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My Adventure the Day the Pope was Shot (continued from previous issue)

by Bill Hoover

(Note: This write-up by me was originally intended for a professor and his class in the aviation department of Auburn University. That is why the first few sentences may seem awkward and why there is a rather long explanation of the aviation Q codes and how the SelCall worked.)

Berna Radio came back clearly, but not strong. I asked him if we were good enough for a phone patch. He answered that we should QSY to 11,324kcs. (At this point and at my memory age, I am just making up the original frequencies) And, here I want to take a break and explain to you about this term he used, QSY. In the old days, when much of the communications on HF between the airplanes and the ground were done in telegraph code, a system was designed, called the Q code, such that a sequence of letters, all starting with the letter Q, would stand for some communication that was frequently used. It saved time, and it saved punching out a lot of letters in Morse code. In the term that Berna Radio used with me, the letters QSY stood for "shift frequency to...." If they sent you QTH or asked you for QTH, they were asking for your location. It may be interesting for you younger guys to Google "aviation Q codes," and see some of these. Now that Morse code has been replaced with VHF and satellite communications, you would think that the Q codes are all gone. Not so fast. If you fly outside the U.S. you may well hear a tower give you an altimeter setting by announcing, "The QNH is 1014.2 millibars." QNE is 29.92. And, if for some reason you are doing some kind of a blind landing wherein you want to know your exact height above the landing surface, you will get a QFE altimeter setting. So, the Q codes are not all gone. Just a little historical trivia. But now back to my story.

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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.

My Adventure the Day the Pope was Shot

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I switched frequency (QSY) as Berna Radio had requested, and sure enough there they were loud and clear. I asked if we were strong enough for a phone patch, and the radio operator asked, "Who do you want to call, Pan Am operations in London or Pan Am operations in New York?" I told him, "I want to call the Vatican, over." There was dead silence from him. I am sure they were all thinking in Switzerland, "Just how f***ing serious of a problem can Pan Am Flight 111 have that they want to call the Vatican?" He finally came back to me and asked, "You want to call the Vatican? The Vatican in Rome?" I said, "Yes I want to call the Vatican in Rome." Then he asked in an almost pleading voice, "But who do you want to talk to?" I told him that I would eventually give him a telephone number for the Vatican and that we would talk to anyone who answered the phone.

Now the cockpit diplomatic fun began. I told the Captain that I had secured HF communications via Switzerland for a phone patch to the Vatican, and now all we had to do was get the number from the Cardinal and let him make his telephone call. This was a fairly new captain, and he was not at all for bringing the Cardinal into the cockpit. He said that we would all get our asses hung by the FAA for doing something like that. I told him that none of us spoke Italian, the situation was complicated, and there was just no way that we could pull this off without putting the Cardinal in the cockpit and on the radio. The Captain then added that the Cardinal, in addition, did not hold a radio operators license. Strike two!! I told the Captain that I had operated several Pan Am White House charter flights and many times we had to go outside of any and all regulations in order to complete the mission. I was always told then that the final say was not the FAA, but whatever the White House said. I then asked the Captain this question: "If this were the Secretary of State of the United States, would you let him in the cockpit to make a telephone call?" He said he would do so. I then said that I believed that he had every right to extend the same courtesy under these extreme conditions to the Cardinal, the Secretary of State for the Vatican. At this point, the flight engineer chimed in and voted with me: Bring the Cardinal to the cockpit. Yes, all this time someone was still flying the airplane and we were still on track for New York, but the workload was increasing.

We called the purser, and she brought the Cardinal to the cockpit. He was a somewhat frail gentleman. We put him in the jump seat behind the Captain, put a headset on him, gave him a microphone, set his audio panel for HF, and gave him a briefing as to how this one-way-at-a-time HF phone patch was going to work.

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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.

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

My Adventure the Day the Pope was Shot

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I got Berna Radio back on the line, and they and the Cardinal proceeded to make two perfect phone patches to the Vatican in Rome. The Cardinal conducted the entire two phone patches in Italian. He was to find out through these two phone patches that the Pope was still alive. If the Pope had died, Cardinal Casaroli would have taken over the Pope position until a new Pope was elected.

The Cardinal thanked us for all our effort, and then went back to the first class cabin. I gave a big thank you to Berna Radio. After the Cardinal had left the cockpit, I said that it would have been interesting to know what he was saying in Italian to the Vatican. And, at that point, the flight engineer came up with some great humor. The flight engineer said that he did not speak Italian, but he thought that he may have recognized the Cardinal asking, "Hey, Louigi, did I get the job?" A little sick, but it was some needed humor at this point.

We proceeded to New York, and Pan Am, as promised, put the old Cardinal on board the non-stop flight back to Rome that evening. We never heard anything from either Pan Am or from the FAA for anything that we had done. Then, a few weeks later before my next flight assignment, I got a call at home from the Chief Pilot's office in New York. He was asking me to come to his office before my next flight reporting time. He said he wanted to talk to me about the Rome to New York flight. I was not sure what was up. I got to his office before my flight, and he got up from his desk and handed me a small blue box, and said, "This is for you, each cockpit crew member on the Cardinal Casaroli flight got one. I opened it and inside was a beautiful round bronze medal from the Vatican. Along with it was a nice letter from the Vatican in appreciation for the services that we rendered to Cardinal Casaroli on the May 13th flight to New York. I thanked the Chief Pilot for it, and he replied, "You guys did exactly the right thing at the right time; good job." I then, in humor, asked him if I could trade in the "good job" medal from the Vatican someday for a dumb-boy bent wingtip. He told me, "No, it doesn't work that way."

The passing of three close Friends

by Gene Woener

I just received the August Clipper Pioneers news letter and I read that three of my fellow Pan Am Clipper Pioneers have recently passed away.

I always approach the "in Memoriam" section of the news letter with mixed feelings. as I usually see a name in there that I recognize.

But to my great shock and immense sadness, today I saw three names that I knew very well. All three were good friends during our wonderful career with Pan Am and later with United and Delta. Seeing their names was too much and I just lost it.

George Van Houtan and Stuart Eberhardt , I knew very well back in the days while we were based at SFO. All three of us ended up flying in the Internal German Service (IGS) in Berlin at the same time. Rich Selph showed up a year or so later. Since the IGS was such a close knit group we all got to know each other, as

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The passing of three close Friends

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well as each others families. We became friends, much closer than would have been possible if you were based in San Francisco.

I have known for a long time that once I passed age 75, I would be living on bonus time.

But no matter how old we are, we are never quite ready to lose a friend. To see the names of three fellow Pan Am Clipper Pilots that have flown WEST in one single issue is really tough.

May all three of them rest in peace, I will miss each one of them, until I join them whenever, hopefully not too soon.

Dining out can be costly

by Captain Robert Lee Bragg , edited by Dorothy A. Boyd-Bragg, PhD.

On my very first flight to Frankfurt (FRA) as a brand-new lieutenant in the Air Force, the crew of the C-121, better known as the "Connie," went to an expensive restaurant – the Kaiser Keller. It was my very first experience with "dining out." I soon realized that everyone was ordering very expensive items from the menu – venison was especially popular. I did the opposite. As I didn't have much to spend, I ordered the least costly items on the menu.

When the bill came at the end of the meal, the senior pilot casually divided the bill by the number of pilots at the table. That's how I learned how things were done in the Air Force. Let's say I was really shocked.

When I checked out as a captain with Pan Am, I always made it a point to ask those present at crew dinners how they wanted the bill to be handled. Did they want to divide it up or did they want individual bills? Generally, my experience was that most people preferred to have it divided. The servers also always appreciated knowing how to handle the bill early on, rather than after the fact.

PAN AM FOLKS AROUND THE WORLD-2021 WORLD WINGS CRUISE

Inviting all Pan Amer's to join us later this fall for our 2021 Annual Convention, "Tropical Dreams", on board the luxurious Celebrity Equinox for a 9-night Southern Caribbean cruise sailing RT from FLL, 29 Oct - 7 Nov.. More information can be found at their website: <https://worldwingsinternational.net/cruise2021/> or for more information PLEASE CONTACT ROSIE FOR NANCY G. MCALLISTER preswwi@gmail.com

Bank balance as of July 30, 2021 is \$9,841.69. Thank you to the many who have mailed in your donations to keep this newsletter going! If you'd like to contribute to keep the Clipper Pioneers going, please send your check payable to: Clipper Pioneers, P. O. Box 3457, Sequim WA 98382. (See back page of this newsletter).

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 Reunion - MARCH 12-20, 2022

8 Night Southern Caribbean Cruise on Jewel of the Seas r/t Miami

Dear Pan Am friends: It's about time to cruise !!

Welcome back to the resumption of our annual Pan Am reunion cruises – and how we have missed them. Next March we embark on Royal Caribbean's beautiful luxury liner Jewel of the Seas to exciting and captivating islands in the Caribbean where the ultimate goal is to exceed your expectations by making this cruise not just a vacation but, an adventure at sea. These wonderful ports of call include:

LABADEE, HAITI - SAN JUAN, PUERTO RICO

PHILIPSBURG, ST. MAARTEN AND ST. JOHN'S, ANTIGUA

While onboard indulge in the spa, build a scrapbook of memories or simply relax poolside. Dine on gourmet food as well as twenty four hour room service. Be entertained by world-class performers from across the globe that keep you busy morning to night. Socialize with Pan Am friends in our well known get together cocktail parties, customized amenities and select meeting areas. Enjoy Broadway musicals, spectacular shows, thrilling casino action, live comedy and music, bars, dancing and much more. It's going to be a great cruise, come join us. Call in your Crown & Anchor number and dining selection. Family and friends are welcome.

Cabins: from * Inside \$599 / * Ocean view \$659 / * Balcony \$999

Rates are per person, cruise only, double occupancy, Non-Refundable and based on availability at time of booking. Port charges/tax are additional at \$361.35 per person. Checks are generally preferred (address below) but all major credit cards are accepted. Deposit \$250 per person upon reserving; final is due 12/2/2021. Cabins are capacity controlled. Singles pay 200% of cruise fare and port charge.

Amenity fee of \$125. per person for onboard activities (parties, gifts, etc.) to be made out to Interline Travels and mailed separately to the address below (no credit cards for this) due with final balance. Insurance is be available according to your cruise price. More information with your invoice. Junior Suites and Suites are on Wait List Status - pricing upon request when available.

To reserve call Carmen 786-252-7838 , Email interlinetravels@yahoo.com

Stu Archer (Pan Am pilot/cruise organizer) for information (305-238-0911) Email StuNjun

INTERLINE TRAVELS

456 Merlin Ct.,

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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

Come Join the Santa Rosa Breakfast Group!

The Santa Rosa Breakfast group meets about every six weeks. They have 17 pilots, FA's and FEO's that get together to discuss the old days. Anyone in the Sonoma, Napa, and Marin county areas north of San Francisco who would like to join them should email Dave Criley at davecriley@comcast.net, and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

Invitation to Lunch & Lecture Reunion

As "president" of the Pan Am Retirees Association in SF Bay Area, I am extending an invitation to all Clipper Pioneers to attend our Dec 4 2021 lunch & lecture reunion at Michael's at Shoreline in Mt. View CA. Guest speakers include Al Topping (Last Flight Out) and Capt. Mark Pyle, who flew the last Pan Am Clipper BGI/MIA exactly 30 years ago on Dec 4 1991. Please send me an email address to whom I can send an email invitation with details, for you to share with your members. Thank you Al Gilbert 415 516 0359.

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

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.

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

Captain Daniel "Dan" Ernest Lorenzo passed away on April 20, 2021 after suffering a fractured hip from an accidental fall. Until then, he was very active in daily activities and outings which he enjoyed and always liked "being on the go". He was born on January 23, 1931.

Dan was a Marine Corps Korean War Veteran who worked on Corsair aircraft, loved flying and knew he wanted to be a pilot from the young age of 4, when his father used to take him to Floyd Bennett Field frequently to plane spot.

After his Marine Corps discharge, he finished flight school in Tulsa, Oklahoma where he became a flight instructor of light aircraft and later moved to Morristown, N.J. where he continued flight instruction and achieved many hours of flight experience which led him to fly early in his career with President Airlines and the Flying Tigers, among others. After rigorous competition and testing, he was chosen and hired by Pan American World Airways as a pilot where he flew during the Golden Age of Aviation out of JFK Airport and Miami International on everything from the Stratocruiser as a navigator to captaining many aircraft worldwide such as the 727, 707, Lockheed L1011 and retiring as Captain of the 747 after 33+ years with Pan Am.

He had met and married Ruta Oechslein, a fellow stewardess after a chance flight to Bermuda together and had two children, Holly and Daniel, who survive him. He was also an avid sport fisherman all his life, loved the beauty of the sea and a good catch and went out frequently on his 28 ft. Rampage. He fished the waters of South Florida where our family lived for many years in Hillsboro Harbour, to Greenwich, Connecticut's Long Island Sound and then in retirement, enjoyed the waters off N. Topsail Beach, Topsail Island, N.C..

He was a raconteur who loved to tell of his new flight escapades with dry humor and regaled us all with stories about which famous celebrities he had met on board on worldwide trips and as such, he was a party favorite. He loved animals and our canine Millie, was a "foodie", a gourmet cook and always had the newest front-runner gadgets.

He had a sense of adventure, loved his travels with Pan Am and the camaraderie of his fellow pilots and crew, always said the cockpit was his "office" and that it was the greatest job ever and that he would do it for free. His favorite subject in school as a young student in N.Y. was calculus. And now at 90, he has other flight wings and has gone to the sky on Final Approach where he always felt most happy. We will always love and miss him very much.

"The engine is the heart of an airplane, but the pilot is its soul". ~Walter Raleigh

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**

Health Tips to Help Keep the Immune System Strong

Eat a healthy diet

One of the more obvious ways to stay healthy naturally is by eating a healthy, nutrient-rich diet - another way to boost your immune system so that it can fight off viruses. This includes eating a diet rich in fruits and vegetables, which contain vitamins and antioxidants to promote good health.

You should also reduce your intake of sugar, fat, and processed foods, and choose lean meats. If you feel that you're not getting enough vitamins and nutrients from your diet alone, ask your doctor if they recommend taking a multivitamin or herbal supplement.

Get and Stay Active

Aim for at least 30 minutes of physical activity for three days a week. This can include walking, biking, yoga, swimming, or other low impact workouts. Exercise increases blood circulation and has an anti-inflammatory effect on the body.

Lower your stress level

Short-term stress doesn't harm the body. Chronic stress, on the other hand, lowers your immune system response, making you susceptible to viruses and illnesses.

To help reduce your stress level, set limitations and don't be afraid to say no. Engage in activities that you find enjoyable and relaxing, such as reading or gardening.

Get Plenty of Sleep

Sleep deprivation also reduces the effectiveness of the immune system. Sleep becomes more important with age because it also helps improve brain function, concentration, and memory. Older adults who don't get enough sleep are also susceptible to nighttime falls.

Aim for at least seven and a half to nine hours of sleep per night. To improve the quality of your sleep, make sure your room is dark, quiet, and cool. Keep a regular bedtime routine and limit daytime naps to no more than 45 minutes. Don't consume caffeine late in the day and don't drink water and other beverages one and a half hours before bedtime.

(Excerpts from <https://www.healthline.com/health/flu/boost-immune-system-over-65#5.-Get-plenty-of-sleep>)

A Little Humor....

ATC: 'Cessna 123, What are your intentions?' **Cessna:** 'To get my Commercial Pilots License and Instrument Rating.' **ATC:** 'I meant in the next five minutes not years.'

Thanks to those of you who have sent us stories! Keep 'em coming!
