

From The Chairman, Edward Trippe...



The COVID-19 virus has stressed us all, but as I write this letter, Spring and a return to normal life are both in sight. I hope that our extended PAHF family and friends have survived and are healthy. As we look ahead, and I know I speak for many, we will be happy to turn the page and return to some semblance of normalcy — whatever the ‘new norm’ is for each of us.

Remembering Stephen Lyons, Producer for Across the Pacific

Notwithstanding COVID, the past year has been eventful. While we celebrated the long-awaited arrival of *Across the Pacific*, the PBS documentary which chronicled Pan Am’s amazing technological advances in aviation leading to the opening of air routes to Asia, we also mourned the untimely passing of Stephen Lyons, the documentary producer. Steve created the documentary in association with the Pan Am Historical Foundation, with major funding from the National Endowment for the Humanities and others. His incisively written history captured the characters of Juan Trippe, Charles Lindbergh, Igor Sikorsky, and others. *Across the Pacific* was shown on most PBS stations across the country and can now be viewed on Amazon and other streaming networks.

Chairman *cont. p. 2*

Gene Banning Collection Donated to PAHF —

Volunteers Help Retrieve, Catalogue and Preserve Historic Materials

By Doug Miller

This story goes back decades to a time when a new Pan Am pilot named Gene Banning became fascinated with the growing empire of Pan American World Airways. His interest soon grew into a studied pursuit and then a life-long passion.

Fast forward decades, to the 1990’s. Now retired, Captain Banning had amassed a trove of historic Pan Am materials, not only his own but those of colleagues such as George Price, Bill Seeman and others. The material in his collection was instrumental in helping Banning to author what has become one of the very best books ever written about “the world’s most experienced airline”: *The Airlines of Pan American Since 1927*. (Paladwr Press; Maclean, VA; 2000).

Gene Banning will long be associated with promulgating Pan Am’s legacy thanks to his superlative book. His commitment to academic research also led to the creation of the annual Dave Abrams-Eugene Banning Fellowship, supported by your Foundation and awarded by the University of Miami’s Special Collections.

When Captain Banning passed away in 2005, his wife, Jackie, survived as caretaker of the many boxes of materials Gene had amassed in their former home in South Florida. She eventually decided to donate his collection to the Foundation.

Things might have stalled there, but for the generous intervention of the late Captain Harvey Benefield, who undertook the actual retrieval of the boxes



Capt. Banning, courtesy Univ. of Miami Special Collections

from Mrs. Banning’s residence. The collection was temporarily stored in a space at the AWARE store in Miami.

When it was time to downsize AWARE’s storage space, it was critical to find a new home for almost thirty boxes of the Banning collection. One choice was to send them directly to the University of Miami’s Special Collections. But it might be an unknown hiatus before Special Collections Director, Cristina Favrett, could allocate the required time and resources to catalog the documents, films, artifacts and photographs. And not all of this material belonged in the archive.

Recognizing the significance of this collection, Nicola Hellmann-McFarland, who serves as the main reference assistant at the Richter Library on the Pan Am Collection, came to the rescue. Along with her colleague, rare book cataloger Linde Brocato, they volunteered to work on their own time to do what

Banning Collection *cont. p. 4*

Chairman *from p. 1*

Marine Air Terminal

The Marine Air Terminal (MAT) at LaGuardia Airport has long been an icon of Pan Am's golden age of the great flying boats. It was also the headquarters of Pan Am's North Atlantic operations during WWII, continuing until the opening of Idlewild Airport (now JFK) in 1952. The building is listed as a national landmark so its place in aviation history is secured. To recognize and memorialize Pan Am's MAT operations, PAHF has commissioned three bronze plaques. Additionally, a new model of the B-314 has been commissioned and will hang in the central rotunda of the terminal building.

The plaque at the building entrance commemorates the opening of the MAT in 1940 by Mayor Fiorello H. LaGuardia and Juan T. Trippe, President, Pan American Airways. The plaque also recognizes the Architects, William Delano and Chester Aldrich, who were among the foremost architects of the period. Delano and Aldrich were also the architects for Pan Am's terminal buildings at Dinner Key and Treasure Island, as well as the hotels on Midway and Wake Islands.

The second plaque will be placed at the entrance to the MAT rotunda and recognizes the artist, James Brooks, who painted the huge mural, "FLIGHT", which surrounds the entire gallery of the rotunda. Three abstract panels divide the mural into segments. The first section shows the legendary flight of Daedalus and his son, Icarus, who fell from the sky after his waxed wings were melted by the sun. The second section depicts Leonardo da Vinci's flying devices, and the Wright Brothers first flight at Kitty Hawk. The third section is particularly relevant to Pan Am and the MAT, and depicts Pan Am's flight operations, a departing Boeing B-314, and well-wishers waving their good-byes.

The third plaque provides information about the "Yankee Clipper", the Boeing B-314 which inaugurated trans-Atlantic service on May 20, 1939. The B-314 was the largest and most important aircraft to be built during the era of the great flying boats. It had the range to cross the Atlantic and Pacific Oceans, carrying passengers,

Flying Boat Graphics Memorializes Miami's Seaplane History at New Public Parking Complex *By Jeff Kriendler*

Miami's new [Grove Bay Public Parking Garage](#) is the canvas for a series of bold graphics that pay homage to the historic Pan Am seaplanes that once flew from the site. Aviation images woven on shimmering stainless steel mesh fabric are part of Miami's 'Art in Public Places' program and were designed to obscure vehicle visibility.

The garage's location at Coral Grove's Dinner Key was home to the first continental naval station in the early 1900s. It later became the base for Pan Am's Clipper Flying Boats serving Havana and destinations in South America from 1930 – 1945.

A public-private venture between the City of Miami, Miami Parking Authority and investors, the garage serves customers at Regatta Harbour's shops, restaurants and marina, as well as visitors to Miami City Hall, the former art deco Pan American terminal. The garage is directly visible from a major street and at the gateway to City Hall. The prominent location required that the building's façade be attractive and imaginative.

mail, and cargo at a cruising speed of 188 miles per hour. PAHF has commissioned a new model of the "Yankee Clipper" which will hang in the center of the rotunda, replacing the old, smaller B-314 model. The new B-314 model has a wing-span of 15 feet and will be a more prominent feature in the MAT rotunda. Discussions with the Port Authority are continuing regarding the ultimate location of the old B-314 model. PAHF has proposed that it go into a permanent LGA museum. In the interim it may be lent to the PAMF for their exhibit at the Cradle of Aviation Museum on Long Island.

PAHF Digital Museum

Our digital team is planning a significant new development for PAHF's online presence. Plans are underway for "The Pan Am Digital Museum," a new online approach to presenting the story of Pan American's history. Drawing on PAHF's



Photo credit: Grove Bay Cambridge Architectural

The second and third floors on four out of five sides of the garage are covered with metal mesh that features eight images of Pan Am's iconic Flying Boats that made Coconut Grove the center of America's earliest international operations. Eastern Airlines and National Airlines are also included in the exhibit. The images are interspersed with milestone dates and aviation descriptors that tell the story of aviation history in Miami.

The shimmering steel mesh was designed and produced by Cambridge Architectural and was woven by artisans on Maryland's Eastern Shore. ➔

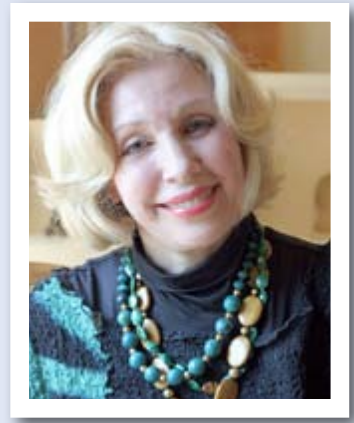
growing digital resources and that of other institutions, the PAHF digital museum will provide rotating exhibits drawing from Pan Am's rich history of visual and audio archives. PAHF will work collaboratively with other Pan Am history stakeholders including University of Miami, HistoryMiami, SFO Museum, Duke University, and the Pan Am Museum Foundation (PAMF) to produce digital content. Online exhibits will include short documentaries and other story-telling techniques. The digital museum will be accessible on a new website that will be linked to the [PanAm.org](#) website. ➔

PAHF Annual Meeting

This year's Annual Meeting will be a Zoom meeting to be scheduled in June. Details as to how to access the meeting will be sent out with the Meeting Notice, Annual Report and Proxy.

Trauma and the Pan Am Family

By Helen Davey, Ph.D.



On December 4, 1991, Pan American World Airways, a proud symbol of U.S. pioneering and technological finesse, ceased operations. *Newsweek* ran an article about Pan Am's history, beginning with the statement, "This is not a story about planes. It's about romance....It may be hard for today's all-too-frequent fliers to remember that once, air travel was an adventure; that airlines once had a soul. Pan Am certainly did."

"What," I wondered from the beginning of my twenty-year career as a Pan Am flight attendant, "is this extraordinary feeling within the company all about?" It seemed to embody a living, breathing essence — a feeling of soul that would never die — along with its incomparable history that encouraged deep pride and loyalty toward the company and each other. Pan Am's essence was much more than just a *mere* airline company. It was a very emotional world, with its unrivaled glamour and expansiveness juxtaposed with the trauma and tragedy that we employees experienced along the way.

As proof of that emotional bonding, we only have to point to the foundations, charities, newsletters, on-line sites, groups, networks, and reunions that exist *thirty years* after Pan Am went out of business. The Pan Am family lives on, and welcomes anyone who cherishes its iconic stature in the twentieth century and seeks to memorialize and preserve its magnificent history. That's how families have always ensured that their stories live on for generations to come.

As a psychoanalyst and psychotherapist for 35 years, I'm writing this article about trauma in the midst of the Covid-19 pandemic to remind you that as Pan Amers you've already experienced and survived many traumatic events. You'll survive this pandemic as well. My dissertation for my Ph.D. in psychoanalysis is titled 'A

Psychoanalytic Exploration of the Fall of Pan American Airways, and is about the trauma and heartbreak experienced by its loyal and steadfast employees as they watched their beloved company fail.

You'll remember one of our advertising jingles, "Pan Am has a place of its own. You call it 'the world'. We call it 'home.'" As employees, joining Pan Am meant we were given access to that entire world, and we felt a sense of personal ownership of it. Looking back, it might seem a bit grandiose, but Pan Am regularly advertised "Pan Am's World," all over the globe. What a glorious sense of freedom! And now many of us are confined to our homes, worried about contracting a virus that could be lurking anywhere. Even though we may have left our airline careers behind many years ago, we know that the airline industry has been rocked to its core, and many of us have the feeling our wings have been clipped. For those of you who continue to work during this time, you're facing the incredible challenge of managing not only your own anxiety, but that of others.

Pan Am employees faced many traumas, and those of you who continue to work in the airline industry have vast experience with it. From the beginning of my career in 1965, our company experienced crashes and hijackings, escalating terrorist attacks, increasing political pressures, the tragedy at Tenerife, and many other incidents. Pan Am employees faced perils from an increasingly dangerous outside world whose target was our company that symbolized America abroad. And we were on the front lines watching as world history unfolded.

But then there was the bombing of Pan Am 103, which tore at the very heart of the company and set the stage for its final demise. By this time, I was no longer working for Pan Am, but I stayed in close touch to

offer whatever help I could. The final fall of Pan Am was a devastating end to a glorious past. Many of you went on to other airline careers, and then had to face the terrifying consequences of 9/11, which set in motion a nation-wide collective trauma. So here we are, once again, in the collective trauma of a terrifying worldwide pandemic. How are we to understand our reactions?

The collapse of one's world is the essence of trauma, and it's the perfect description of how many of us feel now about the pandemic, as well as the fall of Pan Am and some of the other tragedies. The pandemic may have triggered old feelings in you that can be described as retraumatization from the past. It happens most often when there is a close replication of an original trauma, such as *a loss of the way of life as one knew it, loss of a sense of safety*, or loss of a sense of control. When this happens, it brings back the same old feelings, such as terror, shock, panic, or helplessness. *Retraumatization is the experience of a painful part of your life that feels like it's happening all over again*. Are any of you feeling this now?

Feelings of helplessness, isolation, and alienation are rampant. The "*absolutisms of everyday life*" that we've taken for granted are gone, the world as we've known it seems to be collapsing, and our illusion of safety in our surroundings is being dismantled. We're all having to deal with massive uncertainty about the future, which puts us in touch with *the vulnerability of not knowing*. Is this ever going to end? Will the miracle of the vaccines work? Are we finally getting to the end of this nightmare?

Trauma cont. p. 4

“Tropical Dreams”

World Wings International
Invites Pan Am-ers to
Convention Cruise



World Wings International invites all former Pan Am employees and guests to attend the 2021 Annual Convention, Tropical Dreams, on board the luxurious Celebrity Equinox for a nine-night Southern Caribbean cruise sailing round-trip from Fort Lauderdale, October 29 to November 7.

Sailing through the turquoise waters of the Caribbean Sea, the cruise will visit picturesque islands including Grand Cayman, Aruba and Bonaire. Special all-inclusive fares include exclusive private parties and an on-board credit to use at the passenger's discretion. This year's convention speaker is Camille di Maio, the popular historical fiction novelist. She is writing a new book, “Come Fly With Me” featuring two fictional Pan Am ‘stewardesses’ in the 1960s with input provided by numerous World Wings members. Her presentation is bound to bring back memories of the Golden Age of Travel.

With vaccinations now in progress, the Celebrity Ships adhere to all requirements issued by the CDC. For registration information, fees and deposit schedules, visit www.worldwingsinternational.net/cruise2021.

Trauma *from p. 3*

Perhaps it was a trait learned in childhood, or a way of being that we developed in the context of our working experiences, but Pan Amers have always been an adaptable, self-reliant, and tenacious group. We've been through a lot and survived and stayed connected. This trauma, as with our other difficult experiences, has begun to lessen, even as it's changing our lives as we've known them. It's extremely important during this time to stay close to those we love, if only through technology, and to share our fears and feelings. Anxiety slips into panic when it has to be borne in isolation. We'll endure the pandemic, get our vaccinations, and be back in the world.

For now, we're all part of a worldwide Pan Am family, so let's be sure to reach out to anyone who's in need of help. That's what families do. ✈

Banning Collection *from p. 1*

might be termed an “emergency catalog operation.” They reviewed all the material stored at the AWARE space working under strict CDC guidelines for Covid.

And that brings us to the next player in this drama, Dr. Eric Hobson, Ph.D., Professor of English at Belmont University in Nashville. Eric, who is a PAHF member, volunteered to assist by picking up the material at the AWARE store. Eric has maintained a close relationship with the Foundation and was intensely interested in the material. He has done extensive research and his articles have appeared in this newsletter and on our website.

When he learned that Gene Banning's collection was in need of immediate intervention, Eric quickly responded with an offer that proved to be exactly what was needed. At his own expense, he offered to fly down and retrieve the collection, bring it back to his home in Nashville, and continue the examination and cataloging of the material. It was an offer we couldn't refuse. Not only was the collection now assured of physical safety, it was going to be available as an historical asset possibly years sooner than what was likely to be the case otherwise. The Foundation maintains ownership of the material, pending further

disposition, but for this interim period, Dr. Hobson is arranging for appropriate, environmentally-correct storage at Belmont University, acting as temporary caretaker on PAHF's behalf.

And what a treasure this collection is turning out to be! Eric has been carefully reviewing, and in some cases, reorganizing what he's uncovering. For example, Gene Banning was an inveterate correspondent with his former Pan Am colleagues, and the collection includes hundreds of letters he saved. These are filled with details that will prove a gold mine for historical research. The collection contains scores of photographs, which he is carefully pulling out and protecting to prevent any further deterioration.

Manufacturer's plate from Sikorsky S-42



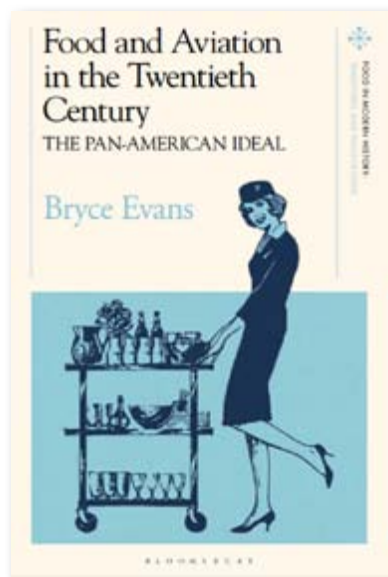
Retrieved from the wreck of the “West Indies Clipper,” NC823M. In an earlier role, this airplane, under the command of Edwin Musick, had flown the initial transpacific survey flights as the “Pan American Clipper.”

Dr. Hobson, while careful to maintain a professional approach to his work with the collection, is not averse to undertaking the task with a sense of fun. When he picked up the black mini-van he used to transport the boxes, in a homage to the days of yore, he dubbed it the “Ebony Clipper.” Although this vehicle never left the ground, it carried a sense of mission as it rolled north that reflected the very best traditions of caring for Pan Am's historical heritage that motivated Gene Banning and continues for so many others, such as members of the Pan Am Historical Foundation.

There is a lot more to come from this endeavor, and we'll keep you posted. ✈

During this past year, we have been socially distancing... masking...zoomin'...researching, reading and writing. Here is a selection of the latest volumes on the Pan Am Bookshelf.

— Ruth Maron
Editor



A REVIEW BY DIAN STIRN GROH AND REBECCA SNIDER SPRECHER

Food and Aviation in the Twentieth Century — THE PAN AMERICAN IDEAL

By Dr. Bryce Evans

Not only would it have been impossible for an airliner to fly long distances without some sort of nutritional sustenance, but Pan Am had the additional challenge of flying to countries where food safety itself was sometimes in question. Dr. Evans details how safe-handling and preservation techniques developed as a result of these concerns, leading to company dining halls and a major catering industry.

Also significant is how Pan Am's partnership with Maxim's of Paris raised the bar for many Americans on fine and leisurely dining, served course by course with paired wines. Beginning in 1952, Juan Trippe arranged for Maxim's chef to create and produce meals for Pan American flights using the specially designed ovens on the Boeing 377 Stratocruiser, using the newly-perfected method of fast freezing to preserve flavor. By the time the Jet Age arrived, Pan Am was presenting a "United Nations" experience for the passenger, not only making the "local global" by offering dishes adapted from different countries, but hiring multinational cabin attendants fluent in many languages.

What gives the book added dimension and authenticity, however, is the fact that Dr. Evans takes the time to speak to former cabin crew members. After all, nobody knows more about what went on during the actual service aboard than they do. For example, after a discussion about

the chemical reaction that causes eggs to turn green at altitude, flight attendant Helen Davey tells us the queen of all egg stories. In a section about marketing the choice of entrées, Susan Taylor Davis recalls an outbound Rio de Janeiro menu that stated if they ran out of fish on a Friday, Juan Trippe had received special dispensation from the Pope for passengers to order another option. And to highlight the unique culture that still exists among former Pan Am employees, the author wisely accepts an invitation to dine with Renate Van Kempema and Harry Frahm in Miami, where they perform a re-enactment of a Number One service complete with carving a prime rib from a cart.

It is regrettable that the book's stratospheric pricing of over \$100 will deter the very people who would enjoy it most: former Pan Am'ers and other airline employees. However, Dr. Evans recently informed us that a paperback version is soon to be released, available on Amazon. Well-written and researched, *'Food and Aviation in the Twentieth Century'* is an academic validation of the life that Pan Am crews flying the line lived every day. If you want to give a unique gift to someone, be they an aviation buff, a foodie, or someone who just loved to fly when elegance aloft was the standard, this little book is hard to beat. ➔

For such a small book (six by nine inches and 151 pages) *'Food and Aviation in the Twentieth Century'* by Liverpool Hope University professor, Dr. Bryce Evans, takes the reader on quite a culinary journey. To date, the body of work examining the history of airline food has remained very general in nature. Memoirs written by former catering personnel contain interesting anecdotes but stop short of formal detail. More specifically, there has never been a serious academic study that carefully documents Pan Am's groundbreaking contributions to food service — until now.

Dr. Evans fills in the important blanks about Pan Am's involvement in spearheading the development of refrigeration processes, hydroponic gardening on Pacific atolls, and flash freezing foods to preserve flavor. The book explains the science underpinning the food service, and how the airline blended the Old World with the New through gastronomy, and draws conclusions about how food has been used throughout history as an engine of economic expansion.

MORE FROM THE PAN AM BOOK SHELF CONTINUES...

Come Fly the World: The Jet-Age Story of the Women of Pan Am

By Julia Cooke



'Come Fly the World' tells the story of The Jet-Age stewardesses of Pan Am from 1966 – 1975. They were required to have a college education and speak two languages. They also had to be between 5'3" and 5'9", weigh between 105 and 140 pounds, unmarried, and under 26 years of age at the time of hire. They also had to meet strict physical and aesthetic requirements outlined in detail. Sounds familiar? Financially independent, they traveled the world unchaperoned living a life of glamour and adventure. No wonder so many women wanted the job.

Author and journalist, Julia Cooke, tells the real-life stories of a group of stewardesses who epitomized the smart, sophisticated women who helped change the world. Launched in March 2021, 'Come Fly the World' took six years of interviewing, researching and writing to complete.

The daughter of Pan Am senior vice president and general counsel, Roger Cooke, Julia began roaming the world as a young child. After meeting two ex-stewardesses, now in their 70s, at an event at JFK, her interest was piqued. She soon selected her cast of characters for her book and began her research. "I read a lot of books, from really valuable academic studies to mass-market nonfiction that were a great help at the start," she said. "My approach was to toggle between reading a lot, interviewing a lot, and then going to newspapers and



Pan American Airways: Missions of Mercy and Evacuation Flights

By Charlie Imbriani

"I would often hear adventurous and hair-raising stories from crew members coming from places like Beirut, Tehran or Saigon — seeing these stories later on the 11 PM newscasts."

Charlie did extensive research including interviews with many of the Pan Am-ers featured in this book. He made numerous trips to the Pan Am archives at the Richter Library in Miami, digging through newspaper articles, letters, teletype messages and official reports. He also used the Freedom of Information Act to elicit information from U.S. government sources. The end result is a book that places Pan Am in the middle of many major historical world events.

Charlie is currently working on a second book about Pan Am entitled 'Pan Am's Last Mission'. This book focuses on Pan Am's participation in the Civil Reserve Air Fleet (CRAF) during the 1990-1991 Gulf War. In addition to interviews with Pan Am crew members, Charlie draws on his own experience making 27 flights in and out of the region as a Pan Am operations supervisor. ➔

'Pan American Airways: Missions of Mercy and Evacuation Flights' is available on Amazon.

Evacuation flights and missions of mercy were part of the Pan Am culture and an enduring source of pride for the airline's employees.

In his well-researched new book, *Pan American Airways: Missions of Mercy and Evacuation Flights*, Charlie Imbriani takes us from Pan Am's earliest days through World War II, the Cold War, Berlin, Cuba and Vietnam. He also covers the Iranian evacuation of 1979 and other missions of mercy in times of war, revolution, acts of terrorism and natural disasters. When called on, Pan Am was always there — and there was never a shortage of volunteers.

'Missions of Mercy and Evacuation Flights' places Pan Am into the historical context where it belongs in American history. During his 27-year career with Pan Am, Charlie witnessed many of these events from his vantage point at JFK where he worked in Passenger Service, the Clipper Club, and as a station trainer. "It was always exciting working for Pan Am," Charlie said.

archives to confirm the details around what my interviewees told me."

'Come Fly the World' includes glamorous stories of the Jet Set life—dancing all night in Nairobi, a near-downing in Liberia, layovers at Inter-Continental Hotels in Bangkok or Beirut. There are also the harrowing stories about Pan Am's role on the geopolitical stage — the gritty accounts of the Pan Am stewardesses during the Vietnam War — ferrying troops and Operation Babylift evacuating 2,000 children during the Fall of Saigon. The women of Pan Am flew in and out of war

zones; they hosted the Beatles aboard Pan Am on their first trip to the U.S., and flew with the White House press corps on chartered Pan Am flights.

A 'must read' for everyone in the Pan Am family, 'Come Fly the World' tells the first-hand stories of events that many will remember and some we have never heard before. ➔

'Come Fly the World' is available on Amazon and at local bookstores.

THE PAN AM BOOK SHELF
CONTINUES ON BACK COVER

OFFICERS & DIRECTORS

Edward S. Trippe
Chairman

C.W. (Pete) Runnette
President

Sally Andersen
Treasurer

Darlene Laster
Secretary

VP, Asia & Pacific

William Lange
*VP, Europe and Atlantic
Chair, Membership &
Marketing,*

Lilian A. Walby
*VP, Latin America & Caribbean
Chair, Archives & Memorabilia*

John H. Hill
Chair, Museums & Exhibits

Jeffrey Kriendler
Chair, Communications

Ruth Maron
Clipper Editor

Doug Miller
Webmaster

Peter M. Leslie

Ron Marasco

Charles W. Trippe, Jr.

EXECUTIVE DIRECTOR

Emilia De Geer
pahf@metrodisc.com

WEBMASTER

Doug Miller
panamweb@gmail.com

CLIPPER EDITOR

Ruth Maron
ruth.maron@comcast.net

WEBSITE

www.panam.org

ARCHIVES

www.library.miami.edu/
archives/panam/pan.html

PAN AM HISTORICAL FOUNDATION

1559-B SLOAT BLVD. #144
SAN FRANCISCO, CA 94132

NONPROFIT ORG
US POSTAGE
PAID
SAN FRANCISCO, CA
PERMIT #11882

RETURN SERVICE REQUESTED

MORE FROM THE PAN AM BOOKSHELF!

Flight to Freedom
By Allan (Al) Topping

Ten years in the making, Al Topping has published 'Wings of Freedom', an on-the-scene report of the final departure of the historic Pan Am flight from South Vietnam on April 24, 1975. Six days later, North Vietnamese tanks rolled into the city. As Pan Am Director for South Vietnam, Al was witness to these events and participated in this dramatic rescue.

"During these last days in South Vietnam when the government was in free-fall but still in control, the safe and legal evacuation of the Pan Am staff and their families from a perilous war zone was the company's top priority," Al said. "The protection of our volunteer pilots, flight attendants and aircraft were of great concern for this life-saving mission."

This final departure from South Vietnam was memorialized in a movie called 'Last Flight Out' that aired on the NBC-TV network on April 22, 1990. "I am very pleased that the film was made," Al said. "However, as I was on the



ground during those final days and hours, there were significant events that were left out. Those missing and important events were some of the motivating factors behind this endeavor."

Autographed copies of 'Wings of Freedom' are available for \$18.95 plus tax, shipping and handling. Total cost \$23.50. To order send a check or money order to Allan Topping, PO Box 771831, Ocala, FL 34477. International rates vary by country. For more information, contact Allan Topping at Clipper8423@gmail.com