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## **A Reflection on the Tenerife Diversion (1977)**

*by Captain Robert Lee Bragg, edited by Dorothy A. Boyd-Bragg, Ph.D.*

In the 1990s, an extremely new - with less than three months of service under its belt - Air China B-747-400 ran off the runway in Hong Kong (HKG) and quickly created a major problem at this extremely busy airport. It hit the runway too fast and touched down further down than it should have. In short, it hit about half way down the runway. Since the aircraft didn't touch down in the designated touch down zone, the pilot should have pulled up and gone around. As a result or not doing so, the "landing" closed the airport down in record time, and it remained closed for approximately three days.

Numerous diversions were immediately required – to be more precise, over fifty aircraft had to be diverted to places like Taiwan (TPE), and various places in China, and Japan – giving new meaning to phrases like "expect the unexpected" and "don't act before thinking." Obviously, it reminded me a bit of the diversions and the consequences associated with the horrific 1977 crash at Tenerife (TFN) involving Pan Am Clipper 1736. I was then the first officer.

The Hong Kong accident would certainly have been much worse and consequently been more prominently in the news if it hadn't been for the fact that a quick thinking tug boat captain acted quickly and correctly. His tug literally pushed the B-747 out of the water and on to dry land so fast that no one on the downed aircraft even got wet.

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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](http://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.**

## A Reflection on the Tenerife Diversion (1977)

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The only down side to the tug rescue was that the B-747 ended up on the runway in such a position that no planes could take-off or land for about three days. The issue was only resolved by blowing the tail off the aircraft and finally removing it to one of the nearby hangers. As an analysis of the events of Tenerife show, the Hong Kong diversions could have been much worse.

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## An Iranian adventure

*by Bob Kloepper*

Many years ago, I received a phone call from the president of the FEIA asking me if I could come to Washington right now to testify before a congressional committee. I told him that I was cutting the lawn. He told me to prepare to "come as you are." He told me that he would call back within ten minutes. He called back and said that he would be allowed to read the story before the committee and that I need not come. I said, "Paul, will you please spell my name right".

Here is that story as I remember it after almost forty years.

We were operating a 747 to Tehran just before the revolution. The weather was lousy at the airport, IMC conditions on the letdown, and tired after a long day. The MPT and the MCO had never been past Tehran toward the southeast, but of course they were legal for Tehran. We were at approach altitude with everything looking good when the airport closed for weather. We were cleared to hold down the airway toward the southeast quite far out as I recall. The MPT was thinking, flying, and talking within the plane. The MCO was talking to ATC, getting alternate weather, and planning a route to the alternate. I was setting power and all over the fuel situation.....how much, burn while holding, and when must we leave or the alternate. I was also with the company on the radio. We were working like a well-oiled machine, each doing his job and doing it well. My mind told me that something was being overlooked, but I didn't know what. Suddenly, a word popped into my mind. That word was mountains. I jumped forward and pushed the throttles forward and yelled CLIMB. They did. The next word out of my mouth was MSA. Just then we broke out and saw all the pretty mountains. The airport opened, and we went back and landed to live happily ever after.

I did not get my photo on the cover of a magazine. I did not make the morning talk shows. I did not write a book about how great I am. The did not make a movie about this. PanAm knew all about this, but never called to say thanks.

What I did get is forty more years of living, four children, five grandchildren, and some affection from the MPT and the MCO. For a short time, when I came out for a trip, the Captain would say, "I know who you are; you are that Tehran guy." That soon stopped too. And last of all, I am in the congressional record.

Where is that MPT? Where is that MCO? Where are the 330 people that were on that flight? Where am I?

Best wishes.....stay happy and health

**Remember that the last print issue of this newsletter will be Dec. 2018. If you have a story you'd like to share, please send it in sooner rather than later! Email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).**

## A bit of ancient history

*By Thomas 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 lists, so during that time it was still working as two airlines as far as flight operations were concerned.

In June of 1951, I was on the first PASA crew to fly the route to Keflavik, Stockholm, Oslo and Helsinki. The cockpit was full of Chief Pilots, getting exposure to the new 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 #2 engine because of an exhaust valve failure on #9 cylinder. The "Lindbergh analyzer" showed both spark plugs were shorted. We feathered that 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 by foul weather. Over Gander, #4 engine packed it in due to a failed bearing on the right injection pump. We had to feather that one, too. At full power on the remaining engines, we were down to 1,000' 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 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 to sit with a very sick airplane.

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

Approaching Long Island #1 engine failed!

Today it's hard to understand how bad those engines were, and for such a long time. It ruined the reputation of the Wright company for most of us. 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 just one engine (bird ingestion). In 12 years on the 747, I shut down one of the early engines (stalled, leading to overheat).

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## A Flight over Local Natives in Brazil

*By Dick Edwards*

This memory came to mind because a recent issue of Smithsonian Magazine had an article about the natives of Papua, New Guinea and their first encounter with white men!!!

In the early forties, at PAA, we had transitioned into the twin engine DC-3 commercial passenger airplane. Our Miami-Buenos Aires Route was operated by Miami-based crews from Miami to Rio de Janeiro, and

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## A Flight over Local Natives in Brazil

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Rio-based crews from Rio to BA.

Our route took us from Miami to San Juan the first day, then San Juan to Port-au-Spain, Trinidad the second day; Port-au-Spain to Belem, Brazil the third day; and then from Belem through the interior of Brazil to Rio the fourth day. The interior route was just constant jungle from Belem - at the mouth of the Amazon River - all the way to Rio. It was just, sit up there at 7 or 8 thousand feet, looking down on deep green jungle, all the way to the Rio harbor. Well, not exactly: we did stop enroute at a high plateau about midway in the route for fuel. The place was called Barreiras, and was in the middle of nowhere!!

On one trip we were carrying cargo only. The young captain (we were all young back then!!) finally decided to break up the monotony and get down closer to the jungle to see if there was anything interesting. It was midafternoon, and we dropped down to a couple thousand feet over the jungle and got into our "sight-seeing" mode. As we toiled along, an opening in the jungle came into view; and in that opening were native huts and a lot of natives milling around. Ho ho - something interesting to see for a change!

Well, we were past the village quickly and didn't really see much, so it was decided to circle back and drop down lower to have a real look!! We made about a quarter circle and dropped down to about 500 feet so that we could really have a good look. This time, as we approached the village, the clear area in the center of it was suddenly filled with native men! All were in a frenzy; pointing at us - and now we could see that they were throwing their spears at us and some were shooting arrows at us! Holy smokes, they were in a panic, and in full native battle mode!!

We took it all in and couldn't believe what we were seeing! To us, it was hilarious to see the natives' spears and arrows flying through the air way below our altitude. We passed over the village in seconds and then continued on our way to Rio.

I can't fathom what must have been going through those natives' minds. After reading the Smithsonian Article about the early natives of Papua and their beliefs that the first white men they were seeing were gods of earlier ancestors returning to their people, I am still at a loss as to the Brazilian natives thinking. One thing that I believe is that they had to think the airplane was some sort of monster, and that they had to get into full battle mode to save their village. With that thought in my mind, then I can just picture the celebration that went on in that village that night: their men warriors fought off this monster from the sky and saved their entire village from being eaten alive!!

A 1933 photo in the Smithsonian Magazine of a group of Papua Native Men seeing a white man for the very first time was absolutely amazing. The look on each face was exactly the same as the one next to it. Each showed total astonishment; mouths open, eyes wide open, and expressing fear. Same for the Brazilian Natives?????

It is interesting to me that I remember that story; it has been 74 years and yet the story is still so clear to me.

***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](mailto: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](mailto:stunjune@aol.com). More info to come. Call ChoiceAir **800-533-7803** for Royal Caribbean's best air quote.

<b>Inside from \$799 /</b>	<b>Outside from \$1099 /</b>	<b>Balcony from \$1859.</b>
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<u>Date</u>	<u>Port of Call</u>	<u>Arrive</u>	<u>Depart</u>	
Sun 22 Apr 2018	Miami, Florida	-	5:00 PM	Boarding
23-28 Apr 2018	Cruising	- -		Cruising
Sun 29 Apr 2018	Ponta Delgada, Azores	7:00 AM	3:00 PM	Docked
Mon 30 Apr 2018	Cruising	- -		Cruising
Tue 01 May 2018	Lisbon, Portugal	10:00 AM	6:00 PM	Docked
Wed 02 May 2018	Vigo, Spain	11:00 AM	6:00 PM	Docked
Thu 03 May 2018	La Coruna, Spain	7:00 AM	6:00 PM	Docked
Fri 04 May 2018	Cruising	- -		Cruising
Sat 05 May 2018	Paris /Normandy (Le Havre), France	7:00 AM	9:00 PM	Docked
Sun 06 May 2018	Southampton, England	5:30 AM		-

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

Margaret O'Shaughnessy has reported that the Pan Am Reunion in Foynes & Limerick has been cancelled due to a local reservoir overflowing and flooding the Museum on November 10, 2017. The museum was devastated, and the entire museum exhibitions destroyed, so they will have to start from scratch. "All our work for the past 27 years is gone," Margaret said in a recent letter. The B314 got about a foot of water all through it, so there is a big job of restoration there. They have begun a small new build schedule and a new Irish Coffee Lounge. With insurance, grant money from the government and a loan from the bank, the plan is to proceed on Jan. 1st. Since they cannot be sure of opening by March 2018, they decided to cancel the reunion and refund all registration fees and charges.

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## 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](mailto:cblayd@aol.com)

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## 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](mailto:davecriley@comcast.net), and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

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## Pan Am -- Personal Tributes to A Global Aviation Pioneer

As many of you know, the Pan Am Historical Foundation recently published the highly acclaimed *Pan Am -- Personal Tributes to a Global Aviation Pioneer*, a book that caught the attention of Pan Amers and aviation enthusiasts around the world. The initial sales have been excellent and now into the sixth month since publication, the orders continue to come in.

This book may very well be one of the best -- if not the best -- book ever published about Pan Am. Rebecca Maksel, in the respected aviation journal *Air & Space*, published by the Smithsonian, wrote this about the book: "*Pan Am—Personal Tributes to a Global Aviation Pioneer* is just that: An insider's look at the airline from those who worked there. In addition to a history of Pan Am, the book also includes the esoteric: an interview with artist Milton Hebard, who sculpted the 15-foot bronze signs of the zodiac that graced the façade of the Pan Am building at JFK; a reminiscence from an employee who worked at Pan Am's Counter Vanderbilt, the largest ticket counter in the world; and a mournful remembrance from a flight attendant who flew aboard the White House press charter the day President John F. Kennedy was assassinated in Dallas. Readers will learn about flights behind the Iron Curtain and Pan Am rescues of American citizens stranded by wars, revolutions, and earthquakes. The airline even had a waiting list for passengers interested in future trips to the moon."

This book belongs in every Pan Amer's library, and we are fortunate to have inventory available from the original print order to offer a special price of \$35 per single copy to friends and family of Pan Am. For those wishing to purchase five or more copies, the savings will be even better at \$30 per copy. Shipping will be free for orders within the United States. For international orders, please add \$50 per copy for shipping due to USPS international postage rates. Visit <https://www.panam.org/shop/669-panam90-book> to order.

*...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

**LeRoy W. Bish, Jr.**, 84, died March 2, 2018 at his home in Vail, AZ from complications of Parkinson's disease. Roy was a proud veteran serving in both the Marines and the Navy. After high school, he enlisted in the Marines and served in the Korean War. He then attended Parks College at St. Louis University where his love of flying began. He graduated with a degree in Aeronautical Engineering, joined the Navy and attended the Naval Flight Training in Pensacola, FL where he got his Naval Aviator wings. He was an airline pilot for Pan American World Airways, first as a navigator, then as a first officer on the 707 and then as Captain on the L1011 and 747. He served with distinction for over 27 years and never lost his love of flying.

**Perry Wilson**, who flew on boats in the Navy and Boeings at Pan Am, died on Thursday, March 8, 2018. More information to follow.

**Bentley LaMontagne**, formerly of Brookfield, CT, passed away at his home in Cary, NC at the age of 98 on January 25, 2018. He began flying as a flight engineer for American Overseas prior to WWII. He flew C-87s during the war on several fronts including flying the "hump" between India and China. After the war, he joined Pan Am based out of JFK. In the course of his career he flew as a flight engineer on multiple types of aircraft ending his flying career on 747s.

**James Roger Douglass** passed away on February 23, 2018 surrounded by his daughter and granddaughter. Born and raised in Belle, West Virginia, James earned his BA at West Virginia Institute of Technology and studied for his Masters Degree at Indiana University in Business and Music. Jim had a long career as an airline pilot starting with his cadet training in the Air Force to being hired as a commercial airline pilot with Pan American World Airways. While furloughed from Pan Am, he was recommended for a job with Bendix Aviation that led to him working with NASA on the space programs, most notably the Friendship 7 mission piloted by John Glenn. Jim served as the simulation and check pilot for all the tracking stations worldwide that would communicate with and monitor Glenn's groundbreaking flight. Jim was called back to work with Pan Am where he continued to fly for Pan Am until the airline ceased operations. He was invited by United Airlines to join their ranks as a flight engineer, which he did until his final retirement in 1998.

**Margaret Elizabeth (Betty) Douglass**, 86, was smart, funny, feisty, caring, thoughtful and full of class. She was a fashion beacon, always impeccably dressed and poised. She grew up in Columbus, Ohio, and attended Ohio State University, making her a huge Buckeye fan! After college, she worked for a major jewelry store and volunteered as a Grey Lady with the Red Cross. In 1956 she met a young Air Force pilot, Jim Douglass, at the officers' club in Columbus. Six weeks later, they were married. When Jim was hired as a commercial airline pilot with Pan Am, they moved to the East Coast, settling in Edison, while they searched for where they wanted to spend their lives. They found that place in Sparta. Betty and Jim lived at Lake Mohawk for 58 years.

**Richard Earl Butler** passed away Jan 14 2018 at his home in the Punta del Monte ranch at 100 years old. His birthday June 2, 2017 he became 100 years old. He started flying in Brownville Tx flying DC 3's to Mexico and Central America and flew 747 SP's to the Orient when he retired from Pan Am. 1977.

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

## Stopping scams targeting older consumers

One of the latest tech support scams, which appears to impact older adults, has a lot in common with other scams we've seen. Some scammers pretend to be calling from the technical support department of a well-known company. Others send pop-up messages warning you about a problem with your computer. They want you to believe your computer is infected with a virus, or that a hacker is trying to access your computer. It's all a ploy to get you to pay for bogus technical support you don't need.

The other operation appears to target older adults with a sweepstakes scam. The companies behind the scam send mailers that make people think they've won a \$1 million prize (or more!), and that the recipient only needs to pay a small fee to claim it. Find out how you can help someone you know avoid a prize or sweepstakes scam.

If you think you see a scam, talk with someone. Your story could help someone avoid that scam. Then report it to the Federal Trade Commission at [ftc.gov/complaint](http://ftc.gov/complaint). Your story could help the FTC stop the scammers.

**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](http://www.paacrewlayover.com), where some 81 cities and over 161 hotels are shown in photos.

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## 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/>

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## New Lockerbie website

A new website has been created for Lockerbie. It can be viewed at [www.lockerbie103.com](http://www.lockerbie103.com). It might be a worthwhile site to check out, especially for those who plan on visiting Lockerbie. Be sure to enter the web address in the browser (not Google Search, etc.) with the www. Otherwise, they will get hundreds of Lockerbies and 103s and may not find the web site after 15 pages. ~Claude Hedspeth

***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.