



Pau Hana Koa

Retired Warriors

Hawaii Chapter Military Officers Association of America

Vol. 21 No. 8

WEBSITE <http://www.moaa-hawaii.org>

August 2006

Annual Picnic Sunday, August 6, Bellows AFS Call Judith Breitwieser 262-7953

The Round The World Saga of the "Pacific Clipper" by John A. Marshall (Reprinted with permission.)

December 7, 1941 (Dec. 8, in NZ)

The first blush of dawn tinged the eastern sky and sent its rosy fingers creeping onto the flight deck of the huge triple-tailed flying boat as she cruised high above the South Pacific. Six days out of her home port of San Francisco, the Boeing 314 was part of Pan American Airways' growing new service that linked the far corners of the Pacific Ocean. With veteran captain Robert Ford in command, the Pacific Clipper, carrying 12 passengers and a crew of ten was just a few hours from landing in the harbor at Auckland, New Zealand. The calm serenity of the flight deck early on this spring morning was suddenly shattered by the crackling of the radio. Radio Operator John Poindexter clamped the headset to his ears as he deciphered the coded message. His eyes widened

as he quickly wrote the characters on the pad in front of him. Pearl Harbor had been attacked by Japanese war planes and had suffered heavy losses; the United States was at war. The stunned crew looked at each other as the implications of the message began to dawn. They realized that their route back to California was irrevocably cut, and there was no going back. Ford ordered radio silence, and then posted lookouts in the navigator's blister; two hours later, the Pacific Clipper touched down smoothly on the waters of Auckland harbor. Their odyssey was just beginning.

The crew haunted the overwhelmed communications room at the US Embassy in Auckland every day for a week waiting for a message from Pan Am headquarters in New York. Finally they received word --

they were to try and make it back to the United States the long way: around the world westbound. For Ford and his crew, it was a daunting assignment. Facing a journey of over 30,000 miles, over oceans and lands that none of them had ever seen, they would have to do all their own planning and servicing, scrounging whatever supplies and equipment they needed; all this in the face of an erupting World War in which political alliances and loyalties in many parts of the world were uncertain at best. Their first assignment was to return to Noumea, back the way they had come over a week earlier. They were to pick up the Pan American station personnel there, and then deliver them to safety in Australia. Late the evening of December 16, ("Clipper": con't on page 7.)

Coming Events August

5 Aug (Sat) The Users Group (TUG) 1000
Computer Training, Bishop Museum, Paki Bldg.

6 Aug (Sun) Annual Picnic 1200
Bellows AFS, Pavilion 5A

14 Aug (Mon) PAC meeting 1030
Sam Snead's Tavern

18 Aug (Fri) Excom/Board Mtg. MCBH O'Club 1130

26 Aug (Sat) MOAA Party Bridge 1900
For reservations call Robbie Gee at 255-4558

Coming Events September

2 Sep (Sat) The Users Group (TUG) 1000
Computer Training, Bishop Museum, Paki Bldg.

10 Sep (Sun) El Paso Chapter-Hawaii Chapter
"Bon Voyage"

Hale Koa "Warrior Lounge" Patio 1800

11 Sep (Mon) Island Cruise aboard "Pride of Aloha"

15 Sep (Fri) Excom Mtg. MCBH O'Club 1130

30 Sep (Sat) MOAA Party Bridge 1900
For reservations call Robbie Gee at 255-4558



PRESIDENT'S PERSPECTIVE

By Colonel John Harms – USMC (Ret.)

I am sure we all remember those important words in our marriage vows "till death do us part" – a commitment to each other that will stand the test of time and eternity. Well, recently I, and other Personal Affairs Committee (PAC) members, have been working with the surviving spouse. For death has caused a parting on this earth and a common issue has been seen. This has been the lack of detailed planning by both parties before the eventual loss of a loved one does occur.

I have covered the big items, such as Living Trusts, Powers of Attorney, etc. in past articles and even the details of funeral planning, but one aspect appears overlooked. It is a central document that identifies and consolidates to the surviving spouse where all necessary documents (i.e. insurance policies) are located as well as key personal details

about the deceased. Real and recent examples during the past year include the situation where a surviving spouse handed me three manila folders, an old beat up attaché case, and some letters and stated I have the DD 214 you told us about, but where do we go from here? My husband handled all the financials. I think he has some insurance policies; I have some bank statements here but do not know what they mean; he was married before, but I do not know any details except she died, etc. Get the picture.

Please do not say I am being over melodramatic or simplistic. This is based on more than one counseling session with multiple surviving spouses. During the initial discussions I usually ask do you have a budget and know your probable cash flow (income and outgoing costs) with the usual reduced income stream. The standard answer, "We never discussed

that before he died". Bottom line, this is not good planning and we probably would have been relieved of duties if this had been a military operation we were in charge of planning.

So a very STRONG recommendation is to get the MOAA Personal Affairs Workbook which identifies "Personal Information", "Military Records location, etc.", "Financial Records" and "Survivor Assistance" in one easily filled out document and this then becomes the central starting point for survivor assistance.

I will have a stack of them at our Annual Picnic or you can order them from National MOAA at 1-800-234-6622. Have your National MOAA membership number with you, and ask for the "Help Your Survivors Now" with the above workbook included. This is a new MOAA publication as of Feb. 2005. Enough said I guess, the rest is up to you. *Semper Fidelis, John Harms*

CHAPTER PROGRAMS FOR REMAINDER OF 2006

October

19 October – Luncheon with Mr. Philip Dyer, CFP. MOAA Headquarters Benefits Information Department. Joint meeting with the Aloha Chapter, time and place TBD. (John Harms)

November

4 November – Annual Meeting (Luncheon) with speaker Allan Lloyd on Ni'ihau and Kaho'olawe. Ft. Shafter Officer's Club. (Helen Baker and John Harms)

December

15 December – Annual Christmas Party at the Hale Koa. USMC band before dinner music and John Lundgren band, Music of the Swing Era, for after dinner dancing. (Bill Quirk and John Harms)

Board of Directors

Chair, RADM C Bruce Smith USN
 Judith Breitwieser
 LTC Louis Crompton USAF
 COL John Harms USMC
 MAJ George Montague USAF
 LTC HANK Heyenga USA
 CDR Jack Miller USN
 CAPT John Peters USN
 CAPT George Sullivan USN

Thinning of the Ranks

Col. James Dolim – AUS (Ret.); Previous member and Doleman Award recipient.

Binnacle List

Mrs. Patricia Bixler
 Lt. Col. William McGarry – AUS (Ret.)

SPACE A TRAVEL

by RADM C. Bruce Smith USN (Ret.)

I read an article relating to Space A travel. Copied the information and could not bring up the site. I then turned to GOOGLE, typed in USAF SPACE A TRAVEL TERMINALS and got a wealth of information. I keyed on AIR FORCE SPACE A FLIGHT TIPS and viewed a page that asked a question “Is there a Space Available flight in your future?” The response was many retirees, even those who have traveled extensively for years, have gotten away from Space A travel because of its uncertainty. But according to the Air Mobility Command (AMC) officials, it is still available and retirees who plan their trips carefully and maintain flexibility are still seeing the world using AMC and other Department of Defense aircraft. Look into it because in this day and age the price is right.

Volume 21, No. 8 Pau Hana Koa
Published monthly by: Hawaii Chapter, MOAA
PO Box 1185
Kailua, Hawaii 96734-1185

Subscription included in annual chapter dues.
 Opinions expressed in this newsletter are not necessarily Hawaii Chapter policy.



NEW SERVICE BEING OFFERED BY MOAA NATIONAL

National Headquarters of MOAA continually assess the needs and desires of their membership to ascertain if any new services can be offered. Recently they have added a Financial Planning network. After significant research into the many offerings available in this financial field they (National MOAA) identified one that sells no product (i.e. stocks or mutual funds), is cost effective, and has a known track record for success. In fact many of the National MOAA staff use these services. This organization is the Garrett Planning Network with representatives in all 50 states. For more information please see the MOAA Member Services page in the “Today’s Officer” magazine or telephone the MOAA Membership Service Center at 800 234 6622.



Betsy Ross - An American Hero

While Americans recognize and celebrate collective achievements such as the writing of the Declaration of Independence, victory in the Revolutionary War, or the landing of a man on the Moon — it is individual accomplishment that is cherished the most. The “stars” of the aforementioned events — Thomas Jefferson, George Washington, and Neil Armstrong — outshine the collective constellation. One person’s contribution *can* define the course and meaning of history.

Betsy Ross sewed the first American flag. When we view the flag, we think of liberty, freedom, pride, and Betsy Ross. The American flag flies on the moon, sits atop Mount Everest, is hurtling out in space. The flag is how America signs her name.

It is no surprise that Betsy Ross has become one of the most cherished figures of American History.

Picture & story courtesy of ushistory.org
 Visit the Betsy Ross House in Philadelphia, PA



Legislative Affairs Veterans Affairs (LAVA)

by Captain George Sullivan USN (Retired)

Flag Amendment Defeated, Again

On June 27, the Senate came up just short of passing a constitutional amendment to let Congress outlaw desecration of the U.S. Flag. The vote was 66-44, one shy of the two-thirds majority needed for passage. The amendment would not, in itself, ban Flag desecration, but would authorize Congress to pass laws criminalizing such behavior. Both Hawaii Senators voted against the amendment.

The House passed the measure in June 2005. The Senate has never passed it, but this year's vote was the closest ever. Even if it had cleared the Senate, it would still have to be approved by at least three-quarters of the states (38) within a seven-year period to be ratified formally.

'Pledge Protection Act of 2005' Passes House

On July 19, 2006 the House of Representatives passed the 'Pledge Protection Act of 2005' to amend title 28, United States Code, with respect to the jurisdiction of Federal courts over certain cases and controversies involving the Pledge of Allegiance. The bill prohibits any court created by Act of Congress from having any jurisdiction, and the Supreme Court shall have no appellate jurisdiction, to hear or decide any question pertaining to the interpretation of, or the validity under the Constitution of, the Pledge of Allegiance, as defined in section 4 of title 4, or its recitation. In other words, the courts cannot declare "under God" in the Pledge of Allegiance unconstitutional.



Handicap Parking Corner

by Rear Admiral C. Bruce Smith USN (Ret.)

As mentioned in an earlier article on this same subject, you the owner of a handicap placard have obtained this item for your assistance. Remember, as the placard owner, you must be the driver or the passenger of a vehicle that parks in a handicap stall. Additionally, you must at all times carry the little light blue identification card that identifies you as the owner of your numbered placard. Always be prepared to present it to an officer that asks to see your identification. This ID must be carried on your person at all times just like you are accustomed to carrying your Hawaii driver's license, registration and insurance. Don't tell the officer you left it in your other purse at home or in the glove compartment of your other car. You could and probably will be cited for this oversight. One additional reminder, letting a friend use your handicap placard to run an errand for you while you stay at home is against the law. If that person parks in a handicap stall and displays your placard and when asked does the placard belong to you the driver and the answer is, no. The next question will be where is the owner of the placard and the response is that the owner is at home. The person running the errand is cited for

misuse of a placard, your placard is confiscated and you have to go through procedures of obtaining another placard.

Remember treat your handicap placard with care.

Most holders of handicap placards know that the law requires the handicap placard to be displayed by hanging it from the front windshield rearview mirror so that it is visible from both the front and the rear of the vehicle. The placard number and expiration date must be visible at all times. Some times it's hard to hang your placard from the mirror. In these cases, one might take some wire, form a loop and hang it from the windshield rearview mirror. Finally, there are some vehicles that simply do not offer a way of hanging the placard. In these instances, it is permissible to place the handicap placard on the dashboard.

One final note Lou Crompton and myself are members of the HPD, Disabled Parking Enforcement Program. If you have any questions or need some assistance relating to the Program, give us a call or contact us by E-mail (shown in your Membership Directory). Answers to your questions not only assist you but also could help others.



CHAPTER DONATIONS FOR 2006

The following Chapter members have generously donated funds to either our Scholarship Fund or Community Services. Scholarships of \$1000 are awarded to deserving JROTC graduates from our State Public High Schools going to a four year university or college and \$500 for those going to a two year community college. Community Services contributions go to the VA Hospital for Aging, Fischer House at AMC, USO, to mention a few. In addition, \$1000 is contributed annually to the MWR Fund of a military service.

Mahalo for your generosity.

GOLD LEVEL (\$100 or more)

Ralph Hiatt, Tom Dixon, Hank Heyenga, George & Roberta Sullivan, Doug Thomas, Judith Breitwieser, Frank Slocum, William Brown, Myrl Noggle

SILVER LEVEL (\$50 to \$99)

Jack Miller, Tom Wells, Lloyd Vasey, Bill and Ellen McGarry, Charlie Kimak, Harland Cope, Ted & Marion Sholl, Virginia Frizelle, David Belatti

BRONZE LEVEL (\$25 to \$49)

Norman Ault, Robert Cybron, Ron Bezanson,
Marian Williams

If you have donated to the Scholarship Fund or to Community Services and do not see your name please notify John Harms at JandBHarms@aol.com



































"BON VOYAGE" PARTY

MEET OUR SISTER MOAA CHAPTER FROM EL PASO, TEXAS

AS THEY SET SAIL ABOARD "PRIDE OF HAWAII"

Date: Sunday, 10 September 2006

Where: The "Warrior Lounge" Patio – Hale Koa Hotel

Time: 1800 (6:00 p.m.)

Menu: Heavy Pupus, Hawaiian music & dance.

Cost: FREE FREE FREE Cash Bar

Reacquaint with our friends from El Paso—34 members will attend.

Members of the Society of Military Widows have been invited.

Please email Judith Brietwieser at Hawaiijudith@webtv.net or Tom Lawrence at lawrencet001@hawaii.rr.com or John Harms at JandBHarms@aol.com so we can get some estimated head count.

Please come one and all

TUG by Colonel Lou Torraca, USAF (Retired)**Keep your PC running in optimal mode all the time!**

Sounds like the impossible dream? Well, I've been trying out a program that claims it does just that. It's Registry Booster by Uniblue and it sells for a modest \$29.99. Does it deliver? Read on... first I have quoted, with their permission, what Uniblue says about it. Following that I have summarized my personal experience with it. BTW, every once in awhile I get a call or a comment that a program I have written about didn't work. That's certainly a possibility as computers do tend to have a mind of their own. 😊

That's why I always suggest you do a trial before you buy a program. So, with that in mind, here goes:

"Clean, repair, and optimize your system with the leading and award-winning Registry Booster from Uniblue. Residual files, unused and undeleted drivers, and corrupt or bad entries in registry settings will quickly litter even the newest of computers.

The result? Frequent error messages, slow start-ups, declining and poor performance and registry integrity, unstable and frequent application errors and crashes, and, at times, even an inability to start Windows. 94% of computers have corrupt, unused, and possibly harmful files.

Registry Booster is the safest and most trusted solution to clean and optimize your system, free it from registry errors and fragmented entries. Through Advanced Error Detection Technology, Registry Booster automatically identifies missing, corrupt, or invalid items in your Windows registry and dramatically enhances performance and general stability.

With Registry Booster, you don't need to keep track of all the sources of common problems resulting from missing, broken or bad applications or Windows shortcuts and links, obsolete Start Menu items, missing or corrupt application IDs, unused drivers...and many more!

One mouse click and Registry Booster does the rest. And, using Registry Booster regularly keeps your PC free from errors and from obsolete, unused or unwanted files. Registry Booster is truly PC Repairs Made Easy!"

OK, so what do I think?

At the price, Uniblue's Registry Booster program is an easy-to-use program that gets the job done. Its windows are simple to use, it has a detailed help file, it does fast scans and repairs and also provides a registry defrag utility. In short, it makes registry maintenance a breeze. The features the program offers all worked well for me. I expect there are some PC users out there who say "I can do all these things, manually", but I for one am not one of them. I want a quick and easy program, and if you also are looking for a simple program to keep your PC registry optimized, without a lot of techie foreplay, Uniblue's Registry Booster is probably the program for you, too. I specially like the feature that prompts you to backup (automatically-once you check yes) before you make any changes...always a good idea whenever you do any serious maintenance on your PC and never an option where the registry is concerned.

In a nutshell, visit www.uniblue.com and click on registry booster and then on the right of that page, product screenshots and look at the six shown to get a pretty detailed idea of how RB works. (You can also find the screenshots in my August, Around Hawaii Column, <http://makeashorterlink.com/?B2F05496D> which usually is posted on the first of the month.)

You'll note the last one is titled "RESTORE"... that's a real important feature, but you need to say yes to the backup option on any processes you use for it to work! That's about it. While you're there, you can read more about the program and you can also download a free trial copy to use before you decide to buy it. Next time, I'll tell you about another Uniblue program I have been using for quite awhile, it's called process library, and it's free! Until then, have fun with electronics and computers, but remember to be safe out there in the net world! That's it for August. Come see us at one of our 2 monthly meetings; visit www.the_tug_homestead.com for schedules and driving directions.

Aloha, Lou

("Clipper": Con't from front page)
 the blacked out flying boat lifted off from Auckland harbor and headed northwest through the night toward Noumea. They maintained radio silence, landing in the harbor just as the sun was coming up. Ford went ashore and sought out the Pan Am Station Manager. "Round up all your people," he said. "I want them all at the dock in an hour. They can have one small bag apiece."

The crew set to work fueling the airplane, and exactly two hours later, fully fueled and carrying a barrel of engine oil, the Clipper took off and pointed her nose south for Australia.

It was late in the afternoon when the dark green smudge of the Queensland coast appeared in the windscreen, and Ford began a gentle descent for landing in the harbor at Gladstone. After off-loading their bewildered passengers, the crew set about seeing to their primary responsibility, the Pacific Clipper. Captain Ford recounted, "I was wondering how we were going to pay for everything we were going to need on this trip. We had money enough for a trip to Auckland and back to San Francisco, but this was a different story. In Gladstone a young man who was a banker came up to me and out of the blue said, 'How are you fixed for money?' 'Well, we're broke!' I said. He said, 'I'll probably be shot for this,' but he went down to his bank on a Saturday morning, opened the vault and handed me five hundred American dollars. Since Rod Brown, our navigator, was the only one with a lock box and a key we put him in charge of the money. That \$500 financed the rest of the trip all the way to New York."

Ford planned to take off and head straight northwest, across the Queensland desert for Darwin, and then fly across the Timor Sea to the Dutch East Indies (now Indonesia), hoping that Java and Sumatra remained in friendly hands. The next day, as they droned into the tropical morning the coastal jungle gradually gave way to great arid stretches of grassland and sand dunes. Spinnifex and gum trees covered the landscape to the horizon. Dur-



The "Clipper"

Engines: Four (4) 1,600 hp Wright R-2600 Twin Cyclone, 14 cylinder, air-cooled, radial engines.
 Wing Span: 152 ft.
 Length: 106 ft
 Max T.O. Weight: 84,000 lb.
 Max level speed: 199 mph
 Cruising speed: 184 mph
 Range: 5,200 miles
 First flight: June 7, 1938
 Service Ceiling: 19,600 feet
 Accommodation: 10 crew, 74 pax

ing the entire flight to Darwin the crew didn't see a river big enough to set down the big flying boat should anything go wrong. Any emergency would force them to belly land the airplane onto the desert, and their flight would be over. They approached the harbor at Darwin late in the afternoon. Massive thunderheads stretched across the horizon, and continuous flashes of lightning lit up the cockpit. The northernmost city in Australia, Darwin was closest to the conflict that was spreading southward like a brushfire. A rough frontier town in the most remote and primitive of the Australian territories, it was like something out of a wild-west movie. After they had landed, the Pacific Clipper crew was offered a place to shower and change; much to their amusement their "locker room" turned out to be an Australian Army brothel. Ford and his crew set about fueling the airplane. It was a lengthy, tiresome job. The fuel was stored in five gallon jerry cans, each one had to be hauled up over the wing and emptied into the tanks; it was past midnight before they were finished. They managed a few hours of fitful sleep before takeoff, but Ford was anxious to be under way. News of the progress of the Japanese forces was sketchy at best. They were fairly certain that most of the Dutch East Indies was still in friendly hands, but they

could not dally.

Early the next morning they took off for Surabaya, fourteen hundred miles to the west across the Timor Sea. The sun rose as they droned on across the flat turquoise sea, soon they raised the eastern islands of the great archipelago of east Java. Rude thatch-roofed huts dotted the beaches; the islands were carpeted with the lush green jungle of the tropics.

Surabaya lay at the closed end of a large bay in the Bali Sea. The second largest city on the island of Java, it was guarded by a British garrison and a squadron of Bristol Beaufort fighters. As the Pacific clipper approached the city, a single fighter rose to meet them; moments later it was joined by several more. The recognition signals that Ford had received in Australia proved to be inaccurate, and the big Boeing was a sight unfamiliar to the British pilots. The crew tensed as the fighters drew closer. Because of a quirk in the radio systems, they could hear the British pilots, but the pilots could not hear the Clipper. There was much discussion among them as to whether the flying boat should be shot down or allowed to land. At last the crew heard the British controller grant permission for them to land, and then add, "If they do anything suspicious, shoot them out of the sky!" With great relief, Ford began a very careful approach.

As they neared the harbor, Ford could see that it was filled with warships, so he set the Clipper down in the smooth water just outside the harbor entrance. "We turned around to head back," Ford said. "There was a launch that had come out to meet us, but instead of giving us a tow or a line, they stayed off about a mile and kept waving us on. Finally when we got further into the harbor they came closer. It turned out that we had landed right in the middle of a minefield, and they weren't about to come near us until they saw that we were through it!"

(Ed. note: This article will appear as a series in the next several issues of the PHK. Full article at: home.earthlink.net/~eaa565/Great%20flying%20story.htm)

