



RAY GREEN
Memorabilia

PAN AM - RCA
CIRCA 1927-30
- ETC -

Property of
Raymond Green

Dear Bill Breniman and whom it may concern.

No lets eliminate the "Others Concerned" they are all dead or nearly so all this material is over 50 years old. Bill, I am getting ready to meet the saints. I was about to toss it in the trash when your Sparks journal arrived with its glowing account of P A A Pioneering activities on the Pacific. All this is of October 1928 in and around Miami and Keywest and Nassau and Havana.

Back in october 1928 I was sitting on the Leviathan at NYC dock side the phone rang and Pickerill said "Ray get down my office this afternoon" Pickerill was my boss on the Levi in 1923 but had left to take charge of R C A Aviation. Costigan was marine shore station Supt, T.M. Stevens supt in charge all Marine, Duffy ship opr assignments and ringgold chief eng.

Pickerill siad we are sending you to Miami and Key West on a R C A Payroll to get the ground work started on P A A communications activities at Key West & Miami I arrived in Miami October 11th about. Checked in at P A A Biscane Blvd office and met the P A A managers etc. Met Glenn Curtis of pioneer flying fame, he was developing a real estate tract at OPLAKA and had built a moorish type hotel there which I lived in also rented one of his empty houses for my station starting. Met Mr Whitbeck Pinkwhishers of Bellefonte days and his contractor Gilhouse also from C A A Days they were constructing a runway and hangars.

I met Mr Bourne and Geo Rogers old friends of T R T Days 1916 They told me Station WST /WAX they had received instructions from NYC to render me all help I needed and they had some of my gear at their station now.

HEP PRESTER?

Then I went to Keywest Via the old Railroad train the car ferry was running H M Flagner Key West to Havana. Found more gear stored at the Naval Station Key West At the Key West P A A Office I found a EX German sub commander teaching such pioneer pilots as Ed Music, Howe, Fatt and others how to crab fly back and forth across the florida straits between Havana and Keywest and Miami. I made many flights with them in a Fokker F10 two motores laminated wing planes also many flights from Miami to Nassau. Finally got some rigs going 132 meters and established communication with WST Then I turned to the ground station work setting up a Diresction finder and CW. All this in my weekly report letters. Charles Lindberg was pathfinding down tin the Barazlian and argentine country trinidad etc. Howe sold his franchise out to P A A he was flying mail and svc from Havana and sanDiego plane called southern cross.

SISKARSKY

As I think back on all this Bill I was really busy hoping I would get a good job out of it but Bourne of WAX told me I did not have a chance because a fellow namced Luderitz who was returning from R C A trade expedition at Berlin was after it I believe he became the boss if it all. anyway he had a formal college education That has been my hold back in life. no formal education.

You will note my telegram to NYC my release stopping to hire contractors to dismantel W O E former Independent stn and ship it to Camden New Jersey which I did and I returned to NYC via Xamas at Bellefonte and was assigned another exciting job. Go to Kiel Germany to supervise the installation of the RCA xmr xmtr on Marjorie Merryweather Post Huttons 2 million dollar full rigged "W Flying Cloud" and consider my self her Wireless Operator another pioneer job where I crossed Ray Meyers in the artic on Wilkinsons submarine years ago.

I stop this rambling along but Bill just browze thru this episode of old Ray and toss in trash might find something you can use. Hope I have not bothered you

THAT FAST VANISHING AMERICAN MARCONI WIRELESS YELEGRACH OPERATOR your friend
Old

Very old Ray Green.

Seems like I have been the Pick and Shovel man in all TRT FAA AT&T MAIL activities.
P S Excuse poor typing have no secretary I can hide behind.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

19

To T M STEVENS GENERAL SUPT

Street and No. RADIO MARINE CORPN OF AMERICA 66 BROAD ST

Place NEW YORK NY

PAN AMERICAN PEOPLE INFORM ME LEUTERITZ BEING EMPLOYED IN
 THEIR RADIO INTERESTS THIS PLACES RADIO ACTIVITIES AT ZERO
 PENDING HIS ARRIVAL SUCH BEING THE CASE AND HAVING RENDERED
 YOU MY BEST EFFORTS PLEASE MAY I DEPART PENNSYLVANIA TO SPEND
 THE HOLIDAYS WITH MY PEOPLE REPORTING YOUR OFFICE JANUARY SECOND
 FOR FURTHER A*SSIGNMENT . WILL LEAVE EVERYTHING IN PERFECT
 ORDER HERE. ADVISE QUICKLY

RAY GREEN

SENDER'S ADDRESS
FOR REFERENCE

SENDER'S TELEPHONE
NUMBER

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

19

To

E. N. PICKERILL

Street and No.

Radio And Radiomarine Corp of Am

Place

46 Broad St. N.Y.C.

Reel, Farway Reel etc arrived today
~~at~~ OK. will proceed equip substation
 immediately, Soap and twenty eight etc
 installed, experiencing little trouble with
 latter, hope correct. ^{soon} ~~some~~ need six or 199
 one ninety nine tubes, have erected antenna
 near ~~house~~ house. connection ground. see
 Key West is authorized, working hard
 feeling ^{grinned} fine appreciate & pay a kick
 words money getting soon regards
 Glen.

SENDER'S ADDRESS
FOR REFERENCESENDER'S TELEPHONE
NUMBER

— Oct 12.

Checked out of Henry Robert Clay and
moved out ⁱⁿ hotel near field —
at 30 a month with out board. —

Taxi out.

2.50

Trunk storage.

.30

Visited J.R.T. Station looked over
Reeiver. all OK.

—
Oct. 13 th.

Walked 1 mile to field to meet Pan American
Truck. only to learn that the mail
train was late, thus almost an entire
morning lost; I am greatly hampered
by lack of transportation, obtained
a lift into Miami by one of the
Contractors. Met Truck 1.30 and
had 3 Tables two stools loaded
and sent out to field again
caused to wait until 2.30
Pm for a lift out by my
Very good friend Capt Whitbeck
I would be sunk if it were

Dec. 14th

The J-10 started from the
Vancouver a day have tried to
dope out its radio set but
it is beyond me. —

Dec. 15th

Made Trip to Havana. Linnson
Bearden and I. Intercepted
the weather. Got plenty of
signal coming and plenty
of juice at antenna switch
going out but unable
to raise anybody. Burned
several tubes out.

Well will get this
straight tomorrow.



RADIO CORPORATION
OF AMERICA

ENGINEERING DEPARTMENT
66 BROAD STREET
NEW YORK

C. H. TAYLOR
CHIEF COMMUNICATIONS ENGINEER

TELEPHONE
MANHATTAN 1829

Subject: Aviation Beacon Receiver.

October 13, 1928.
File G-37.

Mr. Ray Green,
Pan-American Airways, Inc.,
Key West, Florida.

Dear Mr. Green:-

In connection with the second Westinghouse Beacon receiver which was recently sent to you from 326 Broadway, I wish to advise you that this receiver does not oscillate.

In order to remedy this trouble it will be necessary to locate the tickler winding on the detector coil and add 10 turns to the present winding. I tried to do this before the receiver was shipped but, due to a misunderstanding, it was on the way to Miami before I was aware of the fact.

I regret very much that it will be necessary for you to do this and do not believe you will have any trouble with the job. After the additional turns are put on I would suggest that you try various tubes in the detector socket and pick out the best ones for this position.

With best wishes,

Very truly yours,

H. C. Leuteritz
H. C. LEUTERITZ.

HCL:CB

Florida Jan 1979

Bill

The letter attached to the communication with RCA NY was written by John A Hambilton Vice President of P A A He sent the letter ahead and embarked on a plane from NYC to Miami and never made it lost someplace around Hatteras .He was to present it at a Big banquet. Sad. I think Tripp was mans name who was president. And Luderitz went way up in the outfit All History now forgotten.

As they say in the Net Works ,after a long praising and built up of some operator who has just passed away. "WE WILL NOW PAUSE TEN SECONDS IN SILENT RESPECT.

HOW ABOUT THAT TEN SECONDS ????????? WHO'S KIDDING WHO HI

Ray Green

excuse my usual sloppy secretarial work getting real old now 82
Cheers keep well

(Copy)

1928 Oct

TO ALL OPERATING PERSONNEL:

We are rapidly approaching the time when the Pan American Airways, Inc. will pass from the stage of a pioneer airline of very limited scope into a transportation system of considerable magnitude. Shortly after January 1st, the Company will inaugurate a tri-weekly service between Miami and San Juan, Porto Rico, and will more than double its present daily service between Miami and Havana. This is all a definite step toward completing a very extensive program of development and will be followed in the relatively near future by the expansion of our lines to Central and South America. Naturally our existing organization must be greatly increased to care for the increased operation. Many new men will be added and many old ones will be shifted and when that occurs there is always the danger that individuals will consider themselves slighted and find it difficult to adjust themselves to changed conditions. I sincerely hope that such cases will not occur in our organization, but I nevertheless want to convey at this time to the operating personnel of this company the assurance that the loyal efforts of the old employees which have resulted in the efficient operation of the service to date are much appreciated by the management. We have overcome great difficulties in the past and we have many more to face. The success in the coming season and in the years to come depends on the individual determination of each man in the organization to do his utmost to make the Pan American Airways, Inc. one of the greatest transportation

systems in the world. There is room enough in our program for the ample recognition of every man that makes good but there is no room for any man who does not energetically accomplish the work assigned to him. I want such petty disagreements as have existed in the past forgotten for all time. It is up to the old timers, regardless of rank or position, to set an example of loyal service to all the newcomers and to help them to catch on. The only way a man's true worth can be judged is by the way he goes about doing the work assigned him. During the next few months the management will expect much from every man in the organization. I want every man ready and willing to contribute all he is able toward the maintenance of the high standards of safe and efficient operation which will be demanded for all of this company's services. I look to every pilot and every mechanic to do his share in establishing a spirit of hearty cooperation between all departments and branches. I look to those who carry the responsibility of management to render fair decisions and to demand big results. I want every man in the company to realize that we have a very unusual opportunity. Without the fullest cooperation of every man, however, we cannot realize the full benefit of it. Therefore, instances of failure to function with the utmost efficiency will not be tolerated on the part of any member of the organization, no matter what his rank or position. In the operation of aircraft we must strive for safety at all times. We must take nothing for granted but must know that we are doing everything possible to insure the safe and efficient transportation of our passengers and cargoes.

JOHN A. HAMBLETON - VICE PRESIDENT.