

INCIDENT – FURTHER INFORMATION

Pan Am Flight crew

Name	Total flying time	Total time on a 747
Captain Victor Grubbs	21,043 hrs	564 hrs
First Officer Robert Bragg	10,800 hrs	2,796 hrs
Flight Engineer George Warns	15,210 hrs	559 hrs

KLM Flight crew

Name	Total flying time	Total time on a 747
Captain Jacob Veldhuyzen Van Zanten	11,700 hrs	1,545 hrs
First Officer Klaas Meurs	9,200 hrs	95 hrs
Flight Engineer Willem Schreuder	17,031 hrs	543 hrs

Weather report

13:30		17:02		17:10	
• Flights land at Los Rodeos airport		• Both flights taxiing down the runway		• Minutes after crash	
• Runway visibility – 3km		• Runway visibility – 300m		• Runway visibility – 1km	
• Intermittent light rain and fog at distance		• Light rain and fog patches		• Intermittent light rain and fog patches	



Date: 01st December 1976
From: KLM Headquarters
To: All crew
Subject: New duty time regulations

We would like to inform you of a change to government regulations which affects the duty time and rest rules for all flying crew. It is important you read and understand the new regulations which you must adhere to from this point forward. A copy of the regulations will be sent to you to read in full.

In summary, there has been a change to the maximum flight and duty time limits for all flights. The Captain no longer has the authority to extend these duty limits in extenuating circumstances, such as a flight delay.

Failure to adhere to the maximum flight and duty time limits can result in fines for all crew and in some cases loss of licenses and imprisonment.

Please contact the KLM Headquarters if you would like to discuss this new regulation in more detail.

Control tower transcript – before take off

Times taken from KLM CVR.

1705:44.6 KIM 4805:	The KIM four eight zero five is now ready for take-off and we are waiting for our ATC clearance. (1705:50.77).
1705:53.41 Tower:	KLM eight seven zero five you are cleared to the Papa Beacon, climb to and maintain flight level nine zero, right turn after take-off, proceed with heading four zero until intercepting the three two five radial from Las Palmas VOR. (1706:08.09).
1706:09.61 KLM 4805:	Ah - Roger, sir, we are cleared to the Papa Beacon, flight level nine zero until intercepting the three two five. We are now (at take-off). (1706:17.79).
1706:18.19 Tower:	O.K..... Stand by for take-off, I will call you. (1706:21.79). Note: A squeal starts at: 1706:19.39 The squeal ends at: 1706:22.06
1706:21.92 PAA 1736:	Clipper one seven three six. (1706:23.39).
1706:25.47 Tower:	Ah - Papa Alpha one seven three six report the runway clear. (1706:28.89).
1706:29.59 PAA 1736:	O.K., will report when we're clear. (1706:30.69).
1706:31.69 Tower:	Thank you.



Wife of the KLM Captain

I heard about the bombing at Las Palmas airport on the news. At first I was scared for my husband, but the news said that no flights had been involved, just damage to the terminal. Then I was annoyed, as I knew it would mean Jacob would be delayed coming home. We'd had an argument when he told me he had agreed to work this flight - it was our daughter's birthday the day after he was meant to land and I was worried he would miss her party if there were any flight delays. He had promised me that he would be home in time...



Thomas, newly trained KLM First Officer

Klaas was an experienced pilot, but he was new to flying a Boeing 747. It was only a few months before the crash that we both completed our 747 training with Captain Van Zanten as our Chief Flight Instructor. When Klaas found out he was flying with Captain Van Zanten, he told me he was a bit nervous. The Captain was a great instructor, but he often clashed with trainees - he had a certain way of doing things and didn't like it if anyone questioned him. But he was a very experienced pilot, and Klaas knew it would be a good opportunity to fly with him.