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A New Passenger

by Joe Mulders

It was going to be a long night, as we received a teletype message from London stating that our flight from London, the Pan American "Round The World Service" flight 101, had been delayed due to a mechanical problem.

Our station, Brussels, was on this incredible route which was started in 1946 by Pan Am and went from New York to London, to Hong Kong, with several calls in between to connect with the Pan Am Pacific Division to San Francisco. Quite impressive and the only one in the world with new fantastic pressurised Lockheed Constellations, it was a fast, 4 engine aircraft, L-749 carrying up to 44 passengers.

However, back to our Operations room at the airport in Brussels on this winter night in 1950, the weather was not great, but we received from our Meteorology department a detailed weather report every half hour called an actual, and a forecast every 3 hours mainly of Western Europe. This was received in our office by a tube sent by pressurised air from their office or from the airport control tower. It worked well and then we did forward those messages by teletype (basically a telephone line with a very noisy typewriter/ printer), mainly to London or several other stations such as New York.

London, a bit later, advised us by teletype that the flight was ready for take-off, and gave us all the details of the flight plan; and more importantly, all the weights as to fuel, cargo, passengers, and mail so that we could prepare our flight plan and load sheet of the flight. It also indicated that the Captain was Sam Miller, who we knew quite well, as he was the Chief pilot when the fleet of 3 DC-3s was based in Brussels for the European

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No Password Needed for Members Only Section of the Website

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A New Passenger

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operation from 1947 to 1949 .Basically, from London to Vienna - with calls at Brussels, of course -Frankfurt, Munich, even Prague and the pretty but efficient hostesses were even Belgian. It worked very well financially, and no major problem or accident, but the fleet was suddenly and sadly sold to MEA (Middle East Airline) for shares in this airline.

Our flight from London finally arrived and we worked quickly due to the delayed arrival. In order to get the aircraft back on time, it had been decided that the aircraft scheduled to land in Frankfurt was going to go directly to Istanbul, as there was practically no cargo or passengers for Frankfurt, in order to get the aircraft back on time. Mail to Frankfurt was returned to the Post Office in order to keep good relations, as mail was an important source of revenue for the airline and paid in gold. Passengers in transit were offloaded from the aircraft on the tarmac and transferred to the airport Transit Room, except for one who was expecting and was allowed to remain on the aircraft, as those steps to and from the aircraft were quite steep. Airlines accepted pregnancy, providing it was less than 7 months and with a doctor's certificate.

It was also great to talk to Captain Sam Miller, who taught us a lot particularly on quick changing weather in central Europe, and about other crew members who were based in Brussels a couple of years ago.

The flight took off in due time; in fact, a few minutes before the normal transit time of 40 minutes which entitled us for a bonus, which helped our elaborate yearly Christmas party for all our staff.

After a short period of time, our flight was now well on its way to Istanbul, and some of the staff could go home as we only had a DC-4 cargo from the USA scheduled to land before dawn. Its cargo was mainly nylon stockings and penicillin for Vienna, the only transit point or access to occupied Eastern Europe by the USSR as they were not available at all.

We kept listening to the radio frequencies used by the control towers and our aircraft and all seemed well although the weather was not good, but at 28,000 feet, they were above it.

However, suddenly we heard a message from the Captain indicating that they found one extra passenger onboard the aircraft. He stated that, "according to our passenger list or manifests, we should have 42 passengers. In fact, we now have 43 passengers and it is due to the birth of a little girl on the aircraft. As she is born on American soil (aircraft), she is American and we crew and passengers, decided to call her 'Clipper', the name of all Pan Am aircraft, or failing that, Alice, as in Alice in Wonderland."

There was a sudden and amazing uproar from the control towers in Vienna and Zagreb as they maintained that the infant should be Austrian, called Ingrid and an unpronounceable Christian name from Zagreb. They maintained that the infant was born over their territory, and therefore a national of their country.

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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! We appreciate you and the interesting stories you send in for all to enjoy! Email to: sue@clipperpioneers.com.

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

A New Passenger

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A bit later on, Istanbul control tower came also on line and joined in stating quite bluntly that the Pan Am Clipper will be landing in Turkey in a short time and at dawn, and our little girl and mum will be taken to a hospital, and a Turkish birth certificate will be issued.

Our friend Vlad, for Vladimir, a son of a White Russian who fled to Turkey after the Revolution, was the Traffic Manager of Pan Am in Istanbul and kept us all informed, even the various control towers about our little girl and Mum, even their contact address. Different names were obviously suggested such as "Hera, the Greek Goddess of Heaven and Air" but the suggested simple name of Alice by our Captain Miller and passengers was finally accepted by Mum and Dad.

It is no wonder that Captain Miller became the Chief pilot of all Pan Am services a few years later. We sometimes wonder what happened to little Alice and what she became or what nationality she chose. Did she know what commotion she created when she was born at 28,000 feet on a Pan Am Clipper over the Balkans?

However, life goes on, as we know, and that was just another fading memory recollection, but perhaps another aspect of civil aviation a few years after World War II.

Accidents on My Watch

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

During my years in aviation, I've been involved in relatively few accidents - for which I'm profoundly grateful. Unfortunately, as you are well-aware, one of them was Tenerife - still the deadliest accident in commercial aviation history - which sort of puts things in another perspective. My record can be summed up with the following: some have had fewer accidents; some have had more, but no one had a more catastrophic one.

In the 1960s, while I was engaged in primary Air Force training at Bainbridge Air Base in Georgia, I lost an engine while flying the T-37. At the time I was soloing, doing touch and go landings. On a routine take-off, the left engine went "bang" and smoke filled the cockpit. The first time it happens, it's unsettling. I immediately shut down the engine and, after checking with the airport regarding available runways, landed on an inactive runway. In retrospect, I was young and actually thought it was all rather exciting. In general, the first time for anything is the most memorable.

I had no problems when I flew the T-33. Perhaps, that's one of the reasons I was rather fond of that aircraft, despite the fact that I also thought it was a bit dull.

The C-121, affectionately called "The Connie," was another matter. I had a few problems. One of them was that one of the four engines quit suddenly while I was flying over the Atlantic. All I could do was shut it down and continue flying. Believe me, I was definitely concerned.

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Accidents on My Watch

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More dramatically, while flying the C-130 between Panama (PFN) and Rainey Air Force Base in Aquadilla, Puerto Rico, near San Juan, then under the command of the Strategic Air Command (SAC) and now a private civilian airport, I hit a bird, a big bird. To be more explicit, I hit a condor. Condors are very big birds of prey. In other words, they are vultures with a wing-span of up to ten feet. My cockpit window was covered with blood and sticky feathers. I've hit and injected other birds, but the condor is something else.

Chronologically, the Tenerife crash came next in 1977. The experience was awesome and life changing for me. You never forget something like Tenerife. Five hundred and eighty-three people were killed.

After Tenerife, I injected seagulls while flying from New York to Tokyo and the number three engine was literally destroyed. I ended up dumping 200,000 pounds of fuel to get down to the max landing gross weight.

Next came, the loss of several wheels. The first was flying a charter to Berlin (BER). I was three hours out of New York before I got a radio call from Pan Am operations in New York indicating that they thought I'd lost a tire at take-off because of debris found on the runway. When I got to Berlin, I called Tegel Tower and arranged to do a fly-by before landing. They spotted nothing. After landing safely, Pan Am maintenance checked underneath the plane and determined that we had, indeed, lost not one but two tires. To add to the drama, we were the first B-747 ever to land at Tegel airport. We actually made the newspapers the next day. The "adventure" was, however, not quite over.

The next day, before departure we were parked close to the fence at idle power when we got word to cut our power right away as we'd just blown over a small, wooden storage building. All we could do was state that we were already at idle power. Some trips are more memorable than others - often for all the wrong reasons.

I later lost a second set of wheels leaving New York (JFK). The tower called and said they saw a tire come off. I had no reason to doubt them. I didn't mess with trying to get the gear up. I just went out to dump. I dumped a lot! Once again, approximately 200,000 pounds of fuel had to be dumped to reach our max landing gross weight, which was 564,000 pounds before we landed. New York later determined by examining the debris on the runway that maintenance had put a passenger tire on my 747 freighter by mistake.

My third experience losing a wheel occurred while flying from Frankfurt, Germany (FRA), to New Delhi (DEL). My first officer was flying this leg and upon take-off we noticed that the lever latch moved out of the way as was normal but then it moved back into place - which was far from normal. We soon got a call from

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Bank balance as of December 2020 is \$7,886.40. If you'd like to contribute to keep the Clipper Pioneers going, please send your check payable to: Clipper Pioneers, P. O. Box 3457, Sequim WA 98382.

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

Accidents on My Watch

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the tower stating that they had seen two tires fall off. It was clear that was why the level latch was behaving as it had. After declaring an emergency, knowing I could not raise the gear, I immediately asked to be vectored to the dumping area which was done immediately. As was the norm during a declared emergency, I asked for and got something out of the ordinary. I asked that before we attempted to land, I would like an experienced Lufthansa 747 pilot in the tower to watch as we did a fly-by. That too was done. He shortly confirmed that we had, indeed, lost two wheels. In truth, the fly-by was the only thing positive about the entire trip which turned out to be very long and tedious. If they are being truly honest, most pilots will readily admit that they just like to do a fly-by now and then. It's regarded as fun.

Lastly, I had two windshields "shatter." Once in the 1970s while flying to Rome (FCO) and once flying to JFK. The first occurred while we were in a holding pattern at 8,000 feet. Both windows glazed over as a result of a lightning strike. The captain wisely determined that we should just proceed to do an auto land. In truth, the windows were a one of several weaknesses associated with the early B-747-100. Only the captain's window glazed over completely on this occasion, and I landed normally. We calculated that each of the windows cost big bucks to replace - about \$25,000 each in the 1970s. The second windshield incident was remarkably similar to the first, although both windows were completely glazed over and we had to make an auto-land. It worked perfectly.

Running the risk of sounding like a veritable "Pollyanna," I think my experiences and the experiences of many others in the 1970s resulted in quite a number of needed improvements in the B-747 - mainly in terms of windows and tires. It's always nice, I guess, if you can find something good to say about a bad experience. I imagine the pilots flying today's "Dreamliner" (B-787) might eventually think along the same lines.

Stay Healthy Year Round: Get plenty of rest

Not only can sleep reduce your stress level, but sleep is how your body repairs itself. For this reason, getting an adequate amount of sleep can result in a stronger immune system, making it easier for your body to fight off viruses.

Sleep is also important as you get older because it can improve memory and concentration. Aim for at least seven and a half to nine hours of sleep per night.

If you have trouble sleeping, talk to your doctor to find the underlying cause. Causes of insomnia can include inactivity during the day and too much caffeine. Or it can be a sign of a medical condition like sleep apnea or restless leg syndrome.

(from <https://www.healthline.com/health/flu/seniors-guide-to-staying-healthy>)

ADVENTURE OF THE SEAS

JUNE 7, 2021 – JUNE 17, 2021 Round trip Copenhagen

WILL NOT BE HELD DUE TO UNCERTAINTIES OF TRAVEL DUE TO COVID-19.

STAY TUNED - We'll let you know when / if it's rescheduled.

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 Hudspeth

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! Keep 'em coming!!

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.

*...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

Harry C. Warnock Jr, 86, of Atlantic Beach, FL born to Harry C. Warnock Sr. & Alyce Harvey Warnock, passed away January 20, 2021. A graduate of Andrew Jackson class of 1952 and attended U of F. He was married to Elizabeth M Warnock who preceded him in death. Harry served in the U.S. Navy as a light attack fighter pilot. He further expanded his aviation career as a pilot flying for Pan American World Airways and retiring from United Airlines. He was an active member in Quiet Bird, Navy League, and Palms Presbyterian as well as Newcomers and various other organizations. His hobbies included travel, general aviation and boating. He is also preceded by his son Harry C. Warnock III in 1978. He is survived by his son Todd C. Warnock; sister Betty Ann McCowen (Bert); brothers, Harvey K. Warnock (Janice) and Joseph E. Warnock (Pat); Brother-in-Law, Wesley C. McIntyre (Patsy) and an extended family of nephews, nieces and cousins. Family will receive friends from 6-9 pm, Tuesday, January 26, at HARDAGE-GIDDENS FUNERAL HOME, 1701 Beach Blvd., Jacksonville Beach. Graveside service with Military Honors will be held 11 am, Wednesday, January 27, at the Jacksonville National Cemetery. Online condolences may be shared at www.hardage-giddensbeacheschapel.com. In lieu of flowers, family request donations be made to your favorite charity.

In Memory of Bob McGrath - My Dearest Bob, 12 years ago you made your final flight and flew away to your peaceful and final resting place leaving me with an ache and emptiness in my heart that never goes away. I think of you and miss you every day and will cherish forever the memories of our 46 years together and the beautiful life you gave me. Death leaves a heartache no one can heal; love leaves a memory no one can steal. Love always, Kathy

James Phillip Carter Sr went home to be with the Lord on Wednesday, December 16, 2020. He was born in Carter 9 camp outside of Shilar, Oklahoma on January 27, 1928. He graduated from Fairfax high school in Oklahoma in 1945 and then started college at Oklahoma A & M (now called Oklahoma State). He interrupted his college career and joined the Army National Guard and served as a member of the 45th Infantry in Korea during the war. After having received an honorable discharge from the Army, Jim resumed his collegiate work at Oklahoma A & M. He graduated in 1953 with a degree in Animal Husbandry. Simultaneously, he earned a private pilot's license, which led to a brief stint as an Agricultural Pilot.

For more information and full obituaries 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 Sue Forde at sue@clipperpioneers.com, or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382

***Please update your email address and phone number if it's been changed!
Email or write to:
Clipper Pioneers, c/o Sue Forde, P. O. Box 3457, Sequim WA 98382
or email to: sue@clipperpioneers.com***

Steps to Avoid Scams

Avoid clicking on links or opening attachments in unsolicited emails. Links, if clicked, will download malware onto your computer, smart phone, tablet or what ever electronic device you're using at the time allowing cyberthieves to steal your identity. Be cautious even with email that looks familiar; it could be fake. Instead, delete it if looks unfamiliar and block the sender.

Don't believe everything you see. Scammers are great at mimicking official seals, fonts, and other details. Just because a website or email looks official does not mean that it is. Caller ID is commonly faked.

Double check your online purchase is secure before checking out. Look for the "https" in the URL (the extra s is for "secure") and a small lock icon on the address bar. Better yet, before shopping on the website, make certain you are on the site you intended to visit. Check out the company first at [BBB.org](https://www.bbb.org). Read reviews about the quality of the merchandise, and make sure you are not buying cheap and/or counterfeit goods. Look for a brick and mortar address listing on the website itself and a working phone number. Take an extra step and call the number if it is a business you are not familiar with.

Use extreme caution when dealing with anyone you've met online. Scammers use dating websites, Craigslist, social media, and many other sites to reach potential targets. They can quickly feel like a friend or even a romantic partner, but that is part of the con for you to trust them.

From the Better Business Bureau <https://www.bbb.org/article/scams/8767-bbb-tips-10-steps-to-avoid-scams>

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal donations. Please send your donation to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

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Thank you for your continuing support of the Clipper Pioneers!