired and appreciated by the staff at LAX when Bert was the Airport Manager there.

Fred writes: “By way of your last issue, we were deeply saddened to learn that ‘Clipper Bert Torrance’ had been dispatched and ascended to much brighter blue and clearer skies aloft. Both Bert and Charlotte greatly enriched the lives and moral compass of our entire Pan Am Family! No one has ever commanded, nor received, more respect than that of Bert Torrance. . . We all at LAX Pan Am held Charlotte and Bert in the highest esteem! ‘Choose a job you love and you will never have



▲ Pan Am employees in Los Angeles watch as a Pan Am 747 is renamed “Clipper Bert Torrance” in his honor. His new assignment in JFK was Vice President—Northeast. The banner reads: Thank you Charlotte and Bert for making LAX Pan Am #1.

◀ Bert’s secretary holds a floral gift for Charlotte Torrance while Bud Brown, Passenger Service Manager, presents Bert Torrance (back to camera) with a plaque while Fred Tomlinson of Special Services looks on.

to work a day in your life.’ When Bert and Charlotte were nearby, it wasn’t ‘work’; it was rather, ‘How lucky we are to be a part of the Torrance Team’.

On June 20th, 1975, at Gate 23B in LAX Pan Am Terminal 2, a sparkling 747 was positioned for its regularly scheduled LAX-HNL flight. The aircraft’s outward appearance, however, had been significantly and officially changed. It was renamed ‘Clipper Bert Torrance’. The authentic Clipper overlay, with bold black lettering, adorned both sides of the forward fuselage, just below the cockpit windows. This was a rare renaming tribute to Bert and ‘Pan Am’s Pride of the Fleet’ on his leaving LAX for JFK. Along with Bert and Charlotte’s departure, there were flowers, accolades and heart-felt love from all of their Pan Am family.

As a footnote of Bert’s positive influence on others: he was also an outstanding mentor to our son, Glen. Under Bert’s wing, Glen joined Pleasant Hawaiian Holidays in Honolulu in 1985. Soon after, Glen and his wife, Janet, founded ‘Home of the Brave Tours and Museum’. This World War II Museum has the largest collection of memorabilia in the Pacific. Their adjoining Kaka’ako, 5-Star brew pub ‘Brewseum’ is also a tribute to our brave men and women in the military.

We all owe a great deal of gratitude and appreciation to Bert and Charlotte!” [Editor’s note: Our members might want to check out the “Home of the Brave” tours and the “Brewseum”. After checking on the sites myself, I realized our granddaughter, who left yesterday after a short 3-day visit, would have loved the Brewseum. She is a Delta flight attendant.]

FOYNES FLOOD DISASTER

Most Pan Americans know that there was a Pan Am station at Foynes, Ireland, during the era of the flying boats. Foynes is located on the Shannon River Estuary where the flying boats landed after crossing the Atlantic. Today the Foynes Flying Boat and Maritime Museum, honoring that historical era, is located there. The current airport is located in Shannon across the river from

Foynes. In 2016 there was a Pan Am Reunion in Limerick and a highlight of the reunion was a bus trip to Foynes, just 30 miles away. The museum features a replica of the Pan Am Boeing 314 Clipper. The irrepressible Margaret O'Shaughnessy, creator (with assistance) and director of the museum, also played a big part in making the Pan Am reunion a big success.



A second reunion was planned for this spring but has been canceled. Sadly, because of 24 hours of continuous rain in mid-November, a lake in the hills above the museum overflowed, flooding the museum and other nearby buildings. Margaret O'Shaughnessy, pictured at the controls of the Flying Boat replica in happier times, is devastated with the destruction. She writes: "Since [the flood] we have been dealing with contractors, designers, architects, and conservators, etc, to try and come to terms with the damage done. The entire museum exhibitions are destroyed so we have to start from scratch. All our work for the past 27 years is gone. Luckily we were able to run with the **actual artifacts** to upstairs so they are all safe."



Anyone wanting to make a donation to the rebuilding of the museum can do it on line or by post. The online address is www.flyingboatmuseum.com. (Click on "How you can help".) Or you can donate to the Irish American Partnership, 15 Broad Street, Boston, MA 02109. You can also send your donation by post to: Foynes Flying Boat Museum, Foynes, Co Limerick, Ireland.



KEN DEHOFF RETIRES

The photo at left, showing Ken DeHoff with a Cobra attack helicopter in Hangar 79 at the Pacific Aviation Museum is from the Honolulu *Star Advertiser's* New Year's day edition. It accompanied a lengthy article honoring DeHoff for his 10 years of stewardship as the execu-

tive director of the museum. During that time, DeHoff increased the museum's aircraft inventory from 9 to 44. The lengthy article covered his accomplishments as the executive director as well as his personal history. During the Vietnam war, DeHoff flew over 1000 combat hours in the Cobra attack helicopter and was shot down several times. In his retirement, he plans to volunteer in the museum's restoration shop.

FIRST GENERAL MEETING OF 2018

You can sign up now for the February 27th meeting. At the moment, we cannot tell you who the speaker will be, but trust us, as usual, he or she will be worth hearing.

May your New Year be a good one. We hope to see new faces, as well as our regular friends, at our general membership meetings in 2018.

2018 Schedule

- January 23—Board Meeting Only
- **February 27**—General Member Meeting
- March 27—Board Meeting Only
- **April 24**—General Member Meeting
- May 22—Board Meeting Only
- **June 26**—General Member Meeting
- July 24—Board Meeting Only
- **August 28**—General Member Meeting
- September 25—Board Meeting Only
- **October 23**—Annual Meeting
- November 27—Board Meeting Only



Luncheon Meeting Reservation

Next Meeting—February 27, 2018

Waialae Country Club

4997 Kahala Avenue

11:00 Social hour, 11:30 Lunch

\$28.00 per person (Includes tip and Parking)

Please try to make your reservation by February 22nd.

Member Name _____ \$28.00

Guest Name _____ 28.00

Total _____

Makes checks payable to PAA and send to:
Carol Suyderhoud, 7503 Maka'a Street, Honolulu, HI 96825-3127

If transportation is required, call Carol at 396-5225 or contact her by e-mail at: carolws@hawaii.rr.com. Payment in advance of the meeting is appreciated.
NOTE: If you received this newsletter electronically and would like to attend the meeting, print this page or enclose a note with your check, stating what and who the check is for.

PAA Hawaii Aloha Chapter Officers

Darlene Carver Laster	President & Chapter Chair	Darleelas@aol.com	394-8981
Ed Gencarelli	Vice President	edgen76@gmail.com	254-4576
John Medlock	Treasurer/Membership	johnmiii@earthlink.net	664-0586
Marie Jahnsen	Secretary	marie.jahnsen@gmail.com	832-752-4982
Al Chun	Annual Gala Coordinator	alhwchun@gmail.com	395-0525
Owen Oshima	Annual Gala Co-Chair	owenoshima007@aol.com	741-6936
Carol Weiss-Suyderhoud	Meetings Coordinator/Speaker Chair	carolws@hawaii.rr.com	396-5225
Allan W. Mosher	Address List Chair	beegal@Hawaii.rr.com	732-3636
Diane VanderZanden	Editor, <i>Aloha Clipper</i>	alohadvz@gmail.com	396-5293
Ellen Shikuma	Director	EllenNOW@aol.com	734-5725
Clare Takayama	Director	TakaHale@aol.com	247-2004

(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 396-5293 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): _____

The association directory is published every two years and is distributed to **MEMBERS ONLY.**

Do you wish to be listed in the directory? Yes No

May we publish your phone number/E-mail address? Yes No

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 Kaelepu Drive, APT F, Kailua, HI 96734-3309