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## Multiple Blown Tires

*by Gene Woerner*

I was the Captain of a United Airlines B747-400 flying from Singapore to Tokyo's Narita Airport some time in November 1997. We were a two man crew.

As we approached southeastern Japan over Kagoshima, we received an ACARS (Airborne Communication) message informing us that a line of thunderstorms had formed in the greater Tokyo area.

During our initial descent to 22,000 ft, we encountered cumulonimbus clouds with moderate turbulence.

Twenty-five nautical miles out of Narita Airport, we were cleared to descend to 10,000 ft and switched over to approach control. Our radar showed solid rain and some embedded thunderstorms on our arrival route. We requested a number of slight deviations around some heavy rain showers and cells.

Once we were on final approach at about 4000 ft and cleared for the approach to RWY 14, we were now in heavy continuous rain.

The latest weather we had copied from the ATIS, indicated the wind was pretty well down the runway at 19K gusting to 24K with heavy rain, and braking action was reported as poor with water pooling on the runway.

It was my approach and landing. Anti skid and Auto spoilers were armed, and the Auto Brakes selected to medium.

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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.

## Multiple Blown Tires

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Auto pilot A was engaged and descending through 1000 ft, the 747 in the landing configuration, we began to see the ground and shortly thereafter, the runway came into view.

At that point I disconnected the Autopilot asked to have the windshield wipers on max, and continued hand flying the aircraft to the landing in the landing zone.

After touchdown, the Anti-skid gave continuous releases and I realized that we were in an aquaplaning situation because of the heavy rain and all the standing water on the runway which did not have time to drain off.

I immediately put all four engines in reverse and that helped in slowing the 747 down.

I did not touch the brakes and let the Auto brakes do their job. Rwy 14 is over 12000 ft in length. As I recall, as we used almost 10000 feet of it before the airplane came to a stop. All anti-skid lights were still cycling and I turned the Anti skid off.

As I was adding power to exit, the runway, the aircraft did not want to move. At that moment I realized we had an issue, as it was impossible to get the plane to move forward even while adding low power to the engines.

We informed the tower that we had an issue and were unable to move the plane. In less than 5 minutes, the Airport emergency vehicles had reached us. In communicating with the tower, they informed us that we had numerous blown tires. As it turned out, ten of our main tires had blown.

Airport buses arrived almost immediately as did a number of TV trucks and reporters who were most likely stationed at the airport to monitor any operational or emergency situations.

Before the First Officer and I had a chance to leave the plane to board a bus, we were surrounded by the Reporters wanting to know what happened?

Most of the questions were posed in Japanese, to which I responded that I cannot make any statements before talking to my Company and assured them that everything was fine and nobody was hurt. That seemed to satisfy them.

We made our report to United at the operations office, and as I watched TV that evening at the Hotel, I saw footage taken of our plane from the terminal, close ups of the blown and flat aircraft tires, as well as the short discourse between the Reporters and myself and the First Officer.

Fortunately, no one was hurt. Yes, 10 tires had to be replaced, and from what I learned later, none of the wheel rims were damaged, and after the tire change, the aircraft was put back into service later that day.

**Bank balance as of Aug. 31, 2022 is \$12,597.94.** 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!

## Flights and Plights in Central America

*By Bill Nash*

On a dark night, Capt. Jim Evans and a First Officer were ferrying a DC-3 from the island of Cozumel to Merida, Mexico. Shortly after takeoff at about 500 feet, the pilots noticed that they were descending.

Jim increased the power and eased the wheel back to an increased climb position – and the descent increased. Soon the aircraft stopped. “Well, what the hell,” said the copilot. Jim said, “I second that.” They aimed their flashlights at the side windows, and they saw – water! “How the hell did we do that!?” Jim exclaimed. They seemed to be floating well, so they put on life jackets, climbed out on a wing and up on the fuselage, and spent the rest of the night trying to figure out how they would explain this one to the chief pilot.

The blue light of dawn revealed the reason they had performed a skillful smooth water landing with a land plane: Number one engine Nacelle had snapped its upper engine mounts and allowed the engine to point forty-five degrees downward. Every time the captain had increased the power, the still running number One had pulled the plane down, until they eased into the water.

Soon a Cozumel fishing boat spotted the plane and crew and came to their rescue, towing their plane to shallow water. Airport ground crew then towed the DC 3 up on the beach and back to the airport.

Mechanics from Miami brought two replacement engines and the plane was ferried to Miami for overhaul. This plane was back in service within four months.

Another unplanned landing was made on the Mexican Yucatan peninsula a few years later. Captain Don McLennan took off from Merida, Mexico, for New Orleans with a gross load of bananas. About 700 feet one propeller flew off, went chop – chop under the belly of the Curtis Commando C 46 and knocked off the other propeller.

The engines raced and roared as Don chopped both throttles, shoved the nose down, and bellied into one of the many small sisal fields, separated by stone walls in the area – without hitting a stone wall. That airplane also was restored to fly again. Captain Vic Wright, our Cargo chief pilot, liked to brag that his flight crew had sold all of the bananas to the natives by the time the rescue crew had arrived. Captain McLennan immediately put in a request for transfer to New York.

San Jose was surrounded by mountains and two semi-active volcanoes. To get out of the valley without doing a hardness test on the side of a mountain, we would perform a climbing holding pattern before proceeding on course to Panama or Nicaragua.

One of our planes, leaving the valley at altitude, but still flying by instruments, finally popped out of the clouds at Puerto Limon on the Caribbean coast. The pilots still could see nothing in front of them but gray. However, bright sunshine shone in the cockpit side windows.

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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>**

***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)***

## Flights and Plights in Central America

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Then it occurred to the crew that the source of that pungent odor they had experienced inside the clouds was the furnace-like breath of a volcano. Tiny hot particles had frosted their windshield. At Panama they performed a tricky landing, able to see only through the side windows.

Guatemala has at times experienced government changes by revolution rather than election. One of our crew transports was mistaken for revolutionaries en route to the hotel from the airport and was shot up. The captain was hit, but recovered.

In about 1954 or 1955, on a layover in Managua, Nicaragua, I wandered alone to a rustic restaurant on lake Managua. As I was about to order, I heard a voice coming from a jovial group at a large table in

the center of the room: "Captain, Captain, Pan American!" I looked up and one of the men at the big table was hailing me. "Come and join us, Captain!" Welcome to Nicaragua!" I was not in uniform but he had recognized me. I thought that was strange. I realized it was courteous to accept the invitation so I joined the men at their table. In a few moments I learned that I was in the company of Anastasio Somoza Garcia, the president of Nicaragua, and the presidents of two other nations: Jose Antonio Remon of Panama and Rafael Trujillo Molina of the Dominican Republic. They politely used English with me, and I tried my ruptured Spanish with them. They were kind enough to applaud my efforts. Looking around the restaurant, I could see tables with rough-looking men scattered about. Then I know how I was known. When the president goes out, any strangers are identified by his "Secret Service"

Since I did not have to fly for two days, I accepted their generous offer of drinks and soon could hardly see what I was eating. These fellows all collected guns. Since I also was a gun collector we had something mutual to talk about. I made a big point of staying away from politics and so did they. They asked sound intelligent questions about flying.

President Somoza insisted that I visit him the next day to see his gun collection. He sent an armored limousine for me and, fortified with aspirin, I climbed in feeling quite grand and a little hung-over. We had an enjoyable lunch, then an enjoyable afternoon admiring and discussing guns. Most were beautifully engraved presentation models. I drooled over a pair of pearl-handled gold and silver "Peacemaker" Colt revolvers. I wonder where they are now.

Six months later, President Remon of Panama was dead – assassinated. Six years later, President Trujillo of Dominican Republic was dead – assassinated. President Somoza was ousted.

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## Flying Somewhere? Useful Tip for Air Traffic

FlightAware is a free flight tracker that will change what you think about live flight tracking and aviation data. It can be seen at: [www.flightaware.com/](http://www.flightaware.com/)

**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).**

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

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## 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.

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## 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](mailto:cblayd@aol.com)

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## 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](mailto:davecriley@comcast.net), and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

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## 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! :)

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## 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.

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## 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

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## 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

**Jeffrey F. Kriendler**, the public voice of Pan American World Airways during some of the airline's most tumultuous years, and beloved by countless colleagues around the world, died on September 3, 2022 in Miami. Jeff had been hospitalized after a fall in his home. He was 76 years old. "Jeff joined Pan Am in 1968 as a management trainee in the Flight Service department. He went on to hold senior management positions with Pan Am in both Flight Service and Dining Services, and later in the Public Relations department. In 1982, he was named Vice President of Corporate Communications, and from that time until the airline ceased operations in 1991, Jeff was the airline's chief spokesperson, an exceptionally high-profile job of dealing with the media, investors and the public. "Jeff loved Pan Am. "Jeff was Pan Am," said Ed Trippe, son of the airline's founder, Juan T. Trippe, and chairman of the Pan Am Historical Foundation.

**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**

## Tips for Healthy Living

### Go for Regular Checkups

As we grow older, several health issues may start cropping up inside our body. To ensure your good health, you must pay regular visits to the doctor.

If not about treatment, these visits should be focused on regular checkups.

The point is that, if a health issue has risen up or is just about to rise up, you should know of it beforehand. This awareness will help you recover more quickly from the ailment.

Also, the treatment costs may be lowered down as your health condition may not be too bad in the initial stages of the disease.

### Prioritize Mental Health

Anxieties while growing older can often be too much to handle. Whether you are the person dealing with it or it's your old relative who you are seeking help for, it's important to pay attention to mental health, just as we do for physical well being.

To ensure the good mental well being in old age, it's best to adapt to some lifestyle changes. A busy mind doesn't have too much to think or worry about. By keeping your thoughts at bay, you can surely remain in the pink of your mental health.

*from <https://www.safetydetectives.com/blog/the-ultimate-internet-safety-guide-for-seniors/>*

**PAN AM MUSEUM FOUNDATION  
COME CRUISE WITH US!  
Join us on a fabulous luxury Silversea Cruise!  
Mark Your Calendars: August 2 - 9, 2023  
CRUISE ITALY & CROATIA IN STYLE**

Come sail with us in Pan Am style and support the Pan Am Museum! Enjoy exclusive amenities and guest benefits by booking your suite through this fundraiser.

We've secured the very best pricing and a liberal cancellation policy for our exclusive PAMF group (all pricing excludes airfare and transfers). In addition, our special pricing will be guaranteed until Dec. 31, 2022.

Open to friends and family! Space is limited!

**Venice to Venice: August 2 - 9, 2023**

**VOYAGE ITINERARY**

Silver Spirit – 7 Days

Leaves Port: August 2, 2023

Voyage SL 230802007

Day 1: Venice (Departs at 7pm)  
Day 2: Trieste, Italy  
Day 3: Zadar, Croatia  
Day 4: Hvar, Croatia  
Day 5: Dubrovnik, Croatia  
Day 6: Split, Croatia  
Day 7: Kvarner Bay, Croatia  
Day 8: Venice (Arrive at 8am)

**For More Information**

**The Pan Am Museum Foundation  
board@thepanammuseum.org  
www.thePanAmMuseum.org**

**What's Included prices starting at \$4,400 per person**

Shore Excursions (1 per port/per day)  
All beverages included at all times including premium liquor and wine selection of 150+ bottles  
Personal butler service in every suite category  
24-hour room service  
1:1 Crew to guest ratio  
Fully customized mini bar  
\$350 Ship Board Credit per suite  
All crew gratuities  
Exclusive PAMF Welcome Cocktail Reception and other exclusive onboard events  
8 Fine dining options offering culinary excellence  
Onboard activities and live entertainment  
High speed WiFi  
Pillow menu

**Visit their website for more information: <https://www.thepanammuseum.org/cruise-benefit/>**