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Turning Finals – Engine Out Ferries

by John A. Marshall

Part 1

One of the more unusual duties that befall supervisory pilots of the world's major airlines is that of ferrying a crippled airliner from its place of demise to the nearest port where repairs can be made. As often as not, the problem requiring the ferry is that one of the aircraft's engines has given up the ghost; for whatever reason, the power plant will not properly function, and the airplane must be flown onward with its normal complement of engines minus one. (Naturally, this exercise is only undertaken in airplanes with three or more engines.) Nevertheless, it is a quick and efficient way to get the aircraft back into service, when for various reasons, it would be either impossible or impractical to effect repairs on the spot.

In the early days of jet transports, the engines that powered the Boeing 707 and Douglas DC-8 were the familiar Pratt & Whitney JT-3. They were huge by the standards of the time, but not so large that one could not fit onto the cargo deck of a 707 or DC-8 freighter. It was only exceptional circumstance that required a 3-engine ferry of one of these early birds, because it was every bit as practical, to say nothing of considerably safer, to carry the engine to Mohammed, so to speak.

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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.

Turning Finals – Engine Out Ferries

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The advent of the JT-9 family of gargantuan behemoths that powered the huge new B747, though, was another story. Along with its cousins, the Rolls-Royce RB-211 series, and the General Electric CF-6, these beasts were too large to fit snugly onto the cargo deck of the older freighters, and took up so much weight (which equaled revenue payload) in a 747 cargo ship, that airlines began to search for other alternatives.

One solution, which was applied to the 747 by several airlines, was an ingenious innovation known as the 'fifth pod'. Boeing and its engineers, at the behest of the airlines, began researching the feasibility of actually carrying another engine slung under the wing and ferrying it to wherever it was needed. The engine was carefully prepared and enclosed in a fiberglass cocoon, which was then fitted to an attaching point under the wing between the number two engine and the fuselage. Snugly housed, it got a free ride to wherever it was needed. More than one passenger did a double-take after a casual glance at his chariot revealed another engine!

There were several disadvantages to this system, however. The sacrifice in allowable weight (payload), and the penalties in altitude and speed were considerable, and of course, there had to be a 747 going in your direction anyway in order to make it worthwhile. To fifth-pod an engine as the sole reason to dispatch an airplane would seldom have made economic sense.

The alternative solution was almost an afterthought. The airplane was certificated to fly on three engines at virtually all gross weights and under every conceivable condition; why then, if the conditions were right, couldn't one take off on three in the first place, and if one of the four was ill, transport it in situ where it could be repaired? It was an ideal solution, and the airlines soon adopted the practice as, while not exactly routine, one that had such practical implications that it could not be ignored.

I have been involved in several engine-out ferries, on both the Lockheed 1011 and the Boeing 747, and they were all memorable. At Pan American, these trips were always flown by supervisory pilots, after much diligence and consideration of the circumstances; they were undertaken usually as a last resort, when the logistics dictated. They were not taken lightly. The pilots were required to practice the

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Bank balance as of March 31, 2026 was \$24,936.68. The opportunity to renew your membership with your donation is on a form on page 8 of this newsletter,

A SPECIAL THANK YOU to Adam Aron and the Pan Am Historical Foundation for their grant to the Clipper Pioneers in the amount of \$12,000. This gift, along with an anonymous donation we received for \$5,000 and the dues you are sending in will keep The Clipper Pioneers newsletter going for the rest of 2026.

If you have not sent in your dues for 2026, be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

Turning Finals – Engine Out Ferries

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maneuver annually in the simulator, and there were very strict protocols to be followed. All unnecessary galley and cabin equipment was removed, and the airplane drained of water. No supernumeraries were permitted; only the bare essential operating crew was permitted aboard. The maintenance manual dictated an intricate and lengthy procedure to make an engine ready to be carried inert. A flat plate insert was affixed to the front of the engine to prevent it from rotating, and many of the accessories were removed. The finished product looked very much like a plucked chicken.

The performance engineering wizards produced special charts and tables to reflect the reduction in takeoff performance, and the flight operations department developed the procedures and techniques needed to make it all work. The finished product was a procedure that was as safe as it could be. I was involved in a couple of three-engine ferries of B-747s that were just a bit outside the norm.

The airplane in question was an ancient 747-200B of colorful lineage that had been resurrected from an Old Airplane Home in the desert and flown to southeast Asia, where she would serve one last glorious enlistment to fly a Haj -carrying pilgrims to Mecca. She was reluctant from the start, and eventually contracted a nearfatal affliction in her number three engine. After worrying us for several days, it had failed to start during pushback for a routine scheduled flight. Its disease was eventually diagnosed as a split in a fuel line that was nestled deep in the innards of the engine itself; the cure would require the virtual dismantling of the engine. It was a task far beyond the capabilities of the personnel and the facilities at hand. It fell to me, as one of the chief pilots of the operation, to undertake a three-engine ferry from Jakarta's Halim Airport to the huge maintenance facility in Singapore for repairs. (The fact that I was the only captain at hand who had ever flown an engine-out ferry in a 747 no doubt had a bearing on the selection process.)

The vintage buildings and rural, laid-back atmosphere of the regional field seemed to shrink it, to make it smaller than it actually was, and our huge airplane dwarfed it even more. It was bucolic, with native villages pressing tightly to the boundary fences of the airport itself. It seemed more suited to Charles Lindbergh and Amelia Earhart than to a preposterous 747. The taxiways were narrow and constricted, the turns sharp and unforgiving. It was plainly evident that the airport was born long before the concept of the Jumbo jet. The runway was long enough -just - to accommodate a full airplane on four healthy engines, permitting liftoff in its confines with fuel enough to fly its mission.

TO BE CONTINUED IN THE NEXT ISSUE

Keep the good stories comin'!

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.

With people losing big to investment scams, learn how to spot and avoid them

You might be interested in making money through investments. Who isn't? So offers that promise big returns might draw your attention...and scammers know this. They use those promises and clever schemes to lure you in and, unfortunately, people are losing big money on investment scams. In fact, FTC data shows reports of more than \$7.9 billion in losses to investment scams, with a median individual loss of more than \$10,000 in 2025. Do you know how to spot and avoid investment scams?

Scammers might reach you through social media, WhatsApp, or through online ads, promising you'll make a lot of money quickly. These messages might also come from a friend or love interest offering you "coaching" to learn how to make a fortune in stocks, forex, or cryptocurrency. After you invest, they'll often say your investments are doing well, maybe even showing fake "proof" that you're making money. The reality? The investment isn't real and you end up losing all your money.

To avoid an investment scam:

Remember that investments always involve risk. If anyone plays down the risk of an investment or acts like risk disclosures are just a formality you don't need to worry about, keep your money. Those are scammers who want you to think their opportunity is risk-free when it's not.

Check out the reputation of the investment company, its officials, and its promoters. Search online with their name plus words like "review," "scam," or "complaint." Go through several pages of search results.

Check for licenses and registrations. Many investment scams start with unlicensed people or unregistered firms, so use the free search tool on Investor.gov to check out anyone recommending or selling investments. For investments in precious metals or coins, check out the CFTC database.

Report investment scams to the FTC at [ReportFraud.ftc.gov](https://www.ftc.gov/report-fraud).

(from <https://consumer.ftc.gov/consumer-alerts/2026/04/people-losing-big-investment-scams-learn-how-spot-and-avoid-them>)

If you enjoy reading the Clipper Pioneers newsletter, and would like to continue receiving it in your mailbox, please send in your renewal if you haven't already, for 2026. The membership renewal form is on page 8.

Thank You for the Stories You're Sending In! Keep 'em coming!!

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

PAN AM MUSEUM CRUISE APRIL 25 - MAY 2, 2027

Welcome Aboard the Magnificent AmaMagna - An Unforgettable Voyage with Purpose

Set sail on a once-in-a-lifetime journey along the legendary Danube River, where timeless history, vibrant culture, and stunning landscapes come together — all from the luxurious comfort of the AmaMagna.

This isn't just a cruise. It's a celebration of heritage, a gathering of kindred spirits, and a meaningful way to support the Pan Am World Museum! Join fellow Pan Am enthusiasts and adventurers as you explore the heart of Southeast Europe in unparalleled style and sophistication. April 25 - May 2, 2027

PRESENTING GEMS OF SOUTHEAST EUROPE on AmaWaterways AmaMagna

If you are thinking of joining us, don't delay! Take full advantage of our discounts, extended solely for our group. We've had a wonderful response so far, it's sure to be another fabulous trip!

Only \$400 deposit - balance is not due until 90 days before cruise. (\$200 is non-refundable).

For more information, visit <https://thepanammuseum.org/travel/cruise2027>

Start planning for the 3rd Biennial Pan Am World Museum Fundraiser Cruise!

Writer seeks Pan Am pilots to interview

My name is Jason Ross. I am a writer who is attempting to speak with former Pan Am pilots who went on to fly with United, following the purchase of the Pacific routes in 1986. I'm looking to interview several pilots for the writing of a potential book focusing on United's purchase of the Pacific.

A little about myself. I grew up fascinated with aviation and especially aviation history. Influenced by family members who worked for Pan Am and served in the Air Force, I started my career as an Air Force officer. Over time I became passionate about organizations' cultures and how they have led to success or failure, and everything in between. Ultimately, this led to my interest in the acquisition of Pan Am's Pacific routes and individuals' experiences with the acquisition. If you are interested in sharing your experience, I can be reached at jason.r.ross@gmail.com. Thank you again for your help.

Best regards, Jason Ross

Stranded in the Sky: Untold Story

Philip Jett is the author of STRANDED IN THE SKY: The Untold Story of Pan Am Luxury Airliners Trapped on the Day of Infamy, which combined the stories of the Anzac, Hong Kong, Pacific, and Philippine Clippers, with a great deal of original research. The book debuted before a large group of Pan Am clipper families on Treasure Island in San Francisco in May of 2023. He may be available to speak to Pan Am groups or associations without charge. If interested, you may visit his website at www.philipjett.com and email him at philip@philipjett.com. His book is available in hardback, paperback, and eBook.

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 at vimeo.com/165162602. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Margaret O'Shaughnessy Director of the Foynes Flying Boat Museum; Edward Trippe; and Mary Lou Bigelow.

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.

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/>

Places to Visit

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. Check it out at www.flyingboatmuseum.com Enjoy images from Pan Am here: <http://www.timetableimages.com/ttimages/ao1.htm>

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

*...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

Robert Joseph Knox, 89, died March 7, 2026, after a short illness.

Bob was born in Salisbury, N.C., on March 4, 1937. He attended Salisbury schools, graduating from Boyden High School in 1955 and the University of North Carolina at Chapel Hill in 1959 with a degree in industrial relations. At UNC, he was a member of Sigma Chi Fraternity and the U.S. Air Force ROTC.

After graduation, Bob entered the Air Force as a second lieutenant and served until 1967, leaving with the rank of captain. He met and married his wife, Priscilla Kuykendall Knox, in San Antonio, Texas, in 1961. Bob was stationed at various bases around the country, including Texas, New Hampshire, and Nebraska, where he flew the Boeing KC-135 Stratotanker, a refueling jet. He left the Air Force in 1967 and became a pilot for Pan American World Airways, flying out of Berlin, Germany; New York City; and Miami, Fla. Bob was proud to have been the co-pilot on the last-ever Pan Am flight on Dec. 4, 1991.

Larry is survived by his wife, Kay, three children James (Belinda) Black, retired Delta Airlines Captain, Lusby, Maryland; Alan (Karen) Black, a civil engineer, Seattle, WA; and Lauren Polvino, Physician Assistant, Seymour, TN. They have eight grandchildren, Dr. Daniel (Sara) Polvino, and Nicholas (Kaitlin) Polvino, Dr. Cara Black-Marshall and husband Evan Marshall, Kelly (MJ Tatter) Black, Kristen and Caitlyn Black, Erik and Megan Black; two step-grandchildren, Jennifer (Joey) Hannigan and Tyler Comfort; two great-grandchildren, Madison Polvino and Colette Marshall, six nephews, two are retired pilots; five nieces, numerous great nephews and nieces. Larry is preceded in death by his parents, Lawrence W. and Hazel (Wood) Black, brothers, Wayne (Marguerite) and Merle (Jane) Black, and a sister Minnie (Black) Hall.

In lieu of flowers, donations may be made to The Navy Air and Space Museum, Pensacola, FL. or St. Jude Hospital for Children.

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.

Health Tip: Get enough sleep

The importance of getting enough quality sleep cannot be overstated. Poor sleep can drive insulin resistance, can disrupt your appetite hormones, and reduce your physical and mental performance. What's more, poor sleep is one of the strongest individual risk factors for weight gain and obesity. People who do not get enough sleep tend to make food choices that are higher in fat, sugar, and calories, potentially leading to unwanted weight gain.

(from <https://www.healthline.com/nutrition/27-health-and-nutrition-tips#sleep>)

Pan Am 100th Anniversary Legendary Voyage - Oct. 2027

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