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March 2024 - Clipper Pioneers Newsletter

Vol 59-3 Page 1

Memorable Flights

by Larry Black

Looking back through my logbooks, a few flights stand out from my early engineering days with Pan Am.

Back on 21 June 1967, we, the crew, were in the cockpit of the DC-8 at London preparing for our departure to NYC. A stewardess came into the cockpit and asked for the flight time to NYC. She received no answer from the pilots who ignored her; and she returned to the cabin where the passengers were boarding. Once again, she returned to the cockpit wanting to know the flight time to NYC. Still no answer from the pilots.

A little later, she returned to the cockpit requesting the flight time. Silence. I picked up the flight plan and read the forecasted time to NYC. She left the cockpit after finally getting the information she requested and made the flight time announcement to the passengers.

The captain turned to me and said, "Who gave her the flight time?" I responded, "I did."

He said, "We are flying the f _____ airplane." At that point, had I not been on probation, I should have gotten off the aircraft and let him fly the airplane without an engineer.

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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

Memorable Flights

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B-707

On 25 August 1969, I was fairly new on the B-707 after being transferred off the DC-8. This particular flight was departing for Lisbon. The aircraft was parked on the east side of the terminal in a spot that required a lengthy pushback before starting all the engines. I reviewed the logbook and found throttle misalignment was written up. Solution by maintenance, down trimmed #1, 2, and 4 engines. Up trimmed #3.

Everyone was anxious to have a timely departure since Mr. Najeeb Halaby, president of Pan American, was going to be aboard. Engine #3 was started and chocks pulled for another uneventful, on-time flight.

As we were being pushed back, I noticed a lot of vibrations in the #3 fuel shut-off lever, which I pointed out to the captain. He had no comment. The remaining engines were started, and we taxied to the takeoff runway. The #3 fuel shut-off lever continued to shake. I found nothing in my manual about the fuel lever or vibration monitors.

As we lined up on the runway, I said to the captain, "What about #3?" He said, "Keep an eye on it." I applied takeoff power not knowing what to expect. Engine indications on #3 were in close proximity to 1, 2, and 4. We were airborne. I suggested, as we reduced to climb power, to baby #3 with a slight reduction in EPR. The captain agreed as we climbed to altitude.

In cruise, I closely monitored #3 engine and took the hourly engine readings. As we approached Lisbon and the top of descent, I asked the captain, "What should I put in the report log?"

His reply, "Don't put anything in the book. We will talk to Maintenance on the ground." We landed, taxied to the blocks and shut down.

The on-coming flight engineer saw metal pieces in the tail cone of #3 engine. An engine change was needed. Mr. Halaby was delayed. He spent some time in the cockpit talking to on-coming crew and questioning why nothing about the problem was in the logbook.

The following day, we took the in-coming flight on to Rome. I wrote up the aircraft as also having fuel lever vibration. Maintenance found no problems. The aircraft departed for Boston. Enroute to Boston, they had to shut down the engine.

On 4 September 1969, I was called into the FEO office to answer, for the FEO reported to them the captain instructed me to not write up the engine. The captain verified my account of the events. I pointed out to them that there was nothing in the aircraft manuals about fuel-lever vibrations or vibration indicators.

Thus ended the discussion.

Bank balance as of January 31, 2024 was \$22,118.80. The opportunity to renew your membership with your donation is on a form on page 5 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!

Too Much Booze

by Ash Cutchin

I don't remember the year, but it was sometime in the early eighties. It was while we still had 747 SPs flying non-stop to Saudi Arabia from JFK. I was still a flight engineer, and I flew those trips often because I could fly one, spend a day and a half at my commuter apartment in Kew Gardens, and then fly another high-hour pattern to Tokyo or Buenos Aires and accumulate a lot of hours in a few days.

On this particular flight we were about halfway to Dhahran, somewhere over Germany. I was on duty and the other engineer was asleep in the top bunk. Suddenly over the interphone the aft purser called and said something like, "I need help back here with a passenger who has had too many drinks. Now he's trying to take a bottle from..." Silence.

The Captain turned to me and said, "Ash, go back there and see what the problem is. She doesn't respond on the interphone any more." I knew that the cabin would be dark, so I grabbed my six-volt flashlight and went back, as ordered. What I discovered was a young Arabian man trying to force the purser away from the beverage cart. When he saw me, he backed away from the cart and faced me. We were both standing in the aisle maybe three rows forward of the aft galley.

The purser said, "He tried to take a bottle of booze from the cart after I told him he could not have another drink. He said no woman could tell him what to do. He snatched the mike from my hand when I called the cockpit."

So I told the passenger that he needed to sit down and behave, or we would have the police meet us when we landed and arrest him. His reply to me was, "Don't tell me anything about police. I am studying police in college in California" ... and then he spit on me, on my left arm. I was holding my flashlight in my right hand, and my left arm reacted like it was spring-loaded. I slapped him hard across his right ear and threatened to handcuff him. His seatmate, another young Arabian student stood up and said to me, "You hit my friend!"

I replied, "That's right. Now you sit down, or you'll get the same. We have about seven hours remaining, and if you two give us any more trouble I will handcuff both of you. You'll have trouble going to the men's room and relieving yourselves." They sat down. The purser told me she would keep us informed of the situation. I later learned that they both slept for most of the rest of the flight.

Upon returning to the cockpit I was advised by the Captain to write a report for the Chief Pilot. That was good advice. I explained the entire event in a report I wrote and delivered to Operations after we

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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>

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

Too Much Booze

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deplaned in Dhahran, and then boarded the crew bus. I don't think I actually wrote that I slapped the passenger, just that I advised him that he could have no more alcohol and to behave or else.

When we reported to operations for our return flight to JFK, the dispatcher told us that the two young men had gone to the downtown ticket office to file a report that one of them had been assaulted by a crewmember. The ticket salesperson called the airport ops office and asked what to do. The dispatcher said, "I will fax you the crew report," which he did. The downtown salesperson then read my written report to the two guys. They turned and left, and we never heard another word about it. I'm sure they did not want it to be known that they had consumed alcohol, a big no-no in their country. I often wondered if they ever returned to the U.S.

Tip Sheet: Home Safety Tips for Older Adults

With a growing number of older adults living independently, it's increasingly important to make sure that they're safe at home. Falls, burns, and poisonings are among the most common accidents involving older people. Older adults who live alone may also become the victims of criminals who target older people. If you're an older adult living on your own, or care for an older person living alone, here's what you need to do to stay safe.

Keep emergency numbers handy - Always keep a list of emergency numbers by each phone. Write this information in large enough print that you can read it easily if you are in a hurry or frightened. Be sure to list numbers for:

911

Poison Control: 1-800-222-1222

Family member or friend to call in case of emergency

Healthcare provider's office

Prevent falls - If you have difficulty with walking or balance, or have fallen in the past year, talk to your healthcare provider about having a special falls risk assessment.

Ask your provider if you would benefit from an exercise program to prevent falls.

If you have fallen before, or are scared of falling, think about buying a special alarm that you wear as a bracelet or necklace. Then, if you fall and can't get to the phone, you can push a button on the alarm that will call emergency services for you.

Don't rush to answer the phone. Many people fall trying to answer the phone. Either carry a cordless or cell phone or let an answering machine pick up.

When walking on smooth floors, wear non-slip footwear, such as slippers with rubber/no-slip bottoms or flat, thin-soled shoes that fit well.

If you have a cane or a walker, use it at all times instead of holding onto walls and furniture.

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

Tip Sheet: Home Safety Tips for Older Adults

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Safety-proof your home

Make sure all hallways, stairs, and paths are well lit and clear of objects such as books or shoes.

Use rails and banisters when going up and down the stairs. Never place scatter rugs at the bottom or top of stairs.

Tape all area rugs to the floor so they do not move when you walk on them.

Protect against fire and related dangers

If there is a fire in your home, don't try to put it out. Leave and call 911. Know at least two ways to get out of your apartment or home.

When you're cooking, don't wear loose clothes or clothes with long sleeves

Replace appliances that have fraying or damaged electrical cords.

Don't put too many electric cords into one socket or extension cord.

Install a smoke detector and replace the battery twice a year.

Never smoke in bed or leave candles burning, even for a short time, in an empty room.

Make sure heaters are at least 3 feet away from anything that can burn, such as curtains, bedding, or furniture. Turn off space heaters when you leave the room.

From <https://www.healthinaging.org/tools-and-tips/tip-sheet-home-safety-tips-older-adults>

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RENEW TODAY!

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

Your Name: _____ 0 _____

Address: _____

City, State, Zip: _____

Phone #: _____ Email: _____

Amount: \$ _____

(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!

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 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

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.

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

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

Enjoy Listening to the Pan Am Podcasts

Now in the third season, The Pan Am Podcast brings the history of Pan American World Airways to life through engaging storytelling and insightful interviews with Pan Am employees, passengers, authors, and aviation enthusiasts. <https://podcast.thepanammuseum.org/>

The PanAm World Fellowship Golf Classic is run by new people, still called Pan Am Golf. The new website is www.panamgolf.com. This year October 2024 will be in Las Vegas, Nevada.

*...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

John Franklin Reigart Wysard, 87, of Westfield passed away on Friday, January 19, 2024, at UPMC Hamot Hospital in Erie, PA. He was born May 21, 1936, in Portchester, NY, the son of the late Herbert and Frances Reigart Wysard.

John was the president of the graduating class of 1954 at Babylon High School, Babylon, Long Island. He then proudly served his country for 16 years in the United States Navy, Marine Corp, Coast Guard and Army as a pilot of both fixed wing planes and helicopters. After his military service, he continued his love of flying as a commercial pilot for 20 years with Pan Am and 10 with United Airlines, flying 707's and 747's.

John was a patriot, a much-loved husband, and a terrific dad for his 8 children. His life was an adventure from start to finish - he is sorely missed. ~*Bonnie Wysard*

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: Clipper Pioneers, attn: Sue Forde, c/o P. O. Box 3457, Sequim, WA 98382.

Interesting Places to "Visit" on the Internet

Foynes Flying Boat Museum, in Foynes, Ireland – features a full scale replica of the Boeing B314 "Yankee Clipper". This replica was created for the museum from detailed plans by a team specialising in movie sets, and the reviews they have received of the aircraft are fantastic. Check it out at www.flyingboatmuseum.com

Enjoy images from Pan Am here: <http://www.timetableimages.com/ttimages/ao1.htm>

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.

Visit www.clipperpioneers.com

PAN AM REUNION CRUISE - APRIL 28 - MAY 12, 2025

MIAMI TO SOUTHAMPTON ROYAL CARIBBEAN'S INDEPENDENCE OF THE SEAS

Dear Pan Amers:

Once again we prepare for our next much welcomed Pan Am reunion cruise. We honor the many requests for a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 14 day cruise departs Miami visiting Kings Wharf (Bermuda), Ponta Delgada (Azores), 2 fabulous days Lisbon (Portugal), Vigo (Spain) then ending in Southampton (England). Take time to melt away land-based stress with a spa massage, build a scrapbook of memories or simply relax poolside. Four days for the crossing is a blessing considering the usual 6 - 8 days. Plenty of time to reach out to old friends, enjoy movies and much, much more. Expect a great time.

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, sightseeing famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide you with a lifetime of memories to cherish. Family and friends are most welcomed.

Rates: Prices are per person, double occupancy, cruise only and based on availability at time of booking. Once our allotment is gone prevailing rates will take effect. Port charges are included; taxes/fees (\$280.94) are extra. Amenity fee of \$100. per person for parties and goodies.

Date	Ports	Arrive	Depart	
Mon 28 Apr	Miami, Florida	-		Boarding
Tue 29 Apr	Cruising			
Wed 30 Apr	Cruising	-		
Thu 01 May	King's Wharf, Bermuda	8:00 AM	5:00 PM	
Fri 02 May	Cruising	-	-	Cruising
Sat 03 May	Cruising	-	-	Cruising
Sun 04 May	Cruising	-	-	Cruising
Mon 05 May	Cruising	-	-	Cruising
Tue 06 May	Ponta Delgada, Azores	9:00 AM	6:00 PM	
Wed 07 May	Cruising	-	-	Cruising
Thu 08 May	Lisbon, Portugal	11:59 AM	-	Docked
Fri 09 May	Lisbon, Portugal	-	5:00 PM	Docked
Sat 10 May	Vigo, Spain	9:00 AM	5:00 PM	Docked
Sun 11 May	Cruising		-	Cruising
Mon 12 May	Southampton, England	5:30 AM	-	Departure