



Rep. Ward to Speak

Gene Ward (left), will speak on major issues such as homelessness, the high cost of living in Hawaii, and the North Korea threat. While his legislative area in the House of Representatives is East Honolulu, he will speak on issues that are island-wide, if not state-wide, and should be of interest to all of our Hawaii citizens.

If you have not already signed up for the meeting on February 27th, please use the form on page 7 and register now.

MEETING WILL BE ISSUE-ORIENTED

Gene Ward has always been interested in community affairs, so it's no wonder he serves District 17 (Hawaii Kai and neighboring communities) in the state House of Representatives. He'll touch on issues affecting our communities such as homelessness, housing and the high cost of living. He might also delve into the North Korean nuclear threat that has been a hot topic in the news recently.

Before working in the state House, Ward served on the Neighborhood Board, worked in the Peace Corps in East Timor, and co-founded with Dr. George Kanahele, the Hawaii Entrepreneurship Training and Development Institute, which trained young people in Hawaii and overseas to start businesses. He has also taught at Chaminade and Hawaii Pacific universities and is an author and commentator.

A Vietnam veteran, Ward earned his PhD from the University of Hawaii. He and his wife, Faredah, have a daughter, Joanna. In his spare time, Ward enjoys jogging and learning new languages (He speaks, Malay, Indonesian and Vietnamese).

Please see page 7 for the registration form. You will enjoy this first lunch meeting of 2018!

MORE FILES FROM THE PAST

Jack Smith is a collector of Pan Am stories and notes from the past. Not long ago he sent an article from "The CLIPPER", the company newsletter. The photo on the following page is from the April 1954 issue. Jack writes: *As far as I know [of the people in the photo], Dick Rezentes is the last man standing in this group. Chuck Roberts was a left-handed guitar player and,*

BIGWIGS OF THE HNL PANAIR CLUB



prior to coming to Honolulu, played with several well-known dance bands; Benny Goodman and, I think, Paul Whiteman. Before he got married, he would hang out in the evenings on Waikiki Beach in front of the Moana Hotel and the Royal Hawaiian, watching the beach boys with their guitars and ukes entertaining the wahine tourists. After awhile he would ask if he could borrow a guitar and play the heck out of it left-handed without retuning the strings.

The CLIPPER article which accompanied the photo at left read as follows:

The Honolulu Pan Air Club tossed a big, free party last month to honor the outgoing and incoming club officers. Dance music was furnished by Chuck Roberts and his orchestra. This was arranged by a new vice president of the club, Chuck Roberts.

Here [in photo above] are the new officers just elected: Eileen Barker of the downtown sales office, social secretary; Chuck Roberts, passenger traffic, vice president; Kay Martin, station traffic, re-elected president; Dick Rezendes, of accounting, assistant to the president; DTSM Ernie Albrecht, who's no officer but presented the special leis to the group and so got his picture in the paper [sic]; and Peggy Halstead of accounting, treasurer. Missing from the picture was the recording secretary, Rita Watson of Maintenance.

Dick Rezendes has long been an active member of the Aloha Chapter of the Pan Am Association. Those who attend our luncheons and the Annual Gala even recognize his sons, Gary and Gordon, who often accompany him these days.

AGAIN WE DELVE INTO THE PAST

Some time ago when I opened my email, I found a forwarded message. I no longer remember who sent it to me. It is an article from the November 2016 newsletter of the Clipper Pioneers, an organization of former Pan Am pilots. The story illustrates the hazardous conditions under which some flights were undertaken. It was written by Chuck Cutting.

March 17th, 1976, was one of those days that air crew members joke about earning their paycheck. I was operating Pan Am Flt 101 from Tehran, Iran, to Rome, Italy. The crew of aircraft #426, a Boeing 707 B Advanced, consisted of me, copilot Ron Farren, and flight engineer Rich Hall.

Our weeklong trip from New York reached our turn point in Iran without incident. The following day upon reaching our Tehran airport dispatch office on the morning of March 17th, we received a company telex from New York. The crux of the message from Pan Am headquarters requested that, in place of a direct flight to Rome, we stop and transit Damascus (Syria) and Beirut (Lebanon) before continuing on to Rome.

Pan Am had not serviced Beirut for several weeks because of the civil war raging in that city. The Palestinian refugees, with aid from Syria, had attempted to overthrow the government of Lebanon. The quaint old seaport on the eastern Mediterranean had become a city of smoke, fire and rubble. The airport, located several miles south of the city, had not seen any destructive fighting but had the disquieting feature of housing the country's largest Palestinian refugee camp adjacent to the north end of runway 21.

Our crew was requested to stop in Damascus to drop off some United Nations officials and then proceed to Beirut to deplane a group of Lebanese employees. They had not been able to return home because the land battle had closed the airport for the past several weeks and they had been stuck in Tehran worrying about their families. After departing Damascus, it would be my judgment call as to the advisability of stopping in Beirut or overflying on to Rome. Pan Am in those days was a family and I intended to stop if possible to help my fellow employees.

It was a clear spring morning as we flew west from Tehran over the high desolate Zagros Mountains. We cruised north of Baghdad, Iraq, over the Tigris and Euphrates Rivers and then let down to land in the desert town of Damascus. The final approach to this airport was a tense few minutes. As in many mid-east countries, communications were a real problem due to the almost unintelligible rapid, high-pitched, broken English spoken. The last few miles to touchdown took us through a belt of anti-aircraft missile batteries. Each one pointed to and tracked our final approach to landing while we struggled to obtain our final landing clearance. Hostility was in the air as the US press was feeding the world press with constant complaints against the Syrians for their aid to the Palestinian Liberation Organization. We landed without incident and, after taxiing in, we shut down only the number two engine to allow the UN officials to deplane.

In minutes we were airborne for Beirut, our next destination. After takeoff, I flew a three hundred and sixty degree climbing circle to reach 10,000 feet. It is 45 miles from Damascus to the Mediterranean Sea coast and in minutes, we were high overhead Beirut airport. We talked to the control tower and they assured us that all was safe on the field. We could see pillars of black smoke rising skyward over the city to the north. After a few moments deliberation, I determined to land and received the tower clearance to do so. In place of the published approach over the city, I went out to sea five miles and let down to 500 feet over the water and flew in at right angles to runway 18. At the last possible moment, I flew a steep turn into my final approach course.

The landing was firm but right on the approach end of the runway. With heavy reverse thrust and brakes, I turned the Boeing into the terminal ramp just halfway down the usable runway and came to a stop on the parking ramp far out from the passenger terminal. With the public address system, I instructed the flight attendants to open all four exit doors and to post a lookout at each of these doors. (The last information we received on leaving Tehran was the warning to be on the alert for possible bomb attempts.) The flight engineer went down the stairs that the Pan Am maintenance crew had positioned against L1 door. His instructions were to stand under the aircraft and let no one approach the aircraft cargo compartments.

We shut down all engines except number 3 which we continued to run at idle power. Our dispatch office thanked us for returning their boys home and then gave us our flight plan over the VHF radio. They then requested to board six people for the onward flight to Rome. After thinking over this request for a few moments, I replied "OK" but that each passenger had to have his luggage inspected in detail by Pan Am personnel and then hand carry his or her luggage out across the tar-

mac. They were to allow no cars or buses near the aircraft. They agreed to do this and shortly we watched six people struggle under the blazing sun, across the hot concrete to our airliner.

Flight engineer Hall made a rapid outside check and came back aboard as the last entry door was closed. The copilot and I had all four engines operating by the time the engineer was fastening his seat belt. Copilot Ferrell requested permission to taxi to runway 18 for takeoff. The tower denied this and instructed us to move to "November" taxiway for the standard departure off runway 21. I intervened at this point and stated that I did not think it was safe to move up to the end of runway 21 that abutted the PLO camp. The tower and I continued to argue about the takeoff runway when there was a sudden loud oath, "Son of a Bitch!" from the copilot.

I turned to look where his finger pointed. Three men, one with a rocket tube, one with a tripod, and the last with a rocket round were running down the perimeter fence trying to get into position to shoot at us! I told the tower what we observed as I applied take off power to the four jet engines. With Rapid acceleration, we crossed the aircraft parking area and entered taxiway "Hotel". I slowed with heavy braking and we could feel the aircraft shudder sideways as I made the sharp turn to align with the runway. The throttles were firewalled and we surged forward from the runway midpoint. I estimated there was 5,000 feet of the 10,663-foot runway RW 18 left available for our takeoff run. It would be close but I knew the aircraft at its present weight would become airborne if we did not have engine failure, for the usual safety margins were gone. In the few moments that it took to roll from our parking spot, copilot Farrell read the checklist and the engineer answered the items in my stead. The engineer found time to key the public address system to say that there was an emergency, everyone including the flight service to be seated immediately and fasten their seat belts.

We were eating into our usable runway at an alarming rate as I called "Increase the flap setting to 20 degrees now!" and pulled the yoke back as we reached the end of the runway. We were a few knots below the V2 speed that we had programmed on the airspeed indicator but with the added flap, the aircraft responded without a quiver. I now called for "Gear up" and began a right turn at low altitude to clear a low hill that loomed in front of us. As the airplane increased speed, I increased the bank angle and we were soon clear of the obstacle. A moment later, we crossed over the cliff that marked the lands edge and the sea beyond. A push on the yoke sent the aircraft down toward the sea and I leveled off fifty feet above the water. I then pulled the two inboard engines back to idle power thinking that if they shot a heat-seeking missile, it might hit an outboard engine and we would still have enough control to continue flight to the Island of Cypress which was a few miles ahead.

As the airspeed continued to rise, we raised the flaps and accomplished challenge and response of the "After Takeoff Check List". A few miles out to sea, I increased all four engines to climb power. No one said much for some time as we all let our heart rates slow to normal. The course to Rome was set as we reached flight level 290.

Epilogue: The following week the newspapers carried a story of another airliner at Beirut airport. This aircraft had moved out onto runway 21 for their takeoff and had the tail of the aircraft blown off by a rocket from the PLO camp.

Luck and a well-trained crew of professionals from the Pan Am family saved my skin that hot March day in 1976. The life of a Pan American aircrew was never boring.



WHY WAIT FOR COMPLETION OF THE HNL RAIL TRANSIT PROJECT?

In case you have not heard about this train pictured above, it is operated by the Hawaiian Railway Society, an educational and non-profit organization. It all began in 1970 when the Waialua Agricultural Co. announced they were going to scrap their Locomotive No. 6 because rust and deterioration had reduced it to an unsightly liability and posed a danger to the youngsters who played on it. A group of men contacted the company's manager to see about obtaining and restoring the historic engine. They soon formed the Hawaii Chapter of the National Railway Historical Society, a name they found cumbersome and eventually changed to the Hawaiian Railway Society while maintaining their membership in the national society. The following year, the State of Hawaii granted them a charter of incorporation.

The Society was able to get the remaining stretch of track on Oahu (from Ewa to Nanakuli) placed on the State and National Registers of Historic Sites. They have restored 6.5 miles of the track and are working to restore more. They now have 3 vintage diesel locomotives restored to operation and several steam locomotives, though not operational, have been cosmetically restored. They operate the only active, historical railway on Oahu. They have regular 1½ to 2-hour tours, during which they dispense historical information and point out historic sites. The tours operate on Saturdays and Sundays throughout the year.

The Hawaiian Railway Society is located on Renton Road in Ewa. In addition to the tours, they operate a museum and gift shop on their terminal grounds. There is a picnic area which visitors may use before or after their train ride. They may also take food and beverages on board. Interested parties can check them out on line at www.hawaiianrailway.com or call them at (808) 681-5461. You can also check them out on YouTube.

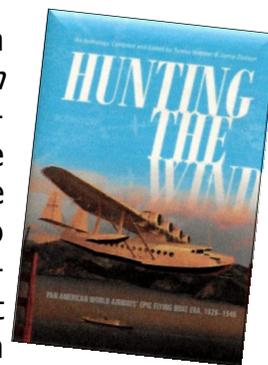
PAN AM PEOPLE AND EVENTS

In response to the January issue of our *Aloha Clipper*, **Richard Taliaferro** sent a message saying how much he enjoyed seeing the photos of people with whom he worked in the past. I knew that Richard had celebrated his 90th last year (on July 12th) so I asked him how he was doing. He sounds like member **Bob Lee**. Both seem to have been born with those batteries that keep the pink bunny banging away on its drum forever. As we have written before, Bob Lee still does volunteer work well into his 90s. Richard is also still active. He wrote that he played with his band

on New Years eve and is still working with two commercial dance bands plus two church bands. He is also still bowling in three leagues each week and is in pretty good shape “*although I am slowing down a bit and do teeter now and then. But what the heck, I’m still upright and having fun.*” Richard asked me to pass on his Aloha to all who remember him. I’d say Richard and Bob are in that elite group who know how to truly enjoy their senior years. . . . **Terry Webber** sent a note that may interest our stewardess members. She advises that the former Los Angeles-based stewardesses are holding a reunion at the Cambria Pines Lodge on April 15th-17th this year. The town of Cambria is located on the California coast just south of San Simeon (home of Hearst Castle), halfway between L.A. and San Francisco. Former L.A. based members can contact Terry for more information. Her contact information is listed in our member directory. . . . **Choy Lewis** has a new address. She has just relocated to the Hawaii Kai Holiday Retirement Center. You can update your member directory with: 446 Kawaihae Street, #359. Honolulu, HI 96825-5206. Her phone number is the same. Choy, we know how much is involved in moving and we wish you a good readjustment to your new home. May it be a happy place for you!Welcome to new ohana member **Sally Nockhold** from Newport Coast, CA. She visits Honolulu frequently and happened to pass by the entrance to the ballroom at the Hale Koa Hotel as our Annual Gala was getting underway. She was excited to see the large poster of the Pan Am 747 at the entrance to the ballroom and checked to see what was going on. Sally has a connection with Pan Am as she would occasionally fill in as a Clipper Club hostess in Los Angeles. Update your member directory as follows: 125 Lessay, Newport Coast, CA 92657-1043. Email: sailorlou@aol.com and phone (949)644-6105 (H) and (949) 278-5777 (C). Sally is a Director of the Navy League in Newport. We look forward to meeting her on one of her visits to Honolulu. . . . **Stu Archer** writes that there are still a few cabins available on the Clipper Pioneer cruise from Miami to Southampton, England, April 22nd—May 6th, 2018. In addition to the ship’s entertainment events, there will be Pan Am gatherings as well. You can contact him for information by phone at 305-238-0911 or you can email him at stunjune@aol.com. Though the Clipper Pioneers is an association for Pan Am pilots, all Pan Amers are welcome on the cruise.

BOOK CO-AUTHORED BY PAA MEMBER

PAA member **Terry Webber** has co-authored a book on the Flying Boat era with **Jamie Dodson**, to be published in July. The book, *Hunting the Wind: Pan American World Airways’ Epic Flying Boat Era, 1929-1946* is a collection of stories and photos of the brief but fascinating time when the airplane changed the method of intercontinental travel from the oceans to the skies. It tells of the glamorous times when Pan American’s Clippers offered a luxurious way to travel by air. Many will remember Terry as the author of *A Touch of Class*. Jamie Dodson is a career intelligence officer, author, teacher and a frequent guest on public radio. The hardcover book can be pre-ordered on Amazon.com for \$26.98. All royalties will be donated to the Pan Am archives, Richter Library, University of Miami.



GONE BUT NOT FORGOTTEN. . .

Member **Franklin Masagatani** passed away on January 10th at the age of 84. He was a Cargo Manager at Pan Am. He is survived by his wife, Ernesta; children Jesse (spouse Jona) and Jobie Masagatani, 5 grandchildren and 3 great-grandchildren. His funeral service will be held at Kawaiaha’o Church on February 24th; visitation at 9:30 a.m. with the funeral service at 11:00.

Member **Jason Takeo Hashimoto**, 76, passed away on January 15th. He was a Reservations Supervisor. He is survived by his wife, Alexa; children Janelle (Warner) Bayne, Jason Keola Hashimoto (Jim Valentine), Joell Hashimoto, Melissa (Jose) Miller, Celeste Ohta, and Edwin S.K. Ohta. A Celebration of Life Service is scheduled for February 3rd, at the Mystical Rose Oratory at Chaminade University. Visitation at 3:00 p.m. and Mass at 4:00.



Pretty As a Picture!

Ellen Shikuma's roommate, Mele, is pictured at left, hidden among roses for Valentine's Day. Valentine's are another way of saying "I love you!" Don't forget to acknowledge the many Valentine's in your household and circle of friends. We wish all our Valentines who have paid their dues over the years a **HAPPY VALENINE'S DAY!**

2018 Schedule

- **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
- **December 1**—Annual Gala, WCC

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