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Memorable Flights: DC-8, B-707, L-1011, B-727

by Larry Black

Looking back through my logbooks, a few flights stand out from my early engineering days with Pan Am.

Back on 21 June 1967, we, the crew, were in the cockpit of a DC-8 at London preparing for our departure to NYC. A stewardess came into the cockpit and asked for the flight time to NYC. She received no answer from either pilot, who ignored her; and she returned to the cabin where passengers were boarding. Once again, she returned to the cockpit wanting to know the flight time to NYC. Still no answer from the pilots.

A little later, she returned to the cockpit requesting the flight time. Silence. I picked up the flight plan and read the forecasted time to NYC. She left the cockpit after finally getting the information she requested and made the flight time announcement to the passengers.

The captain turned to me and said, "Who gave her the flight time?" I responded, "I did." He said, "We are flying the f——ing airplane." At that point, had I not been on probation, I should have gotten off the aircraft and let him fly the airplane without an engineer.

B-707 4 September 1969

On 25 August 1969, I was fairly new on the 707 after being transferred off the DC-8. This particular flight was departing for Lisbon. The aircraft was parked on the eastside of the terminal in a spot that required a lengthy pushback before starting all the engines. I reviewed the logbook and found throttle misalignment was written up. Solution by maintenance, down trimmed #1, 2, and 4 engines. Up trimmed #3.

~ continued on next page

No Password Needed for Members Only Section of the Website

Please note - we have changed the access to the online newsletters so that you will no longer need a password to access them. GO TO OUR WEBSITE AT: www.clipperpioneers.com. To request a current membership list, email sue@clipperpioneers.com with your request.

Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

Memorable Flights: DC-8, B-707, L-1011, B-727

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Everyone was anxious to have a timely departure since Mr. Najeeb Halaby, president of Pan American, was going to be aboard. #3 engine was started and chocks pulled for another uneventful, on-time flight.

As we were being pushed back, I noticed a lot of vibrations in the #3 fuel shut-off lever, which I pointed out to the Captain. He had no comment. The remaining engines were started, and we taxied to the takeoff runway. The #3 fuel shutoff lever continued to shake. I found nothing in my manuals about the fuel lever or vibration monitors.

As we lined up on the runway, I said to the Captain, "What about #3?" He said, "Keep an eye on it." I applied takeoff power not knowing what to expect. #3 engine indications were in close proximity to 1, 2, and 4. We were airborne. I suggested, as we reduced to climb power, to baby #3 with a slight reduction in EPR. The Captain agreed as we climbed to altitude.

In cruise, I closely monitored #3 engine and took the hourly engine readings. As we approached Lisbon and the top of descent, I asked the Captain, "What should I put in the report log?"

His reply, "Don't put anything in the book. We will talk to Maintenance on the ground." We landed, taxied to the blocks and shut down.

The oncoming flight engineer saw metal pieces in the tail cone of #3 engine. An engine change was needed. Mr. Halaby was delayed. He spent some time in the cockpit talking to on-coming crew and questioning why nothing about the problem was in the logbook.

The following day, we took the in-coming flight on to Rome. I wrote up the aircraft as having fuel lever vibration, also. Maintenance found no problems. The aircraft departed for Boston. Enroute to Boston, they had to shut down the engine.

On 4 September 1969, I was called into the FEO office to answer, for the FEO officials, the question raised by Mr. Halaby. I took a Union rep with me when I reported to them the Captain instructed me to not write up the engine. The Captain verified my account of the events. I pointed out to them that there was nothing in the aircraft manuals about fuel lever vibrations or vibration indicators.

Thus ended the discussion.

B-707 13 August 1970:

Another short but exciting event happened on 13 August 1970 as we climbed to 37,000 feet enroute to London. The aircraft went into a Dutch roll. One pilot, who was relaxing, put in opposite control corrections against the pilot who was monitoring the aircraft. As the engineer, I knew of no checklist for this situation, so I reached up and turned off the series yaw damper. The aircraft settled down and we proceeded back to New York's J.F. Kennedy airport, where they replaced the series yaw damper black box and re-launched the flight to London with a different crew. We went home. Another exciting day at the office!

You are a part of this wonderful Pan Am "family". Are there memories you've written down that you'd like to share with us in this newsletter? We've gotten some great response, and there will continue to be interesting stories coming up in 2018. Please share yours with us, as well! Please send them to Jerry or Sue by email to: sue@clipperpioneers.com.

Breaking at Least a Few of the Rules

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

On a flight out of Hong Kong (HKG) in the mid-1990s bound for Los Angeles (LAX), I received a rather forceful complaint about my co-pilot from the pursuer. Simply put, he refused to tip porters and the baggage people were complaining - loudly. She had been fielding numerous complaints - and not for the first time.

That being the case, I felt compelled to talk to him about it, especially as he was being paid to do so, like everyone else. Tips were factored into everyone's pay over compensation. I tried to make my talk with him as "short and sweet" and private as possible. My efforts to make it low key were, however, wasted. He quickly became very obviously annoyed with me.

Among his first remarks was, "How I manage my money is my own business and not yours." I'm afraid my response to that was equally curt, "Well, when people don't pay their just expenses, like tips, it's everybody's business as it brings discredit to all those who are in the profession. If you use the services of a porter, you should tip. If you carried your own bags, which you don't, there'd be no problem." Things degenerated a bit before silence descended.

To put it mildly, the rest of the flight was extremely quiet. There were just the two of us in the B-747-400 cockpit, and you could have heard a pin drop most of the time. In retrospect, it certainly could have been worse. The hotel, at least, did not make an issue out of his behavior. I had had an earlier experience with that.

A decade earlier, in London, at the Sheraton Park Tower Hotel in Knightsbridge, there was a complaint about a considerable number of crew members, especially flight attendants, who regularly congregated for extended periods of time in the rather elegant lobby of the hotel in their running suits, and some of the same individuals also had a bad record regarding tipping at the same hotel. The hotel certainly knew who did what - crews stayed there regularly.

In due course, the Park Tower complained through the proper channels. The hotel rightly charged that a number of crew members "were using the hotel's services and failing to abide by the normal rules for tipping and dress." I got involved because I was an ALPA representative on the hotel committee which inspected the hotels used by Pan Am. In the end, essentially, the hotel asked that Pan Am find another place for their crews to stay. At their request, the airline's contract with the Park Tower was not renewed. It was really too bad for the majority who had played by the rules. The Park Tower was a very nice hotel in a great location. Sadly, it's too often the case that the people who play by the rules suffer when an insensitive minority break them for their own advantage or whim - at least it was true in aviation circles.

The last print issue of this newsletter was scheduled for Dec. 2018. However, because of quite a few requests to keep the newsletter going as a print edition, it has been decided to continue with it until the funds run dry, while leaving sufficient funds to keep the website going for awhile.

We'd like to have more stories to share! If you have a story you'd like to send, please send it in sooner rather than later! Email to: sue@clipperpioneers.com.

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

International Intrigue Puts Pan Am in the Middle

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

During the early 1970s, Pan Am was interested in selling all their B-707s at give away prices. They were looking forward to acquiring the L-1011 and/or the B-747. In the process, Pan Am encountered Robert L. Vesco, one of the truly "great" con-men of all time, who was then CEO of International Controls Corporate (ICC). Did he ever get a deal from Pan Am!

Without having a gun at their back, Pan Am sold Vesco a B-707 for next to nothing. Vesco had initially intended to try to get a B-720 from American Airlines – which, simply put, was a short B-707. But, he quickly changed his mind after realizing that he could take Pan Am to the cleaners very easily - as he had already done to so many others doing the course of his checked financial career. My role in all this was that I met one of ICC's directors on a B-707 flight, talked to him, and ultimately recommended that ICC consider the B-707 rather than the B-720. Undoubtedly, he carried the word back along with my recommendation.

Vesco flew the B-707 he'd purchased from Pan Am to Geneva, Switzerland, immediately after the deal was completed to meet with Bernard "Bernie" Cornfeld, CEO of Investors Overseas Services (IOS), another of the scam artists written up at some length by the likes of Wikipedia, the free encyclopedia. On his first trip to Geneva, Vesco was apparently already interested in taking over IOS from Cornfeld, which then had about 400 million dollars in assets. Cornfeld, on this occasion, was certainly no match for the likes of Vesco. Wish I really knew more about the skulduggery involved.

Vesco purchased IOS from Cornfeld for approximately five million dollars. The deal was even more one-sided than the earlier purchase from Pan Am. Vesco in the end made the deal even sweeter for himself by failing to pay either Pan Am or Cornfeld the full purchase price. As anyone interested in the history of crooked finance knows, Cornfeld was soon ousted from IOS and Vesco flew his B-707 back and forth the across the Atlantic with great regularity. It is my understanding that he wanted the B-707 mainly to fly to Geneva to bring money back in the years he was with ICC - not that he didn't also fly elsewhere as well.

Unfortunately for Vesco, he made one of his pilots extremely angry by failing to pay him back wages. The pilot, A.L. Eisenhower, ultimately flew the plane from Panama to Mexico to New York where it was repossessed by Pan Am, who had only received a minimal deposit for the plane. Pan Am got their money for the B-707 in the end, but they also foolishly purchased not one or more B-747s but a veritable fleet of twenty-five. Eisenhower got his revenge and wrote a book about his years flying for Vesco. It was aptly called *The Flying Carpetbagger*.

In the end, both Cornfeld and Vesco shared remarkably similar fates. Cornfeld faced jail and aimless wandering in the years before his death in London in 1995. Vesco, although he prospered for a time, also ultimately faced prison and exile before his "probable" death in Cuba in 2007. In a sense, both men essentially ended their days as wanderers.

If you look in Robert Vesco's dealings in the years after he dickered with Pan Am, it sort of makes you think that Vesco was just "practicing" when he was negotiating with Pan Am. His success certainly did not help the financial situation at Pan Am and likely contributed to its initial decline. At the very least, both Vesco and Cornfeld were interesting characters, and, if you really look at the pair, they make Bernie Madoff look like he was just following in their footsteps.

PAN AM REUNION CRUISE

APRIL 27, 2019

TAMPA TO BARCELONA

Dear Pan Amers:

Once again we prepare for our next and much welcomed Pan Am reunion cruise.

We are honoring the many requests to repeat a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 14 day cruise, departs Tampa to Barcelona starting off with seven relaxing days at sea. Melt away land-based stress with a spa massage, build a scrapbook of memories or simply relax poolside. Plenty of time to reach out to old friends, enjoy movies and lots more. Expect a great time!

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, exploring famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide a lifetime of memories to cherish. Family and friends are most welcomed.

Rates: per person, double occupancy, cruise only, based on availability and subject to change. Singles pay 200%. Port charges and government taxes additional \$330.39 per person plus a registration fee (to help with amenities, cocktail parties and such) at \$125. per person. Call to reserve now; a deposit of \$450 per person will lock in the current price. All major credit cards are accepted but checks are preferred. Insurance is highly suggested and cost is based on category type cabin. More information with your invoice.

ITINERARY:

Sat	27 Apr 2019	Tampa, Florida	5:00 PM	Boarding	
Sun	28 Apr 2019	Key West, Florida	11:00 AM	6:00 PM	Docked
Mon	29 Apr 2019	thru 05 May 2019	Cruising	-	Cruising
Mon	06 May 2019	La Palma, Canary Islands	1:00 PM	9:00 PM	Docked
Tue	07 May 2019	Tenerife, Canary Islands	7:00 AM	5:00 PM	Docked
Wed	08 May 2019	Cruising	-	-	Cruising
Thu	09 May 2019	Malaga, Spain	12:00 PM	9:30 PM	Docked
Fri	10 May 2019	Cruising	-	-	Cruising
Sat	11 May 2019	Barcelona, Spain	6:00 AM	-	Debark

\$789 (Inside) _ \$929 (Outside) \$1698 (Balcony) \$2539 (Jr. Suite)

To reserve call INTERLINE TRAVELS 1-888-592-7245 (TOLL FREE) or Carmen's direct mobile phone 786-252-7838. For questions on cruise call Stu Archer (Pan Am pilot and cruise director) at 305-238-0911. Carmen 786-252-7838 INTERLINETRAVELS@YAHOO.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

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/>

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.

Check Out the Lockerbie Website

A website has been created for Lockerbie. It can be viewed at 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

Pan Am -- Personal Tributes to A Global Aviation Pioneer

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. Visit <https://www.panam.org/shop/669-panam90-book> to order.

Thank You for the Stories You're Sending In!

We've been getting some good stories about memories of your times with Pan Am, and we want you to know we appreciate it! Keep them coming, and you will see them in the upcoming issues! 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? Send them to sue@clipperpioneers.com or jerryholmes747@gmail.com

*...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

Leo Forrestal passed away on Nov. 11, 2018. He was a flight engineer for Pan Am.

William Q. "Bill" Glathe passed away on Nov. 7th, 2018. He flew in Pan Am from 1957-58 and again from 1963-1991. On Tuesday Nov. 7th 2018. Bill Glathe fell down near the front door of his home, his wife went to check on him and found him unresponsive and she called 911. The ambulance arrived and revived him, but unfortunately he passed away in the ambulance on the way to the hospital. It is believed that he had a massive heart attack, however an autopsy will not be performed. Bill will be cremated and his ashes will be spread at a private location.

Bill Thomas was born and raised in Los Angeles, California, at a time when the sky was bright blue and Griffith Park was nearby to a boy who loved horses. He left college after a few years, going back later to earn his degree in business. He joined the U.S. Navy, and then transferred to the U.S. Air Force where his pilot's training led to his life's work, a Pan Am 747 Captain flying the Pacific Routes. Flying was one of the loves of his life; the other was his family.

Capt. A. Stewart Wilson passed away on October 21, 2018.

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

A Memorial Gathering Invitation

December 21, 2018

Pan Am Museum Foundation

7 - 9 p.m.

Cradle of Aviation Museum, Garden City, New York

In Remembrance Of The Two Hundred Seventy People Killed
In The Terrorist Bombing Of Pan American Airways
Flight 103 Over Lockerbie, Scotland 21 December 1988

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

*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*

A Bird Story

By Gene Woerner

A recent incident on a United Airlines flight departing San Francisco brought back memories of what happened to me on one of my flights with Pan Am years earlier.

The United Flight was being pushed back from the gate when a small bird appeared in the cabin, flying thru the cabin as recorded by several cell phone videos. The flight returned to the gate and when the front cabin door was opened the bird escaped into the jetway never to be seen again. The doors were closed again, and the flight departed without further delay.

Now to my bird story.

During my career with Pan Am, we were boarding a B747 in Hong Kong for a nonstop flight to San Francisco.

Upon entering the aircraft at door L1, I was greeted by the Purser who informed me that there were a number of small birds flying thru out the cabin.

I told her that I would contact Pan Ops as soon as I got to the cockpit. Operations informed me that someone would be dispatched to the aircraft to take care of the birds.

We had completed our pre-departure checks and were waiting for the cabin secure signal to ask ATC for our start clearance.

When the purser came to the cockpit to inform us that the cabin was secure, I asked her if she was satisfied that all the birds had flown the coop. She affirmed that and informed us that the cabin was secure for departure.

We pushed back, started the engines and prepared for a very short taxi to RWY 13. When we received our take off clearance, I taxied into position, advanced the throttles and asked the First Officer to set take off power.

Rolling down the runway, the First Officer made the V1 call, at which time a bird appeared in the left corner of the glare shield. The agitated bird flew over to the right side and then reversed course continually thru the Vr and V2 calls, making it extremely difficult and distracting to concentrate on safely flying the 747 thru the take off and initial climb.

It wasn't until we had established a safe climb and had configured the aircraft for the en route climb , that we had a few moments to figure out what to do about the high flying bird.

Trying to catch the bird and shoo it away from the window shields was unsuccessful, and then the bird disappeared as suddenly as it had appeared. We searched unsuccessfully for some time, but never saw it again thru out the 12-hour flight to San Francisco. I have no idea how the bird got into the cockpit and what happened to it during the rest of the flight.

A new website has been created for Lockerbie. It can be viewed at www.lockerbie103.com.