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B-727. 2 Engine Ferry Flight

by Captain Gene Woerner

It's 1980 and we are getting ready to take off from Istanbul's Yesilkoy airport to Frankfurt Germany. I am the Captain making the take off. We are a three-man IGS crew on a Charter flight.

As we climb thru 1000 feet, the gear is up and the take-off flaps in transit. Suddenly, the aircraft shakes, and moments later, we get a fire warning on number three engine. I immediately tell the First Officer and Flight engineer to assess the problem, fight any fire and secure the engine. We continue to climb following the Standard Instrument departure route. Still on the Tower frequency, I inform the controller that we had an engine failure and fire and request an immediate return to the airport.

Yesilkoy airport has cross runways and we had taken off on the northerly runway, RWY 36. There is also an east west runway, RWY 05. The controller, being very helpful, gave us immediate clearance to pick any runway we choose. I forgot to mention that it was a beautiful clear afternoon. So we just stayed VFR and I came around in a 270 left turn and since there was no wind, I lined up and landed on the easterly runway RWY 05.

The First Officer had made a short announcement telling the cabin that we were returning to land after we had encountered an engine fire which was extinguished, and that everything was safe and under control.

As we touched down, the fire trucks were already lined up and immediately informed us that there was no fire. We decided to continue to taxi to the terminal, closely followed and monitored by the Airport Fire Brigade.

After the passengers deplaned and we had secured the airplane, all three of us went to the back of the aircraft to look at the engine.

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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. 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.

B-727. 2 Engine Ferry Flight

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The Pan Am mechanics had already determined that we ingested a flock of birds - Sea Gulls - and that there was substantial internal damage to the engine.

Frankfurt Dispatch informed us that the flight was canceled, and the crew was to return to the Hotel. Later that afternoon, I received a call from Captain Teeters, the Chief Pilot in Berlin. Since I was a Check Pilot at that time, he asked me whether I would consider doing a two engine ferry flight to Frankfurt, as there were no spare engines anywhere in our regional area.

I readily agreed; however, before this could be arranged, I had to talk to the First Officer and Flight Engineer to find out how they felt about doing this two engine ferry flight.

After a lengthy discussion with them, they reluctantly agreed to make the flight. I called Captain Teeters back, and he arranged that we would ferry the airplane to Frankfurt the following morning. Maintenance in Istanbul found a plug that was inserted into the engine intake nacelle of the number 3 engine.

The two engine take off the next morning, as well as the flight to Frankfurt, were uneventful. The aircraft was light enough that even if we had another engine fail after reaching V1, the go or no go speed, we would still be able to continue to fly the aircraft safely and return to the airport for a safe landing.

Flying in the Pan Am Internal Service in Berlin was always a lot of fun, along with some exciting and challenging situations, never dull or boring.

Excerpts from a Roadshow about Berlin

By Carl Stevenson

In 1974 the AWARE Committee was formed in Berlin. In addition, the Berlin Pilots put together a Roadshow.

Here are excerpts from the script:

"We'd like to tell you a little about Berlin, which is like an island, deep inside East Germany. That's part of the mystique of the city.

"The East Germans (Russians) have a wall wrapped around Berlin.

"Checkpoint Charlie is the border crossing for Americans. All you need is your passport.

"Most of you have seen pictures of the Brandenburg Gate. Next to Marlene Dietrich it's probably the most photographed objects in Europe. Even Napoleon walked through the gate. Now it's part of 'no-man's' land, symbol of the divided city.

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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>

Excerpts from a Roadshow about Berlin

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“When the Russians moved into Berlin in 1945, they didn’t waste any time building a Russian War Memorial. It’s built out of rubble from Hitler’s Chancellory. It ended up in the English Sector and every morning the Russian Guards coming from East Berlin have to be monitored by the British Military Police. The Berliners say the British are watching the Russians and the Russians are watching each other.

“One of the main landmarks is the Kaiser Wilhelm Memorial Church which took a terrible beating during the war. Instead of tearing down the bombed out church, the Berliners built a new one around it.

“We feel that every American should visit Berlin.

“One American visited Berlin and the world will long remember his famous words:

“All free men are citizens of Berlin, and therefore as a free man, I take pride in the words, ‘Ich bin ein Berliner.’” – John F. Kennedy

(Credit to Bob Brennan for his help putting this together.)

Central America

by Bill Nash

Navigation in Central America called for some interesting innovations. Mexico City had the only precision approach system. Pan Am and some of the nations had installed omni-directional signal beacons at airports which we could use to follow to or from the station and descend on for instrument approaches. However, summer thunderstorms often generated far greater power than our beacons, causing our instrument needles to point at the storms rather than at the beacons. For several airports, we worked out using powerful local broadcasting stations since they produced stronger signals than anything else nearby although their use was not approved for that purpose.

We could sneak into San Jose, Costa Rica, this way, coming in from the Pacific coast at Punta Arenas and following the meandering track we had marked on our maps to the airport.

Medellin, Columbia, though it is not in Central America, was the southernmost destination on our Central American missions. The route from Panama to Medellin crossed Turbo, Colombia, the area of the world’s heaviest rainfall, then to the headwaters of the San Jorge River and south through rugged canyons below the ridges to Medellin. With an overcast below the ridges, we did our zigzag navigation through these canyons until we came to Antioquia, (we called it Annie Oakley) a small redroofed town on a river that ran left to right in a canyon across our course. Just beyond Annie Oakley a canyon wall rose in front of us to a plateau. We would spiral up to the overcast until we could see a huge dead tree. Once we saw it, we knew we were looking all the way across and could squeeze between the overcast and the plateau. After passing the dead tree, we could drop down into the valley to Medellin. If the clouds covered the plateau, we made a

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Central America

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30 degree climbing spiral into the overcast, then headed for our Medellin beacon or favorite broadcast station, to make a descending racetrack descent to the airport.

The entire area was blessed with Mayan and Aztec temple ruins. We could please our passengers and benefit the airline by circling the pyramids of Chichen Itza, Uxmal, Tikal, Tulum and others. Indian names given to towns and natural resources in those areas were rhythmic and slipped off the tongue with ease: Chichicostanango, Quetzaltenango, Tulencingo, Quintana Roo, Chilpancingo and Thuanatepec. (*ed. note: with ease??*)

In approaching Tegulcigalpa, Honduras, from the south, we could find the proper valley when we saw two small peaks on its southern ridge. The runway there was short with the terminal directly at one end of the single runway and a 1500 foot crevasse at the other. Under certain cloud conditions, we had an approach from San Salvador that startled First Officers who had not yet experienced it. We would climb up along rising ground on the downwind leg then, while climbing, call for gear down and add power. Then, still following the rising terrain, we'd add more power and drop a little flap while continuing to climb to the final approach, then suddenly see the runway, add flap and land short – since the runway was humped. If we landed too far down the runway, we'd be going hell-bent downhill for the terminal. Strangely, the cloud ceiling climbed with us on this approach. It was an odd characteristic of the area. The new co-pilots thought so too. (*ed. note: and so do !!*)

One night in Panama, a very embarrassed assistant chief pilot, training, landed on the wrong side of the canal; not at the wrong end, the wrong airport. In another incident, one of our pilots experienced an engine failure while taking off in Panama flying a C-46. He dropped down out of sight of the tower controller, so the controller reported the plane had crashed. Meanwhile the pilot was busily zigzagging and dodging the highest terrain, unable to climb on one engine with the newly approved 48,000 pound max load.

Personally, having flown Pan Am 's C-46 cargo planes for 3 ½ years, I liked the big fat bird. 45,000 pounds was the gross weight they had been built for but, by some sleight of hand, our operations department had gotten the FAA to approve 48,000 pounds. The loss of an engine at a takeoff weight of 48,000 pounds meant a pilot had to do a lot of things in a hurry to fly on the hairy edge with the remaining engine.

Bank balance as of June 30, 2022 is \$10,662.11. The opportunity to renew your membership with your donation is on a form on page 8 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2022 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

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.

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

PAN AM 15 DAY MIAMI TO ROME CRUISE



Dear Pan Amer's:

Come join us on our next transatlantic reunion cruise on Royal Caribbean's Explorer of the Seas. Reserve restful days at sea to splurge in Spain, France and Italy with ports of call to die for. It's going to be fabulous – don't miss out – bring family and friends along ! Your cruise includes gourmet meals, entertainment, accommodations, group activities, cocktail parties and much more.

Itinerary – April 23, 2023 from Miami to May 8, 2023 Rome, Italy

Date	Port	Arrive	Depart	Boarding
Sun 23Apr2023	Miami, Florida	-	4:00 PM	Cruising
Mon 24Apr-01 May	Cruising High Seas	-	-	Docked
Tue 02May2023	Malaga, Spain	8:00 AM	6:00 PM	Docked
Wed 03May2023	Cartagena, Spain	8:00 AM	6:00 PM	Docked
Thu 04May2023	Palma De Mallorca, Spain	7:00 AM	5:00 PM	Docked
Fri 05May2023	Provence (Marseilles), France	9:00 AM	6:00 PM	Tendered
Sat 06May2023	Nice (Villefranche), France	8:00 AM	6:00 PM	Tendered
Sun 07May2023	Ajaccio, Corsica	8:00 AM	6:00 PM	Departure
Mon 08May2023	Rome (Civitavecchia), Italy	5:00 AM	-	

Rates from:

Inside \$859 / *Inside Virtual Bal / Outside \$959 / Balcony \$1399 / Suites \$1999

Prices: Per person, subject to availability at time of booking and do not include port charges and taxes (\$354.pp) or amenity fees (\$150.pp) (cocktail parties, pay restaurant get togethers, etc).

*Interior with Virtual Balcony – High-definition screen that spans floor to ceiling, providing real-time views of the ocean and destinations. Inquire on pricing.

Deposit \$450.pp. ; all major cards accepted. Mail amenity fee check to Stuart Archer upon reserving (7340 SW 132 St., Miami, FL 33156). Insurance, available and advisable on invoice.

More information in future emails. Call 1-844-278-9745 Air & Sea for flights.

To reserve: call Carmen 786-252-7838.

Cruise information call former Pan Am Capt. Stu Archer 305-238-0911.

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

Do You Know About Events that are Upcoming?

There are many events and get-togethers that may be of interest to our readers. If you know about one, or have a group that gets together on a regular basis - or even once in awhile - please let us know so we can share with our readers! :)

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

There are no memorials to report this month.

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

Tips for Healthy Living

Clean Up The Diet

Food items that are filled with cholesterol and other similar substances can be harmful to human health. And when a person is growing old, such toxic foods react in an even worse manner.

That's why it's best to have a clean diet, at least in the old days.

But what does a clean diet consist of?

Fresh fruits, vegetables, lentils, cornflour, and other similar items that are rich in fibre, protein, and vitamins should be prioritized over-processed foods.

This will keep your body clean, healthy, and free from diseases.

Get Enough Sleep

Sleep is one of the most crucial sources of energy for human beings.

You may eat the healthiest and most nutritious foods your entire life, but if you skip sleep for two or three days, your body may start giving up.

This means that your body will be tired but wouldn't have the chance to rest — which can be lethal for your health.

So, make sure that you are getting a good amount of sleep every night.

Also, it's important to note that the human body's biological cycle is programmed in a way that it works best when it sleeps during the night.

Tip: If you have difficulties falling asleep, add some sort of mild workout to your daily routine.

More next month...

(from <https://www.chartattack.com/health-care-tips-for-seniors/>)

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.

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)

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/>

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

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!