

ANNUAL MEETING—OCTOBER 22

We hope to see a good representation of our membership at the annual meeting. After the president's report on the status of our association, we will be addressed by Diane Ako (pictured at right), who is a KITV4 news anchor and reporter. Please sign up for the meeting, using the form on page 9.



A MODERN DAY JOURNALIST

Diane Ako currently works for KITV4, an ABC affiliate, as a news anchor and reporter. Because she has a regular weekend feature on **Aging Well**, we thought she would be a fitting speaker for our senior group. Ako reports on activities for seniors around the island. She will share what she has learned from doing the show. She was a caregiver for her mother who had Alzheimer's. It should be interesting to find out how she got interested in doing a series on aging well and who her contacts are.

She also writes a blog, which is similar to a regular column in the newspaper, except it is only available on the Internet. Ako says she likes being part of the community of local bloggers, writing and sharing their views. Her blog, "In Real Life", can be found online at <http://hawaiiirl.com/author/diane-ako/>. The following biographical information is from her blog:

Prior to her KITV4 position, Ako anchored and reported at KHON2 (FOX), KHNL (NBC), and at stations in California, New Mexico and Pennsylvania. In between news jobs, in 2017, she launched and ran her own public relations company: Diane Ako PR. From 2010-2014, she headed the public relations department at Halekulani Corporation, which oversees luxury resort Halekulani and boutique hotel Waikiki Parc. She has been blogging since 2009. Previously she wrote for the *Honolulu Star-Advertiser* where her stories garnered a dozen journalism awards and an Emmy nomination. Ako has a BA in Communications from Menlo College and an MA in Political Science from the University of Hawaii.

Time is of the Essence

*Please read page 7 for information
on our Annual Gala Luncheon!*

THE SEARCH FOR THE SAMOAN CLIPPER CONTINUED

This is a continuation of the blog written by Russ Mathews who was a crew member on the research ship E/V Nautilus. Mathews and the crew were on an expedition to locate the remains of the flying boat that was known to have crashed in the ocean near Pago Pago, American Samoa, in 1938. Mathews is pictured at right aboard the Nautilus in Pago Pago.



July 18, 2019

. . . Mike and I reviewed the Bureau of Air Commerce report and noted that while the reported crash position was calculated to degrees, minutes, and seconds for latitude, the longitude value is an even $170^{\circ} 51'00''$ W. Now it's certainly possible the math just worked out that way, but it strikes us as maybe a little too pat. For some reason this figure is more of a rough estimate than the other. An error of only 1 degree equals one nautical mile, so we need to move beyond that to be sure. So why to the West? The searchers were making estimates based on what they observed at the surface, but there could well have been natural forces acting on the rising traces of Samoan Clipper as they made the two mile journey up through the water column back to the sunlight. All of the evidence from the Avocet log and subsequent PAA radio traffic indicates the floating wreckage and oil was being carried to the Northeast. And the only other debris (a pair of aluminum doors from the galley ice box) known to be recovered post-crash were washed up more than a week later on the beach at Ofu in the Manu'a group which is 80 miles due East of the reported loss position. Given all of this we feel the best chance of tracking back to the point of origin is to the West. Once we've covered another 6-8 lines in that direction, we will likely wrap around the Southern edge of our coverage area and expand in that direction as well. There was a Northern component to the drift noted by Avocet. . .

July 19, 2019: Part 1

Up at 0445 this morning, but well worth it as I got to participate in a another live ship-to-shore interaction .. this one organized by the Pan Am Museum Foundation at the Cradle of Aviation Museum in Garden City, NY. The questions were varied and thoughtful from an audience that covered a range of aviation professionals, Pan Am devotees, and another group of enthusiastic teenage STEM campers. One particularly memorable viewer asked if I would talk about the 6 men who were lost on board Samoan Clipper with their famous captain. It was a reminder that, too often in the interest of brevity and efficiency, we fall into talk about Ed Musick "and his crew." Six lives reduced to three words. But they were so much more. Men with their own hopes and dreams and loved ones who mourned their loss. I was grateful for the opportunity to talk about Sellers, Brunk, Stickrod, Brooks, MacLean, and Findley... and we're making more of a point to do so during the regular live feed as well.

July 19, 2019: Part 2

I finished up my watch at midnight last night, wrote some correspondence and was about to crawl into the rack when I saw we had completed scanning the gap in Line 11 and almost reached the location of "Target 30" (since I'm staying in Dr. Ballard's cabin there is a screen

on the aft bulkhead that will display data from the sonar readout, ROV camera feed, and the ship's track around the clock). At the same time, Mike got up and headed for the control van, so I fell in behind. There were a number of us crowded in to watch as the *Argus* pilot and navigator worked together to maneuver the vehicle over one of the more unusual anomalies spotted during our initial survey. This had presented as a trio of uniformly sized arrowhead shaped objects with tall and prominent shadows of something that appeared to point straight above .. reminiscent of S-42 engines nacelles with propeller blades stopped at top center (only too close together and on too large a scale to make sense). After careful study and consideration these mysterious objects proved to be .. more rocks. This was pretty much what we had figured, but needed to be certain of our interpretation by backing it up with a "ground truthing" pass. I opted to turn in for some much needed shuteye, leaving things in Meagan and Lonnie's capable hands and with the usual standing orders to "call me when you find the plane."

Well, no one came to wake me up, so I slept until breakfast and then settled in for the 0800-1200 shift at the monitors. Dede was already there having relieved Mike early so he could eat and she caught me up on the night's progress. Target 31 proved to be another bit of deceptive geology and now *Nautilus* had returned to "mowing the lawn," expanding the search area further into new ground on the West.

No sooner had we finished our debrief then it was time for yet another highlight. Two more special guests had agreed to join us remotely on the "Science Party Line" which is heard on the live stream broadcast from the ship. First up was our great friend and colleague, *Dr. James Delgado*. Jim is an extremely accomplished maritime archaeologist with an impressive list of discoveries and investigations to his credit. He should be familiar to many of you as the host of "The Sea Hunters," a frequent contributor/consultant on Nat Geo channel's "Drain the Ocean" and the author of many books (including the soon to be released "War at Sea"). . . I credit Jim with being the spark that began the Search for Samoan Clipper when, in his former role as Director of Maritime Heritage for the NOAA Office of National Marine Sanctuaries, he invited me to join him in proposing targets for exploration in the Eastern Pacific at a workshop hosted by OET and NOAA more than 5 years ago. . . For the next 30 minutes, Jim shared his insights on Samoan Clipper and underwater archaeology with genuine passion and extraordinary eloquence. If you've ever heard him speak, you'll know exactly what I mean, though you might be surprised to hear me say that it is entirely extemporaneous. I swear he was not reading off a prepared script, even though it doesn't seem possible to be that polished on the fly... it is his particular gift. We've missed having Jim in the field and were delighted he could at least join us virtually.

As Jim hung up, it was instantly time for the second half of our special guest "double header." Already waiting patiently on the line was *John Hill*, noted historian, author of the new "Pan Am at War" (with Mark Cotta Vaz), and recently retired Assistant Director (Aviation) at the exceptional SFO Museum in San Francisco. With the easy authority born of a lifetime of study and his outgoing nature, John delivered a free flowing and engaging narrative of Pan Am's beginnings, the role of Ed Musick, the challenge of flying the Pacific, the significance of Samoan Clipper and the impact of its tragic end. I listened in rapt attention, barely wanting to interrupt with my next question. I could have kept it going the rest of the morning but knew I'd already made John 10 minutes late for his afternoon appointments... and so (reluctantly) said goodbye with thanks.

July 20, 2019 -

For those of you who weren't logged in, I want to share my final words on *Nautilus* Live from Expedition NA111 – The Search for Samoan Clipper: I know many of you who have been listening will have questions. Am I disappointed? Am I frustrated? In all honesty, yes. Who wouldn't be? We had a very specific aim and we haven't met it yet. Am I upset? Am I angry? Not in the least. I'm proud. Proud of the work we did. Proud of my team. Proud of this crew who made this project their own and strove tirelessly to see it through. You need look no further for proof than their record-shattering feat of 125 hours of continuous ROV operations. I'm satisfied.

I'm satisfied we collected all of the information possible beforehand. I'm satisfied we allocated our resources responsibly. I'm satisfied we made the best decisions and prioritized areas of highest probability. I'm satisfied we made the most of our opportunities and our assets. I'm satisfied we covered our prime search grid and missed nothing. I would not change a single decision.

I'm grateful. Grateful for the support and fellowship of our partners at Ocean Exploration Trust. SEARCH, INC. Igor I. Sikorsky Historical Archives. University of Miami Libraries. Pan Am Historical Foundation. Pan Am Museum Foundation. And a host of incredible, passionate, giving individuals too numerous to list now. I'm grateful to everyone listening in who joined the adventure. Who followed us. Hoped with us. Despaired with us and encouraged us. We may not have achieved our goal, but that was not our sole aim. The only failure is failing to acknowledge and build on what we achieved.

We've viewed and recorded remote areas of the planet previously unseen by human eyes. We've mapped and characterized a large swath of unexplored territory. We've completed a methodical, thorough, and highly disciplined search of high priority areas and laid the groundwork for a future mission to build upon. We've conducted a demanding expedition with elan and integrity. And we've shared the entire effort with the public.

One of the things I was most excited about from the start was the chance for people to experience the full unvarnished reality of exploration. I wanted to let them inside the whole process of researching, refining, seeking, and revising. The nature of exploration is to journey into the unknown. To face uncertainty and meet it with determination and persistence. Perhaps most importantly, we have reintroduced the world to the remarkable story of Samoan Clipper, Pan Am and the era of the great flying boats. It all happened not far from where we are right now. We are so very close. And while we are still in this place I want to pause and remember the seven aviation pioneers who rest here.

Tom J. Findley – Radio Officer
Jack A. Brooks – Assistant Engineer
Fred J. MacLean – Navigating Officer
John W. Stickrod – Flight Engineer
Paul S. Brunk – Junior Flight Officer
Cecil G. Sellers – First Officer
Edwin C. Musick – Commander

Before we depart I will leave you with two promises. You are not forgotten. And we are not

done with the search for Samoan Clipper.
--Russ Matthews, President, Air/Sea Heritage Foundation
Aboard E/V *Nautilus* off the coast of Tutuila, American Samoa

A PAN AM AD CAMPAIGN

Robert "Bob" Merrill sent a photo of the framed newspaper ad below. It was created when Pan Am was doing a series using actual employees at the Honolulu Station. Chances are other members have a copy of their own ad, similar to Bob's. Feel free to send it in for publication in our association newsletter.



Bob added an anecdote about a passenger interaction he had with a well-known lady. Here is his story:

I was working the First Class check-in counter a day or two after New Year's Day. I don't remember the year. A lady, and I use the term loosely, approached my position, with her son in tow, and presented their tickets. As I read the names on the tickets, I realized who they were. I started to turn around to walk off to find someone else to assist them as I had no desire to do it myself. But my second thought was, maybe I'd better handle the passengers because I might get in trouble if I didn't. So I completed the check-in process and then handed them their boarding passes and their interlined baggage tags to Austin, Texas. I directed them to the gate for Pan Am 812 to Los Angeles.

As they walked away, I began to punch buttons on my computer trying to find if there was some reference to God on the flight. My fellow coworkers asked what I was doing. I told them I was hoping to find something on the flight relating to God; maybe the captain's name was

GodLove. I pointed to the retreating passengers and said I had just checked in Madeline Murray O’Hair, the famous atheist, and her son. She had recently succeeded in getting prayer removed from our country’s schools. One of my coworkers spoke up and said, “Check the movie on the flight.” I checked the screen to find “Oh, God” was the scheduled film for the flight.

I then called public relations. Paul Kendall reported it to Eddie Sherman who noted in his column the next day that Madeline O’Hare Murray and her son had seats in First Class right in front of the movie screen on PA 812 to Los Angeles, where they could enjoy the film “Oh, God!” en route.

PHOTO CONTEST ENTRIES

Below are entries for the photo contest that was announced in the April issue, the object of which was to take a picture of your Pan Am bag in an unusual setting.



◀ The winning entry was submitted by **Dawn Krause**. The statue of Queen Lili’uokalani is on the Capitol Mall which connects Iolani Palace with the state capitol. Dawn is a docent at the Palace. She says, “The Queen only flies the best!”

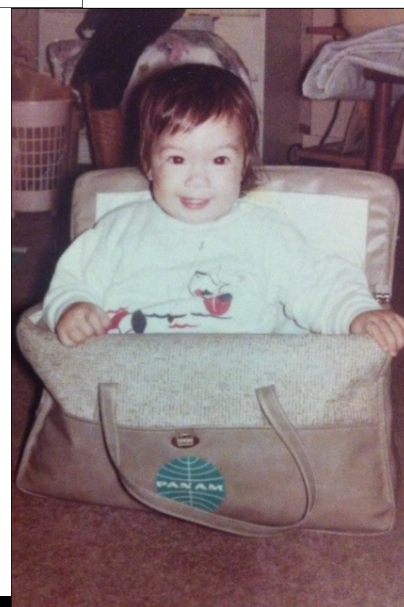
(Some of our members may recall when Ellen Shikuma was a palace docent and arranged a special tour for us.)



The photo below is too cute not to include. It was taken years ago and was submitted by **Stephanie Vlachos**, whose parents took it when she was a wee one. ▼



◀ **Jan Newhart** submitted the photo at left that is reminiscent of a Norman Rockwell drawing, one of several he did for Pan Am for an advertising campaign. Jan’s son, Twain, is the paddler.



IMPORTANT INFORMATION ON THE GALA

As reported in our last newsletter, Waialae Country Club is asking for a full count in advance and we can no longer allow last minute changes. Therefore we have established a cut-off date by which your check needs to be in Carol's hands. The same holds true for the Annual Gala Luncheon on December 7th. To attend this year's luncheon, you must have your check in Carol's hands by **November 27th**. Note that that is before Thanksgiving. (Please see the reservation form on page 9.)

Following are comments from members who attended last year's event. Some compared it to the previous galas at the Hale Koa:

- The Waialae Country Club is beautiful, especially at Christmas. The room was festive.
- The setting is cozier.
- There is no additional parking fee.
- The atmosphere is warmer.
- The ocean view is nice.
- We had a great time at our table!
- The buffet was excellent.
- The desserts were wonderful

The above are all reasons why you should consider attending this year's Gala Luncheon on December 7th.

REMINDER: Bring cash to purchase chits if you want to have beer, wine or a soft drink.

FROM OUR FRIENDS IN LONDON

In our July issue, I inserted photos of an aircraft, Clipper Tabitha May, in Pan Am livery that took part in the June activities celebrating the 75th anniversary of the WWII landing in Normandy. I recently received the July issue of the UK Pan Am Association newsletter and it had an interesting article about the Tabitha May and her sister aircraft, all of which were taking part in the celebrations in the UK and France. **Steve Merifield**, of the London chapter of PAA, took the photo, below left, when he and his father, **Clive Merifield**, went to the Imperial War Museum Duxford, for the opening event of a 4-day celebration. Both father and son worked for Pan American at Heath-



At left, the Tabitha May, a restored Douglas Dakota aircraft. At right are the pilots who flew the restored plane to Europe. They are Robert Randazzo, Eric Bretthauer, Scott Huff, Aaron Buchanan and Kyle Rodgers. Photo on right used with permission.

row. Clipper Tabitha May, a Douglas Dakota is one of 23 such aircraft which made the Atlantic crossing in order to participate in the activities planned to honor the men who participated in the Normandy landing 75 years ago. The Merifields were delighted to see the first of the 23 to land at Duxford was the one in Pan Am livery. Steve said it was exciting to see a Pan Am Clipper traversing the skies of the United Kingdom for the first time in 28 years.

The DC 3 "Daks" were used as troop carriers in World War II. Clipper Tabitha May was actually built after the war, and upon being delivered to the Army Air Corps, was immediately sold off in to private hands. She had a number of owners and quite a history before being purchased by Robert Randazzo of PMDG Flight Operations LLC which is located just outside Washington DC. Randazzo, a former UA Express captain, was a friend of Larry Hunsberger, a PAA/UAL captain. Larry was the mentor to both his own son, Mark, and to Randazzo in their aviation endeavors. Randazzo always admired Pan American and decided to have the plane painted in Pan Am livery. He chose the name "Clipper" for Pan Am and Tabitha May after his daughter.

The Merifields were delighted to meet the crew. Steve's account:

In glorious sunshine I was able to take my Dad to visit the guys who then showed us around this wonderful aircraft. Although my Dad never worked on a Pan American DC3 in the old hangar at LHR, once the 'tech' stories started flowing, there was no stopping a trip down memory lane. Former LHR PA load master Pat Donegan and Allan Cassels were also able to visit Clipper Tabitha May and the smiles on their faces were like seeing a picture of two young boys who had just flown for the first time.

The whole event was a fitting tribute to those brave airmen who took part in the skies over Normandy 75 years ago.

Visit www.clippertabithamay.com for more.

2019 Schedule

- **October 22**—Annual Meeting
- November 26—Board Meeting Only
- **December 7**— **Annual Gala @ WCC**

2020 Schedule

- January 28—Board Meeting Only
- **February 25**—General Member Meeting
- March 24—Board Meeting Only
- **April 28**—General Member Meeting
- May 26—Board Meeting Only
- **June 23**—General Member Meeting
- July 28—Board Meeting Only
- **August 25**—General Member Meeting

THE EDITOR IS LEAVING THE BUILDING

Not Forever—but for a month. This means I will miss the October meeting. Unless those who attend the meeting send me photos by USPS or, more easily, by email attachment, there will not be the usual "rogue's gallery" in the November issue, which follows the October meeting. However, I have noticed that most members carry a smart phone. My suggestion is that if you would like to see a photo of your table group, please bunch yourselves together a bit, hand a camera to someone at a nearby table and ask that they snap a picture or two. (Thanks to Patti Jacoby for this idea.)

Please consider some of our elders who may not carry a camera and offer to take a photo at their table. If we can work together, in our former airline spirit, we should get just about everyone covered and your editor will not consider leaving the building permanently.





*Annual Gala Reservation
Luncheon at Waialae Country Club*



*December 7, 2019
Social Hour starts: 10:30
Buffet Served: 12:00
\$50 per person (Includes tax, 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

Carol must receive your check for the Gala by November 27th.

Luncheon Meeting Reservation

**Next Meeting—October 22, 2019
 Waialae Country Club
 4997 Kahala Avenue**

October Speaker

Diane Ako

**11:00 Social hour, 11:30 Lunch
 \$30.00 per person (Includes tip and parking)**

Important: Carol must receive your check by October 15th.

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

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
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Mae Takahashi	Director	takten@hawaii.rr.com	218-7773
Harold Chow	Director	hkychow@juno.com	988-7817

(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 808-200-4322 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): _____

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