

### A. L. Lewis to Division Training; C. E. Young Assigned to Executive



ED YOUNG

AL LEWIS

Effective September 11, Mr. A. L. Lewis, Assistant to the Division Manager, was temporarily assigned to the Division Training School. The vacancy left by Mr. Lewis was filled by another Panam old-timer, Mr. C. E. Young, Assistant Division Traffic Manager.

Both men have long records of service with the Company, Mr. Lewis having begun his fifteenth year of service on September 1, 1945. Mr. Young is in his thirteenth year with PAA.

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### FLYING JOBS SOUGHT BY SERVICE PILOTS

Received last week in the Employment Office was an application from a Navy flyer. In his letter he gave his qualifications, his personal history.

But the reason he applied for a job with Pan American is summed up quite completely in the last paragraph of his letter which were taking the liberty of quoting.

"Flying on orders as a passenger in one of your PBMs from Pearl Harbor to Noumea in April of 1942, I was forced to return to Canton Island due to the failure of one engine. The speed and efficiency displayed by your flight crew in completing the engine change with extremely limited facilities impressed me, even more than the courtesy and good management which characterized the entire trip, and the type of men who make up your organization."

Army, Navy, and Marine pilots are applying in person here at the Airport at the rate of about 15 each day. They are arriving from every theater of war; their first statement—"I've heard so much about Pan American. . . ."

### GUAM-WAKE INTERNEES SAFE; AWAITING TRANSPORTATION HOME

Twelve fellow PAA employees captured in December, 1941, on Guam and Wake are reported safe and good health. Eleven of them—Richard Arvidson, George Blackett, Max Brodofsky, George M. Conklin, Charles F. Gregg, Alfred Hammelef, Fred Oppenborn, Everett Penning, James Thomas, Robert Vaughan, and Grant Wells, were in Yokohama a week ago on September 9, awaiting transportation home, according to Ken Frazer, fellow internee who was captured along with Panam men at Guam. (Mr. Frazer was with a construction company building air bases there in December, 1941.)



W. RAUGUST

C. GREGG

G. CONKLIN

G. WELLS

A wire dated Manila, September 13, received on that date here in San Francisco stated, "Dear Sirs: Have been liberated. Am now in Manila. Received money order yesterday. Will be back soon. Waldo Z. H. Raugust."

The lives of the internees, quite naturally, revolved around "before August 15 and after August 15, 1945," the day they learned of the Japanese surrender.

As of this writing no word has been received concerning the whereabouts or welfare of the 32 Chamorros (natives of Guam) who were captured at Wake Island and have been reported missing ever since, although it is believed they were

interned first in Shanghai and then in Japan.

The first bombs on Guam were dropped early on the morning of December 8, 1941. Almost simultaneously the radio announced the Japanese attack on Pearl Harbor. While the target on Guam is presumed to have been the Pacific Commercial Cable Company's installation, the Pan American hotel was the target actually hit and was completely demolished by the first raid.

All civilians on the island immediately scattered to the hills taking with them all the foodstuffs available from the Pan Am—  
(Continued on page 2)



R. ARVIDSON

E. PENNING

F. OPPENBORN

G. BLACKETT



M. BRODOFSKY

R. VAUGHN

A. HAMMELEF

J. THOMAS



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MINEAR KARNs HUDSON

More About Internees

(Continued From Page 1)

erican Hotel. They had no guns nor ammunition with which to fight. Word was brought by Chamorro boys that the American commander of the Islands recommended that they surrender as resistance was hopeless. From the very beginning Charles Gregg, our Airport Manager, became the leader of the Pan American group—which position he assumed all through internment. For the next 30 days, the Americans were confined in the local jail and barracks before being moved to a Catholic cathedral. At all times they were under close military guard and were receiving starvation rations. During the latter part of January, 1942, they were placed on board the S. S. Argentina Maru anchored in Apra Harbor where they were confined to the holds of the ship with the hatches battened down and heavy guards at all entrances. They were taken to Zentsuji prison on Shikoku Island, one of the main islands of the Japanese group.

Ten days later the civilians were segregated from the military prisoners. The stay in this prison was long remembered because the food which they received during this period (including second and third helpings in some cases) reminded them of "the Royal Hawaiian Hotel in Honolulu" in comparison with their starvation rations since December 8.

At this time the civilian internees consisting entirely of male personnel, were taken to Kobe and divided into two groups, one of which was interned in the Seaman's Mission and the other in the Bitterfield Squire's Home. A short while thereafter those in the Seamen's Mission were moved to the four-room Marx residence where 45 of them lived until May, 1944, at which time all civilian internees around Kobe, 163 in all, were moved to the Futatabi Camp about three miles up in the valley, where they remained until liberation.

Life in the internment camps was run by the internees themselves on very democratic principles. Charles Gregg was

Robinson, Freeland, Kiser and Kleespie Complete 10 PAA Years



Robinson Kiser Freeland Kleespie

Completing 10 years of pioneer service with Pan American this month are Thomas W. Robinson of Woodworking; Tiny Kiser, Chief of Welding; Vic Freeland, Chief of Paint Shop; and John Kleespie, Assistant Chief of Instrument Shop. Clipper dolls its hat in this issue to these men who have seen this Division through 10 years of Pacific pioneer flying.

Five and three year insignia winners during the month of September are:

FIVE YEARS

- Jenkins, Charles W.
Mussells, Henry
Elliott, Gordon
Lowell, Vernon
Coonrod, Chester
Hunt, Clare
Kohli, Bernard
Wilkerson, Bernard W.
Homza, Rudolph L.
Murphy, John M.
Chichester, Robert O.
Stewart, James T.
Lerice, Andrew W.
Wells, Grant S.

THREE YEARS

- Widener, Chester
McKee, Ferdinand
Metcalf, Donald V.
Quatros, George
Smith, Vernon W.
Stagner, Pansy
Lendrum, Noel
Bennett, Marshall
Birdeck, Philip
Birdsk, Phillip
Spencer, Forrest
Symons, Edward
Arnold, Allen
Boyd, Melvin
Hunt, Donald
Roberts, Kenneth
Talley, Edward
Gentle, Robert
Lee, George T.
Leong, Leo R.
Ilbert, Owen L.
Hughes, Charles E.
Lockocho, Silvan
Monteith, Peter S.
Wernat, George J.
Christianson, Norman C.
Krelle, Willard C.
Lawrence, Robert W.
Roberts, Robert O.
House, Stewart C.
Sullivan, Patrick J.

"I WANNA..."

CONTACT employees needing automobile body and fender work or auto painting. Good work, fast service, reasonable. Call Austin, Extension 204.

RENT a house, flat or apartment, furnished or unfurnished, anywhere between San Francisco and San Jose. Contact Ed Lind, Extension 370.

SELL a 1943 Indian Motorcycle, only 2500 miles, excellent condition. 30/50 model. Call Austin, Extension 204.

SELL a Weston Model 417 Double Cell, Exposure Meter, \$18; also Crown Tripod No. 1 with tilting head for \$5.00. Phone Extension 348.

BUY a Remington Electric Razor. Please contact Frank Appleton, Mail Box 229 Home Telephone, San Mateo 32219.

the leader of the camp which was divided into various groups, one of which was under the guidance of Grant Wells, one of our mechanics. The latter group was primarily in charge of gardening.

Upon arrival in Yokohama by train from Kobe, all civilians were screened by the Army and were assigned to various forms of transportation for their return to the States. It is believed that the Pan American group was assigned to the Army and was to be flown to Manila but no definite word is available.

Wake-Guam Internees' Club Emblem Obtained



Mr. Ken Frazer, fellow internee with our PAA men in Japan and just returned to the USA, brought with him the above Japanese one yen note signed by members of Seaman's Institute Internment Camp. Heading the list of names is Fred Oppenborn. Other PA men on this note: G. Conklin, Wells, Arvidson, Blackett, Vaughn and Thomas.

More About Lewis, Young

(Continued from page one)

It is a safe bet to say that no other man in the Division (and few in the System) has a foreign service record that can compare with that of Al Lewis. During his 14 plus years with the Company he has spent more than 11 years outside the U.S.A. For a variation of assignments, Mr. Lewis is unequalled. He has served, mostly as a pioneer worker for Pan American, in these places: Panama, Costa Rica, Nicaragua, Honduras, Guatemala, New Zealand, New Caledonia, Honolulu, Wake Island, the Philippines, Hong Kong, Macau, Guam, and Singapore.

Ed Young began his career with PAA in Miami in 1933 in what was then the Eastern Division. He has worked continuously in Traffic since that time. Mr. Young was called to New York and Washington early in the year to assist in the preparation of CAB cases. He served as chairman of the Aviation Committee of the San Francisco Junior Chamber of Commerce and is regarded as an authority on airline traffic problems. Mr. Young came to the Pacific-Alaska Division in January, 1936.



## TODAY'S PERSONALITY



EDWARD M. PUNTNEY  
Went to work in the rain

"My life's been a pleasure," says Edward M. Puntney, utility man, trouble shooter, and general fixer-upper of the Airport Maintenance section. And even a few minutes' conversation with this silver-haired, bright-eyed gentleman will convince you of it. Here is that rare mortal—a man who has lived as he wanted to live—and loved it.

Forty of his eventful years have been spent at sea. Oddly enough, he took up sea-going to get away from water. It happened this way. At the age of 20—this was back in '03—Puntney left his ancestral home in Arkansas and went West—to Portland, Oregon. There his job-hunting was somewhat curtailed by one of that moist city's long rainy spells. His money ran out, as money is apt to do. He wired his father: "It's raining. Send me some money." Fifty dollars arrived, but didn't stay very long. He wired his father again. "It's still raining." Back came \$20, and also a wire which said: "You'd better go to work in the rain."

This he did, as an assistant to a stone mason working on a waterfront building. One rainy afternoon he struck up a conversation with a gent on the deck of a ship. The sea-dog said he needed a fireman. Says Puntney: "I saw my chance to get out of the rain. I walked out of the building and aboard that ship."

In the years that followed, Puntney earned his chief engineer's license, and got around a bit. He exchanged glances with the inhabitants of Russia, China, Australia, Scotland, South America. In 1920 he married, and shipped out almost immediately on a 10 months' cruise. Upon his return, and after a heart-to-heart talk with Mrs. Puntney, he signed up with a coastwise steamship company.

Puntney's yen for the far places is pretty

## Jean Gale Ends Three Years as Head of PAA Blood Donors

Jean Gale, who successfully managed the job of blood donations from Pan American employees for more than three years, recently received a letter from Mrs. Charles Blythe, Chairman of the Blood Donor Service of San Mateo, which stated that the mobile blood donor service would be closed and also reviewed the accomplishments of the mobile unit. Quoting from the letter, "The Red Cross Blood Donor Service could not have accomplished its results without the earnest and devoted cooperation of people like you. Our heartfelt thanks for your valuable assistance to us in this difficult task."



JEAN GALE  
Total: 1101 Pints

Pan American employees donated a grand total of 1101 points of blood during the three years the program was in effect. Miss Gale expresses her thanks to all employees for their cooperation and particularly, D. C. Maxson, Services of Supplies, a 12-time donor, who continually recruited many donors from his department.

## Three in a Row at Honolulu; Left On Time



A very rare sight indeed—snapped on the water at Honolulu on August were three Boeings, the 02, the 04, and the 05. And just to keep up the record that Honolulu is setting on on time departures, these three all slipped from their buoys, took off on time on that day. Honolulu chalked up only six delays for the month of August, exclusive of materiel failures.

## KARL LUEDER RETURNS TO PACIFIC-ALASKA

Karl F. Lueder, one of the pioneer builders of Pan American Pacific routes, will return to the Pacific-Alaska Division as Assistant Operations Manager on or about September 15. Mr. Lueder, recently Commander Lueder, USNR, has just completed more than three years' service with NATS in Washington, D. C., Honolulu, and recently at NATS headquarters at Oakland.

Mr. Lueder (pronounced "Leeder"), although a graduate of West Point, obtained a commission in the Naval Reserve while on foreign duty with the Company.

## TRAFFIC PICNIC—ANOTHER GOOD EVENT

Cuesta La Honda was the site of a strange and moving event last week when members of Traffic held their First Official Combined Picnic and Road Race.

Members of the Graveyard Shift emerged from their darkened quarters and blinked at the California sunlight. The



Day Group played volleyball, baseball, and a game described rather vaguely as badminton. The Swing Shift opened a keg of beer thoughtfully provided by the Panair Club, and immediately afterward even the Yawn Patrol boys began to move around among the various points of entertainment and nutrition with amazing enthusiasm.

Games arranged by Charlie Schaffer, Tom Taylor, and Andy Lerios proved several things, among them that the Bob Maxwells are a well-knit and well-trained

little group, having practically swept the field in their class and walked off with the lion's share of the prizes. Even some slightly unorthodox tactics of the Ed Holmes scion in the sprint failed to deprive the Maxwell small fry of the gravy in that event.

Head-man V. A. Kropff demonstrated his ability at wielding the baseball bat, while Ed Young supervised the catching department.

Stan Brothers, proving that a good, clean life pays in the long run, walked off with the bottle of bourbon that was the highlight of the raffle event.

Earlier in the afternoon, Division Manager L. C. Reynolds had caused some stir when he was observed checking names for the contests requiring feats of strength, until he was heard in discussion with Neal Sheahy regarding the need for strong men on the Load Crew. Enthusiasm immediately lagged.

well satisfied. "They can't even get me out of the house," he says. He will be happy to stay at his present job, as long as things go wrong with lights, locks, plumbing, etc.

It looks like Mr. Puntney will be around for some time.

## C-54S OBTAINED BY ATLANTIC

Eight Douglas C-54s have been allocated the Atlantic Division of the Company for use in trans-Atlantic flying. Thus far two of the eight aircraft have been delivered to that Division.

## BEHIND THE WRENCH

When Alexander Hamilton established the Federal Reserve System he counted on its achieving greatness in the field of national economics. As it turned out, however, he reckoned without John F. Needham, Pan American's fireball of Parts Control.

When you spend eight years in a cage of the Federal Reserve Bank you're bound to pick up a few things. No—none of that long green, as the firm distinctly frowns on that sort of thing—but such items as a systematic mind and a mastery of detail.



JOHN NEEDHAM  
Caged 8 Years

These attributes distinguish the work of John F. (Hi 'ya, Doc) Needham, one of Parts Control's leading controllers of parts. Needham became one of Henri Powey's proteges back in February, 1944.

Needham is happy in his work, he says, and takes great pride in his ever-loving wife and two little kiddies. But his life will not be complete until he can find a six-room house—his apartment is becoming just a bit too teeming. If anyone has a six-room house they are not doing anything with, call 224.

Elsie C. Dwyer probably has a high grade of engine oil in her veins—or at that is the impression you get after chatting with her for a few minutes.

Four hundred and fifty four hours of training in aircraft mechanics at Samuel Gompers Trade School started her on the way to a career with Pan American as the Company's first girl mechanic. That was back in September 1943, so this month marks a second anniversary for the PAA-Dwyer combination.



ELSIE DWYER  
First Girl Mech

When she joined PAA as a mechanic's helper she worked on the Clippers, then added Coronados to her list. About six months ago she moved to the tool room where she now hods forth.

As for post-war plans, Elsie's are all tied up right here at Mills Field. "Sure, I like being a mechanic! If they'll have me, that's what I'm gonna do, too," says Elsie. But not at foreign bases, she adds. . . well, maybe Honolulu for a few months.

## PANAIR FOREMEN'S CLUB INSTALLS OFFICERS



On Friday night, August 31, the Panair Foremen's Club held its annual installation of officers at a banquet given in the Cafeteria. Foremen Paul Reed and Carl Benson were on hand dispensing pre-dinner appetizers and, after all shoulder chips had fallen floorward, a steak dinner was served by Cafeteria Chef Henry Johnson and crew.

After the dinner the following new (and old) officers were introduced: T. T. Hudson, who succeeded himself as president; Paul Reed, succeeding J. Yates as vice-president; Art Degan, succeeding S. O. MacDonald as secretary, and Tiny Kiser, who succeeded Pete Peterson in the treasurer's spot.

The dinner over, Treasurer Kiser urged all members to pay up; President Hudson

### Termination Work Progressing on Schedule

The long hard road back to commercial operations is well under way, according to Mr. N. V. Mihailoff, PAA's terminator. The cooperation of all Departments has been marvelous," says Mr. Mihailoff,



MIHAILOFF

*The Terminator* line, according to Mihailoff. Disposition of surplus material to the Navy is also coming along very satisfactorily, although this project was slowed up by the inventory count. A. D. Reise, chairman of surplus material disposition, has been somewhat perturbed by the delay.

"We have made a good start," says Mihailoff, "towards bettering the termination periods of other Divisions, from whose experiences we have obtained many valuable provisions and ideas."

### MIAMI—BUSIEST TERMINAL

Miami's place as aerial queen of the world was emphasized during the first half of 1945, when passengers into or out of the city accounted for almost one-half of the entire passenger traffic of Pan American World Airways' 50,000 miles of Latin American routes.

urged them to show up—at meetings. The feature of the evening was a talk on internee life at Los Banos Internment Camp, very vividly described by Bill Rivers of Services of Supply. Harley Smith of Inspection then showed "pre-Jap" motion pictures of the Philippines.

"The Foremen's Club," says President Hudson, "was organized in 1941. The purpose of the organization is to establish and provide a combination by which its members will be aided to advance those elements which are necessary and conducive to greater leadership." The Club strives for unity of thought and action, provides its members with a source of general information, and emphasizes the need for coordination.

Added Mr. Hudson, "the Club further advocates the practice of fair human relations and welfare and safety throughout the Company."

### Retirement Plan Provides Income Security

To participating employees stationed in countries, territories and possessions where U. S. Social Security benefits and taxes do not apply, the Pension Plan has the task of making up a loss in future Social Security benefit payments. For this reason, employees in ground service pay an additional 1% per cent, and flight personnel an additional two per cent, on their first \$3,000 of salary or wages. Their additional contribution, together with extra money contributed in proportion by the Company, purchases a sufficiently larger pension to make up for the loss of Social Security benefits.

To every employee payment, ground or flight, domestic or foreign, the Company adds a substantial sum.



# Panair Club News

## AT YOUR SERVICE

By Phil Smaby, Pres. Panair Club

Perhaps you may not be aware of the fact, but as an employee of Pan American, you are a member of the Panair Club.



There are no dues, buttons to wear or membership cards to show, but the benefits are realized each time you participate in any of the Club's activities, such as dances, picnics, tennis, golf, horseback riding or swimming.

The purpose of the non-profit Panair Club is to serve you, the members, with the type of entertainment and relaxation that you want.

To further this purpose, your Board of Representatives of the Panair Club is preparing a questionnaire which is to be distributed next month to you and members of your family. Through this questionnaire, we hope to determine your wishes for a calendar of activities.

In the meantime, if you have any suggestions, jot them down and use the Panair Club suggestion box in the Cafeteria.

## PALO ALTO HOUSING PLAN REVEALED BY MR. WIN HORNE

Win Horne, Flight Engineer with the Company, has recently announced his participation in a planned community housing project on Portola Road, two miles west of the Stanford Golf Course in Palo Alto.

The project, one of the most interesting housing plans in the Peninsula area, was begun by several leading citizens of Palo Alto who formed the Peninsula Housing Association, a non-profit corporation. Mr. Horne, now acting as contact man for the corporation, says that the organization plans to build a community of about 400 homes ranging in price from \$6,000 to \$8,000. Lots will vary in size from one-third to two-thirds of an acre and enough land will be set aside for an area to be devoted to a swimming pool, tennis courts and playground.

"All of the homes will be California ranch style," says Mr. Horne, "and we estimate that lots will cost between \$1,200 and \$1,500. We hope to be able to save between 20 and 40% on the construction of the houses, since we will be building in such large quantities. There will be 10 floor plans from which to choose."

Persons interested in the project may contact Mr. Horne in Flight Engineering.

## TENNIS TOURNAMENT WELL UNDER WAY

Panair Club's annual tennis tournament is well along the way to the finals, according to Pete Monteith, local boy making good in the tourney. Seeded favorites in the men's singles have all moved into the second round with little difficulty—Sandy Mackay (Beaching) trounced Burke Martin (Operations), 6-0, 6-0; Terry Mullin (Operations) dumped Jud Pickup (Maintenance) 6-0, 6-1; Bill Pryce (Operations) eased by Bob MacDonald (Operations), 6-0, 6-0.

An all-morning session between Dick Barkle and Harriman Thatcher, both of Operations, finally went to Barkle after Thatcher's shoes had caught fire twice from ball-chasing. The score: 1-6, 7-5, 6-2.

Finals are set for about the end of the month at the Burlingame Country Club, with trophies for the winners and the runners-up. The club will provide the tennis balls for all final matches.

The following are the seedings in the four classifications of players:

### MEN'S SINGLES

1. Sandy Mackay (Beaching)
2. Terry Mullin (Operations)
3. Eugene Judson (Maint.)
4. Stew House (Traffic)
5. Bill Pryce (Ops Flight)
6. Pete Monteith (Operations)
7. Dick Harbottle (Maint.)
8. Curt Haxthausen (Traffic)

### WOMEN'S SINGLES

1. Becky Shaw (Engineering)
2. Violette Cinq-Mars (Maint. Training)
3. Bea Springer (Services of Supply)
4. Barbara O'Donnell (Accounting)

### MEN'S DOUBLES

1. Bill Pryce-Sandy Mackay
2. Stew House-Curt Haxthausen
3. Spec Winchester-Dick Harbottle
4. Terry Mullin-Pete Monteith

### MIXED DOUBLES

1. Bea Springer-Terry Mullin
2. Barbara O'Donnell-Pete Monteith
3. Becky Shaw-Spec Winchester
4. Violette Cinq-Mars-Larry Cook

## PANAIR CLUB EVENTS

### SEPTEMBER

- 18 (Tues.). Bowling Teams at Burlingame Bowl. Starts 6:15 p. m.
- 19 (Wed.). Marina High School Gym in San Francisco and Palo Alto High School Gym open from 7:00 to 10:00 p. m.
- 23 (Sun.). Horseback ride in the San Mateo foothills and early morning breakfast. Phone Mrs. Klien, ext. 349.  
Bowling Teams at Burlingame Bowl. Starts 6:15 p. m.
- 26 (Wed.). Same as Sept. 19.
- 29 (Sat.). Tennis Finals (tentatively) Burlingame Country Club. Golf Tournament. East Bay and Peninsula Courses; phone C. Frye, Ext. 305.
- 30 (Sun.). Tennis Finals (tentatively) Burlingame Country Club.

### ALSO COMING

October 7 (Sun.). Panair Club's fun packed picnic at Linda Vista Park in Mission San Jose. For all employees and their friends.  
Hard Times Dance sometime during October.

## Annual Panair Club Picnic---October 7

All employees, their families and friends are invited to attend the annual Panair Club Picnic, Sunday, October 7, at Linda Vista Park in Mission San Jose, from 10 a. m. to 9:00 p. m.

Throughout the day there will be sports and events to set the pace for the joy sessions of the game-minded. Take your choice of swimming, softball, archery, races and darts in addition to the inter-departmental volley ball and ping-pong tournaments. Winners of the various events will be awarded prizes.

A Lindy Loop and a Ferris Wheel will be provided for the kiddies up to 90 years of age.

A popular spot for afternoon recreation from 4:00 p. m. until 8:00 p. m. will be dancing to the arrangements of Paul Law, his Fairmont Hotel orchestra and lush thrush girl vocalist in the park dance pavilion.

In addition to all the above, beer, hot dogs, ice cream, soft drinks and coffee will be available to all.

This picnic has every indication of even surpassing last year's event. So mark the date on your calendar—Sunday, October 7.

## GOLF TOURNEY SET FOR SEPTEMBER 29

Dust off those golf clubs, folks, because early Saturday morning, September 29, the semi-annual Panair Club golf tournament starts at Sharp Park for all San Francisco and Peninsula golfers.

For golfers living in the East Bay, an additional golf course in that area will be available for tournament players.



This is a one-day, 27-hole tournament with the first 18 holes qualifying the red-hot golfers for the flights. There will be trophies for the winners of all events—trophies really worth sinking a putt for.

In addition to all this, a blind bogey will be played with the entrance fee of 50 cents covering the prizes.

Register on the posters provided on the base or telephone Clarence Frye, extension 305, or Steve Burich, extension 221, for reservations.

## When It's Picnic Time —In Services of Supply



Gathered around some foodstuffs at a S. O. S. picnic on August 26 are: (L to R): Charlie Kippen (on log), Alden Madsen, Russ Hess, Ben Holm, Frank Shaw, and Jack Burke. The party, which got off to a late start owing to supercharger trouble on Holm's Ford, continued until after dark when the fire finally went down enough for this picnickers to get close enough to roast hot dogs.

## PANAM WELCOMES . . .

These new employees who joined the PAA family between August 25 and September 11:

**Robert Bostick** from Georgia. Formerly in the Merchant Marine, Mr. Bostick is now employed in the Cafeteria.

**Barbara Piatti**, employed in the Accounting Department August 28th.

**Marion Beversdorf**, formerly employed by the Red Cross Blood Bank in San Francisco, now working as a nurse in the Medical Department.

**Eleanor Heath**, formerly of Letterman Hospital, now working in Statistics and Coordination.

**Mary Liberto**, employed September 6 by the Panair Club; to work in the Canteen.

**Jeanne Stangle**, from Rapid City, South Dakota, now on the job in Parts Control.

**Emily Stroud**, reemployed in the Credit Union on September 9.

**Laura Maddox** and **Mildred Maddox**, sisters two from Red Lodge, Montana, now employed in the Mailroom.

**Robert Taylor**, recently of the Merchant Marine, now a mechanic in Airways.

## BERMUDA PASSPORTS OUT

Complete removal of all passport restrictions for tourists visiting Bermuda—making it the first major tourist area to return to pre-war status—again brings the islands within five hours of New York for vacationers, Phil S. Delany, Atlantic Division Traffic Manager of Pan American World Airways recently announced.

## PAA MAKES 16 DAILY (ON TIME) FLIGHTS FROM MILLS FIELD—VIA LINK TRAINER

There are 16 daily scheduled departures out of Mills Field that receive no fanfare or acclaim. Every hour on the half hour the two faithful Link Trainers 'take off' on check or instrument flights. The Link log books resemble those of the Clippers for they record "Instrument Departure, SFX," "Approach, Let Down, HZ," "Gonio, QDM Track, Brisbane"—covering all the same ports of entry which the planes visit.

No matter what the weather may really be outside, inside Room 248, Shop Building, the ceiling and visibility are definitely limited to minimums, gales and windshifts. These are hourly occurrences,



thanks to the wind direction and velocity cranks on the side of the instruction desk. Turbulence of a 2G variety is common as the little Links pitch and struggle down from approach altitude to the first buoys of the seaplane channels.

A "lost in the area" problem is really a check ride, for it combines all the skills necessary in instrument flying from the basic one of flying a determined course at designated altitudes by instruments, to the final art of establishing position by radio navigation, obtaining terminal weather data and clearances via radio telephone, and finally letting down through to contact altitude.

The scope of the work for the pilot group is divided into two parts: Acquiring for the Junior Pilots the instrument and airline ratings, and for the Captain Group the maintenance of skills previously acquired plus check work. So valuable is the preliminary simulated training in cutting down on the time and expense involved in actual plane training that Navigators and

Airport Managers are also instructed in the problems so that they may understand the pilot problem as well as increase efficiency and confidence in their own fields.

Fortunately for the students who are exposed to the "ego deflator" as the Links have so rightly been called, the instructors have a few theories of their own which lighten the strain of the mental agonies of their victims. They insist upon the humorous touch and the informal approach. Between sessions or during briefing, student and instructor hash over the problem and dissect it with the merciful aids of coffee and kidding. Mel Miller and Bud Searles can be seen pouring out wit and wisdom with the cream in their coffee as they and their current Captain reconstruct their brain teaser.

To the pleasantry of flying blind the two girls, Marion Rogers and Emily Elzey, add a light (though no less dangerous) touch. There is Marion's remark as she starts her student on his flight—"I want you at 5,000 feet" to which the alert PAAer replies—"Sugar you could have me at sea level." On occasions Emily can be seen biting her finger nails and sweating one of her favorite Captains over a difficult part of his problem.

The efficiency of the department is aided by the expert maintenance of Ed Joaquin who has "kept 'em flying" with remarkable consistency. Ed's current project is the ADF installation and the translucent area charts in the trainers.

The aim of the Link and Instrument work can best be summed up by a description of one of our pilots of an earlier historic Pan American flight, "There was our destination straight on our nose, and we had come directly to it over wave, through cloud, with wind, out of the night."

## Constellation Operations To Headquarter in N. Y.

The non-stop coast-to-coast redeployment operation by the Africa-Orient Division, initially undertaken August 27, will shortly move its headquarters from Mills Field to La Guardia Airport, New York.

Thus, the majority of the maintenance work will be done on the East Coast, with a skeleton crew taking care of the turn-around service here at the San Francisco Airport. The run, operated by the Company under an ATC contract, utilizes Constellations solely for the operation and is the first scheduled coast-to-coast non-stop operation in American aviation history.

Several record flights have been made:

1. First non-stop flight from San Francisco to Miami (time: 10 hrs., 20 min.).
2. Round trip SF-Newark-SF, 20 hrs. 50 min. flying time. Elapsed time: 23 hours.

## PANAIRAMA



CAPTAIN HUNT IS A FAIRLY CAUTIOUS CAPTAIN



**INSIDE LINK TRAINING.** At top left, a general view of the Link Room, showing both Link Trainers and control desks. Top right photo, Marion Rogers (foreground) and Mrs. Emily Elzey at Link control desks checking out pilots in instrument work.

At middle left are Junior Pilots Ed Jakle and Jim Bailey (right) getting a little briefing from Mel Miller (center), the man-in-charge of the Link Room. The center picture shows the gear contained inside of a Link—and jutting up there in all that

gear is Technician Ed Joaquin checking the "stick." To the right is Junior Pilot Wendell Roscoe setting his instruments before taking a ride.

At bottom left is Bud Searles at the control desk giving a pilot in the Link a bearing via interphone. Working over some equipment for the Link is Ed Joaquin (bottom right view). Ed repairs and installs all of the Link Trainer equipment.

—Photos by Bob Urban





Naval Air Station, Seattle, Wash.

Dear Editor:

Have been receiving your copies of the Clipper and also New Horizons and glad to receive them as they bring back days of good old "civie" life.

Recognized Herb Montoya's picture in the August 15 copy of the Clipper. We have a NATS VR-5 squadron up here and I hear there are several former Pan Am boys in that outfit. Thanks a lot again for the Clipper.

Robert Jackson, SI/c (AEM)  
Operations, A.D.U.

Dear Editor:

Within the past week I received both the victory edition of the Clipper and the booklet "Return From Hell." Thanks so much for sending them along—it was quite a treat to see familiar faces and to learn of all the latest activities.

San Francisco looks and sounds mighty good to me and I hope it won't be too long before I can return. At present I am "deep in the heart of Texas" going through the Navy's aviation radio and radar school. Please say hello to all the old gang in Maintenance and especially to old Hank Dean up there in the Ad building.

C. B. Ames ("Bud") AMM2/c  
Co. 31 Brks 2  
NATTC Ward Island  
Corpus Christi, Texas

**LIFE IS LIKE THAT  
No. 7**

Once upon a time there was a girl named Cinderemma Jones. The poor kid was very pretty, but a fat lot of good that did her. Her cruel step-mother and her two step-sisters really gave her a pushing around. She had to work very hard, while her step-sisters had good times and went to charm school.

When young men came to call, the two step-sisters would practice their charm on them, and Cinderemma would be sent to her room. The step-sisters thought they were pretty hot stuff, all right, but they were taking no chances.

Cinderemma would sit in her room on a straight chair and dream of a Prince Charming carrying her away in his Cadillac.

The years passed, and the step-sisters did all right. They married good-looking young men with dough, and seemed very happy.

Cinderemma got pretty tired of waiting for her Prince Charming. She got pretty tired of waiting, period. One day as she was walking down Mission Street, a model A Ford stopped with a jerk, who said brightly, "Want a lift, baby?"

"I could sure use one," Cinderemma sighed, and got in.

Well, they went around together for awhile, and she married this young man, whose name was Harvey. He was not a prince. As a matter of fact, he was a fry cook at Foster's.

Last week, summing up her six years of married life, Cinderemma stated: "Jeez, is it lousy!"

**CLIPPER'S  
YOUNGEST READER**



He may not be reading, exactly, but possibly the youngest man (age: 3) to show any interest at all in the Clipper is Norman Lee Houser who came over to the field the other day to look at the giant flying machines. He paused for a moment, however, to take a look at the local paper. Happy pappy Bud Houser, of Ship's Equipment is the older man there on the left.

**POET'S NOOK**

**WIND**

Oh, some men sigh for the trade winds free,  
That cool the tropic brow,  
While others yearn for the sweet monsoon  
In the land of the sacred cow.

The winds of the earth all have their charm  
To that I'll have to yield,  
But brother—you just haven't lived,  
Unless you've seen Mills Field.

The winds blow long, the winds blow strong  
If you shout, no one'll hear ya,  
And women shudder at the thought  
Of the walk to the cafeteria.

But men are gladdened by the sight  
Of full skirts blowing free  
And of clutching hands that fail to hold  
The dress below the knee.

If I be sent to Funafuti  
I'll lie on that distant shore,  
And one thing at Mills Field I'll miss:  
The wind—and nothing more.

**12 MEN NAMED SUGGESTION AWARD WINNERS**

During Suggestion Committee meetings held during August, 34 suggestions were considered, 12 adopted. The twelve men who received cash awards for their ideas were: Carl Pringle, Instrument Shop; B. A.



Giesell R. Mitchell Cardiff Stoudt

Maves, Instrument Shop; G. W. Gartung, Metal Shop; Carl Swanson, Accessory Shop, who designed a new method of timing magnetos, which will save 200 man hours per year.

Also among the winners were; Gus Giesell of the Fabric Shop (Gus knew after



F. Buckley W. Stout H. Colby D. McKenzie

25 years a fabric man that there was no way to improve on the old job—but he surprised himself); Ralph Mitchell, who developed an attachment for the Scheduling Unit's Addressograph (more of this in a later issue of Clipper); John H. Cardiff, Plane Service, Howard G. Stoudt of Line Service.

In there pitching for a share of suggestion money too, were: F. L. Buckley, Electrical Shop; W. H. Stout of Accessories; Harris R. Colby, Metal Shop, and David McKenzie, Utility Shop.



Springle Maves Gartung C. Swanson

Mr. Herb Richards, Chairman, Suggestion Committee, commenting on the recent suggestions said, "All the ideas which have received awards are those which have long-range importance as well as convertibility to immediate use."

**ADDITIONS TO LIBRARY**

"AVIATION'S 1945 YEARBOOK"—Reprint from February, 1945 Aviation (mag.). 64 pp. Photographs, drawings, and brief data on American, British, Russian, Japanese and German aircraft—over 200 types—included. Has good specification tables. Consolidated-Vultee Aircraft Corp. "OUTLINE SPECIFICATION FOR C...V... Model 37 AIRPLANE" (Report No. ZD-37-004). 1945. 29 pp. In addition of Report Library also has a set of photographs on different views of this Model.

**PAA ISSUES NEW TIMETABLE**

Pan American issued a System timetable in August including Atlantic, Alaskan and Latin American services. There are also references to Pacific and China services—which schedules cannot yet be published.



# WAKE-GUAM INTERNEE EDITION

10th YEAR  
PACIFIC-ALASKA  
DIVISION



17th Year  
Pan American  
World Airways

VOL. 3, No. 23

PUBLISHED BY THE EMPLOYEES OF PAN AMERICAN WORLD AIRWAYS

SEPTEMBER 18, 1945

## INTERNEED IN JAPAN, 1941-1945

LIFE OF PAN AMERICAN EMPLOYEES CAPTURED AT WAKE AND GUAM NOW DISCLOSED; INTERNEED FOR 44 MONTHS.

"Have been liberated. Am now in Manila. Received money order yesterday. Will be back soon. Waldo Raugust." Thus, after more than three and a half long years of waiting for this cablegram, Pan American Airways heard the good news of employee-internee Waldo Raugust, captured in December, 1941 on Wake Island. The cablegram was dated Manila, September 13 and was received on that date in San Francisco by the Pacific-Alaska Division headquarters of Pan American World Airways.

Receipt of this word from Raugust accounted for the last of the PAA Stateside employees interned in Japan. Earlier the same day, word was obtained disclosing that the other eleven Panam men captured on Guam and later interned near Kobe, Japan, had been last seen well and safe in Yokahoma. The report was made by Ken Fraser, internee just returned to the States. Fraser, an employee of J. H. Pomeroy Company (doing construction work on Guam when the attack came) was interned with the Pan American men from the early days of the war when the prisoners of war were transferred to Japan from Guam.

The 11 men awaiting transportation in Yokahoma were: Richard Arvidson, Fred Oppenbren, George Blackett, Max Brodofsky, George Conklin, Charles Gregg, Alfred Hammelef, Everett Penning, James Thomas, Robert Vaughn and Grant Wells.

Up until this writing, however, no word has been received concerning the whereabouts or welfare of the 32 Chamorros (natives of Guam) who were captured on Wake Island and the interned, first in Shanghai—later in Japan proper.

The lives of the internees revolves around "before August 15th and after August 15th, 1945—the day they learned of the Japanese surrender. But first—the story "before August 15th." (This story begins December 8, 1941 inasmuch as it happened on the other side of the International Date Line.)

DECEMBER 8, 1941

The Philippine Clipper had just departed from Wake for Guam—was only ten minutes out when the first flash was received that "Pearl Harbor had been attacked." In accordance with procedures worked out far in advance the Philippine Clipper immediately returned to Wake and prepared for a reconnaissance flight when the first wave of Jap bombers attacked and strafed the island. The Clipper, although punctured by many holes was not fundamentally damaged. Fearing a return attack any minute which probably would result in the destruction of the Clipper, Captain J. H. Hamilton, who was in command of the aircraft, upon advise from the Commanding Officer of the island ordered all civilians aboard and prepared for an immediate takeoff for Midway, Honolulu and San Francisco.

ALL ABOARD—EXCEPT RAUGUST

All personnel were rounded up except one—Waldo Raugust who when last seen was driving wounded to a first aid station and had told one of his fellow Pan American employees that if he did not get back to the dock in time for the departure to leave without him. When he did not return, the decision had to be made to depart while there was yet time and Raugust was left behind.

The wire, "Have been liberated . . ." was the second message received by the Company from Raugust since that fateful day in December 1942—the first only about a month ago. His fellow employees were glad to know that he was alive and well and that he had received the letter from the Company with a hundred dollar check with which he could buy incidentals before he got back to the good old U. S. A. Similar checks were sent to all employees held by the Japs immediately after word was received that the Japs had surrendered with the hope that such money might fulfill any immediate requirement.

## GUAM HOLOCAUST

On across the Pacific, the first "eggs" to hit Guam were dropped around eight o'clock in the morning of December 8, 1941, almost simultaneously as the radio was bringing news of the Japanese attack on Pearl Harbor. This radio announcement was unrealistic and almost unbelievable to the men on Guam until the bombs began dropping around them. While the target undoubtedly was to have been the Pacific Commercial Cable Company's installations, the Pan American Hotel, located only a short distance away, was the one actually hit. The hotel was completely demolished by the first raid which also damaged the Standard Oil facilities nearby.

JAPS OVERESTIMATE GUAM

All civilians after helping evacuate the civilians from Sumay immediately scattered to the hills and took with them all the foodstuffs available from the Pan American Hotel. A seige was anticipated but fighting was extremely limited as there were no guns and no ammunition with which to fight. Although it took the Japanese several days to actually capture the entire island, had they realized how completely unequipped and unprepared those in the Islands were to defend themselves, the Nips could have taken Guam the day they landed. The civilians remained up in the hills for two or three days before word was received through Chamorro boys from the Commanding Officer recommending that they surrender themselves to the Japs. The recommendation indicated that if they surrendered they would receive good care.

The Japs placed the surrendered civilians for one night in the Sumay Marine Barracks where all communications were carried on between the civilians and the Japanese through Charles Gregg, Pan American Airport Manager on the island acting as their leader, a part which he played during the entire period of internment. The following day they were all transferred to Agana, the capital of Guam, where for the next 30 days they were confined under heavy guard either in the jail or the local barracks where they re-

(Continued on page 2)

## MORE ABOUT GUAM

(Continued from page 1)

ceived starvation rations before being moved to a Catholic cathedral.

### MOVED TO JAPAN

By the middle of January, 1942, the captured American personnel, both military and civilian on Guam, were placed in the ship's holds of SS Argentina Maru anchored in Apra Harbor. The hatches were battened down. The Americans were kept under heavy guard at all times until the ship arrived at Tapamatsu on Hhikoku Island, one of the main islands in the Japanese group.

Upon disembarking they were taken to Zentsuji Prison where they were segregated as to civilian and military status. The food during these 10 days in comparison with that received during the 30 days on Guam was so improved that it made some of the prisoners think of the Royal Hawaiian Hotel in Honolulu.

The civilians were removed from the Zentsuji prison and turned over to the civilian policy in Kobe. In turn they were divided into two groups, half of whom were interned in the Seamen's Institute and the other half in the Bitterfield Squire's Home. The Mission library had many books in English. At the Institute financial aid for the prisoners was received from the Kobe Union Church.

Those interned in the Seamen's Mission were later moved to the Marx residence in Kobe where 45 were interned in a four-room house until May, 1944, at which time all civilians in the Kobe area who were housed in three internment camps were moved to the Futatabi Camp located some three miles up a valley outside of Kobe, sometimes referred to as the Canadian Academy. Here the American civilians were joined by local British, Dutch, Belgian and other civilians who had been interned since the war began. The entire group numbering 163 persons consisted entirely of men.

### NEWSPAPERS AVAILABLE

During internment most information and news were obtained through a newspaper printed in English, copies of which were available almost daily. After consolidation of the internment camps, news was relayed through interpretation of Japanese newspapers made by local citizens who understood the Japanese language. Local reports indicated that for every Japanese ship which was sunk, one or more Allied vessels were sent to the bottom. The internees realized, however, that heavy damage was being inflicted upon the Japanese from the numerous reports of Japanese Admirals being killed in combat. Life in the internment camps was run by the internees themselves on very democratic principles. As before mentioned, Charles Gregg was the leader of

the camp which was broken up into various groups, one of which was under the guidance of Grant Wells, one of our mechanics. His group was primarily in charge of gardening. Ken Frazer reports that when he left Yokohama all Pan American internees were in good health and had gained weight within the last month. The only minor mishap was experienced by Robert Vaughan who while assisting in transporting food dropped by parachute from B-29s after August 15, sprained his back. The injury is reported as not serious but he is being thoroughly checked by the Army Medical Corps.

### PERMITTED SHOPPING TRIPS

Early reports received concerning life in the internment camps indicated that conditions were far from easy, that food was limited but that on occasion the internees were allowed to go on shopping trips into Kobe when accompanied by civilian guards. While permitted to buy whatever they wished, there was nothing for sale except occasionally a few cans of tomatoes. The internees were able to obtain money primarily through the black market by signing personal notes. Ninety-five per cent of all money obtained was used for the purchase of food.

One date which stands out prominently in the internees' minds is that of April 18, 1942, when suddenly the whining and droning of an American bomber was heard approaching. Rushing to the guardhouse, the internees saw an American B-25 Mitchell Bomber (one of the Doolittle raiders) as it passed over Kobe dropping its bombs on the steel works and the shipyards. No air raid alarm was sounded until after the aircraft had disappeared out of sight, but the anti-aircraft fire was sharp and severe. Fortunately however, it did not bring down the American bomber.

### TWO YEARS LATER—B-29s!

Following this initial raid, optimism for an early return of the Americans ran high. The internees thought that the American soldiers would land soon on the island but it was not until the early part of 1944 when the first B-29s were seen over Kobe. They looked like white silver stars as they flew on a reconnaissance mission approximately 30,000 feet over the city.

The first of three bombing raids made over Kobe did not take place until March 17, 1945, when approximately 500 planes came over at 8,000 feet and nearly blasted out the Eastern section of the town. One Japanese suicide plane crashed a B-29 right over the internment camp with half of the aircraft falling on each side of the camp.

### INTERNEES SURE OF VICTORY

While the internees were wagering bets that invasion landing on the Japanese Islands would take place on the mainland 30-60-90-to 100 days hence, the first indication that the Japanese were ready

to quit was obtained when it was announced that the Emperor would speak. Bob Vaughan was so convinced that the Emperor was going to announce that the Japs had quit and were ready to surrender that he opened his last can of corn beef obtained through the Red Cross and they had a party.

### INTERNEES TAKE OVER

While the immediate reaction on learning that the Japanese were quitting was one of jubilation, by mutual agreement there was no demonstration. The civilian guards became docile—all internees broke camp. Kobe was taken over by the civilians who were joined by prisoners of war from a neighboring camp in another part of Kobe.

While the food throughout the period of internment was terrible, it is interesting to note that food conditions became better prior to the Emperor's announcement of August 15 that the Japs were quitting, and for a month prior to that the internees were given hayku, or Japanese rations.

Almost immediately after the announcement of the Japanese surrender, B-29s and other aircraft began dropping food supplies and clothing to the prisoner of war camp nearby.

One particular parachute of food will long be remembered by the Pan American group. It was not only one of the first but one of the most spectacular to arrive. It literally went through the house. The parachute on this particular package failed to open and the sea bag in which it was contained came though the side wall across the room and stopped within a couple of feet of Max Brodofsky's bed.

### ARMY MEN ARRIVE

Lt. Wolf, (initials unknown) of the U. S. Army Reconnaissance Team No. 47, and a group of his comrades, were the first members of the U. S. Army to reach the Camp, arriving one morning early in September at about 8 a. m., having driven in a truck from Yokohama.

The following day all members boarded a train and were taken to Yokohama, where they were greeted by a U. S. Army band playing "California Here I Come." The internees' eyes were literally opened when they saw for the first time with their own eyesight that WACs were in the U. S. Army as rows of them lined the platform to greet the prisoners in Yokohama. "What a sight for sore eyes," rose a chorus of voices. The Army set up facilities in Yokohama for screening all liberated personnel, for giving them thorough medical examinations and for directing them to various units which would provide transportation back to the U. S.

As this is written the men have not returned but they are eagerly awaited by all their friends here in the good old U. S. A. who are rejoicing with them, and their families in their liberation.





Roosevelt lifting a  
spade full of dirt. A  
tree was planted here  
in his honor. noted  
the specially made  
his around his shoulders.

President Roosevelt &  
party looking into  
Mileau Volcano pit.  
This pit is 80 acres in  
area. This new is just  
a small portion of the  
pit. Roosevelt is  
sitting down & it is  
hard to see him.  
X marks the President