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Engine Fan Blade Failure

by Gene Woerner

The recent in flight emergency experienced by United Airlines Flight 328, a B-777, shortly after take off from Denver enroute the Hawaiian Islands, reminded me of a similar situation I encountered many years ago while flying for Pan Am.

Cruising at FL 350 enroute from SFO r.o H.KG in July 1984 in a B-747-SP N734PA, everything seemed routine, calm, a smooth flight . We were on Flight Plan expected to land in HKG on schedule.

I was in the left seat, Pilot in command, the First Officer Gary Noyer, in the right seat. We also had an extra Flight Engineer and a Second Officer, both on their rest breaks.

About 7 hours into our 14 hour flight, we had just passed the southern tip of the Kamchatka Peninsula in Siberia in the North Pacific Ocean.

All of us were relaxed, enjoying the spectacular scenery below, looking forward to our Hong Kong layover and the expected IGS approach and landing to RWY 13 at HKG's Kai Tak airport. That was always an exciting approach and most of us looked forward to executing it.

Suddenly a loud bang, the aircraft shuddered violently and began to vibrate, the fire warning bell and red warning light on number 3 engine illuminated. I immediately silenced the bell, identified the problem engine, and secured the number three engine by pulling the fire handle while asking for the engine fire emergency

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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.

Engine Fan Blade Failure

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check list, which we were required to know by memory.

Shortly thereafter the fire went out, but the airplane kept vibrating and shaking. I slowed the airplane, hoping to reduce the vibration and shaking and started a slow descent, at the same time telling the First Officer to get a clearance to a lower altitude. The Engineer figured we could hold FL 250 at our present weight.

Slowing the airplane down did little to mitigate the vibration. As I was getting ready to make a passenger cabin announcement, the Purser entered the cockpit and informed us that the right inboard engine cowling appeared to be damaged and the engine was trailing smoke. At that point, the two extra cockpit crew members were up and I asked them to go downstairs with the Purser to look at the engine and assess what might have happened.

I then made the cabin announcement, telling the passengers that we had to shut down number 3 engine, and that in spite of the vibration, we were safely flying the airplane, asking everyone to remain seated. I would give them an update as soon as we figured out what went wrong and what our plan of action was going to be.

When the Second Engineer came back to the cockpit after assessing the damage to the number 3 engine, it became apparent that we had had one or more engine fan blades fail. The inboard cowling on number three engine was badly damaged and he could not tell whether any blades or debris had hit the fuselage. It didn't seem to have been punctured, as we did not have any pressurization issues. Even though we had slowed the airplane to about 250 knots, the vibration was still there, and a bit unnerving for everyone. Having the engine secured and all the checklists out of the way we now were faced with the decision where we could safely find an airport to land as soon as possible.

The closest suitable airport seemed to be Sapporo in the northeastern part of Japan. After consulting with the company on Pan Ops, we were informed that Sapporo was out of the question because of extremely bad weather including severe thunderstorms, so therefore, we mutually agreed the best solution was to continue to Narita.

After a nerve-racking 3 hour flight, with everyone pretty well on the edge of their seats, as the aircraft was still vibrating continually, we breathed a sigh of relief as we safely touched down on runway 16 at Tokyo's Narita airport.

Even though we did not make it to Hong Kong that day, everyone - crew and passengers - were grateful to be safely back on Terra Firma.

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.

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

My Very Best Month of Flying at Pan Am

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

I can very easily remember my worse flights at pan am. Involving weird people, accidents, and incompetence. But, I can also remember some of my very best flying. It began when I walked into operations to sign in for my flight. You could usually tell by the names on the sheet if it was going to be a good flight. I liked flying with a great many, including captains such as Doug Moody, John Burns, Sam Miller, Dewey Hoffman, Bern Coley and many others. I probably shouldn't just give a partial list, but it's the best I can do. I could never come up with a complete list of favorites.

I can also remember my very best month of flying. I had bid & received four identical trips, one trip per week. The trip went from New York (JFK) to Paris (CDG), with a layover, and then the next day went from CDG to Rome (FCO), with a layover, and then back to Paris, with another layover, and then back to JFK.

When we got into Paris, the crew from Rome returned to Paris for their layover. The layover hotel was absolutely fabulous. It was the Intercontinental Paris. It could not have been located at a better place, the Place de Concorde. It was just a ten minute walk to the Champs-Élysées and a mere five minutes from the Louvre. You can look at the hotel by checking it on google images. It still looks great.

For some reason we decided to host a party for our crew and the other crew on their layover. I'll have to say that with their international flight attendants the Pan Am crews really knew how to plan and execute a crew party. Being close to the Galeries Lafayette, a huge grocery store, we were able easily to buy an ample supply of wine, champagne, bread, pate, and other goodies. After our get together, which needless to say was enjoyed by all, we went to the Sergeant Recruiter for our dinner. At that time, the two favorite restaurants frequented by crews in Paris were the Sergeant Recruiter and Pied Cochon. You could easily walk to both from the Intercontinental Paris. We almost never ate at the hotel's renowned restaurants.

At the Sergeant Recruiter we loved the fixed price. When you sat down, the wine, the pate, salad, and bread were already on the table. It was all delicious. You only had to order the meat. The Pied Cochon was understandably famous for their onion soup and pepper steak. It was too was delicious. Even though I now believe the pepper steak is made from imported horse meat, I would likely order it again.

The next week, the crew we had hosted decided that they couldn't be out done by us and hosted their own crew party. By the fourth week, both crews knew each other quite well, and the last joint crew party was a monumental success. It was given by both crews jointly. We had everything imaginable. People can say what they want about Paris, but it's an absolutely fantastic place for parties. I can't think of anything I would have changed. It's a fond, fond memory.

Bank balance as of December 2020 is \$7,886.40. Thank you to the many who have mailed in your donations to keep this newsletter going! 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. (See back page of this newsletter).

4/11/11 O'Hare Recollection

From Tom Shupper

World's most experienced airline was a PanAm motto. Which reminds me of a PanAm story that happened to me.

In a raging blizzard, snow piled everywhere, terrible visibility, even for taxi, we were departing O'Hare for Miami, last leg and home. At the edge of the alley where our gates were, Ground Control told us, "Eastern, taxi left inner, over the bridge New Scenic, etc to 32R. So off we went on the inner taxiway.

Almost immediately, G.C. said, Eastern, hold your position, let Clipper (PanAm) get in front of you. GRRRR was my thought "Roger" on the radio to the GC. So Clipper now preceding us.

Once again, GC said, Eastern, hold your position, let American get between you and the Clipper. I felt like saying "haven't you got anyone else on this airport that you'd like to put in front of us"but thought better of it. "Roger" was the reply.

All 3 of us got the same taxi clearance over the bridge to 32R. Visibility was worsening. We could see American, but hardly Clipper and barely the terminal off to our left.

So as we get to the end of the terminal, I'm thinking to myself that Clipper missed the turn to go over the bridge. Better still, American was right behind Clipper. I looked to the left and barely discerned the taxiway to the bridge. I said to my Captain, "stop." He asked why, but stopped. I showed him the taxiway off to our left. and indicated that I think the other two missed the turn and are on the cargo taxiway to 27L. It won't hurt us to wait a moment or two.

We barely saw Clipper making a left turn ahead followed by American. My comment was, I think they are taxiing down the catering truck driveway to United's catering building. So we watched as they both disappeared.

Pretty soon Clipper came onto GC with, "Ground, this is Clipper XXX, there seems to be a building in front of us." GC quickly asked, "American, where are you?" The sour voice came back, "right here, right behind the world's most experienced airline." We howled with laughter as the Captain made the left turn for the bridge.

GC asked us where we were, to which I replied, we're crossing the bridge.

I can just imagine the hours it took in the snow and mess for two airline tugs to get down to United's Skychef to push those two planes back up to a taxiway.

A Bit of Humor...

Tower: Have you got enough fuel or not?
Tower: Yes what?

Pilot: Yes.
Pilot: Yes, SIR!

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
 Stu Archer (Pan Am pilot/cruise organizer) for information ~
 (305-238-0911) Email 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](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

USAF Major Roland Fraga, Ret., a 42 year resident of Boulder City, flew his final flight to Heaven on March 4th after a short battle with cancer. He was a loving husband to Peggy for almost 67 years. He is also survived by his son and best friend, Mark, of Carson City, NV, and his loving daughter, Karen Hayes (Dave), of Santa Rosa, CA. He has four grandchildren and one great-grandson. He was preceded in death by his son, Ron, and daughter-in-law, Judy. After a military career, he began flying 707s, 747s, and A310s for Pan Am Airlines, and the family relocated to Connecticut. He became a Training Captain for Pan Am's 707s and 747s for 14 years. He flew line for a total of 27 years which included the last few months of his career at Delta Airlines where he was an A310 Captain.

Dan Lorenzo passed away on April 20, 2021. More information will be forthcoming.

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

Scams to Watch Out for in 2021

Phishing/Spoofing Emails - Emails that pretend to be from a company, organization or government agency but ask you to enter or confirm your personal information

Fake check payments - You sell something online or through Craig's List Consumers and you're paid with phony checks, and instructed to wire money back to buyer. The check looks real... but after you try to cash it, you find out it is a fake; and you're arrested for passing a counterfeit check!

Facebook Fake Friend Scam - Did you ever get a Friend Request on Facebook from someone you already thought was your Friend? If you hit Accept, you may have just friended a scammer. Con artist nurtures an online relationship, builds trust, and convinces victim to send money.

Click Bait Scam - This one takes many forms, but many people may recall seeing those using Robin Williams death or the Malaysian Airline plane that went missing ("click here for video"). Other click bait schemes use celebrity images, fake news, and other sensational stories to get you to unknowingly download malware.

Scam Text Messages - It looks like a text alert from your bank, asking you to confirm information or 'reactivate your debit card' by following a link on your smart phone. But it is just a way to steal personal information.

(from https://www.consumerfraudreporting.org/current_top_10_scam_list.php)

***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***

To Your Good Health...Tips for Maintaining It

Prioritize Sleep — Your Mood and Immune System Are Counting On It - When it comes to taking care of your health and well-being, sleep is pretty much always part of the answer. Getting enough good-quality sleep keeps your immune system running at its best to fight off infections. Scientists know sleep is also one of the top ways we can help keep stress in check, as sleep deprivation can make us more sensitive to the effects of stress, ramping up our reactions (or overreactions). Finally, the brain needs sleep to function; without it you'll be less patient and focused, make poor decisions, and be more moody, irritable, and emotional.

Work. It. Out - Spending a lot more time at home does not mean you get to be a couch potato. Staying active not only keeps your body healthy physically (keeping your risk of chronic health issues down and lowering your chances of acute illness, like COVID-19), it also helps up your mood and well-being. Exercise releases endorphins (hormones that make you feel good!), sharpens focus, and aids sleep. Staying physically active also lessens the risk of mood disorders, boosts energy, and improves mood overall. Talk about a one-two punch against the midafternoon slump!

Avoid Mindless Snacking; Eat Intuitively Instead - Are you now spending your days within eyesight or arm's reach of your snack drawer? Rather than self-impose strict rules on what foods are off-limits, try intuitive eating. It's not a diet so much as a way of eating that's all about giving your body what it needs when it needs it. Intuitive eating doesn't restrict any specific foods or have you counting calories. It's a practice in which you listen to your body and pay attention to what you need in the moment. Is it time for a meal or a snack? You eat when you feel hungry, and you stop eating when you feel full. For inspiration, look no further than Instagram.

(from <https://www.everydayhealth.com/wellness/top-self-care-tips-for-being-stuck-at-home-during-the-coronavirus-pandemic/>)

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!

Your Name: _____

Address: _____

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Amount Donated: \$ _____

(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!