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A snowy, stormy night in Germany

by Gene Woerner

It was February 1970, and I had been a First Officer on the B-727 in the Internal German Service (IGS) with Pan Am for about four months.

Our crew was on the fifth leg of a six leg pattern, the last flight to Hanover from Berlin's Tempelhof airport that evening.

It had been snowing throughout Germany that whole day. On our previous four legs, we never saw the sun; the clouds were solid up to 30,000 feet.

During the short weather briefing in dispatch at Tempelhof, we were informed that Hanover airport was experiencing heavy snow showers and strong gusty winds out of the north west.

It was only about a 35 minute flight to Hanover and all three of us in the cockpit were pretty busy with little time to relax.

As soon as we were level at 8500 feet, I copied the weather from the Hanover ATIS(Automatic Terminal Information Service). It gave the ceiling at about 300 ft, visibility half a mile with heavy snow showers and gusty winds from 305 degrees at 20 knots gusting to 30, breaking action was reported as poor.

I looked over at Captain Virgil Searls, and read him the latest weather report. We had been flying together the whole month and clicked well as a crew. After getting the weather, I was happy that he was flying the last

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A snowy, stormy night in Germany

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two legs, given the current weather conditions at Hanover. The runway in use was 27R, more than 10,000 foot in length and 200 foot wide.

Captain Searls acknowledged the weather and said let's give it a go! We had plenty of fuel, having been fueled at Templehof. We would be able make a couple of approaches, and if we missed, could comfortably return to Templehof with fuel to spare.

As we started the approach, it was around 8 pm, and there was no other traffic in the immediate approach sector.

On final, we were locked on the ILS (Instrument Landing System) to RWY 27R. All check lists and the approach briefing were completed, the B727 was in the landing configuration. We had passed the outer marker, the final approach fix, and were cleared to land.

Captain Searls had everything wired while he hand flew the approach. I monitored the flight instruments and looked outside for any visual cues, while the flight engineer monitored the engine instruments.

We passed a thousand feet, then five hundred, three hundred nothing in sight. I called minimums - we were now at 250 feet, which was slightly below our minimum, I then called approach lights and sequence flashers in sight. Captain Searls replied "visual I got it, landing," and we continued in heavy snow showers with the windshield wipers at max speed.

It seemed that we landed slightly long after a smooth landing. Captain Searls put all three engines into full reverse and commented that he hardly had any braking , the anti skid system was releasing continually.

For some reason the three engine reversers seemed not quite even and the aircraft started veering to the left. The next thing we knew - and it happened so fast - the aircraft had turned 180 degrees and we were now facing down runway 09L with the Boeing continuing to move backwards. Immediately the Captain took the engines out of reverse and we stopped less than one thousand feet from the end of the runway.

The tower controller couldn't see us and asked for our position, and if we had any issues. As we taxied off the runway, we hardly had any forward visibility. I then informed the tower that we were now clear of the runway making our way to the terminal.

All three of us were pretty shook up, wondering how this could happen so quickly ! I don't think the passengers were aware of what had gone on. One the German Stewardesses made a remark as we reached the gate, asking about the abrupt turn on the runway after landing. We choose to ignore her comments.

For us, it had been just another routine flight in the exciting and unpredictable Internal German Service. My 11 year tour there included some of the best and most exciting flying in my 35 year airline career.

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

Checking Out Can Be Something Else

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

While checking out as a B-707 captain in late 1977, I flew with a check pilot who, as was the norm, flew as my co-pilot for twenty-five hours. We opted to fly Pan Am's round the world flight, which was an extremely popular option at the time. It went from New York (JFK) to Frankfurt (FRA) to Istanbul (IST) to Damascus (DAM) to Tehran (THR) to New Delhi (DEL) and back to New York.

I had just come off the B-747 as co-pilot. I had previously flown the B-707 about six years earlier. I had apparently forgotten how to land the 707 because I "planted" it in Damascus. I came in and made a really hard landing. I landed with a bang. It was so bad I actually asked those in the cockpit what I was doing wrong. As I recall, I phrased it something like, "If anyone knows what I'm doing wrong, please tell me."

The engineer said, "I think you are leaving the auto pilot on too long. You ought to take it off auto pilot sooner and get used to the feel of the plane." He had obviously been an instructor and a good one. It was just what I did, and I had no more trouble. I was really glad I asked what I was doing wrong!

Thinking back to the landing in Damascus, I was, indeed, leaving it on auto pilot much too long during the descent, typically to 1,000 feet. He was exactly right, and it brings out an extremely valuable lesson for every pilot. Always ask those you fly with for advice. Typically, they have already seen what you're doing wrong. They are often more aware of what you are doing wrong than you are.

After flying as a B-707 captain for several years, I had the opportunity to check out on the L-1011 as captain, and I was in the first class that Pan Am had - before they even got an actual plane or a simulator. The instructor of the first class had never even seen the 1011.

I learned very quickly that the 1011 systems were basically just like the C-130 systems, which made perfect sense since both were Lockheed systems and they had just taken the systems off the C-130 and implemented them into the design of the 1011. But, I was told that the newly designed L-1011 also had a greatly improved emergency system. If you lost all three engines, there was a ram air turbine (RAT) system that would drop out of the fuselage and the prop would turn and give you enough hydraulic power to control the airplane. I was initially impressed.

We were still in Miami taking training when the first L-1011 arrived in Miami. It was initially-intended to operate in the Caribbean out of Miami. We anxiously anticipated its arrival, waiting for it to arrive on the ramp. They shut the engines down and the unexpected happened.

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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>

Checking Out Can Be Something Else

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They had told us that under no circumstances would the RAT come out when the plane was on the ground because the safety backup provided that it would not come out on the ground. But, when the pilot set the brakes and shut the engines down, the damn RAT came flying out. It came out with such force that it would have likely broken the skull of anyone under the airplane. Never assume that what you are told is the truth!

I was one of the few pilots that didn't like the 1011. It had an active control system. For example, the speed brake panels would come up to assist the elevators to pull the nose up - meaning that when you came in to land and pulled the nose up the damn wing panels would pop up and kill the lift and the plane would crash with a mighty bang.

We had Lockheed's test pilot come down and asked him about the landing characteristics. He told us that Lockheed was not especially proud of the landing characteristics of the L-1011 but that the airplane would land exactly where it was supposed to in case of CAT2 weather - when you could barely see the approach lights and had to land on autopilot. He added that it was designed for that very purpose.

To say the obvious, I was never enamored with the L-1011, and I got off it in about four months - as fast as I could. It was a personal thing. As I said, many pilots liked the L- 1011 very much.

A Documentary Series about Pan American Airways on PBS

When Pan Am's M-130 flying boat "China Clipper" took off for the first scheduled flight to Manila on November 22, 1935, it riveted the attention of people around the world. At that moment Pan Am vaulted to a commanding position and the world changed forever as a result. That's the story brought to life in "Across the Pacific." Newly unearthed archival motion pictures, photographs, and original sound recordings as well as stunning graphics, help bring this history back to life. T

The film by Moreno/Lyons Productions tells the epic story of how Pan American Airways became the first to bridge the mighty Pacific - the first airline to cross any ocean. Focusing in particular on the contributions of Pan Am's visionary leader Juan Trippe, aircraft designer Igor Sikorsky, and radio engineer Hugo Leuteritz, the three-part program is currently broadcast on PBS. "Across the Pacific" premiered on VPM PBS in Richmond Virginia May/June 2020. You can watch each episode on the home page of the Clipper Pioneers website (www.clipperpioneers.com)

PAN AM FOLKS AROUND THE WORLD-2021 WORLD WINGS CRUISE

Inviting all Pan Amer's to join us later this fall for our 2021 Annual Convention, "Tropical Dreams", on board the luxurious Celebrity Equinox for a 9-night Southern Caribbean cruise sailing RT from FLL, 29 Oct - 7 Nov.. More information can be found at their website: <https://worldwingsinternational.net/cruise2021/> or for more information PLEASE CONTACT ROSIE FOR NANCY G. MCALLISTER preswwi@gmail.com

Bank balance as of Sept. 30, 2021 is \$9,575.11. 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.

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

PAN AM Reunion - MARCH 12-20, 2022

8 Night Southern Caribbean Cruise on Jewel of the Seas r/t Miami

Dear Pan Am friends: It's about time to cruise !!

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 Jewel 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. These wonderful ports of call include:

LABADEE, HAITI - SAN JUAN, PUERTO RICO

PHILIPSBURG, ST. MAARTEN AND ST. JOHN'S, ANTIGUA

While onboard indulge in the spa, build a scrapbook of memories or simply relax poolside. Dine on gourmet food as well as twenty four 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 \$599 / * Ocean view \$659 / * Balcony \$999

Rates are per person, cruise only, double occupancy, Non-Refundable and based on availability at time of booking. Port charges/tax are additional at \$361.35 per person. Checks are generally preferred (address below) but all major credit cards are accepted. Deposit \$250 per person upon reserving; final is due 12/2/2021. 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. Insurance is be available according to your cruise price. More information with your invoice. Junior Suites and Suites are on Wait List Status - pricing upon request when available.

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 cbayld@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

Invitation to Lunch & Lecture Reunion

As "president" of the Pan Am Retirees Association in SF Bay Area, I am extending an invitation to all Clipper Pioneers to attend our Dec 4 2021 lunch & lecture reunion at Michael's at Shoreline in Mt. View CA. Guest speakers include Al Topping (Last Flight Out) and Capt. Mark Pyle, who flew the last Pan Am Clipper BGI/MIA exactly 30 years ago on Dec 4 1991. Please send me an email address to whom I can send an email invitation with details, for you to share with your members. Thank you Al Gilbert 415 516 0359.

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

JAMES FLOYD BENNETT, 88, of Crescent City, Florida passed away peacefully at his home on September 9, 2020 following an extended illness from kidney disease.

He was born and raised in New Lexington, Ohio and went on to establish a long career in aviation. He taught flying at Ohio State before being hired by Pan American Airlines in 1955. He flew for Pan Am for 30 years working his way to Captain and Check Captain. The last six years of his career was with United Airlines as a Check Captain. He logged over 38,000 international flight hours on every continent world-wide. Before the jet age he started his flying career flying the DC-3 and completed it on the 747-100.

James married Shirley Griffith on October 17, 1976 in Shawnee, Oklahoma where they made their home for 11 years. In 1988 they moved to Eagle's Nest Aerodrome west of Crescent City, Florida.

He was preceded in death by his parents, Thomas and Nellie Bennett and a son, TJ Bennett.

He is survived by his wife Shirley of 43 years; sister, Barb Able and brother, Jerry (Patti) Bennett. He has three surviving children, Lynne (Jim) Shelton, Nancy Bennett and Suzanne Bennett. He has two grandchildren, two great-grandchildren. He also has three stepchildren, Ernie (Shannon) Cunningham, Melinda (Ken) Stahl and Eric (Darlene) Wisener; Ten step-grandchildren and twelve step-great grandchildren. He also leaves behind numerous nieces, nephews, friends and neighbors.

Mass of the Resurrection will be held at 10:30 A.M. on Saturday, September 26, 2020 at St. John the Baptist Catholic Church in Crescent City, Florida.

Flowers are gratefully accepted or donations may be made to The National Kidney Foundation of Florida, 1040 Woodstock Road, Suite 119, Orlando, Florida 32803.

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

Healthy Living Tips

Keep a "happy" brain! Here are some tips to stay strong mentally:

(1) Move. Exercise is essential for both the body and the mind. Go for a daily walk or join an exercise class at a nearby Y, gym or senior center. Try chair exercises. Just keep moving!!

(2) Socialize. There's nothing like being actively involved with others to keep your mind sharp. Get into a class and learn something new - from crafts and hobbies to computer classes, it's a fun way to keep the mind interested and active.

(3) Call on Friends. Stay connected, have lunch or dinner together, to stay caught up with each other's lives and get the social stimulation you need for your brain at the same time!

(4) Volunteer at your church, the senior center or the local food bank. Use the skills you've achieved to help others - it's most rewarding and you can make new friends along the way!

(5) Play games. Word puzzles, jigsaw puzzles and games like Sudoku keep the brain healthy and stimulated.

A Few Common Sense Safety Tip Reminders

Last month, we covered some safety tips for home and when out walking. This month, here are some reminders when out shopping, in your car and about banking.

Shopping:

- Never leave any valuable personal items (wallet/purse) in a shopping cart. Never leave personal items unattended.
- Don't carry any more cash than is necessary. Many grocery stores now accept checks and automatic teller cards instead of cash.
- Don't display large sums of cash.

In Your Car

- Always keep your car doors locked, whether you are in or out of your car. Keep your gas tank full and your engine properly maintained to avoid breakdowns.
- If your car breaks down, pull over to the right as far as possible, raise the hood, and wait **INSIDE** the car for help. Avoid getting out of the car and making yourself a target before police arrive.
- At stop signs and traffic lights, keep the car in gear.
- Travel well-lit and busy streets. Plan your route.
- Don't leave your valuables on the seat beside you; put them on the floor, where it is more difficult for someone to grab them.
- Lock bundles or bags in the trunk. If interesting packages are out of sight, a thief will be less tempted to break in to steal them.
- When returning to your car, check the front and back seat before entering.
- Never pick up hitchhikers.

Banking

- Many criminals know exactly when government checks arrive each month, and may pick that day to attack. Avoid this by using Direct Deposit, which sends your money directly from the government to the bank of your choice. And, at many banks, free checking accounts are available to senior citizens. Your bank has all the information.
- Never withdraw money from your bank accounts for anyone except **YOURSELF**. Be wary of con artists and get-rich schemes that probably are too-good-to-be-true.
- You should store valuables in a Safe Deposit Box.
- Never give your money to someone who calls on you, identifying himself as a bank official. A bank will never ask you to remove your money.
- If you have been swindled or conned, report the crime to your local police or Prosecuting Attorney's office.