



ANNUAL MEETING IN OCTOBER

After business has been taken care of i.e. the business of eating followed by the business of a brief annual report and election of directors, we will be treated with a presentation by **Michael Lilly** whom most of you know. Mike is pictured at left. Read below for more information on Lilly and his presentation.

A registration form for the meeting is on page 7.

MICHAEL LILLY TO SPEAK AT ANNUAL MEETING

Many of our readers know Michael Lilly because he is one of our own Pan Amers. He is a member of our association, attending meetings on occasion, and he and his wife, Cindy Walters, have attended many of our annual galas. He is well-known as a lawyer and former State Attorney General and is now a partner in the firm of Ning, Lilly & Jones.

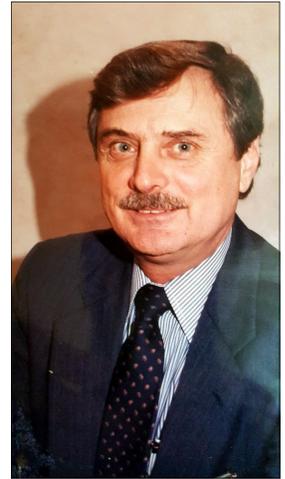
Lilly has many other interests. He is a Founding Director of the USS Missouri Memorial Association, Inc., having filed its Articles of Incorporation, serving as its initial Secretary, and assisting in the relocation of the battleship to Pearl Harbor as a memorial and tourist attraction. He is currently a Trustee of Menlo College, Director of Diamond Head Theatre, Director of the Friends of Pearl Harbor, National Deputy Judge Advocate General and National Director of the U.S. Navy League and member of the Society of Attorneys General Emeritus Network. He is also past President of the Navy League's Pacific Region and Honolulu Council, Chairman and President of Diamond Head Theatre, President of the Naval Reserve Association's Pearl Harbor Chapter, and member of his law school National Alumni Board.

Lilly is a Vietnam veteran and has always been interested in military affairs, partly because, as a child, he knew Admiral Chester Nimitz who was a close friend of his grandfather's, Henry Walker. He is writing a book, *Nimitz at Ease*, about how his grandparents gave Admiral Nimitz an oasis away from the pressure cooker demands of war which helped him win the war in the Pacific. That will be the subject of his talk at our October meeting.

DAVE KNIGHT LOOKS BACK ON HIS PAN AM YEARS

The following article was submitted by Dave Knight, a member who now makes his home in Tallahassee, Florida. Many of our readers will remember

Dave from the many years he worked in Honolulu, beginning in Passenger Service at the old airport on Lagoon Drive. (He is pictured here at right.) I hope you enjoy his memoir as much as I did. Some of his experiences may mirror your own. Even if you never had a foreign assignment, as did Dave, you will likely have traveled abroad and visited some of the places to which his career took him. Those of us who finished our careers at United Airlines may find the end of his story interesting. Here is Dave Knight's story:



I was sitting at home reading the latest issue of the Aloha Clipper newsletter, seeing pictures of many of the folks I worked with while in HNLTHPA, and the fond memories I carry with me to this day. My mind wandered to years gone by and the experiences of my life and how a young guy from a small town in Ontario, Canada, ended up seeing so much of the world, and was exposed to so many special adventures.

It started when I left Canada and immigrated to Hawaii, attended Chaminade College and worked all kinds of jobs until I got a special phone call.

It was May, 1962, when I received a call from Charley Burger, asking if I was still interested in a job as a Traffic (Passenger Service) Agent with Pan Am at the Honolulu Airport. Little did I know at the time the wonderful career and friendships that lay ahead of me for the next 27 years!

I, of course, said "Yes". I completed the physical and other tests which Pan Am required back in that era. I passed everything and started as a check-in agent at the princely salary of \$2.20 per hour at what was to become known as the "Old Airport" in Honolulu. As I think back on those early days and the old airport, things were very different then. Much of the terminal was in the open and security was not an issue. A chest high chain link fence circled the terminal and separated the ramp from the passenger areas. Many times well-wishers would open the gates and go planeside to welcome their friends or family. The passenger check-in and baggage acceptance for departing flights was done from counters that were outside the main terminal building itself. The only air conditioning we had was from the trade winds that blew from Keehi Lagoon that was across the road from the terminal. (Keehi Lagoon is where the old flying boats used to land.)

Boarding a flight was always interesting. Load Control would give us a seat chart and a special service chart listing "Excors" (VIP Passengers) and other things the boarding agent and flight crew needed to be aware of, such as special needs passengers. There we stood with pen in hand, trying to keep the seat chart from blowing away, praying we could get the airplane loaded before the rain came. If it did, we'd bring out the umbrellas and the umbrella brigade. As each passenger would board, we marked him or her off the seat chart, then paged late passengers by name to get them to the gate, a gate that was many times located away from the terminal and alongside the main road into the terminal. There was no protection from the sun or rain, and we often got an afternoon bath while either meeting or boarding flights. Boy, we were all tanned in those days and thinking back, we were a pretty rugged bunch.

With no computers back then, the most progressive thing we had for communications was a teletype machine, and we were HNLTHPA. We would sit at that machine and create ticker tapes with messages to TYOTHPA, HKGTHPA, SFOTHPA, SYDTHPA and HNLRRPA and HNLRCPA and so many other locations around the world. We looked up fares in the OAG, or the IATA fare books,

and wrote tickets by hand. You had to press hard so all 7 copies of a 4 leg ticket could be read. Boy how I loved dealing with the passengers, solving travel problems and looking for lost luggage. All of the many facets of a Passenger Service Agent's duties became my life.

This was my introduction to Pan Am, airlines and world travel. I had fallen in love with my job. I had been hired in anticipation of the opening of what was to be the "Overseas Terminal", the one that is still in use today.

Then one day later in the year, the "New Airport" opened and we were moved from the "Old" to the "New". What a change it was! Check-in was done inside, boarding gates had a roof, there was a garden in the middle of the terminal and the pond had fish, Koi. There were no bridges to the aircraft at that time, but that was okay. We did the boarding with gates that were covered, with a real holding area.

We had a massive office, and a special room for "Load Control" and Baggage Service had a little office in a covered baggage claim area. We felt as if we had just been sent to heaven.

My life in HNL for the next 15 years was truly blessed. I became an expert in ticket faring, and then the promotions began. I soon became a TRV (Lead Agent)...then a trainer for passenger service. Following that, I became a shift Superintendent, and then a Manager. Then the big change to my life occurred. I was offered the position of Manager of Training and Development for the Middle East Region. It would only entail relocating my Hawaiian family from Honolulu to Teheran (THR), a huge decision to make.

After much discussion and a site visit with my family, we made the plunge. Off to THR we went, lock stock and furniture plus wife and kids. The first year there was pretty good; it was a great assignment. Teheran was interesting, the experiences were wonderful, people with whom I worked were smart and very friendly. We learned there were other ways of doing things than the way we did them in Honolulu. We got to see and know so much more of the world beyond Hawaii. The kids learned to ski in Iran, hard to imagine... but Iran had wonderful ski areas which were well cared for, thanks to the Shah. After about a year and a half, things started to change. At work, some of the staff were getting a bit snarky, some were on our side all the way, but there were definitely changes in the air. We were at the beginning of a revolution in a foreign country. I was now being stopped on the way home from the airport by guys with guns who did not speak English. And I did not speak Farsi. There was a lot of yelling and screaming, and I became frightened, just hoping for the best. The people with whom I worked were getting very concerned with what was happening and were very protective of the Pan Am expatriates living in Teheran.

I sent my wife and kids back to join family in Hawaii and left for NYC to interview for a job. As things worked out, I was blessed with the offer of the position of Manager Passenger Service Procedures in corporate headquarters. My job was to write the Passenger Service Manual, and formulate system procedures, no stress.... Oh yes...and live somewhere in the NYC area... and move my family again....We managed to pull it off.... Found a nice place in NJ, on a lake, and the commute was only 1.5 hours by bus each way. I felt like a real New Yorker.... I commuted, had really high taxes, yep, I was there all right.... But the position allowed me to work at the Pan Am building and travel to Pan Am stations around the world. What a great place to be! Then, fate moved in again....

The year was 1980, life was again shifting, and Pan Am had just bought National Airlines, head-

quartered in Miami (MIA). All the service departments were being relocated, thanks to lots of space now available there. So we were going south. Now the game was getting serious. Houses were not selling, prices were dropping, and interest rates were in the low to mid 20% in MIA... holy cow! What are we going to do? Well, we are going to move to Florida. A group of us from NYC and the Pan Am Building go south to check it out. It isn't looking good...but without a lot of choices....we go for it. One good thing is there are no state taxes... it's like an automatic raise for those of us from NYC.

When we merged with National Airlines, there was a massive learning curve. We learned some things quickly, such as, you can't send a passenger list for a flight when the flight is only 15 minutes long and the station does not have a teletype. We all had to learn the domestic airline mind set, capabilities and procedures. The folks from National were fantastic; happy to teach us a new airline system. Many became lifelong friends.

At Headquarters in MIA, we underwent some major changes to our department's corporate structure. I was fortunate and had the privilege of being promoted to the Director of Airport Services-Pacific Division. It was very interesting since I lived in MIA... and my area started in HNL and covered a rather wide expanse, to China to Australia to Thailand and all stations in between. For the next number of years, I was always en-route to somewhere for some reason. I loved the travel and the experience and it was just one more reason for my love for Pan Am.

Then in 1986, Pan Am sold the Pacific Division to United Airlines, along with 2,700 Pacific employees. Unfortunately, I was part of that sale and, with that, I was transferred to United Headquarters in Chicago.

This relocation was the beginning of some major changes in my life. I went to United and they didn't know what to do with me, along with many of the Pan Am people they had acquired. I, for one, sat in limbo for 3 months and then ended up in United Cargo. I was familiar with a bit of cargo and discovered that UA had little or no knowledge of international policies and procedures for either passengers or cargo. I also discovered they had little appreciation for the employees they had inherited. It was like pulling teeth to get them to understand that in the international world, IATA made the rules and these rules were followed internationally by all carriers. United demanded that the world adapt to their domestic cargo AWB [Air Way Bill]. It was a mighty battle to get them to accept and understand that United did not rule the world as they did for Domestic transportation. I knew many Pan Am people that had been transferred to United, and we all felt the same--United treated us like second class citizens. They seemed to feel that since our company had liquidated the Pacific, its former employees did not know anything. United confirmed this attitude a couple of years later when they had a RIF [Reduction of Force] of 2,000 staff, and almost all were former Pan Am people.

1988 I found myself out of a job with even more changes coming. Time for a career change. I did find there was life after Pan Am, I went into publishing, became General Manager for Auto Trader Magazines in Buffalo NY. Oops, they closed down, so I went with a publishing company based in California and ended up here in Tallahassee FL as a GM for a local publication, and now find I am retired in the retirement state. But I am so filled with great and wonderful memories. Thank you, Pan Am!



Dave Knight
In retirement

PAN AM PEOPLE AND PLACES

Aloha to new member **Thomas J. Stone**, a retired Captain who lives in Key Largo, FL. His first base was in Berlin, where he spent half of his career. It would be nice if his travels bring him to Honolulu some day at a time when we have a function. . . Speaking of Florida, in May, my sister and her husband visited Key West on their first leg of a cruise to Europe from Fort Lauderdale. Knowing my interest in Pan Am, they decided to go to the house-like building where Pan Am started in 1927. It is now a restaurant called "First Flight". While I received many photos of the sign in front from friends who have visited Key West (see Photo 1), I had never seen the interior (Photo 2). Nor had any-



one ever mentioned they had eaten there, let alone sent a photo of their dessert! Yes, that is Key Lime Pie as it looks in Key West. . . World Winger **Geehou Goo** was featured in Michael Tsai's "Incidental Lives" column in the *Star-Advertiser*. Though I flew with Geehou many times, I learned a lot about the background of this well-liked stewardess from the column which appeared in the September 3rd issue of the newspaper. If you missed it, you can put "Geehou Goo Honolulu Star Advertiser" in the search line of your browser and it should come right up. Geehou is an active retiree after beating cancer 12 years ago.

NEWS YOU CAN USE IF YOU WILL BE ATTENDING THE GALA

At our December 1st gala, coffee and tea are included in the price of the meal. If other beverages are desired, the charges will be as listed in the chart at right. Chits will be available for purchase on a cash only basis. All prices **include** tax and tip.

A chart will be available at the chit seller's table describing what kind of drinks are referred to in the various Hi-Ball categories. Most will probably only be interested in the first 3 items, if at all. However, the list will show what is available.

GALA BEVERAGE MENU

Soft Drinks and Juices	\$4.25
Domestic Beer	8.75
Banquet wine	9.75
Imported beer	9.75
Standard Hi-Ball	10.00
Call Brands Hi-Ball	10.75
Premium Brand Hi-Ball	11.75
Exotics Hi-Ball	13.75
Super Premium Brand Hi-Ball	18.50

GONE BUT NOT FORGOTTEN . . .

Member John Lipset sent word that he never saw an obituary for **Peter Nance**, who died on July 6th, in the *Aloha Clipper*. I do not normally read the obituaries and depend on our readers to pass on word when a Pan Amer takes the final flight. I did an Internet search and learned that Nance, who started with Pan Am in Passenger Service, was born in Shanghai and lived in Waipahu. I do not think he was ever a member of our association. Clare Takayama remembers him and wrote: "Pete was a quiet gentleman and did not seem to have a mean bone in his body." She thinks he went to work for Hawaiian Airlines in the reservations department after Pan Am. Dave Knight added that he remembers Peter and Clare's description is a good one. "I remember that you could always count on Peter when you needed that little extra."

Jane Yasui called me to tell me that her husband, **Alvin Yasui**, a long time Life member of our association, passed away at the age of 82 on September 16th. He had worked in the Maintenance Department. He and Jane attended many of our functions in the past. He fought off cancer for 44 years but it was pneumonia which caused his passing. His service will be held at the Mystic Rose Chapel at Chaminade University at 10:00 a.m. on **October 20th**. Besides Jane, Alvin is survived by a son, Michael; a daughter, Lori Ann; and four grandchildren. (Photo at right from my archives.)



Mel Tom informed me of the passing of former HNL Pan Am mechanic **James Isaac Wolford** who passed on September 23rd, in Circleville, Ohio. James served in the US Marines in Okinawa before joining Pan Am. He retired from United Airlines in SFO after leaving Aloha Airlines in Maui. James is survived by a daughter, Andrea Hartley; sisters Elinor Webbe and Carolyn Myers; 2 grandchildren and nieces and nephews. Services will be held in Circleville on September 27, 2018.

STILL CLEANING . . .

Some of you may recall John F. Clarke who, in the past, contributed some of his memories about working in the Maintenance Department in JFK in New York. I recently came across a note he had sent me several years ago:

I still miss the Pan Am people whom I knew and talked with. I still get a tear in my eye when I think of them even now. As a mechanic, I talked to many flight attendants. Once, at the terminal on a busy summer afternoon, I had changed a galley stove and told the stewardess, "It is now functional." Along came a male purser and enquired, "Are you talking to a greasy mechanic?" She turned and said, "At least he is a man who knows how to please a woman!" He immediately flounced off. On many flights I took, I found you gals to be a great bunch of women.

2018 Schedule

- **October 23**—Annual Meeting
- November 27—Board Meeting Only
- **December 1**—Annual Gala Luncheon
Waialae Country Club

2019 Schedule

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

Luncheon Meeting Reservation

Next Meeting—October 23, 2018

Waialae Country Club

4997 Kahala Avenue

11:00 Social hour, 11:30 Lunch

\$30.00 per person (Includes tip and parking)

Please try to make your reservation by October 19th.

Member Name _____ \$30.00

Guest Name _____ \$30.00

Total _____

Make check 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.



Annual Gala Reservation Luncheon at Waialae Country Club

December 1, 2018

Social Hour starts: 10:30

Buffet Served: 12:00

\$50 per person (Includes tip and parking)



Name & Dept. _____ \$50.00

Guest _____ \$50.00

Guest _____ \$50.00

(Add separate list of guests if more space required.)

Total enclosed _____ \$ _____

Need a ride? Contact Carol Suyderhoud at 396-5225.

Make check payable to: **PAA.** Send to:

Carol Suyderhoud, 7503 Maka'a Street, Honolulu, HI 96825-3127

PAA Hawaii Aloha Chapter Officers

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Marie Jahnsen	Secretary	marie.jahnsen@gmail.com	888-8572
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Owen Oshima	Annual Gala Co-Chair	owenoshima007@aol.com	741-6936
Carol Weiss-Suyderhoud	Meetings Coordinator/Speaker Chair	carolws@hawaii.rr.com	396-5225
Diane VanderZanden	Editor, <i>Aloha Clipper</i>	alohadvz@gmail.com	396-5293
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Clare Takayama	Director	TakaHale@aol.com	247-2004
Mae Takahashi	Director	takten@hawaii.rr.com	218-7773

(Note: area code for all phone numbers is 808)

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