



# CLIPPER PIONEERS, INC.

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**Happy 100th Birthday to Frank Moretti - February 2021!**

### Fuel Emergency

by Gene Woerner

It happened on my third flight as Captain flying a PAN AM B-747SP N783 PA in June 1982 from New York's JFK airport to San Francisco.

As we entered the cockpit at the gate at JFK airport, reporting for our flight to SFO, the cockpit was crowded with mechanics going over maintenance log items with the Flight Engineer.

The Crew which brought in the aircraft, had written up, among other items, the left reserve tank fuel dump valve. It had not opened up in flight. However on the ground at JFK it opened and closed as it was meant to.

The Flight Engineer and I, as well as the maintenance Supervisor, turned the control knob several times and the valve opened and closed every time as indicated by the valve light.

The left and right Reserved tanks hold 500 gallons of fuel each and help in balancing the wing tanks for better aerodynamic flight and improved fuel consumption. However, the tanks are required to be drained into the outboard main tanks prior to landing. The fuel was considered part of the total fuel load required for dispatch.

Maintenance released the aircraft for our flight and we accepted it after all write ups were cleared and shortly thereafter, we were on our way to San Francisco.

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### 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.

## Fuel Emergency

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Cruising at FL 350 some four hours into the flight approaching the Bay Area, we were cleared to Coaldale VOR, about 250 miles from SFO and instructed to hold at FL 250. Our expected approach time was 30 min after entering the hold.

At top of descend is when the reserve tanks were normally drained into the outboard main tanks.

At that point, the Flight Engineer informed me that the left reserve valve did not open after several unsuccessful tries. The right valve did open; however, if left open, it would create a significant aerodynamic imbalance.

So after several more unsuccessful tries we were faced with having almost 7000 pounds of unusable fuel equating to about 35-40 minutes of flight time.

The Flight Engineer and I did some quick calculations and agreed that after leaving the Coaldale hold, if cleared to start the approach to land at SFO, we would have sufficient fuel and enough reserve to our closest alternate airport should there be a required diversion, also realizing that the Bay Area weather was quickly deteriorating.

We had entered the hold and were approaching our EAT( expected approach time). when we got further clearance to depart Coaldale VOR on a southerly radar heading. This was taking us further away from the standard arrival route to SFO. Shortly thereafter we were given another hold at a fix which would delay us an additional thirty minutes.

At this point we were faced with some hard decisions, as there were no suitable alternate airports - and given the deteriorating weather at the Bay Area Airports, we were facing a critical fuel state.

We informed ATC of our fuel situation and requested priority handling. The Controller acknowledged our fuel state and asked if we were declaring an emergency?

As we were still heading away from our destination airport and there were no other viable operational Airports, I declared the fuel emergency.

At that point we were given an immediate radar vector that headed us back toward SFO, and were told to expect an approach and landing on RWY 10 L.

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

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

## Fuel Emergency

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It seemed an irony that with an airplane that had a 14 hour range, we would have to declare a fuel emergency on a domestic 5 hour flight. Less than 25 minutes later, we touched down at San Francisco airport. As we cleared the runway while taxiing to the gate, I asked the engineer to try the fuel valve one more time. Of course wouldn't you know, it opened!

After securing the aircraft at the Gate, I went to the Chief Pilot's office and filed a company, as well as an FAA incident report, noting what happened since our departure from New York.

Fortunately, I never heard anything from either the FAA nor the Chief Pilot's office regarding the flight.

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## Engine Failure Flying from Berlin

*by Carl Stevenson*

Captain Gene Woerner's article about his engine fan blade failure reminded me of a similar experience I had in 1975.

Bastille Day 1975 - West Berlin:

Six years into flying as a first officer in the IGS, I survived my first engine failure.

It was a gorgeous summer day. I could see Bastille Day (14 July) festivities in the French sector of Berlin as I drove to Tempelhof to join my crew: Captain Tommy Carroll and FEO Jim Zockoll. Flight plan: Berlin to Stuttgart.

We were flying our 727 in the South Air Corridor at 10,000 feet at 350 knots. Just past the Fulda VOR we were cleared to climb to our cruising altitude. Captain Carroll called for climb power and suddenly, bang, there was a catastrophic shaking of the airplane.

Our first thought was a mid-air collision. Tommy pulled the throttles back and slowed us to 250 knots, which calmed the rattling.

He said he'd fly the plane and talk to ATC while Jim and I took care of the emergency. When things were pretty much under control, Jim left the cockpit to examine the engine.

He assessed that engine 3 had a total failure. The fan section had digested itself through the compressor section and remained within the cowling.

Captain Carroll declared an emergency for a straight into Frankfurt. It was granted immediately. We landed within 15 minutes. After a smooth landing, the Captain filed the required reports.

We debriefed at the Officers' Club at Tempelhof (Columbia House) when we returned to Berlin. We raised a toast to our French neighbors and wished them a Happy Bastille Day. One we'll never forget.

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## A Modern David and Goliath?

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

In the early 1990's, I was based in Los Angeles. It was a clear day – perfect for flying. I was standing in the Los Angeles terminal (LAX) waiting for the B-747 to arrive that we would fly to Tokyo's Narita Airport (NRT). The plane came in and stopped on the road that ran around the airport, right in front of the United terminal.

While I watched in total disbelief, a UPS truck came barreling down the road and ran straight into the left side of the number one engine. The cab was actually severed off the truck. Within thirty minutes, there had to be at least twenty people checking the extent of the damage, mainly to the truck. The extent of the damage to the driver though was extensive. I heard he was off the job for about six weeks.

How anyone could have missed seeing a B-747 I'll never know. Astonishingly, my flight to Tokyo was only delayed about two hours.

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## Tips for Maintaining Good Health

### Play a Game

Monopoly as an anti-stress strategy? A survey by game developer RealNetworks found that 64 percent of respondents cited game playing as a way to relax, while 53 percent play for stress relief. While part of the appeal is playing with friends and family in person, there are tons of virtual options, like Words With Friends, or get your friends together and choose a game from Houseparty you can play in real time.

### Swap Out One Coffee for Decaf

Caffeine is one of the most researched substances with more than 10,000 studies to date, according to a November 2017 study published in Food and Chemical Toxicology. Not surprisingly, that's led to a wide range of conclusions, but one that's fairly consistent is that having too much can lead to less-than-ideal effects, the researchers conclude. They note that getting more than 400 milligrams of caffeine daily — check your consumption with a chart from Center for Science in the Public Interest (and remember that not every cup of coffee is equivalent when it comes to caffeine content; it depends on the roast of coffee and how strong it's brewed) — can affect your central nervous system, gastrointestinal system, and sleep quality. It can even increase anxiety and stress. So enjoy your buzz, but try limiting your daily amount.

### Reach for High-Protein Snacks When You Need an Energy Boost

What should you be noshing on when you feel hungry? Keep high-protein bites on hand to help you get to the end of your to-do list for the day. You've heard it before: Protein helps you feel full longer and avoid the energy crash you might experience after the high of a carb-heavy snack subsides. Think hard-boiled eggs, nuts, Greek yogurt, and nut butters and veggies. (Bonus: You're literally feet from your fridge, so there's no need to pack snacks ahead of time or tote them around for the day.)

(From <https://www.everydayhealth.com/>)

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### Comments...

Celebrated 100th birthday in Feb. 2021 - Keep 'em coming! - *Frank Moretti*  
Enjoy the news and stories - keep the coming. Thanks - *Tom Flowers*.

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# PAN AM Reunion - MARCH 4-13, 2022

## 9 Night Southern Caribbean Cruise on Radiance of the Seas r/t Miami

Welcome back to the resumption of our annual Pan Am reunion cruises – and how we have missed them! Next March we embark on Royal Caribbean's beautiful luxury liner Radiance of the Seas to exciting and captivating islands in the Caribbean where the ultimate goal is to exceed your expectations by making this cruise not just a vacation but, an adventure at sea. GREAT PRICES, MAKE A DEPOSIT as soon as possible, IT WILL BE SOLD OUT QUICKLY.

These wonderful ports of call include:

**Dominican Republic, St. Croix, St. Kitts, St. Maarten, San Juan and Labadee, Haiti.**

- ◆ While onboard indulge in the spa, build a scrapbook of memories or simply relax poolside.
- ◆ Dine on gourmet food as well as 24-hour room service.
- ◆ Be entertained by world-class performers from across the globe that keep you busy morning to night.
- ◆ Socialize with Pan Am friends in our well known get together cocktail parties, customized amenities and select meeting areas.
- ◆ Enjoy Broadway musicals, spectacular shows, thrilling casino action, live comedy and music, bars, dancing and much more.

It's going to be a great cruise, come join us. Call in your Crown & Anchor number and dining selection. Family and friends are welcome.

Cabins: from

\* Inside **\$649** /      \* Ocean view **\$759** /      \* Balcony **\$1009**

Rates are per person, cruise only, double occupancy, \*Non-Refundable and based on availability at time of booking. Port charges/tax are additional at \$402.71 per person. Checks gladly accepted (address below) and all major credit cards.

Junior Suites and Suites pricing upon request and availability.

Deposit \$250 per person upon reserving; final is due 12/4/2021. Cabins are capacity controlled. Singles pay 200% of cruise fare and port charge.

Amenity fee of \$125. per person for onboard activities (parties, gifts, etc.) to be made out to Interline Travels and mailed separately to the address below (no credit cards for this); due with final balance or earlier at your convenience.

Insurance will be available according to your cruise price. More information with your invoice.

**To reserve call: Carmen 786-252-7838 , Email [interlinetravels@yahoo.com](mailto:interlinetravels@yahoo.com)  
Stu Archer (Pan Am pilot/cruise organizer) for information ~  
(305-238-0911) Email [StuNjune@aol.com](mailto:StuNjune@aol.com)**

## Pan Am Philadelphia Area Pilots (PAPAP)

We meet the second Tuesday of every quarter at the Continental Inn in Yardley, PA at 1200 for a bit of BS before going to our private conference room upstairs for lunch.

Been going on since 1992 and it's a great way to stay together. Contact: Chris Blaydon 215 757 6229 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](http://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](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

## 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](mailto: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

**Richard W. Selph** passed away on January 19, 2021. Rich was born in Pittsburg, PA, on December 21, 1939, and tragically died after an accident on his scooter. Rich was the only child of Edith and Vern Selph of Pelham, New York. He graduated from Pelham High School in 1957 and attended Dartmouth College. He became a Naval Aviator choosing to fly C130s in the Marine Corps. He joined Pan Am in January of 1965, flying the many routes and airplanes of Pan Am. He was assigned to Berlin in 1973 and loved flying the "corridors". When Pan Am sold their Pacific Division, Rich brought his family to San Francisco in 1986 to fly with United. He retired as a 747-400 Captain at age 60. Rich always said he was blessed to find a job he loved – flying!

**Burton ““Burt” Paul Harger** was born in Nampa, Idaho September 16th, 1936, died in Weiser, Idaho December 22nd, 2020.

Burton “Burt” Harger grew up in Idaho and Montana with his parents Helen and Henry Harger and brothers William “Bill” and Richard “Dick.” He lived his adventurous life first serving in the US Navy as a Lieutenant Naval Aviator aboard the USS Midway in the early years of the Vietnam War. This led to a career of 25 years as a Pan American pilot from which he retired as Captain. Upon retirement he moved to Weiser where he built and flew two experimental aircraft that still fly today.

He is survived by his wife Dixie of Weiser, Idaho, son Eric and wife Gilda of Mill Valley, California, and two daughters; Amy Nelson and husband David of Pataskala, Ohio, and Michelle Cannon and husband Dale of Weiser, Idaho. Burt had seven grandchildren; Bailey, Laura, Sarah, and Josh Nelson, and Dean, Joshua, and Shea Cannon.

**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](http://www.clipperpioneers.com). Know of someone from Pan Am who has passed? Email the obit to Sue Forde at [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com), or mail to: Sue Forde, P. O. Box 3457, Sequim, WA 98382**

## A Little Humor...

O'Hare Approach: USA212, cleared ILS runway 32L approach, maintain 250 knots.

USA212: Roger approach, how long do you need me to maintain that speed?

O'Hare Approach: All the way to the gate if you can.

USA212: Ah, OK, but you better warn ground control.

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

## To Your Good Health...Tips for Maintaining It

**Fake charities.** There's no shortage of bad apples pretending to be reputable charitable organizations. Use this IRS search tool to check if a charity you're considering is a legitimate tax-exempt organization. Also, never donate in cash, by gift card or by wiring money, the Federal Trade Commission advises. You can also use websites like Charity Navigator, Charity Watch and the Better Business Bureau to find reputable charitable organizations.

**Phishing scams.** Phishing occurs when a cyber thief attempts to gather personal information via email, text, website or social media. There have been a host of these scams related to Covid-19. These communications could come from scammers pretending to be the CDC, the World Health Organization, or some other seemingly official agency. "A coronavirus-themed email that seeks personal information like your Social Security number or login information is a phishing scam. Legitimate government agencies won't ask for that information. Never respond to the email with your personal data," Norton, the cyber-security provider, warns.

**Stimulus-check scams.** With a batch of federal stimulus checks just recently sent out and the possibility of another round of stimulus checks being bandied about by Congress, it's especially important to understand that the IRS won't call you about your stimulus money, nor will the agency send you an over-payment and ask for money back in cash, via gift card or through a money transfer. If you have questions about your stimulus check you can always reach out to the IRS by phone or check out the online frequently asked questions about economic impact payments. Scammers might also claim to be from the Census bureau, Medicare or Medicaid or the Social Security Administration, among other government agencies. These organizations won't call, email or text to verify your information or to offer to help you obtain medicine or equipment. So if you get calls or emails to this effect, hang up or delete the email.

from <https://stayconnectednh.org/public-wi-fi-is-convenient-for-you-and-for-scammers/>

## RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal donations. If you haven't already, please send your donation to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you to those who have already sent in your checks! :)

Your Name: \_\_\_\_\_

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City, State, Zip: \_\_\_\_\_

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(Make check payable to: Clipper Pioneers and mail to: P. O. Box 3457, Sequim WA 98382)

***Thank you for your continuing support of the Clipper Pioneers!***