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Pan Am's First Officer's Left Seat Program

by Ralph Dunn

This program was available to the top 25% of first officers on each aircraft who were looking forward to checking out as captains. I had a flight from JFK-TYO and the Captain was John Powers. These trips were very productive but long. So, I got down to JFK early, did the paper work and asked the other first officer and the two engineers to help me kept the captain in a good mood. Approaching the west coast I called SFO Radio on 121.9 and got the Over Ocean Clearance.

Captain Powers asked why I did not use the HF Radio. Well, everybody who had flown out of SFO knew about the remotes SFO Radio had. John had rewritten the Flight Operations Manual (FOM) and after this trip produce a fold-out page with all the remote locations that was then added to the FOM.

After a good layover in TYO John asked if I was in the left set program, I was not. He then asked when my next annual check was due and I replied in two weeks. He said he would be happy to sponsor me for the program.

First I needed to check boxes with George Van as my guide of alls the back room support offices, Dispatch, Weight & Balance, maintenance Hangers and the JFK tower. Very informative. Next, John Powers invited me down to his home for a review of the FOM which included a lovely lunch with his wife.

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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.

Wishing you and your family a Merry Christmas and a Happy New Year!

Pan Am's First Officer's Left Seat Program

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Now, the annual check is from the left set for those in the program. My first officer was Al Joyner. And part of the check requires a coupled approach to CAT-III minimums. The 747 has a P10 panel and went either pilot is hand flying the other pilot works the P10 panel. On autopilot, the pilot flying is responsible for the P10 panel.

We turn on the autopilot and were given a turn to the right by the check airman. Al reaches up to the turn knob, I slap his hand and said "I am controlling the P10 Panel". Al's comeback was "Ralph you have been in that seat for only 5 minutes and are already acting like a dam captain" or something like that with a little more color in it.

The final part was a visit to the chief pilot's office to pick up my green card and a piece of birthday cake as someone in that office had a birthday that day. During my last year on the 747 I had many trips with line check Captains and enjoyed flying from the left set. This experience made my captain's checkout a breeze. In the end I returned the favor as a designated Captain on the A310 and had a number of green card holders ask to fly from the left seat. Just another reason why Pan AM could claim "The world's most experienced airline". Pan Am trained us well and had topnotch support all around the world.s

High-Level Altitude Descent to Beirut

From "Watch Me Take Off" The Life of Ian J. (Jim) Duncan by Ilona Duncan

On January 7th in 1965, my husband, Jim Duncan, then a Boeing 707 flight engineer, was westbound on Clipper One from Bangkok to Beirut. It was a flight he would not forget. After a brief stopover in New Delhi, the crew continued to their next destination, Tehran.

Half-way into the three-hour flight, they learned that Tehran was forecasting snow with potential accumulation on a slippery runway. The option was to continue an additional two hours to Beirut, the alternate airport. But passengers were waiting to board in Tehran, which meant the crew would make every effort to land. Jim kept a close check on fuel while the plane spent thirty minutes in a holding pattern. But conditions did not improve. The only choice was to continue on to Beirut.

With a headwind forecast at 30-40 knots, Jim felt confident they could reach Beirut with enough fuel to spare, even with a missed approach. Instead, the headwind turned out to be 60-80 knots, double the forecast at all altitude levels. Fuel became critical. The crew discussed landing in Damascus, Syria, then a

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Bank balance as of October 31, 2023 was \$22,129.39 The opportunity to renew your membership with your donation is on a form on page 7 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2023 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

High-Level Altitude Descent to Beirut

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Pan American station and east of Beirut, across the Anti-Lebanon Mountains.

The captain faced a dilemma. They were 20 minutes from Damascus, when he decided to head straight for Beirut, because the weather showed a clear and sunny sky for their arrival that morning. Ninety miles east of Beirut, Jim noted 3000 pounds of remaining fuel.

The captain asked ATC for priority landing. This meant all other flights had to stay away until Clipper One was safely on the ground. To conserve fuel, the crew opted for a high level altitude descent. After crossing the mountains into Lebanon at 10,000 feet, they went to idle thrust, applied all available drag: full flaps, landing gear down.

Jim cautioned the captain against speed brakes, which with full flaps was not advisable. The captain ignored the advice. Flying at 190 knots (speed limitation for full flaps) the aircraft shook and rattled as it descended 3000 feet a minute.

Jim made an announcement over the PA system: "Beirut air traffic control asked us to make a quick descent. There's nothing to worry about. Just remain seated." The no-smoking light came on, usually a sign for stewardesses to secure galleys and get to their jump seats.

The plane leveled off at 1500 feet and circled out over the Mediterranean for a final approach. By then all low-level fuel warning lights were blinking. Jim connected the fuel tanks on the manifolds for use in each engine. With an urgency, he told the captain, "You better land!"

With 2000 pounds of fuel, there was hardly enough for a go-around if he missed the approach. The low-fuel warning lights continued blinking all the way to the gate. In his logbook, Jim recorded the flight time from New Delhi: seven hours, twenty minutes. This was two hours longer than planned. In retrospect, he said they should have landed in Damascus.

On the ground, Jim asked the maintenance supervisor to dip-stick the tanks. Had the fuel gauges been right? What was the actual amount? The supervisor determined 1500 pounds of remaining fuel, hardly enough for a missed approach and go-around. A close call.

During his remaining months as a flight engineer, Jim developed a strong objection to stretching the amount of fuel. In planes of that era, gauges were often faulty and inaccurate. "Big planes don't glide well when out of fuel. Not a chance anyone should take," Jim told me.

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.

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

Miami Memories

by Peter L Carroll
PAA 05165

As I said in a previous posting, the overwhelming majority of the captains, with whom I flew as a flight engineer out of Miami (1966-1976), were good men; a pleasure to fly with, and men worth knowing. They would all laugh at the New York new 747 captain suggesting they should get to wear five stripes! But, as in all groups, there were a few exceptions. So, here I am, telling tales. Well, school's out!

A rare fault was pride, yet there were one or two who, if not pompous, had a high level of self-importance. One such was flying a 727 with a flight engineer who was an Air Force Reserve captain, flying out of Homestead AFB, in Miami. I was dead-heading on the cockpit jump seat.

Engineer: "...should I call you Captain or Skipper, or...?"

Captain: "Oh, you can just call me Colonel" (He was a LtCol in the reserves.)

Engineer: "Okay, and you can call me Captain." (Exquisite, no?)

Another was nicknamed "Slim", and he came in for an inordinate amount of ribbing. A lot of it came from Earl Douglass, a humorous man. E.g.- As we walked out at dawn across a ramp with lots of large shallow puddles, in which were standing, mostly on one leg, a great number of seagulls, Earl looked at them and said "Blank line holders". (Well you had to be there; seemed funny at the time.)

At any rate, Earl enjoyed poking fun at Slim, who spent a lot of airborne time making sure the passengers knew who was flying them. Lots of time in the cabin (it was said he went through a box of business cards each month) and many (not-anonymous) announcements. So, at a monthly pilots' meeting with the Chief Pilot, Earl said, "I'd like to recommend Slim for a commendation; he brought an aircraft in with all the speakers out on one side."

The lesser ranks were not without fault; we had a copilot who said (and I think he believed himself) that he had accomplished a max-loaded C-46 [!] take off from La Paz with an engine failure just after takeoff. After hearing this and similar tales from him, most changed the last syllable of his name to "-wax".

While I was in Miami, one of the Chief Pilots was alleged to be a pathological liar; other categorization wasn't as kind.

Well, it takes all kinds, as they say, but in my opinion, Miami was the best place to be based...until I went to Berlin!

Maintaining a Healthy Outlook

A healthy lifestyle can help you thrive throughout your life. Making healthy choices isn't always easy, however. It can be hard to find the time and energy to exercise regularly or prepare healthy meals. However, your efforts will pay off in many ways, and for the rest of your life.

Steps you can take:

Be physically active for 30 minutes most days of the week. Break this up into three 10-minute sessions when pressed for time. Healthy movement may include walking, sports, dancing, yoga or other activities you enjoy.

Eat a well-balanced, low-fat diet with lots of fruits, vegetables and whole grains. Choose a diet that's low in saturated fat and cholesterol, and moderate in sugar, salt and total fat.

Use smoke and carbon monoxide detectors in the home, and using street smarts when walking alone.

Don't smoke, or quit if you do. Ask your health care provider for help. Drink in moderation if you drink alcohol. Never drink before or while driving. Ask someone you trust for help if you think you might be addicted to drugs or alcohol.

Brush your teeth after meals with a soft or medium bristled toothbrush. Also brush after drinking and before going to bed. Use dental floss daily.

Stay in touch with family and friends.

Be involved in your community.

Maintain a positive attitude and do things that make you happy.

Keep your curiosity alive. Lifelong learning is beneficial to your health.

Learn to recognize and manage stress in your life. Signs of stress include trouble sleeping, frequent headaches and stomach problems; being angry a lot; and turning to food, drugs and alcohol to relieve stress. Good ways to deal with stress include regular exercise, healthy eating habits and relaxation exercises, such as deep breathing or meditation. Talking to trusted family members and friends can help a lot. Some find that interacting with their faith community is helpful in times of stress.

Get enough sleep and rest. Adults need around eight hours of sleep a night.

Talk to your health care provider if you feel depressed for more than a few days; depression is a treatable illness. Signs of depression include feeling empty and sad, crying a lot, loss of interest in life, and thoughts of death or suicide. If you or someone you know has thoughts of suicide, get help right away. Call 911, a local crisis center or (800) SUICIDE.

(from: <https://www.ucsfhealth.org/education/tips-for-staying-healthy>)

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 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

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/>

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.

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/

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

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

Alan James Jacobsen died peacefully October 13th, 2023 in Stuart, Florida with his wife Pamela by his side. He was born to Elmer and Adele Jacobsen on July 6, 1936 in New York City. His aunt and uncle, Florence and John Bradshaw, fostered his love of classical music and supported him graduating from St. Louis University in 1956. Alan met his wife Pamela Morgan Dunlap in Norfolk, Virginia. In Pensacola, Florida, he trained as a Naval carrier pilot, logging hundreds of aircraft carrier landings.

Alan raised his family in North Kingstown, Rhode Island, enjoying many days sailing from the Wickford Yacht Club with longtime friends.

As a Pan American pilot, Alan traveled to dozens of countries and was based in Berlin, Germany for several years. Later in life, Alan and Pam moved to Stuart, Florida where Alan enjoyed many Saturday lunches at Frank 'n Stein. He is survived by his wife of 61 years, Pamela Dunlap Jacobsen; three children, Karen (Drew) Brent, Chris (Tracy Ramos) Jacobsen, and Eric (Elaine) Jacobsen; and five grandchildren, Alex, Emily, Amy, Julia, and Alan. In lieu of flowers, please make donations to Treasure Coast Hospice or your local hospice center.

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

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal dues - \$50 00. If you haven't already, please send it to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

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Thank you for your continuing support of the Clipper Pioneers!

Tips for Protect Yourself from Scams

Phone Scams

Scammers may try to get in touch with you by phone, and some phone scams rely on smartphones' capabilities to access the internet and install malware.

Robocalls: Robocalls have people's phones ringing nonstop with increasingly natural-sounding recorded voices. They may offer everything from auto warranties to vacations, or issue a threat to try and get your attention. Some robocalls can even respond to your questions.

Texts: You may receive a text message from an unknown number or email address. Often, these smishing attempts include a link to a scammer's website or app.

Impersonators: Scammers impersonate IRS personnel, police, survey takers, relatives, delivery people and well-known companies to threaten you or gain your trust. They use scare tactics related to your Social Security number, criminal record or account before asking for your personal, account or credit card information.

Apps: Scammers may try to get you to install a malicious app to steal your information. Or, they might create a nearly identical copy of an existing app and then make money from in-app purchases.

QR codes: QR codes have gained popularity as a touchless option to do things like read a restaurant menu or make a payment. However, scammers place their QR codes in inconspicuous spots, and scanning the code could prompt you to make a small purchase or enter your credentials on a look-alike website.

Also beware of two relatively new types of tools and tactics that scammers are using in 2023:

SIM Swapping. SIM swapping happens when a thief steals your number and assigns it to a new SIM card in a phone they control. It's the same process you go through when you get a new phone and the mobile carrier gives you a new SIM card. The scammer uses your SIM card to steal your information to log in to your accounts and either enter a verification code or reset the account password using the code or link sent to the phone.

You might be able to contact your mobile phone operator and add extra security or temporarily freeze number porting to help protect yourself from SIM swapping. Also, see if your accounts let you use a non-SMS multifactor authentication option, in which you provide two pieces of proof to verify your identity.

One-Time Password (OTP) Bots An alternative to SIM swapping, some scammers are using so-called OTP bots to trick people into sharing the authentication codes that are sent to them via text or email, or that they have to look up in an authentication app or device.

The bots may initiate a robocall or send you a text imitating a legitimate company. For example, the robocall may look and sound like it's coming from a bank. The voice asks you to authorize a charge and tells you to input the code you're texted if it's not one you made. In reality, the bot is attempting to log in to your account, which triggers the system to send you the code. If you share the code, the scammer can then log in to your account.