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June 2026 - Clipper Pioneers Newsletter

Vol 61-6 Page 1

Turning Finals – Engine Out Ferries

Continued from previous issue

by John A. Marshall

Part 2

An engine-out ferry was another story. We had access to operating manuals not only from the manufacturer, Boeing, but from two different airlines. We pored over charts and tables to determine whether we were indeed mad, or merely foolish. The airplane would be stripped, right to its bare essentials, so that the term Basic Operating Weight actually meant something. She would carry only essential crew, and enough fuel to fly the two hours to Singapore with bare minimum reserve. The weather was seldom a problem.

The three healthy engines started, we taxied carefully to the very end of the only runway. The charts reassuringly showed that we would lift off with many meters to spare; once aloft, second-segment problems didn't concern me. The rural areas surrounding Jakarta, and in particular the vicinity of Halim Airport, were thankfully flat. Of course this was predicated on everything operating perfectly, with no hiccups from any of the remaining systems. The actual takeoff procedure was deceptively simple.

The bad engine was an inboard, obviously the most favorable scenario. We would turn onto the runway,

(continued on next page)

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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using every available inch of concrete, and once turned down its length, set the brakes.

The two outboards would be set at maximum takeoff thrust, and the lone inboard, number two, set at seventy percent RPM. (We used N One, the primary compressor stage. It would result in roughly 70 percent of maximum thrust.) The brakes would be released, and as speed gradually increased, the number two would be carefully brought up to max power. The trick was to bring the thrust to bear at the same rate that the rudder provided enough authority to keep the aircraft on the straight and level.

It was a heart-in-the-mouth exercise, fuelled by the thundering heartbeat of the healthy three engines, and the prayer that they remained so. As I released the brakes I said a silent prayer to the Gods of Pratt & Whitney and eased up the throttle (now they are called 'power levers') on the number two. The rudder was against the right stop, to match the asymmetrical thrust, and after agonizing seconds that seemed like long minutes, I was able to ease the rudder, and wait for Vee One. The multitudes of villagers that attended every takeoff raced by, a blur in my peripheral vision.

Finally we flew, and the rest of the flight was an anticlimax, remarkable only for the fact that we flew so slowly and at such a low altitude. Singapore was soon in the windscreen, and after a routine landing, we were directed to one of the massive hangars that made up the maintenance base. By the time we had deplaned the cowling was off our reluctant engine, and the wrenches were hammering at the innards of the big Pratt.

The second verse to the same song was played out about a month later, and this time fate again placed me at the controls. It was the same airplane, but the opposite inboard this time. It had ceased to share its burden of the load about halfway from Jakarta to Abu Dhabi, and we nursed our sick companion gingerly across the Arabian Sea to a landing on the wonderfully long strip at our destination. (A tale related in a previous Turning Finals.)

After a day of frantic phone calls back and forth across the Atlantic, an engine was located in Chicago; it would be airlifted to Paris Orly where the Air France maintenance facility would do the change. All we had to do was get our sick friend to Orly.

(continued on next page)

Bank balance as of April 30, 2026 was \$24,485.94. 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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We ran the numbers; the flight would take nearly eight hours, at an impossible altitude and speed. It would feel like flying a twin Cessna to Paris. A major obstacle was the lack of charts and approach plates. We covered the Middle East and southeast Asia pretty well, but Europe and the Mediterranean were large blanks in our route manuals. I spent a long morning at the Garuda Operations office laboriously copying reams of plates from every airport along the way that could conceivably be considered an alternate.

While our erstwhile sick friend, the number three engine, had behaved pretty well, we still didn't trust it completely. Like a recalcitrant child, it would cough or hiccup at inopportune moments, just enough to give us pause. In the back of my mind, I felt as though we were going to Paris on two and a half engines, and I wanted plates for every contingency.

The final obstacle was Orly itself. While Garuda did serve Paris, it was through Charles DeGaulle Airport, the huge new facility at Roissy. Orly charts were nowhere to be found in the Garuda Ops office.. Ditto

British Airways, and Lufthansa. Air France was our last hope; surely they would have Orly charts? Of course they did, with the legends and notes entirely in French! No matter, the essential numbers were there, and I had been to Orly enough times myself that with a good forecast, which we fortunately had, we decided we would wing it.

We left at dawn. The impossibly long runway stretched out ahead of us, giving us the luxury of easing in the power and the leisure to carefully assess the health of our three operating engines before committing. The climb to twenty-three thousand took what seemed like hours, and once settled in at cruise we had plenty of

time to enjoy the scenery as it slowly rolled by beneath. I made careful note of the usable airports as they passed by, keeping each in the back of my mind. The weather was picture-book, and even the French controllers in the Paris area seemed more laid-back than usual. In the gloaming of a late June afternoon we settled onto the runway at Orly, and even managed to find our way to the maintenance hangar with our Air France road map. It had been a long day, but a successful one.

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.

The Magic of Pan Am

By Captain David Quinn SFO ret deceased

via JoAnn Quinn

Sometime in the late '70s a severe typhoon struck Guam creating havoc as all storms do.

Our daughter, Laura, was a student at Stanford at the time and had a friend, Simon, who was from Guam. He was understandably very upset since he could not contact home.

Daughters being daughters, she said, "Don't worry, my dad flies there, he can get through".

Dave Quinn called on a friend who was a ham radio operator who in turn contacted another ham in SEA. That call went to another ham in HNL and from there, to a ham in Guam. Said ham in Guam contacted a friend at Pan Am.

Contact was made with Simon's family to find that they were all well, and amazed to hear from Simon via such a circuitous route. When Dave's schedule next took him to Guam, he was able to visit Simon's family briefly to assure them all was well on the Stanford campus. Needless to say, Simon's family was delighted to receive direct news of him.

Pan American had worked its magic once again!

I am sorry that I do not remember all the names of the folks involved in this little story, but they may rest assured that their good deeds are still the subject of conversations in our family!

Health Tips: Use plenty of herbs and spices

There is a variety of herbs and spices at our disposal these days, more so than ever. They not only provide flavor but also may offer several health benefits as well.

For example, ginger and turmeric both have potent anti-inflammatory and antioxidant effects, which may help improve your overall health.

Due to their powerful potential health benefits, you should aim to include a wide variety of herbs and spices in your diet.

From: <https://www.healthline.com/nutrition/27-health-and-nutrition-tips#herbs-and-spices>

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>

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

*...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

Donald Jefferson, beloved husband, father, papa, great-papa and friend passed away on April 21, 2026 at the Treasure Coast Hospice House in Stuart, FL, at the age of 90. He was born in Reidsville, North Carolina to Morris and Jewel Jefferson on August 7, 1935.

He met the love of his life, Laura Jane Morris, his wife of 71 years in 1953 and they married on April 3, 1955. He attended University of North Carolina at Chapel Hill and graduated with a BA in Music in 1957. While at the university, he was a drum major, and later, the president of the university band, the Marching Tar Heels. He also played in a successful dance band that traveled on weekends for events and weddings. He was active R.O.T.C. and later fulfilled this commitment when he became a pilot in the US Air Force. After graduating Air Force pilot training, he went on to become a fighter pilot flying the F-102 (Delta Dagger) at Elmendorf AFB in Alaska and the F-106 (Delta Dart) at Selfridge AFB in Michigan.

Don then transitioned into the Air Force Reserves and accepted a pilot position with Pan American World Airways as a 727 Flight Engineer and settled his family in Coral Gables, FL. He later flew the 707 and the 747 with Pan American. In 1985, he took a job with United Airlines, flying as a First Officer on the B-757/B-767. He went on to become a Captain, flying the DC-8 and then the B-757/B-767. During his flying career, he was an active member of the negotiation teams with the Flight Engineer's International Association (FEIA) and the Airline Pilot's Association (ALPA), as well. He concluded his Air Force career, after 20 years of service (active & reserves), as a Lieutenant Colonel.

Don's love of music remained a large part of his life. He occasionally played his clarinet at his church and in a few ensembles, when asked. His regular duets with his wife, Laura Jane, playing on the piano, will be fondly remembered by his family, as will his tender prayers, and his interesting, warm-hearted, and (sometimes) colorful stories of times gone by. He was a steadfast, dedicated provider and protector of his wife and family. He enjoyed being a do-it-yourself kind of guy and could always be counted on to take care of whatever was needed or helpful.

He is survived by his wife, Laura Jane Jefferson, children, Donna Jefferson (John Spencer), Leslie Calvert (James), Stephen Jefferson (Kelly), granddaughters, Emily Chandler (William Chase), Kayla Goodenough, Gabrielle Jefferson, Hannah Graves (Dillon) and great-grandchildren, Annie Chandler, Caroline Chandler and Hunter Graves.

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.

Pan Am 100th Anniversary Legendary Voyage - Oct. 2027

MARK YOUR CALENDAR! RETRACE THE CLIPPER ROUTE BY SEA

Journey along Pan Am®'s historic Clipper route, visiting 19 ports and 13 countries over 28 days.

INTRODUCING PAN AM'S NEWEST PORT

Spend a day at RelaxAway, Half Moon Cay™, named the #1 private island 20 years in a row.

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From Santo Domingo and Santa Marta to Belize City, explore storied gateways reimagined.

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Contact Your Travel Advisor to Book Today - @tourwithorit Orit Rindner - Tel: 850-270-7745 BOOK EARLY & SAVE - Holland American + Pan Am Reserve your place today and receive up to 60% off our most popular amenities plus added benefits and upgrades.

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal dues of \$50 00 (**or more if you wish to donate extra to help keep us going!**). If you haven't already, please send it to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

Your Name: _____

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City, State, Zip: _____

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(Make check payable to: Clipper Pioneers and mail to: P. O. Box 3457, Sequim WA 98382)