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TURNING FINALS: GOING HOME

by John Marshall

Of all the wars in the twentieth century, the war in the Persian Gulf in 1991 was surely the swiftest and most decisive. On the February evening that the shooting started I was in London, having just returned to my hotel room after an extravagant dinner with British friends. I turned on CNN out of habit, and sat riveted to the telly while Bernard Shaw and his colleagues described the fireworks from the roof of a hotel in downtown Baghdad. I reflected on the previous few months which had seen the airline fly mission after mission to the Middle East, transporting troops and materiel for the war that most everyone felt was inevitable. Estimates of the duration ranged from a few weeks to years, and allied body count estimates topped out in the high seven figures. At that point, who could have predicted the astonishing outcome? Little did I know that I would shortly be returning to Saudi Arabia to begin the airlift in reverse.

Popularly known as Desert Storm, the hostilities lasted a mere few weeks from start to finish, and the massive buildup of troops and materiel that had taken place over months now had to be gradually undone. It was like making the elaborate arrangements for a very large party, with caterers and florists, musicians and decorators, then having the orchestra play a rousing opening number to great applause only to have to announce that it was all a mistake and everyone should go home.

After two round-trip shuttles to the war zone and back, my crew was scheduled to meet an airplane full of GI's enroute from Saudia and transport them back to the United States. Our departure from Rome's Fiumicino Airport was scheduled for five in the afternoon after a short turn, just long enough to refuel the big bird and

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TURNING FINALS: GOING HOME

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change the crew. We boarded the bus in downtown Rome at the height of the rush hour and slowly inched our way out of the central city to the Ostia road and the airport. I chafed at the slow progress, anxious to be off and headed home myself. The sun was settling into the Mediterranean as we pulled up to the terminal, only to find that the incoming flight was delayed by an hour; not an altogether uncommon occurrence. The flight attendants drifted away into the terminal to see what might be for sale, while we front end people were strewn around the tight little operations office, some of us pacing impatiently, others resigned to the inevitable. There were five of us, the augmented crew being necessary for the round-trip shuttles to the war zones. The first officer quickly commandeered the only comfortable chair in the place and in moments his chest was gently rising and falling in the rhythm of innocent sleep. A ceiling fan hummed with a mind-numbing monotony; the sounds of the airport seemed muffled and far away. I thought about the war and how quickly it had blossomed and died, like a supernova lighting a darkened sky. Now we were carrying home many of the troops that we had carried solemnly into war just weeks earlier.

An hour passed, and then suddenly the soft quiet of the little office was broken by the bark of the company radio. Our ship was on a long final to Fumicino. We gathered ourselves and walked out into the late afternoon, the air cooling now, with the dampness of the sea on it. The forecast was for visibilities to drop slightly in the sea mist as the sun went down. Into the company van we piled, weaving our way around the maze of taxiways and roadways out to a far corner of the ramp, away from the bustle of normal airport activity. The Italian authorities weren't exactly denying us permission to use the airport as a wartime staging point, they just didn't want any more publicity than absolutely necessary. The drill was that the Rome stop was strictly a technical one, a gas-and-go; change of crew, refuel and provision, and outta here. The troops were not allowed off the airplane.

The big 747 swung around into the parking spot and the roar of the idling Pratts dwindled to a plaintive whine as they spooled down. The apparatus and paraphernalia needed to accomplish an aircraft turn-around wheeled into place around the huge jet. Fuel bowzers squatted ponderously under the wings, catering trucks snuggled up to the galley doors front and rear, and a single set of airstairs was positioned at the left forward-most door. Turning a huge airplane in a short time requires an intricate bit of choreography, a coordinated ballet of aircrew, mechanics, loaders, and fuelers. The complex meshing of all the diverse elements never ceased to fascinate me, and the hustle and bustle on this gentle Roman evening was no exception.

The two first officers hurried to the flight deck, passing the incoming crew on the way, in order to set up the inertial navigation systems and the radios for departure. This was a ritual that could not be hurried; the inertials required their own sweet time to align, and no man could hurry the process. I exchanged the usual pleasantries with the deplaning captain, a man I had known and flown with for twenty years; there was little that we didn't know about each other. We spoke in short brief sentences about the airplane, and his trip,

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Bank balance as of Jan. 31, 2023 was \$16,035.52. The opportunity to renew your membership with your donation is on a form on page 4 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!

TURNING FINALS: GOING HOME

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and when he too would be on his way westbound across the Atlantic. He had one more shuttle to Arabia to go. Then he said, in parting, "Lots of fog off the coast, John. Looks like it's thickening." He waved and hurried down the steps after his crew.

I looked off to the west, to where the Mediterranean was only a few kilometers away. The sun was now low on the horizon, and against its blood red image I could see the thickening tendrils of fog, hurrying now towards Fumicino Airport.

On my way up to the cockpit, I introduced myself to the troop commander and briefed him on the essentials of the flight. He was a redheaded Army colonel who looked barely old enough to shave, but there were crinkles of fatigue around his eyes, and lines in his face that belied his age. I asked him how the flight up had been, and he remarked that it was long, and his troops were tired, but happy and anxious to be headed home, however long that might take. It was fortunate that at that point neither of us had an inkling of what the night was to hold.

Upstairs I stowed my gear and made my nest in the surprisingly cramped confines of the pilot seat that I was to occupy for the better part of the next half-day, and busied myself with the routine of the departure preparations. At last everything was done; the fuel aboard, catering complete, paperwork gathered and verified. The Ops representative hurried into the cockpit to say his goodbyes. Checklists were complete, and all that was left was to start the engines and be gone. I looked out the cockpit window, and with a start realized that the visibility was rapidly going south. The ramp floodlights were bathed in an eerie coat of heavy mist; I could barely see across the ramp. The first officer called for start clearance, and the ground controller casually volunteered the information that the prevailing visibility was now 800 meters, or roughly half a mile. No problem, we only needed two hundred for takeoff.

TO BE CONTINUED IN THE NEXT ISSUE

Trail of the Octopus - Fact or Fiction?

by Stu Archer

I recently came across an interesting book titled "Trail of the Octopus: From Beirut to Lockerbie – Inside the DIA", co-written by Lester Coleman and Donald Goddard. It received its United Kingdom publication in 1993 and its first United States publication in 2009. I found it to be an intriguing account of the Lockerbie tragedy in that the books' authors claimed that Pan Am was not at fault. [Here is what is written on the book's back cover:](#)

"Lester Knox Coleman is the first American citizen since the Vietnam war to seek political asylum in another country. Hounded by the FBI, the Drug Enforcement Administration (DEA) and Middle East heroin traffickers, Coleman is a victim of the biggest international cover-up in modern times.

"In the spring of 1988 Coleman was on a mission for the world's most secretive and well-funded espionage organization - the Defense Intelligence Agency. Coleman had been ordered to spy on the DEA in Cyprus which, along with the CIA, was running a series of 'controlled deliveries' of Lebanese heroin through the airports of Frankfurt and London en route to America. Coleman discovered that the security of this 'sting' operation had been breached and warned the American embassy that a disaster was waiting to happen.

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Trail of the Octopus - Fact or Fiction?

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He was ignored. Seven months later, Pan Am Flight 103 exploded over Lockerbie. Among the dead was a DEA courier.

“Over the last four years Washington has ensured that the blame for the bombing rests with Libyan terrorists and negligent Pan Am officials. With Pan Am and their insurers fighting this version all the way, it was never likely that Coleman’s experiences in Cyprus would go unnoticed. In 1991 America’s state security apparatus - the ‘octopus’ - made its move.

“Trail of the Octopus” is a gripping investigation into the causes of the Lockerbie disaster and the subsequent manipulation of the evidence. It is a revelatory insight into the rival American intelligence agencies and their use of Middle East drug traffickers and terrorists. And it is the story of a man who became a prisoner of his own knowledge.”

Wikipedia has this to say about the book and its authors: “In the book Coleman accused Hurley of being the primary figure of responsibility of a coverup of the actual causes of the crash; Coleman also accused Martz and another Atlanta Journal-Constitution journalist, Lloyd M. Burchette, Jr., of being involved in a coverup. In the book Coleman also claims he sought, and was granted, political sanctuary in Sweden and further claims in the book that after he was under Swedish protection he provided Pan American World Airways with a civil affidavit which cleared Pan Am of full responsibility for the Pan Am Lockerbie bombing. Hurley sued Bloomsbury in a London court. The DEA head and the book’s publisher agreed to settle. The settlement papers of the publishers stated that remaining copies of the book had been destroyed. In addition, The Mobile Register stated that the book publishers admitted that Coleman’s statements against Hurley had no truth and paid Hurley’s legal fees and an additional undisclosed sum. As of 2013 the book is published by BookSurge.” ([https://en.wikipedia.org/wiki/Trail_of_the_Octopus_\(book\)\)](https://en.wikipedia.org/wiki/Trail_of_the_Octopus_(book)))

Fact or fiction? You decide.

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it’s time for renewal donations. If you haven’t already, please send your donation to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

Your Name: _____

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Amount Donated: \$ _____

(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 15 DAY MIAMI TO ROME CRUISE



Dear Pan Amer's:

Come join us on our next transatlantic reunion cruise on Royal Caribbean's Explorer of the Seas. Reserve restful days at sea to splurge in Spain, France and Italy with ports of call to die for. It's going to be fabulous – don't miss out – bring family and friends along ! Your cruise includes gourmet meals, entertainment, accommodations, group activities, cocktail parties and much more.

Itinerary – April 23, 2023 from Miami to May 8, 2023 Rome, Italy

Date	Port	Arrive	Depart	Boarding
Sun 23Apr2023	Miami, Florida	-	4:00 PM	Cruising
Mon 24Apr-01 May	Cruising High Seas	-	-	Docked
Tue 02May2023	Malaga, Spain	8:00 AM	6:00 PM	Docked
Wed 03May2023	Cartagena, Spain	8:00 AM	6:00 PM	Docked
Thu 04May2023	Palma De Mallorca, Spain	7:00 AM	5:00 PM	Docked
Fri 05May2023	Provence (Marseilles), France	9:00 AM	6:00 PM	Tendered
Sat 06May2023	Nice (Villefranche), France	8:00 AM	6:00 PM	Tendered
Sun 07May2023	Ajaccio, Corsica	8:00 AM	6:00 PM	Departure
Mon 08May2023	Rome (Civitavecchia), Italy	5:00 AM	-	

Rates from:

Inside \$859 / *Inside Virtual Bal / Outside \$959 / Balcony \$1399 / Suites \$1999

Prices: Per person, subject to availability at time of booking and do not include port charges and taxes (\$354.pp) or amenity fees (\$150.pp) (cocktail parties, pay restaurant get togethers, etc).

*Interior with Virtual Balcony – High-definition screen that spans floor to ceiling, providing real-time views of the ocean and destinations. Inquire on pricing.

Deposit \$450.pp. ; all major cards accepted. Mail amenity fee check to Stuart Archer upon reserving (7340 SW 132 St., Miami, FL 33156). Insurance, available and advisable on invoice.

More information in future emails. Call 1-844-278-9745 Air & Sea for flights.

To reserve: call Carmen 786-252-7838.

Cruise information call former Pan Am Capt. Stu Archer 305-238-0911.

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

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 Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

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.

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 can be seen at: www.flightaware.com/

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

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 Roger Spencer Barous, a resident of Seabrook, New Hampshire and beloved husband of the late Margery Davenport (Ricker) Barous, passed away at his home on Wednesday afternoon, August 10, 2022. He was 87 years old.

Born in Brooklyn, New York, and raised in Lawrence and Andover, he was the beloved son of the late Francis and Constance (Ryan) Barous. Roger was a US Air Force veteran, entering the military after serving in R.O.T.C.A.F in high school and college, and receiving his Honorable Discharge at the rank of Captain from Schilling Air Force Base in Salina, Kansas. He served during the Cuban Missile Crisis and at the beginning of the Vietnam conflict. While in the Air Force, Roger was a Bomber Pilot with the US Strategic Air Command (SAC). Roger was awarded the Longevity Service Award for his exemplary service. Following his military career, Roger became a commercial airline pilot for Pan American, a career he loved for more than 26 years. After retiring from Pan American, he started a successful realty company with his beloved wife Margery out of Ipswich where they had lived for many years and raised their family. During this time, Margery and he enjoyed traveling and cruising on Holland America together.

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

A Documentary Series about Pan American Airways on PBS

When Pan Am's M-130 flying boat "China Clipper" took off for the first scheduled flight to Manila on November 22, 1935, it riveted the attention of people around the world. At that moment Pan Am vaulted to a commanding position and the world changed forever as a result. That's the story brought to life in "Across the Pacific." Newly unearthed archival motion pictures, photographs, and original sound recordings as well as stunning graphics, help bring this history back to life.

The film by Moreno/Lyons Productions tells the epic story of how Pan American Airways became the first to bridge the mighty Pacific - the first airline to cross any ocean. Focusing in particular on the contributions of Pan Am's visionary leader Juan Trippe, aircraft designer Igor Sikorsky, and radio engineer Hugo Leuteritz, the three-part program is currently broadcast on PBS. "Across the Pacific" premiered on VPM PBS in Richmond Virginia May/June 2020. You can watch each episode on the home page of the Clipper Pioneers website (www.clipperpioneers.com)

Do You Know About Events that are Upcoming?

There are many events and get-togethers that may be of interest to our readers. If you know about one, or have a group that gets together on a regular basis - or even once in awhile - please let us know so we can share with our readers! :)

**PAN AM MUSEUM FOUNDATION
COME CRUISE WITH US!
Join us on a fabulous luxury Silversea Cruise!
Mark Your Calendars: August 2 - 9, 2023
CRUISE ITALY & CROATIA IN STYLE**

Come sail with us in Pan Am style and support the Pan Am Museum! Enjoy exclusive amenities and guest benefits by booking your suite through this fundraiser.

We've secured the very best pricing and a liberal cancellation policy for our exclusive PAMF group (all pricing excludes airfare and transfers). In addition, our special pricing will be guaranteed until Dec. 31, 2022.

Open to friends and family! Space is limited! Many suites offer a 3rd guest with a pullout couch.

Venice to Venice: August 2 - 9, 2023

VOYAGE ITINERARY

Silver Spirit – 7 Days

Leaves Port: August 2, 2023

Voyage SL 230802007

Day 1: Venice (Departs at 7pm)

Day 2: Trieste, Italy

Day 3: Zadar, Croatia

Day 4: Hvar, Croatia

Day 5: Dubrovnik, Croatia

Day 6: Split, Croatia

Day 7: Kvarner Bay, Croatia

Day 8: Venice (Arrive at 8am)

For More Information

**The Pan Am Museum Foundation
board@thepanammuseum.org
www.thePanAmMuseum.org**

What's Included prices starting at \$4,400 per person

Shore Excursions (1 per port/per day)

All beverages included at all times including premium
liquor and wine selection of 150+ bottles

Personal butler service in every suite category

24-hour room service

1:1 Crew to guest ratio

Fully customized mini bar

\$350 Ship Board Credit per suite

All crew gratuities

Exclusive PAMF Welcome Cocktail Reception and other exclusive onboard events

8 Fine dining options offering culinary excellence

Onboard activities and live entertainment

High speed WiFi

Pillow menu

Visit their website for more information: <https://www.thepanammuseum.org/cruise-benefit/>