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## Tenerife Disaster: The 42<sup>nd</sup> Anniversary

*Submitted by: Dorothy A. Boyd-Bragg, Ph.D.*

Time passes quickly. This year on 27 March the disaster at Tenerife in the Canary Islands will again be remembered in the news and by the families of those that suffered loss that day. It will also be remembered by those who survived. My late husband, Captain Robert Lee Bragg was then the co-pilot on the Pan American 747 that was destroyed on the runway, namely Clipper Victor. He continued to fly for Pan Am and later United until his retirement. He has published a number of short articles on Tenerife in Clipper Pioneers. Two can be accessed in the online archives: September and October 2017.

Although he never touched on it in print, Clipper Victor already had a colorful past before Tenerife, which he shared with his friends and they passed on to others, including me. Two such aviation friends are Captain Jerry Holmes, who is well known to many of you, and Don Berger, who has a unique and recent passion for the 747. They certainly will not forget this anniversary, nor should anyone else.

Among other things, Clipper Victor was:

- 1) the first 747 to fly a commercial flight,
- 2) the first 747 to ever be hijacked,
- 3) the first 747 to ever land in Cuba,
- 4) and, ultimately, be involved in the largest aircraft accident in history. The two 747s in the Tenerife crash, a Pan Am and a KLM, together carried 644 people and of those 583 died.

For a good understanding of the crash and the earlier role in aviation played by Clipper Victor, I would urge you to consult the following sources online:

~Clipper Victor: [http://pan-american-clippers.wikia.com/wiki/Clipper\\_Victor](http://pan-american-clippers.wikia.com/wiki/Clipper_Victor)

~Tenerife: <https://www.panam.org/the-jet-age/522-a-day-of-firsts-2>

### 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](http://www.clipperpioneers.com). To request a current membership list, email [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com) with your request. Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

## SPACE SHUTTLE

by Captain Chris Blaydon

It was just another short easy domestic trip. You know, a one day “milk run” JFK-MIA-JFK but it was pure serendipity. Things just came together. I was driving up to JFK in 1991 for the flight when I heard on the radio that there was going to be a Space Shuttle launch from Cape Kennedy that day. I filed it away in the back of my mind and didn’t think much about it until we were under way from Kennedy. When we over headed Wilmington, North Carolina and headed out to sea on AR 1 for a direct flight to Miami I asked my copilot to call Air Traffic Control and see if the space launch was still on. Yes it was!

From past experience I knew that if air traffic control makes us do a right hand turn at Hobee intersection then we were going see the space launch. (I had been rerouted at the same place back on August 20<sup>th</sup> 1977 and got to see Voyager 2 head off into interstellar space.) And then there it was “Clipper stand by for a reroute” came up on the radio. “You are cleared AR 1 to Hobee intersection, direct Orlando VOR, direct Miami.” Wow!

So as we’re approaching Hobee intersection I got on the PA with “Folks this is the Captain and I have a real treat for you today. There’s going to be a space shuttle launch today and I’m going to try to get as close as possible to see it.” When we reached Hobee intersection I took a big right hand turn, as directed, and said “lets see if we can’t get a little closer”. But the passengers didn’t know I had been directed to turn and they must have thought I was a little crazy. As we approached the cape I called Patrick AFB on 126.2 and asked them to tell me “when they lit the fire”. They did and I announced “everyone look out the left side of the plane and you’ll see the space shuttle about 15 miles off. They did and it was fabulous!

Then Miami Center told me I was cleared direct MIA so I made a nice tight left turn south and told the passengers “Lets see the cape a little better”.

And there was a fantastic view of the contrail from the shot and the complexes below.

Believe me everyone had to thank the Captain after that and I even got a copy of the whole thing sent to me on a tape. It was truly unforgettable serendipity, and I bet they will never forget it.

## ONE OUT OF HUNDREDS

By Robert Kloepper

There are about 8900 hours in a year. If one has 25 or 30 thousands hours, like a lot of us do, your time is measured in years. It would be 2, 3, or even 4 years in the air. It is the same way with layovers. Most of us have spent years laying over some place. I figure that I have laid over about 1800 times. They all seem to blend together. I don’t specifically remember any of them.....except one.

It actually happened after PAC day but the crew was all Pan Am guys so it fits in this paper. The trip was JFK to SEA to NRT to JFK. We arrived in the hotel in Seattle. I entered my room, turned on the TV, but left my door open because I wanted to speak to the MCO as he went by. He entered my room and we were

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**Don’t forget to check out our website at: [www.clipperpioneers.com](http://www.clipperpioneers.com)**

## ONE OUT OF HUNDREDS

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standing there in front of the TV watching a morning cartoon. The door was still open. A loud voice said “Are you two guys really airline pilots?” The MCO looked toward the door and said “Yes we are, it ain’t rocket science”.

That afternoon, I noticed that the TV would occasionally turn itself off for no reason. I called the front desk and said that they would send help. Moments later there was a knock on the door. There was a young man there in a uniform, with a gun, and an Allen wrench. I wondered if that thing was loaded.....the gun, not the Allen wrench. He asked me about the Lakers game score. I told him to tune that game channel to find out. He did and then started to watch the game. He watched, and watched and watched. I asked him if they wouldn’t miss him but he said he had a pager. He stayed! I started to feel like Mr. Beane. This is bizarre. Here I am in a hotel room watching a game that I don’t care about with a guy in a uniform, with a gun, and an Allen wrench. Is this ok? Finally the game ended and he said thank you and left. Maybe it wasn’t bizarre. It felt a little strange to me.

The next day I woke up early. I went to the lobby for breakfast and bought a Sunday paper and hopped on the elevator. The elevator was going great until it made a loud noise and stuck between floors. I used the emergency phone and the operator said that they would try to find the OTIS repair guy. I sat on the floor reading the Sunday paper. Time passed. The operator asked if she notify my next of kin. I told her to notify my MPT that I was not going to make pick-up time. After much noise and vibration the door opened about 12 inches. It was still between floors. Some guy said that they would pull me through this little opening. I sat down on floor and said that I will wait until the elevator is at a floor with the doors open. Another hour and I was finally able to walk off.

I prepared for pick up. I was in a hurry going out the front door and carelessly walked right into a mountain. The mountain’s name was Andre The Giant. I looked up at him and said “excusez-moi” in my best high school French. He looked down on me and sort of smirked but at least he didn’t trample me.

Finally at the curb for the ride to SEATAC. We three PanAm guys were going to share a jitney with five UAL guys going to HKG. They were involved in a heated argument right there in front of the hotel. It was complete with bad language, loud yelling, and much animosity. I would have thought that the UAL Captain would try to calm things down but instead he was right in the middle of it. I was embarrassed. Finally the PanAm captain said “Let’s go”. With that one of the five UAL guys removed his bags from the van and took a cab to the airport. The bickering continued in the van. When we arrived at the airport the PanAm captain said “you fellows have a nice ride to HKG”. I laughed. They didn’t.

That is the end of the layover but is a little more that happened. We were about 4 hours out of SEA. The captain went to the lav. Just then there was a loud bell complete with red lights. The MCO said “Bob, is it real?” I answered “ENGINE FIRE NO 4 ENGINE”. But that’s a story for another time.

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 2019 Please share yours with us, as well! Please send them to Sue by email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).

## FLYING THE IGS FROM JFK

*By Tauno Wirkki*

In the fall of 1991 I was given the opportunity to join Delta, but I declined, as I was Pan Am Blue through and through. Many of the pilots who elected to go with Delta were from the IGS. This left a void there which I was able to fill with my new-found seniority. I found it very interesting flying to stations I had flown to only infrequently, if at all. Some of these were Moscow and St Petersburg, out of which I flew the last Pan Am flights - a fact of which I am sure no one else is aware or cares. Some of the other places were Warsaw, Bucharest, Stuttgart and Athens.

On the first trip to Athens, the station manager told me on arrival that the next day's departure was very full, with many co-emps trying to get out. I told him we had a jump seat in the cockpit, and I didn't care who sat there, and we would see if the flight attendants were OK with giving up theirs. Everything went as predicted and we departed with every seat full.

A couple of days later we were back in Athens and once again, the same story of full flight with co-emps looking for a chance to get out of town. Departure the next day was quite hectic as seats were found for the large number of co-emps. All jump seats were full, with more seating needed. I suggested the 'blue rooms,' but did a 'Sargent Schultz' with a 'I see nothing, I know nothing'. A few minutes later, the station manager came back with the information that jump seats and 'blue rooms' were full with one more needed, asking if we didn't have another seat in the cockpit. I turned and indicated the pile of crew luggage on the floor, and once again pulled a 'Sargent Schultz.' We departed with every last co-emp getting out of town.

The next day in Frankfurt, we were told we would deadhead to JFK and a crew from the chief pilot's office would deadhead from JFK to ferry the 727 to New York, as the IGS was in fact shutting down. I suggested we could ferry the plane, as I had quite recently been a 747 FO with a lot of IGS ocean crossing experience. This thought was immediately turned down, but the next day they must have realized the folly of all that unnecessary deadheading and said that my crew and I would ferry the plane home.

Upon arrival at the plane the following afternoon, maintenance crews were frantically trying to check out the INS which was installed in place of the first row of first-class seats. They stated that everything checked out, but the two small red warning lights remained on. More checking and looking, and at some point, they left the cockpit and I was there alone. I reached up and took out the bulbs for the warning lights. When maintenance next came into the cockpit, I pointed to the lights that were no longer lit. A hurried signing of the log book, and we were 'good to go.' I told the FO and FEO what I had done and said that if they had concerns, the bulbs would be replaced and the warning lights would come back on.

We were flight planned over several VOR's and would check the INS over each station and if things didn't check when we went over London we could divert there for repairs. I knew there would be no problems; the INS thought it was in JFK after it had 'slept' its way to FRA. We had no problems, and refueled in Keflavik, with another refueling stop scheduled for Gander. I was accustomed to step-climbing and PRD's, so climbed to FL410 as soon as possible, and we were 'making' fuel. We suggested to Pan Op that we over fly Gander, as we had sufficient fuel. After an incredulous 'You have how much fuel?' and a request to recheck, we continued to JFK without incident.

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**Watch for poll in the next issue to get your thoughts about continuing this newsletter.**

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# 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](mailto:INTERLINETRAVELS@YAHOO.COM)



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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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## 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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## 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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## Check Out the Lockerbie Website

A 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 Hudspeth

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## 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.

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## 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](mailto:sue@clipperpioneers.com) or [jerryholmes747@gmail.com](mailto: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

**William Quincy Glathe** passed away on November 6, 2018. Born on March 3, 1930, he was a descendent of John Quincy Adams, 6th president of U.S. for whom he was named. Bill was born in Brooklyn, N.Y. grew up in Glen Allen, Illinois and later moved to Palo Alto graduating from Palo Alto High School. He flew as Captain for Pan American Airways for 32 years and later United Airlines. Bill loved his country and was the first to volunteer when Pan Am loaned aircraft and crew for Desert Storm. He received a Commendation for his service. He retired as a US Navy Captain and Commander of a Navy reserve squadron after 20 years of active reserve duty.

**Captain Frederick Cyril Losen**, Pan Am/Delta pilot, passed away on Sept. 29, 2018 at age 79. Born in New York state on September 22, 1939, Fred was a military veteran. He joined Pan American Airways 01-19-1966 and retired with Delta Air Lines.

**Roy Hoffman**, 88 of Pleasant Mount, Pa. passed away peacefully on November 26, 2018 in Hudson, Florida where he spent his winters. He thoroughly enjoyed his many years with Pan American traveling the world. The last four years of his career were with United Airlines flying to the Orient.

**Joel Asbury Nightingale**, born March 29, 1929 in Louisville, Kentucky died December 19, 2018 at his home in Palm Beach Gardens. He had a long career as a pilot with the US Air Force, Pan American Air Lines and, finally, with US Steel Corporation.

**Lawrence (Larry) M. Norton** (FEO Berlin) passed on September 12th 2018 in Berlin Germany. Anne-Marie Lasa (PAA Crew, Berlin) at 92 years old. He was a Pan Am as a flight engineer and traveled the world. Larry was equipped with a wicked sense of humor.

**John T. Goliber Sr.** passed peacefully into eternal life on Wednesday, June 20, 2018, surrounded by his loving family. He retired in 1991 after 25 years with Pan American World Airways where he piloted B-707's, L-1011's, and B-747's.

**Daniel J. Dwyer**, 84, died on Tuesday, November 20, 2018. Dan was a graduate of St. John's Academy, class of '52 and St. Michael's College, class of '57. He proudly served in the United States Air Force as an officer aviator. After his Air Force service, he worked as a pilot for Pan America World Airways and Atlas Air. Dan flew many types of aircraft but loved flying the 747.

**Leon Thaddeus Scarbrough, Jr.** passed away peacefully in his sleep on December 11th, 2018. He was 80 years old.. Leon was born October 20th, 1938 in Fort Bragg, North Carolina to Leon ("Pat") and Pearl Scarbrough. As an "Army Brat" he moved often and lived in several locations such as Japan, Oklahoma, Germany, and Colorado. He graduated from the American High School in Heidelberg, Germany and later graduated from Auburn University, earning a Bachelor's degree in Aeronautical Administration.

**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) or [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com), or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382**

## TROUBLESOME PASSENGERS

*by Captain Robert Lee Bragg*

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

Our flight was going from Heathrow to JFK and about half-way through the flight, when we were nearing Iceland, the purser called and said she was having a lot of trouble with a first class passenger and asked if I would come down and speak to him. I replied that I'd be right down. It wasn't the first time.

As I walked into first class, there was the tallest and biggest African-American man I'd ever seen – on or off the football field. I approached him in the same way I did with all problem passengers – regardless of what class they were in. I walked up to him, introduced myself, and stated something like, "I hear we have a problem. Would you mind telling me your side of the story?"

The gentleman told me that the purser had asked him to put his very large cigar out and that he just didn't intend to do it – for anybody. I responded by saying that it was against company rules, that cigars weren't to be smoked in any part of the plane, and that I was, accordingly, asking him to put it out and to keep it out.

He responded by asking, "And, if I don't, what can you do about it?" Without hesitating at all, I responded by saying, "If you'll look out the window, you'll see that we are just about over Iceland. If you don't put the cigar out and keep it out, I'll be forced to land there, have you arrested, and likely have you put in jail."

Obviously he didn't like the idea as it was "do-able." He immediately put the cigar out and that ended the problem. Thank goodness he didn't take the situation to the next level. I would have probably been forced to land and carry through with my "bluff." I tend never to threaten anything that's not possible. I do, however, wonder what I would have done if I had been the Pan Am captain that Frank Sinatra's bodyguard had slapped during a flight? Fortunately, I was never put to that test.

**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](mailto:sue@clipperpioneers.com).**

**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 Sue Forde, P. O. Box 3457, Sequim WA 98382  
or email to: [jerryholmes747@gmail.com](mailto:jerryholmes747@gmail.com) or [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com)***

**Thanks to those of you who have sent us stories! Keep 'em coming!**