

**PRESIDENT**

STU ARCHER
7340 SW 132 ST
MIAMI, FL 33156-6804
(305) 238-0911

VICE-PRESIDENT

DICK VITALE
170 RANDALL FARM RD
NORTH CONWAY NH 03860
(603) 356-0136

TREASURER / EDITOR

JERRY HOLMES
192 FOURSOME DRIVE
SEQUIM, WA 98382
(360) 681-0567

Escape

By Chuck Cutting

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

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

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

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

~ continued on next page

Please note - we have changed the access to the online newsletters so that you will need a password to access them. We're hoping this will help past members who haven't paid their dues to do so, in order to read the newsletter. This password will also give you access to the membership & phone list. GO TO OUR WEBSITE AT: www.clipperpioneers.com.

Click on the "Members Only" button on the righthand side. The password will be: [captain](#).

Dues are \$20 a year or \$40 for the 2 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

Escape

~ continued from previous page

It was a clear spring morning as we flew west from Tehran over the high desolate Zagros Mountains. We cruised north of Baghdad Iraq over the Tigris and Euphrates rivers and then let down to land in the desert town-of Damascus. The final approach to this airport was a tense few minutes. As in many mid-east countries communications are a real problem due to the almost unintelligible rapid high pitched broken English spoken. The last few miles to touchdown took us through a belt of anti-aircraft missile batteries.

Each and every one pointed and tracked our final approach to landing while we struggled to obtain our final landing clearance. Hostility was in the air as the US was feeding the world press with constant complaints against the Syrians for their aid to the Palestinian Liberation Organization. We landed without incident and after taxi in; we shut down only the number two engine to allow the UN officials to deplane.

In minutes we were airborne for Beirut, our next destination. After takeoff, I flew a three hundred and sixty degree climbing circle to reach ten thousand feet. It is forty-five miles from Damascus to the Mediterranean Sea coast and in minutes, we were high overhead Beirut airport. We talked to the control tower and they assured us that all was safe on the field. We could see pillars of black smoke rising skyward over the city to the north. After a few moments deliberation I determined to land and received tower clearance to do so.

In place of the published approach over the city, I went out to sea five miles and let down to 500 feet over the water and flew in at right angles to runway 18. In the last possible moment, I flew a steep turn into my final approach course.

The landing was firm but right on the approach end of the runway. With heavy reverse thrust and brakes. I turned the Boeing into the terminal ramp just halfway down the usable runway and came to a stop on the parking ramp far out from the passenger terminal. With the public address system, I instructed the flight attendants to open all four exit doors and to post a lookout at each of these doors. (The last information on leaving Tehran to the cockpit crew was the warning to be on the alert for possible bomb attempt.)

The flight engineer went down the stairs that the Pan Am maintenance crew had positioned against the L1 door. His instructions were to stand under the aircraft and let no one approach the aircraft cargo compartments.

We shut down all engines except number three which we continued to run at idle power. Our dispatch office thanked us for returning their boys home and then gave us our flight plan over the VHF radio. They then requested to board six persons for the onward trip to Rome. After thinking over this request for a few moments I replied "OK" but that each passenger had to have his luggage inspected in detail by Pan Am personnel and then hand carry his or her luggage out across the tarmac. Allow no cars or buses near the aircraft. They agreed to do this and shortly we watched six people struggle under the blazing sun.

They moved across the hot concrete to our airliner.

Flight engineer Hall made a rapid outside check and came back aboard as the last entry door closed. The copilot and I had all four engines operating by the time the engineer was fastening his seat belt. Copilot

REMINDER - TIME TO PAY YOUR ANNUAL DUES.

(Your envelope will denote the date through which you are paid.)

Don't miss an issue of the Clipper Pioneers' newsletter - send in your check today!

Make payable to: Clipper Pioneers c/o Jerry Holmes, 192 Foursome Drive, Sequim, WA 98382.

Escape

~ continued from previous page

Farrell requested permission to taxi to runway 18 for takeoff. The tower denied this and instructed us to move to "November" taxiway for the standard departure off runway 21.

I intervened at this point and stated that I did not think it was safe to move up to the end of runway 21 that abutted the PLO camp. The tower and I continued to argue about the takeoff runway when there was a sudden loud oath, "Son of a Bitch!" from the copilot.

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

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

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

Epilogue

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

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

Pan Am did not return to Beirut on a scheduled flight for another year.

SHARE YOUR STORIES WITH US! Email to Jerry Holmes at jerry@clipperpioneers.com

Pan Am Philadelphia Area Pilots (PAPAP)

We meet the second Tuesday of every quarter at the Continental Inn in Yardley, PA at 1200 for a bit of BS before going to our private conference room upstairs for lunch.

Been going on since 1992 and it's a great way to stay together. Contact: Chris Blaydon [215 757 6229](tel:2157576229) or cblayd@aol.com

Flying Boat Reunion clip now available for viewing

A 15-minute special that aired April 27, 2016 on Ireland's popular RTE TV show "Nationwide" is now available for viewing. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Director of the Foynes Flying Boat Museum Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

Come Join the Santa Rosa Breakfast Group!

The Santa Rosa Breakfast group meets about every six weeks. They have 17 pilots, FA's and FEO's that get together to discuss the old days. Anyone in the Sonoma, Napa, and Marin county areas north of San Francisco who would like to join them should email Dave Criley at davecriley@comcast.net, and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

Pan Am Historical Society has a Facebook page. You can view it here:
<https://www.facebook.com/pages/Pan-Am-Historical-Foundation/226994925218>

Layovers for Pan Am

Check out Pan American layovers at www.paacrewlayover.com, where some 81 cities and over 161 hotels are shown in photos.

Keep the stories coming...

Thanks to the guys who have sent us stories! Have you come across an interesting article that you'd like to share with us? Send that along, so others can enjoy! We'd love to hear from you! Please send them to Jerry or Sue by email to: sue@clipperpioneers.com.

***Please update your email address and phone number if it's been changed!
Email or write to Jerry Holmes - 192 Foursome Drive, Sequim, WA 98382
or email to: jerryholmes747@gmail.com***

Having trouble viewing the membership list online? When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

PAN AM REUNION - MARCH 17, 2017

10 Night Southern Caribbean on Serenade of the Seas r/t Fort Lauderdale

To: Tortola, St. Kitts & Nevis, Dominica, Antigua, St. Maarten

We at Interline Travels and Royal Caribbean would like to extend our sincerest welcome back to all Pan Am families as we once again host your next reunion cruise aboard this beautiful luxury liner. Indeed, our ultimate goal of exceeding your expectations will make this cruise not just a vacation but, an adventure at sea. This wonderful ten day cruise visits the Caribbean's most scenic ports each displaying an unmistakable charm, history and natural beauty all their own. The stories are captivating, the beaches mesmerizing and the carefree charm intoxicating and we want you to experience it all.

While onboard indulge in the spa, build a scrapbook of memories or simply relax poolside. Dine on gourmet food as well as twenty four hour room service. Be entertained by world-class performers from across the globe that keep you busy morning to night. Socialize with Pan Am friends in our complimentary cocktail parties, customized amenities and select meeting areas. Enjoy Broadway musicals, spectacular shows, thrilling casino action, live comedy and music, bars, dancing and much more. It's going to be a great cruise, come join us. Call in your Crown & Anchor number and dining selection.

Cabins: Inside (from) **\$799** / Ocean view (from) **\$959** / Balcony(from) **\$1389/** (No Jr. Suites presently)

Rates are per person, cruise only, double occupancy and based on availability at time of booking. Port charges/tax are_ additional at \$370.97 per person. Deposit \$450 each; final is due 12/5/2016. Cabins are capacity controlled; once our allotment is gone new prices take effect. Singles pay 200% of cruise fare and port charge. Insurance will be added according to category.

Tortola and the other British Virgin Islands were long the haunts of pirates of the Caribbean. The hidden coves of pearl-white beaches now shelter sailboats, yachts and sunbathers but the island's buccaneering spirit lives on.

St. Kitts was a tropical prize over which the European powers fought for more than a century. Discover French and British heritage in Basseterre and the complex colonial legacy amongst the ruins of fortresses and once-grand estates

The famed nature island, **Dominica** is home to bubbling seas, lush rainforest, black-sand beaches and volcanic terrain. In its capital you'll find a unique architectural style and friendly culture shaped by English, French, Africans and Caribs.

Antigua boasts 365 white-sand beaches, world-class sailing and lush nature. Culture buffs can explore the colorful capital of St. John's or visit the former British imperial naval base of Nelson's Dockyard on the south coast

One island, two cultures: welcome to **St. Maarten**. Experience Dutch and French culture and enjoy gorgeous coastline, lush tropical landscapes, great selection of restaurants and plenty of duty-free shopping.

Call Carmen for reservations Toll Free (1-888-592-7245),

Cell (786-252-7838) preferred), Office (305-598-0363)

Call Stu for information (305-238-0911)

INTERLINE TRAVELS 456 Merlin Ct., Tallahassee, FL 32301.

*...and God will lift you up on Eagle's Wings, bear you on the breath of dawn,
make you to shine like the sun and hold you in the palm of His hand.*

IN MEMORIAM

Bill Frisbie passed away on September 26, 2016. As a Pan Am captain, he flew the presidential press corp 747s. Bill was a long time pilot with Pan American Airlines, he was affiliated with the Pan Am Presidential Charter program, and an acting chief pilot in San Francisco for many years. There will be a flyby and other ceremonies at the Grass Valley, CA airport on Oct. 22nd and a memorial service on Oct. 23rd.

Loren M Hicks passed away July 1, 2012. He worked proudly for Pan American World Airways and Delta Airlines for 33 years before retiring in 1999. He lived everyday to the fullest and always enjoyed the time he spent with his family and friends.

Michael Peter Kaufmann, Sr., better known as Mike, will be remembered for his lifelong love of aviation and his goofy sense of humor. He passed away on August 28, 2016. He was born in Philadelphia on May 19, 1936, grew up in Haddonfield, NJ, and attended Lehigh University in Pennsylvania before joining the Navy. After leaving the military, he flew for Pan Am and United Airlines.

William "Bill" Smith passed away Friday, 19 Aug 2016. In 1966, Bill was hired as a pilot by Pan American World Airways. He traveled the globe for 28 years, retiring as a "Clipper Captain". Following Pan Am, he worked for United Airlines for 10 years until 2001.

For more information about each of these friends who will be missed, click on "In Memory Of..." at our website: www.clipperpioneers.com. Know of someone from Pan Am who has passed? Email the obit to Jerry Holmes at jerryholmes747@gmail.com

Airlines' Hiring Push is About to Make Military Pilot Shortage a Lot Worse

According to a new Rand report, military pilots are a likely target as American, Delta and United all boost pilot hiring during the next 20 years to replace their aging workforces. A Rand Corp. study has found the Air Force could lose more pilots in coming years amid a hiring surge and salary increases by the nation's largest airlines.

Trish Guillebeau, an Air Force spokeswoman in Virginia, said in an email that the pilot retention in the Air Force has declined for three consecutive years and resulted in a shortage of qualified pilots, which is most acute for fighter aircraft.

The airlines' recruiting push, which includes increasing pilot pay by more than 20 percent since 2014, is expected to produce a shortage of qualified military pilots unless the Department of Defense nearly doubles the extra pay it gives to pilots. To avoid a shortage, the Department of Defense would have to increase pilot retention pay from a maximum of \$25,000 annually to between \$38,500 and \$62,500, Rand calculated.

The study, "Retaining Air Force Pilots When the Civilian Demand for Pilots is Growing," is available at www.rand.org.

by Wayne Heilman, from September 2016 RUPANEWS, pg. 28.

A bit of ancient history...Talking about engine failure

By Thomas H. Kewin

In the fall of 1950 PAA acquired (merged) American Overseas Airline from American Airlines. It took over six months to sort out the seniority list, so during that time it was still working as two airlines as far as flight operations were concerned.

In June, 1951 I was on the first PAA crew to fly the route to Keflavik, Stockholm, Oslo, and Helsinki. The cockpit was full of chief pilots, getting exposure to the route. After an overnight layover in Helsinki the return trip was routine until we were going from Keflavik to La Guardia. N88837 was one of the early Lockheed Constellations and was a bit weary with high time engines.

Coming near Gander, Newfoundland I had to shut down the number 2 engine because of an exhaust valve failure. The "Lindburg Analyzer" showed that both spark plugs on that cylinder were shorted. We feathered the prop before the broken valve could pound a hole in the piston, and forged on toward Gander at 5,000'.

As we neared the Newfoundland coast we learned that every airport in that area was closed with foul weather. Over Gander number 4 engine packed it in due to a failed bearing on the right injection pump. We had to feather that engine prop too. At full power on the remaining engines we were down to 1,000' and hoping to get to Boston.

Passing Stephenville, Newfoundland, the co-pilot got a glimpse of the runway lights, chopped the throttles, dove through the hole and landed two minutes later - didn't even have time to call the tower. A few hours later, a company "Stratocruiser" came in and picked up the passengers and most of the crew, leaving a Captain, a co-pilot and me with a very sick airplane.

Two days later New York sent me a new cylinder and two new injection pumps, but no mechanics. While the pilots hung out at the BOQ (Bachelor Officer Quarters) I borrowed some tools and work stands from the Air Force and made the repairs. After two days of work and engine runs I told the pilots we were good to go. The Captain said we would have to wait while the sergeant barkeeper emptied his lobster pots, so I had a badly needed four hour nap in the cabin and we launched four hours later with over 100 lobsters at 25 cents each.

Approaching Long Island the number another engine failed!

Today it's hard to understand how bad those engines were, and harder to understand why the Wright Company didn't improve the engines. According to my log books in the two years I was on the "Connie," I shut down 40 engines. By contrast, in 12 years on the 707 I shut down one engine (bird ingestion). Twelve years on the 747, I shut down one of the early engines (stalled, leading to an overheat).

Sleep Problems Tied to Diabetes in Men

In a recent study, men who do not get enough sleep - or get too much - may have an increased risk for Type 2 diabetes. The study, in the Journal of Clinical Endocrinology & Metabolism, shows that the average sleep time for men and women is about seven hours. As the men diverged from the average, in either direction, it affected glucose tolerance and insulin sensitivity. Ideally, men should try for regular sleep.

(from Sept. 2016 RUPANEWS, p. 39)

<p>REMINDER: CLIPPER PIONEERS NEWSLETTER'S LAST PRINT EDITION WILL BE DEC. 2018</p>
--

Long Walks Help Cut Danger of Sitting

If you spend all day sitting, then you might want to schedule some time for a brisk walk - just make sure you can spare at least an hour. Scientists analyzing data from more than 1 million people found that it takes about 60 to 75 minutes of "moderate intensity" exercise to undo the damage of sitting for at least eight hours a day. Not exercising and sitting all day is as dangerous as being obese or smoking, they found. And the added risk of parking yourself in front of a television for five hours or more a day after sitting at the computer or a chair is so high even the hour of exercise is not enough to reverse the ill effects of sitting.

It has long been suspected that sitting a lot, at work or at home, is not healthy, because it can weaken the heart, arteries, bones and muscles. Being sedentary is known to be a risk factor for problems including diabetes, heart disease and cancer. Among other benefits, physical activity helps prevent insulin resistance, keeps the brain active and strengthens the heart, muscles and bones.

In the new research, experts combed through 13 papers with data on factors including how long people spend sitting, their physical activity levels and their television-watching habits. The majority of studies included people older than 45. All except one were done in the U.S., Western Europe and Australia. Researchers found that people with the highest levels of moderate physical activity - 60 to 75 minutes daily - erased the higher risk of death linked to being seated for more than eight hours a day. But even that exercise regime was not enough to counter the hazards of also watching more than five hours of television a day.

The paper was published online last July in the journal *Lancet*. Watching lots of TV is probably worse than sitting in an office all day because it likely includes other unhealthy habits, according to one researcher. A lot of people eat fatty snacks at the same time as watching television.

Getting the recommended amount of physical activity shouldn't be overly arduous and doesn't necessarily mean going to the gym for an intense workout. If you are walking and can feel yourself getting a little warm and your breathing is a little heavier, that's enough, says one expert.

Malware is a category of malicious code that includes viruses, worms, and Trojan horses. Destructive malware will utilize popular communication tools to spread, including worms sent through email and instant messages, Trojan horses dropped from web sites, and virus-infected files downloaded from peer-to-peer connections. Malware will also seek to exploit existing vulnerabilities on systems making their entry quiet and easy.

Security Tip

Hang up on robocalls. If you answer the phone and hear a recorded sales pitch, hang up and report it to the Federal Trade Commission. These calls are illegal, and often the products are bogus. Don't press 1 to speak to a person or to be taken off the list. That could lead to more calls.
(from the FTC)

Do you have an upcoming event that would be of interest to the other members? Please forward the information to sue@clipperpioneers.com.