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Turning Finals – Tristar (Part 2)

Continued from previous issue

by John A. Marshall

Ours was a laid-back, taciturn gentleman with a shock of white hair and a marvelous way of teaching named John Wells. He and I developed an instant connection because he had been attached to BEA earlier on and had instructed my British compatriot when he checked out. Not only that, but when we got to reminiscing we resurrected a rare and sublime evening that mostly transpired in a pub, the name of which mercifully escapes me. I had spent a rare day and night in that delightful corner of Britain with my friend, and the Lockheed contingent was very much in attendance. Suffice it to say that we hit it off early on.

But I digress. Miami in April can be perfectly dreadful, weather-wise, or it can be enchantingly and enticingly pleasant. To our everlasting relief, on this occasion it proved to be the latter. We clamored aboard the big white and blue airliner, virginal in her cleanliness and new-airplane smell. Like kids with a new toy we explored every corner, every nook and crevice, sharing her with flight service personnel and the ever-present maintenance types. It was time to fly, and fly we did. What Wells didn't know about the Tristar wasn't worth knowing, and we hung on every word, every tiny bit of advice, trick of the trade. We were shown not just an approach to a stall, but the real thing. Wells sat placidly in the right seat as

(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 – Tristar

(continued from previous page)

I pulled the straining yoke back into my gut. At the stick-shaker, every instinct in my body cried out to break the impending stall, but we weren't through yet. With the airframe shuddering and bucking like a wild animal, I cradled the wheel against my chest, muscles taut and straining. The nose fell placidly through the horizon, and the stall finally broke itself. It was a wonderful exercise in self-confidence.

The training was fast-paced, done in real time. Every minute counted. We were not burning simulator time, but real fuel, and wear and tear on the new airframe. The four hours that each of us spent at the controls flew by, and suddenly we were pronounced Ready for the Rating Ride. Incredible! Our minds spun at the thought; our final training flight blocked in at close to ten at night; our report the next morning for the Moment of Truth was to be seven AM. My training partner, who would later go on to be the VicePresident of Flight Operations at the airline, and I were sharing an apartment and a rented Ford Mustang. Despite the late hour after our last flight, we stopped at our habitual watering hole and wound down with a couple of very dry martinis. It was a much-needed interlude. The morning dawned soon enough, and it was really Crunch Time.

The day of the rating ride dawned clear and cloudless; the FAA inspector a known quantity: tough and unyielding. Six and a half hours later we were through, drenched and exhausted, each of us in the seat for nearly three hours. Up to 10,000 for the steep turns and the stalls, then up to 33,000 for the emergency descent for one, than back up to altitude for the same maneuver again. Down into the bowels of the hot and humid traffic pattern at Dade-Collier for all the approaches. I thought it would never end. But end it finally did, and when we blocked back at the hangar at Miami we were both full-fledged, card-carrying Lockheed 1011 pilots. Happy hour came early that night.

Now it was time to impart our new, hard-won knowledge to the line pilots, who were the backbone of the airline. Scheduled service was inaugurated to Caracas from New York, and then on to San Juan. The fledgling L1011 line pilots in the left seat with us weren't the only ones learning; our own curve was still steep enough. On every leg we discovered something new. FAA inspectors were frequent passengers in our cockpits; each new captain required an observation from an inspector before he could be turned

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Bank balance as of June 30, 2026 was \$22,961.20. 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 – Tristar

(continued from previous page)

loose.

Maintenance types from the airline were often along as well, squeezing in wherever they could. Just prior to one Caracas departure for New York, it was suddenly discovered that the captain's clock was inoperative. It took only a few seconds to confirm that his wasn't the only balky timepiece, but all three flight deck clocks were stopped, dead as corpses. A quick run through the MEL (Minimum Equipment List) gave us the bad news: at least one clock with a sweep second hand was required for flight. The maintenance tech then made our day by revealing that all three clocks were slaved from a master unit deep behind the instrument panels, and there were none available in Caracas. What to do? The airplane was rapidly filling up with passengers, the fuel was aboard. The ever-present FAA man stood stoically in the rear of the flight deck, watching silently. We would be ready to close in just a few minutes.

Suddenly the check engineer, who had been following the dialogue with an anxious ear, stood and said, "I've got an idea. I'll be right back!" With that he plucked his hat from the rack and ran from the airplane. Up the jetway and into the boarding lounge he sped; I watched his progress through the plate glass window with increasing puzzlement.

In a few moments he returned, clutching a small package. He burst into the cockpit. "OK, get me some speed tape!" He hastily unwrapped the parcel in his hand, revealing a small pocket alarm clock, with a sweep second hand! It was taped in place on the captain's panel, and we all stood for a moment in mute admiration. I glanced over and caught the eye of the FAA inspector, who had been watching the proceedings with detached amusement. He grinned and shrugged his shoulders. We had met the letter of the MEL. We were soon under way, landing at Kennedy ten minutes ahead of schedule. The next time I flew with that check engineer I bought dinner.

Every new pilot had trouble with the Direct Lift Control. It took some getting used to. Some airmen caught on quickly, resisting the temptation to fall into old habits on final approach. They caressed the yoke gently, making tiny corrections with the pitch trim, thus keeping the movement of the upraised spoilers to a minimum.

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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.

Turning Finals – Tristar

(continued from previous page)

Once in the slot, on speed and on the glide, it was relatively easy to do. If you forgot yourself, though, and began the traditional pitch corrections with the yoke, the DLC was waiting, lurking, like a highwayman, to ambush your careful attempts at a smooth approach. There were a few pilots who never did seem to get the hang of it, and every trip down the ILS with them at the wheel was an adventure. Not unsafe, per se, but just a constant struggle.

I spent nearly four years on the Tristar, and loved every minute. It was without doubt a pilot's airplane. The flight deck was roomy and comfortable, with visibility unlike any other. It was like sitting in your living room.

The overhead panel was just that, overhead, and nearly an arm's stretch away, not perched squarely on top of your vulnerable pate like some other airliners I could mention. We often joked that we should decorate with some hanging plants just inside the entry door in. It was as though I had never been away, and as I reluctantly disembarked I silently mouthed a platitude to the Tristar. If we are only allowed one airplane in heaven, the L1011 will be it for me.

Medicare fraud affects everyone, so here's what to know and do

Medicare losses due to fraud, errors, and abuse cost taxpayers about \$60 billion every year. Providers might double bill Medicare for a single treatment, charge for things like a back brace you didn't get (or need); a company might offer you a fake Medicare drug plan; or a scammer might ask you to confirm your Medicare number — which they then use to commit hospice fraud.

Medicare fraud, abuse, and unintentional errors can also contribute to medical identity theft, losing your benefits, and paying higher medical costs. So, what can you do to help fight Medicare fraud while protecting yourself and your community?

Never share your Medicare number with someone who calls unexpectedly. Medicare won't call or visit you at home to sell you anything. Medicare representatives will only ask for information if you contact them first.

Review and report Medicare fraud and abuse. Spot mistakes or inconsistencies in your statements? Ask your medical provider or plan to explain. If you suspect fraud or abuse, call 1-877-808-2468 to reach your local Senior Medicare Patrol, or call Medicare at 1-800-MEDICARE.

Report medical identity theft. If someone uses your information to get medical care or services, notify your provider or plan. And report the theft to [IdentityTheft.gov](https://www.identitytheft.gov) to get a personalized plan to help you recover.

Tell the FTC if you spot any other scams, fraud, or bad business practices: [ReportFraud.ftc.gov](https://www.ftc.gov/complaint)

(from <https://consumer.ftc.gov/consumer-alerts/2026/05/medicare-fraud-affects-everyone-so-heres-what-know-and-do>).

RHAPSODY OF THE SEAS APRIL 19, 2027 MIAMI TO BARCELONA

Our newest adventure is coming up in 2027 on yet another Trans Atlantic cruise from Miami to Barcelona.

Mon Apr 19 Miami - Tue Apr 20-27 at sea - Wed Apr 28 Casablanca, Morocco - Thu Apr 29 , Tangier, Morocco - Fri Apr 30, Malaga, Spain - Sat May 01, Alicante, Spain - Sun May 02 – Valencia, Spain - Mon May 03 Barcelona, Spain -

Reservations – Call Carmen INTERLINE TRAVELS 786-252-7838. Rates -from \$799 (interior) - \$899 (Oceanview) –\$1529 (Balcony). Per person based on double occupancy / Singles pay \$200% . Deposits \$450 per person. An amenity fee of \$100. per person (additional) for onboard parties, cocktail parties and special Pan Am dinner.

More information about this fantastic cruise in our next issue...

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://thepanamuseum.org/travel/cruise2027> Start planning for the 3rd Biennial Pan Am World Museum Fundraiser Cruise!

New historic district documents Pan Am's influence on commercial aviation, global travel, diplomacy, and commerce

MIAMI, FLORIDA – January 2, 2026 — The National Park Service has approved the creation of a Pan Am Historic District at Miami International Airport for listing in the National Register of Historic Places, recognizing historic buildings that once served as the mother base of Pan American World Airways. Spanning more than five decades of aviation history, from the dawn of commercial aviation to the Jet Age, the unique concentration of aviation resources illustrates Pan Am's transformation from a pioneering airline into a global carrier significantly impacting modern international travel, diplomacy, and commerce. Read the full press release on our News page at <https://clipperpioneers.com/news-2/>

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

There are no reported new passings for this issue.

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 Ploneers, attn: Sue Forde, c/o P. O. Box 3457, Sequim, WA 98382.

How to create a good sleep environment

If your bedroom is noisy, bright, or too hot or too cold, it can affect your ability to sleep soundly. These practices can help you create a soothing, relaxing setting that puts sleep within easier reach:

- Stay cool. Since our body's temperature naturally drops as we drift off to sleep, maintaining a bedroom temp of 60-70 degrees supports the falling-asleep process.
- Minimize noise. A quiet bedroom makes it easier to fall asleep—and can prevent you from waking during the night. Turn off the TV or radio when you're ready to turn in. If you have noisy housemates or neighbors, consider wearing earplugs to bed or using a white noise machine to drown out external sounds.
- Block out excess light. A dark room is best for deep sleep. Room-darkening curtains or shades will help filter out streetlights, car headlights, and other types of light that can illuminate your bedroom. Install a soft nightlight (or keep a flashlight by your bed) so that you can safely navigate the room if you have to get up at night.
- Keep your room tidy. Boxes on the floor, clothes piled in baskets, and other types of clutter can increase stress and pose a safety hazard. Make it a priority to keep your bedroom neat and organized.

Say "good night" to sleeplessness

Lack of sleep and aging don't have to go together. Try the better-sleep tips in this article for two to three weeks. If you don't see improvement, talk to your health care provider about other options. Improving your sleep can make a dramatic difference in your waking hours—and it's a goal worth pursuing.

(from <https://www.ncoa.org/article/6-sensible-sleep-tips-for-older-adults/>)

Please Send Us Your Stories

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

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.

HISTORIC PORTS OF CALL

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

INSPIRED BY AVIATION'S FINEST ERA

Signature touches and exclusive onboard experiences evoke the Golden Age of Travel.

THREE-TIME "BEST SERVICE" AWARD WINNER

Exceptional 2:1 guest-to-crew ratio & voted "Best Service" by Cruise Critic for three years in a row.

DESTINATION DINING™

From familiar flavors to timeless classics, we're committed to fresh culinary experiences.

19 Ports - 13 Countries - 2 Heritage Brands - 1 Legendary Voyage - 28-Day Legendary Voyage - Pan Am 100th Anniversary - Zuiderdam - Roundtrip Miami - Oct. 30, 2027

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: _____

Address: _____

City, State, Zip: _____

Phone #: _____ Email: _____

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