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This One's for the Birds

by Captain Robert Lee Bragg (edited by Dorothy A. Boyd-Bragg, PhD)

As I recall it was in 1980. I was flying a B-747SP, at the time the only plane capable of flying non-stop from New York (JFK) to Tokyo (NRT) without refueling, departing from JFK on Runway 4 Right, which requires a turn after about one hundred feet. In the process, I obviously and unbeknown to me disturbed a big flock of seagulls which flew into the plane and were ingested by our number three engine. It happened very fast.

Our only initial indication that something was wrong came from the number three engine indicators. They were erratic. As we were at takeoff, we were at full power when we ingested the gulls. The plane shook noticeably – very noticeably. I reached up and pulled the number three throttle from full power to idle. The vibration ceased.

It was clear that something major was wrong. As a result, the decision was made to shut down the number three engine and return to JFK after dumping our fuel. In all, the dumping took approximately forty-five minutes as we had to dump about 200,000 pounds of fuel. The B-747SP dumps fuel at the rate of about 6,000 pounds per minute.

When we finally landed at JFK, the number three engine looked like it had been shot with a shotgun or worse. It was riddled with holes, blood, and feathers. It was clearly beyond repair. I was always grateful that only one of our engines had “feasted” on the gulls.

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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 per year. Once you've paid through 2018, no more dues are required. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

This One's for the Birds

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Needless to say, the flight was subsequently canceled, and we were soon deadheading to Tokyo on another flight. The sobering thought was and is that you can never tell when birds will be a problem. We were certainly not unique in ingesting birds of various kinds. Many aircraft have done so and still do it annually. Unfortunately, some have more than one damaged engine.

I couldn't help but think of an Eastern flight in the early 1950s. It was a Lockheed L-188 Electra, a turboprop, which is akin to the C-130E, and it ingested a number of seagulls in all four engines and descended quickly, very quickly. Many died. At the same time, I also thought of another kind of bird I'd personally encountered in the 1960s.

While in the Air Force flying a C-130E (Hercules) from Albrook Air Force Base in Panama to Ramey Air Force Base in San Juan, Puerto Rico, at 22,000 feet on autopilot, I heard a mighty thud. Something big had hit the window with a very big bang. Blood and feathers made visibility a challenge. Upon arrival at Ramey, I checked with the weather officer and learned that at 22,000 feet in that part of the Caribbean, it had to be a condor, catching a ride in the jet stream to South America. I later learned that a South American condor, a fancy name for a vulture, can weigh about thirty some pounds and have a wing span of ten feet or more. Thank goodness the condor didn't fly into the engine and only hit the window.

Unfortunately, things continued to deteriorate as we deadheaded to Tokyo. While we did not encounter any more gulls, about half way to Tokyo, a passenger had a heart attack. The captain asked if there was a doctor on board. Fortunately, an air force doctor was available and ready to assist. Via the high frequency single sideband radio (SSB), we were able to contact United Headquarters and phone patch with the passenger's doctor.

The doctor on board talked at some length on the SSB with the stricken passenger's doctor who confirmed that his patient had a history of serious heart problems. The air force doctor subsequently recommended that the captain divert and land to get immediate help for the passenger. The captain did so readily.

He was able to put down on an Aleutian island in the general vicinity. Namely, the captain opted to land on Shemya. Thanks to having been a former SAC base, after being constructed during World War II during the height of the Pacific campaign, the runway was more than adequate and fuel was readily available. In fact, we were the first B-747 to ever land at Shemya.

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REMINDER - TIME TO PAY YOUR ANNUAL DUES IF YOUR ENVELOPE SHOWS 2017.

(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.**

This One's for the Birds

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Unfortunately, one of the flight attendants was more than a little annoyed that the captain didn't cancel the flight since she perceived it was a crew overtime issue and was no longer a non-stop flight. In her estimation, to continue with the flight was a violation of Pan Am's contract with the flight attendants.

The captain patiently explained that there were no available hotels on Shemya for the crew and passengers and that they would all be forced to rest on the plane. She was angry that she had been overridden and even after the captain went on to point out that the contract had a clause in it that allowed for continuing on in cases with extenuating circumstances. She was not convinced.

During the remainder of the flight, she threatened more than once to write the captain up for failure to abide by her conception of the contract. Whether she did so or not, I can't say. I never heard anything more about the incident. I was just glad finally to get to Tokyo. It had been a very long flight for a variety of reasons - not just because of the birds.

Flying back from Tokyo to New York the next day, we checked with the authorities on Shemya and sadly learned that the stricken passenger had died on the island after we departed. From start to finish, it was a flight that we all rather wished we had missed.

PAA Pilot Navigators on the DC-4s - a Story about One of Them

by Dick Edwards

Way back when we started to get DC-4s into the PanAm fleet, I was with the Latin American Div based in Rio. I was what was called an FRO —Flight Radio Officer— Our job on the airplane was to communicate with the company's ground stations using Morris Code; plus, enroute navigation using manually obtained radio bearings. In June or July of 1946 we ran our first DC-4 route proving flight into Rio. I was the FRO from Belem, where the Rio based crews took over Rio bound flights, into Rio. Shortly thereafter I was transferred back to MIA and in early fall on up to LGA where the Latin American Division was setting up an office to handle the new DC-4 route to Rio. With time on our hands between flights, it was decided to use us on some of the Atlantic Div flights that were out of the ordinary. In other words, not regularly scheduled flights.

On the Atlantic Division DC-4s —if my recollection is still good— the navigators for the most part were young ex carrier based Navy Pilots; it was assumed that the ex carrier based pilots were better navigators and took their navigation jobs much more seriously than their land based brothers.

On one of those out of the ordinary flights we were enroute NYK to London. Some where prior to mid way, we lost an engine and planned to detour to Gander. The Navigator; one of those former ex carrier based pilots, made the left turn and layed out his track straight into Gander. He was doing more dead reckoning than celestial and his progress was right on track. —beautiful; text book.

On the DC-4s we had an APN-9 Loran system. It was a bit complicated to use with lots of knobs to play with and signals on a cathode ray tube to be properly deciphered. The task of operating the Loran was given to the FRO. On the North Atlantic Loran signals were generally pretty good. As we proceeded along, every half hour or less, I would take a Loran fix and give the fix coordinates to the navigator. It wasn't long before the navigator's chart positions and the Loran fixes I was giving him where not going in the same exact

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PAA Pilot Navigators on the DC-4s - a Story about One of Them

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direction !! His were marching right on track to Gander and mine where going off into the great space between Gander and Greenland !! It wasn't long before the Captain wanted to know what the heck was going on !!! The Captain was a really big guy with hands the size of tennis rackets. —or so they seemed to me !! He didn't like the explanation that the navigator supplied and almost literally lifted him off his stool, marched him into the cabin, plopped him on a first row seat, and ordered him to stay !! We didn't have any passengers on this flight.

Between the Captain and me, we navigated on into Gander and a safe landing. Unfortunately the navigator had lost face a bit and didn't enjoy the rest of the ocean navigating with both me and the Capt looking over his shoulder.

I mentioned that the Captain was a really big guy; I also want to mention that he was a true officer and gentleman and respected everyone in the crew, the navigator included.

On all trips back from Europe Gander was a primary fuel stop. Because it was such and important stop; and the weather often difficult, PanAm bought and installed a full military GCA System on the Gander airport. Also, they had gone way out of their way to hire the very best GCA operators available.

On our return the weather in Gander was good, but the GCA ground guys always liked to monitor every approach with an offer for guidance to anyone wanting to practice a GCA approach. The Captain asked the Navigator (2nd Officer) —the same guy who got lost trying to find Gander earlier, to move into the co-pilots seat and make the GCA approach. The approach was unbelievable; all we heard from the GCA guys throughout the entire approach was; You are on Glide Path; Your are on Localizer !! That ex carrier pilot sat their completely at ease and stayed locked on the approach all the way to the numbers. It was so unbelievable that when we got to operations, there stood the chief GCA operator; he was there just to meet our ex carrier pilot; he said more than once that it was the best approach he had ever seen in his many years as a GCA operator and he just had to meet the guy that pulled it off.

And the Captain, being the Officer and a Gentleman that he was deserves the credit for letting that young man show he was truly a good pilot too !!

I will never, ever, forget "Big Steve"

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/>

***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***

Pan Am Cruise Reunion set for 2018 - Royal Caribbean's Navigator

Dear Pan Amer's:

We are very excited about our next (and much asked for) Pan Am Reunion Transatlantic Cruise from Miami to Southampton, England. The crossing will be a 15 day trip to Portugal, Spain and France. The cruise begins with six relaxing days at sea where you can melt away stress, relax poolside reach out to old friends and much more. Enjoy gourmet style dining in their top notch dining rooms or be pampered totally in the specialty pay bistros. Remember to leave a little room for savoring favorites in the different ports of call stops.

Your price includes: registration fee towards amenities, Vegas style shows, use of pool, tours of kitchen and such. Food is virtuously non-stop and even room service can be ordered up to midnight free. Games, movies, etc.. Look forward to great times at get together's and cocktail parties. We are on the beginning stages with Royal Caribbean to plan special tours at the different ports at prices only available to the Pan Am guests.

Rates: are per person, double occupancy, cruise only and based on availability at time of booking. Port charges are \$230.; government taxes are additional and fluctuate daily. **Singles** pay 200% of cruise, port charges and deposit plus one time tax. Once our allotment is gone, prevailing rates will take effect. We check prices to make sure you get the best, taking everything into consideration. Call to reserve now; a deposit of \$450 per person will lock in the current price which may increase in the future. As usual, all major credit cards are accepted but checks are preferred in an attempt to keep down credit card fees and pass the savings toward our onboard amenities, parties and the like. Insurance is available and highly suggested; call for your quote. Contact Stu Archer, former Pan Am pilot and cruise consultant, at 305-238-0911. Email stunjune@aol.com. More info to come. Call ChoiceAir **800-533-7803** for Royal Caribbean's best air quote.

Inside from \$799 /	Outside from \$1099 /	Balcony from \$1859.
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<u>Date</u>	<u>Port of Call</u>	<u>Arrive</u>	<u>Depart</u>	
Sun 22 Apr2018	Miami, Florida	-	5:00 PM	Boarding
23-28 Apr2018	Cruising	-	-	Cruising
Sun 29 Apr2018	Ponta Delgada, Azores	7:00 AM	3:00 PM	Docked
Mon 30 Apr2018	Cruising	-	-	Cruising
Tue 01May2018	Lisbon, Portugal	10:00 AM	6:00 PM	Docked
Wed 02May2018	Vigo, Spain	11:00 AM	6:00 PM	Docked
Thu 03May2018	La Coruna, Spain	7:00 AM	6:00 PM	Docked
Fri 04May2018	Cruising	-	-	Cruising
Sat 05May2018	Paris /Normandy (Le Havre), France	7:00 AM	9:00 PM	Docked
Sun 06May2018	Southampton, England	5:30 AM		-

<p>CALL CARMEN JAQUET – INTERLINE TRAVELS, INC. 786-252-7838 Direct Line – 1-888-592-7245 456 MERLIN CT., TALLAHASSEE, FL 32301</p>
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<p>Information about Ireland Reunion on next page</p>
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Pan Am Reunion scheduled for Foynes, May 2018

Margaret O'Shaughnessy is planning a Pan Am Reunion in Foynes & Limerick with chosen dates to suit the Pan Am Cruise which will arrive in Southampton on May 6th so that you can fly or cruise to Ireland. PLEASE just let Margaret know if you plan to attend. At this time we do not need deposits, etc., just names. Spread the word, and I look forward to hearing from you all. Contact Margaret O'Shaughnessy at margaret@flyingboatmuseum.com. Margaret O'Shaughnessy is the Director of the Foynes Flying Boat & Maritime Museum, Foynes, Co Limerick, Ireland. Mobile: +353 87 2490830. Or contact Stu Archer at stunjune@aol.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

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*

Share Your Memories

Please send your stories to Jerry or Sue by email to: sue@clipperpioneers.com.

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.

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

IN MEMORIAM

Robert C. Willeumier, age 78, passed away in Sept. 2017. He was born in 1939. Bob was a proud Marine Corps Veteran serving two tours as a combat and helicopter pilot during the Vietnam War; a retired Captain with Pan Am Airlines flying 747's; retired Barrington firefighter with 30 years of service; an avid horseman, owning horses for 40 years and proud owner of recent horses, Velvet Dancer and Zips-Zippy.

Richard G. Bolling passed away on May 8, 2017. He was born on March 1, 1928. He was an Air Force Vet, Pan-American 747 Flight Engineer Instructor, Father, Grand Father and Great Grand Father. Long time resident of Mt. Shasta, CA

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*...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

Richard E. "Dick" Phenneger was born in Wichita, KS on May 12, 1936 and passed away in Coeur d'Alene, ID on July 18, 2017 at the age of 81. Dick grew up in Lakewood, WA and then attended the University of Washington. There, he received a degree in Mechanical Engineering and was a Distinguished Military Graduate. Dick served in the Air Force as a KC-135 pilot from 1959-1966, during which time the U.S. was engaged in Vietnam. He joined Pan American World Airways in 1966 and retired in 1991 as a Captain. He never lost his love of flying and travel.

Karl Frederick Anderson, Jr., 90, of Berryville, Virginia, died Saturday, October 7, 2017 at his residence. Mr. Anderson was born July 8, 1927 in Plymouth, Massachusetts, the son of the late Karl Frederick Anderson, Sr. and Lillian Everson Anderson. He retired as a flight engineer with Pan American. He served in the U. S. Navy during WWII. He was a member of the Clippers Pioneers.

Chuck George passed away on October 12, 2017 at home following a short illness. His wife Marla and children were with him.

Arthur Tasman Grant died at age 95 in the Tubbs Fire in Santa Rosa, CA, with his wife Suiko in October 2017. He was a retired captain with Pan American World Airways who had met his Japanese-born wife in Honolulu while working for the airline. He grew up in Point Arena, one of 13 kids on a dairy farm. In high school, he was an accomplished member of the Future Farmers of America and was awarded a state prize for his Guernsey cows. After briefly attending Cal Poly San Luis Obispo on a scholarship, he enrolled in the U.S. Navy during World War II. Trained as a fighter pilot, he flew both the Hellcat and Corsair jets, but the war ended before he was able to fly in combat. He retired as a Navy lieutenant then flew with Pan Am for 25 years.

Lewis Wellington Blackwell, the beloved husband of Jean, passed away, August 24, 2017 at their home in Bentwater. He was born September 10, 1933 in Wellford, South Carolina. Born and raised in South Carolina, Lew was a true southern gentleman. At 17 years of age, he discovered his passion for flying and it continued throughout his entire life. On January 5, 1965, Lew became a pilot for Pan American World Airways where he was able to live out his lifelong dream of flying for the next twenty-three years. When he became a Captain, they had the opportunity to live in Berlin, Germany, and they eventually retired in Fredericksburg, Texas, which itself is like a small German town.

Paul Anthony Roll, respected Bartlesville businessman and humanitarian, passed peacefully in his home Wednesday, August 23, 2017 surrounded by his loving family. Paul was born December 18, 1917. He attended St. Fidelis seminary where he studied Latin, Greek, German, a rigorous math curriculum and classical studies, which began his search in determining his personal journey. He moved to Florida where he was employed by Pan American Airways in their South American operations, flying on Sikorsky amphibious planes into Manaus, Brazil on the Amazon River and Buenos Aires, Argentina.

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

Don't forget to check out our website at: www.clipperpioneers.com

Scam Phone Calls Still Catch People Unaware

Some phone calls and emails are important, some can be annoying, and others are just plain illegal. Every year, thousands of people lose money to telephone scams — from a few dollars to their life savings. Scammers will say anything to cheat people out of money. Some seem very friendly — calling you by your first name, making small talk, and asking about your family. They may claim to work for a company you trust, or they may send mail or place ads to convince you to call them.

If you get a call from someone you don't know who is trying to sell you something you hadn't planned to buy, say "No thanks." And, if they pressure you about giving up personal information — like your credit card or Social Security number — it's likely a scam. Hang up and report it to the Federal Trade Commission.

Often, scammers who operate by phone don't want to give you time to think about their pitch; they just want you to say "yes." But some are so cunning that, even if you ask for more information, they seem happy to comply. They may direct you to a website or otherwise send information featuring "satisfied customers." These customers, known as shills, are likely as fake as their praise for the company.

Here are a few red flags to help you spot telemarketing scams. If you hear a line that sounds like this, say "no, thank you," hang up, and file a complaint with the FTC:

- ◆ You've been specially selected (for this offer).
- ◆ You'll get a free bonus if you buy our product.
- ◆ You've won one of five valuable prizes.
- ◆ You've won big money in a foreign lottery.
- ◆ This investment is low risk and provides a higher return than you can get anywhere else.
- ◆ You have to make up your mind right away.
- ◆ You trust me, right?
- ◆ You don't need to check our company with anyone.
- ◆ We'll just put the shipping and handling charges on your credit card.

Scammers use exaggerated — or even fake — prizes, products or services as bait. Some may call you, but others will use mail, texts, or ads to get you to call them for more details. Be extremely wary of any calls from individuals you don't know, and NEVER give out personal information over the telephone.

(from <https://www.consumer.ftc.gov>)

Thanks to the guys who have sent us stories!

You are a part of this wonderful "family". Are there memories you've written down that you'd like to share with us in this newsletter - short or long? Have you come across an interesting article that you'd like to share with us? Would you share pieces from a book you've written? Please send them 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.

Pan Am was the airline that practically invented aviation. It pioneered air navigation and communications, and its list of "firsts" in the industry is awe-inspiring. Known as the "Queen of the Skies," it was the benchmark by which all other airlines were judged. ~Helen Davey.

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.