

**PRESIDENT**

BUCK CLIPPARD  
1651 W. BEACH WAY  
TUCSON, AZ  
85737-9533

**VICE- PRESIDENT**

CHUCK SPENCER  
3 THOMSEN FARM RD  
BROOKFIELD, CT  
06804-3825

**SECRETARY**

GUY MC CAFFERTY  
4030 N AVENIDA DE MONTEZUMA  
TUCSON, AZ  
85749

**TREASURER**

JERRY HOLMES  
192 FOURSOME DRIVE  
SEQUIM, WA  
98382

## Clipper Rivalry

Engineers are precise and formal fellows. Give them a nice new airplane with a license number on it like NC 18736 and forever after they will refer to it as the NC 18736. Flight crews and mechanics are different however; they have a particular fondness for a particular airplane. It can't be explained, but it's something like a man's liking for his favorite felt hat — it just fits. So when NC 18726 was delivered as the Bermuda Clipper, they took to her and fondly nicknamed her "Betsy." She became the apple of their eye, and it was a sad day when she was ordered to do a job in far off Alaska. A substitute Clipper NC 18735 from the Caribbean taking her place, was promptly dubbed "Myrtle." Although she did a good job in taking over the Bermuda run, and while she was as like Betsy as two peas in a pod — both being Sikorsky S-42 models with precisely the same performance characteristics and looks — Myrtle did not occupy the same spot in the hearts of the flight crews.

One day Myrtle suffered slight damage to her wing, and before she was repaired, Betsy finished her assignment in Alaska and came back east to take over again. She was welcomed at Baltimore (then the base of Bermuda-bound Clippers) by photographers and ceremonies, and when she lifted from the waters of the city's harbor, there was a grin on the face of each member of her crew. Betsy had done honor again.

Then it was announced that a Sikorsky S-42 was to have the honor of being named the Hong Kong Clipper and go into service between Hong Kong and Manila. When it developed that Myrtle was to get the assignment, Betsy's champions received the news with mixed feelings — chagrin that Betsy had been passed over, and satisfaction that she would not leave them. Betsy's crew rejoiced until they realized that her arch rival and sister — Clipper Myrtle — had been chosen. Their feelings were not hurt for long, however, for soon Betsy received orders to proceed to Miami to be primed to join Myrtle in the Far East and handle the Manila-Singapore shuttle.

The rivalry ended on December 7, 1941 in a way that brought only sorrow to Betsy's champions. Myrtle, as Hong Kong Clipper, was moored to the dock at Hong Kong when the Japs attacked. Bombs and bullets broke her apart and set her afire and she sank in the harbor — the first civilian airplane to be lost in the Pacific War.

*from [www.flyingclippers.com/ClipperFacts4.html](http://www.flyingclippers.com/ClipperFacts4.html)*

## WW2 and after – getting shot at while flying

*by Fred Vanderhoof*

Here is a short anecdote of an experience I had in WW-2 and with Pan Am after the war. I went into naval flight training in 1941 and got commissioned as an ensign in 1942.

My first assignment was to a fighter squadron at Guadalcanal in the Solomon Islands. During the time I was there, eight of us were to proceed to Rendova where our troops were landing. Being a boot ensign, I was tail-end Charlie of my division. When we got there, Jap dive bombers were attacking our boys on the beach. My division followed them down and I got on the tail of one right on the water and shot him down. In the usual mix up, I got separated from division, so I climbed back up, sticking close to a CB just in case. When I got back up to where the action was, a zero went by and I jumped on his tail and when I pulled the trigger, I found out my guns were empty! In the meantime, another zero got on my tail and started to shoot my Wildcat full of holes. Fortunately, the F4F Wildcat had self-sealing fuel tanks and armor plate under the back and bottom of the pilot's seat. I immediately jumped into that CB I mentioned earlier and he flew on: so much for being a green ensign.

Later during the war, I got hit by anti-aircraft fire over Manila, flying an F6F Hellcat this time, and it knocked a hole in my 4 wing about 3 feet square and took my pilot tube with it. I made it back to the ship and got aboard on the second pass.

When the war ended, I decided I had had enough of people shooting at me, so I went down to Boeing Field and applied for a job with Pan Am and went to work Sept. 1945.

Sometime in the early 50's when we were flying C-54's (DC-4s), we were taking off from Kaithek Airport in Hong Kong. Glen Kelly was the captain, Wayne Sanden was the second officer, and I was the first officer. Somehow, we overlooked the cowl flaps on the check list. The only take-off runway was the one that took you over the Kowloon Peninsula. We weren't accelerating like we should, and one of us finally cried "Shut the cowl flaps", which allowed us to get off the runway and fly through the hotels and apartments. Somebody took a shot at us, putting a hole through one of the prop blades on number three and into the forward baggage compartment. We didn't know it until we got to Tokyo. Goes to show you can even get shot up flying a commercial transport.

The sad news after that was that Glen Kelly died in a light plane crash, and Wayne Sanden in an auto crash.

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## Fantastic Pictorial History of Pan Am Available Online

For a trip through Pan Am's history with pictures and photos, go to our website -[www.clipperpioneers.com](http://www.clipperpioneers.com) - and click on the powerpoint presentation. It's just great! Here's what a couple of Pan Am'ers have to say about it..."This is an incredible collection of photos on Pan Am's history. It was forwarded by an ex-employee, Arthur Rindner who now lives in Israel. I think these are some of the best Pan Am photos I have ever seen. Enjoy." - Tony "Definitely, this is the best collection. Hope you all enjoy. Thanks Tony and Trudy for sending these. And also to Arthur who has definitely shown how deep his heart is still with Pan Am." - Vickie

You can now access the mailing and phone list of your fellow Clipper Pioneers. Go to the Clipper Pioneer website - [www.clipperpioneers.com](http://www.clipperpioneers.com) - and scroll down to the bottom of the home page. Click on "Members Only" - when the password box pops up, type in password from your newsletter. You will be able to access the current list of names, address, phone #s, and email addresses there.

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## A Very Special Cargo Story

by John Stewart (from <http://www.panamdoc.com/advenstories/advenstor021.html>)

In about 1974 or so I was working for Pan Am at SFO as an Operations Representative/Loadmaster. One evening we had a cargo charter scheduled to depart for Hilo, Hawaii with a cargo of 42 dairy cows.

The cattle had been on the road from Montana for about three days when they arrived at the Clipper Cargo building at SFO. Upon examination by the U. S. Department of Agriculture inspector, it became clear that these poor cows had not been milked during their journey. The inspector would not allow the flight to be loaded until each cow had been milked.

As the supervisor in charge, I innocently asked the inspector if we (the Pan Am folks) could milk the cows as we were loading them into stalls. The answer was, yes, we could, as long as he observed the process. Although I am a confirmed city-dweller, I had spent summers working for my Uncle Buck on his farm in Illinois. I knew how to milk a cow. One of the fleet service fellows also volunteered that he knew about milking. We constructed a temporary corral out of cargo bins and set to the task ahead of us. Milk the cow, load it in the pen, and repeat with the next customer.

During this whole process (which took over two hours) I had notice a vaguely familiar gentleman standing just outside of our "corral" intently watching the operation. With him was another vaguely familiar gentleman I knew I had seen but could not place. The two men were obviously amused by the whole episode and seemed to be critiquing our methods and technique.

At last the final bovine was milked and it was time to prepare the weight and balance and dispatch the aircraft. As I was staggering into the office, one of the gentlemen motioned me over. Only when I got closer did I recognize Najeeb Halaby, chairman of Pan Am. After congratulating me on my obvious knowledge of animal husbandry, he turned to the taller gentleman and said, "...and, of course, you know the Colonel" Only then did I recognize Charles Lindbergh. Colonel Lindbergh was on the Pan Am board of directors and often commuted to Hawaii in the freighter jumpseat, as he was doing this evening.

The Colonel accepted my outstretched hand and shook it as we chatted about cows and farm life in general. He also congratulated me on my milking speed and efficiency! I hated to leave, but I did have a weight and balance to prepare.

After buttoning up the airplane and watching it taxi away, I was reminded of what a genuine pleasure it was to work for Pan Am. You never knew exactly who you would meet!

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## Pan Am Founder

"[Pan American Airways founder Juan Trippe] had the big idea," Virgin Atlantic founder Richard Branson once recalled. "He reasoned that mass air travel could come to the international routes only with a larger airplane - a much larger airplane. Trippe put the notion to his old friend Bill Allen, the boss of Boeing, saying he wanted a jet [the Boeing 747] two-and-a-half times the size of the 707. It was a staggering request given the development cost of the 707. And Trippe didn't stop with size. Pan Am was operating the 707 with a seat-mile cost, at best, of 6.6¢. Trippe set for Boeing the goal of reducing that 30%. 'If you build it,' said Trippe, 'I'll buy it.' 'If you buy it,' said Allen, 'I'll build it.' My kind of guys."

## Looking for Klinicki's children..

Here's a message from Peter Bennett, with the hope that someone knows Klinicki's children. Sounds like he must have been estranged from them for a long time. Here is Bennett's message:

I have just been told by a friend in Berlin that medically retired pilot F.R. Klinicki has died, apparently some time ago but within the last year. Additionally that he had no will and his estate will pass to Germany if no heirs are found. I know for a fact that he has four children who would be in their late 40s or 50s now as we were stationed together at Mather AFB from 1963-1966 and were good friends at that time. I also know his ex-wife Leonora remarried an Air Force Officer (Navigator) named Bernie Max Stein about 1968 or so.

I am attempting to contact the lawyer in Berlin who is handling the case for the state as my brother-in-law is an attorney in Berlin and can perhaps help find a relative. I wonder if Delta is aware of his death and if you or someone you know could contact them to see if they received notification of his death and if so, was there any insurance or named beneficiary. This will be literally trying to find a needle-in-a haystack but it seems a shame not to have someone in his family at least notified. Regards, Peter Bennett

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## List of Hotel Signups for Convention

The following folks have signed up for reservations at the hotel, but not all have not signed up for the convention itself. Please check to be sure your name is listed both places.

RALPH ABRAMES	JANET CLIPPARD	AMOS HEATHCOCK
DANIELAFFOURTIT	CAROL CLIPPARD	ROBERT INGALLS
CAROLE ALTOMARI	BUCK CLIPPARD	PATRICIA JACKSON
RONALD ANDERSEN	DIETER CONRAD	BENNY JOHNSON
LOUIS ANDRIS	DANIEL COOPER	DAVID KAWAMOTO
KATHERINE ANGELES	JAMES CUNNINGHAM	JAMES KELSO
STUART ARCHER	MICHAEL CUSACK	WILLIAM KUSTER
LYLE ARTHUR	BETTY DEAN	BENTLEY LAMONTAGNE
LYLE ARTHUR	FRANCIS DOSAL	RICHARD LAWMAYER
WILLIAM ATKINSON	OSCAR DOUGLES	MR. & MRS. MAHLER
JOHN L BACZYNSKI	PATRICIA DUDSIC	EDDIE MARTINEZ
JACKIE BANNING	PATRICK DWYER	ROBERT MCGRORY
JOYCE BARRETO	JOHN EISINGER	WILLIAM MCKILLOP
STANLEY BAUMWALD	WILLIAM FITZGERALD	MICHAEL MEFFERT
PETER BENDZLOWICZ	JERRY FOX	CARL MEIXSELL
HARVEY BENEFIELD	EDWARD FULLERTON	ALBERT MERONE
MRS. BITTNER	DON FUNK	WILLIAM MILLER
MR. BITTNER	LEWIS GAGE	CHARLES MILLER
ROBERT BOOTH	ROGER GEORGE	JOHN MINOR
ROBERT BOOTH	MR. & MRS. GLMPLE	ARTHUR MIOLW
LESLIE BRISSETTE	MARY GOSHGARIAN	PAUL MOSER
PETER CARROLL	MARIE GREENOUGH	HENRY NEFF
FRANK CHASE	GARY GULBRANSEN	HENRY NEFF
GWEN CLIPPARD	PAUL HAKIM	RICHARD NORAT
STEVE CLIPPARD		

*~continued on page 9*

**Keep 'em Comin'! We love getting your stories!**

## The Goonies of Midway

Ever since Midway Islands became a base for Pan American Flying Clipper Ships that spanned the Pacific Ocean to China, company personnel have been trying to help solve the mystery of the strange over-ocean migration of the "Goonies."

These creatures, strange and interesting birds of the Albatross type, migrate each summer en masse, departing on approximately the same day every year, almost at the same hour, to Alaska where they summer along the chain of the Aleutian Islands along the cool Bering sea.

Every fall, in October, they return to Midway. The personnel even have betting pools to determine the date the Goonies will reappear. In the years that Pan American personnel have lived on the lonely largely uninhabited island, a few birds have always preceded the main flock by 24 hours on departure.

Upon their arrival in the fall from Alaska, a score of Goonies also arrive 24 hours ahead of the main community. These advance guards drop onto the island completely exhausted. The next day the entire community arrives (thousands of birds) similarly exhausted, and for another 48 hours the scarcely move, lying about like so many corpses. At the end of the second day, however, they seem to have recovered their vitality and are perfectly normal from then on.

Before World War II, preparations were being made by Pan American Airways to tag a number of the older veterans of the flock before they were ready to leave for their summer playground. The inhabitants strung along the little Aleutian Island chain were being enlisted by Pacific Alaska Airways to keep on the lookout for the tagged leaders — and to clock their actual time on the islands. This, compared with the official departure time taken at Midway, would hopefully provide an important clue or two to the mystery of their migration — a clue which may add importantly to the bird's already considerable contribution to the man-made miracle of modern transport flying.

**UPDATE ON THE CONVENTION: We have received numerous signups for the hotel who have NOT registered and paid for the convention. Check the list online to see whether you are registered for the convention, and if not, please get your form and money in to Jerry Holmes.**

**For a really neat look at Pan Am in action, go to: [www.panamva.com/](http://www.panamva.com/) on the internet.**

Read more stories and breaking news, updates on the convention, along with more information about those who have passed on at our website:  
[www.clipperpioneers.com](http://www.clipperpioneers.com)

### **PAN AM MEMORABILIA UPDATE**

The Pan Am Historical Foundation raises funds on an on-going basis as it pursues its goal of establishing The Pan Am Historical Museum. On the registration form we are asking folks to indicate if they plan to bring Pan Am memorabilia for a fund raising auction / raffle. Please be selective with your memorabilia donations. This is not a "garage sale" type of activity. In other words we are not looking for folks to bring those boxes stored in the attic or basement. Be selective and bring just a couple of small items that will be of interest for auctioning or a raffle prize. Items not sold will be returned to the donor.

Stay tuned for future updates. ~Regards, Al Topping

## Join in the Fun at the Pan Am Reunion - Tucson, Arizona

### April 28 – May 2, 2009

with these folks who have already signed up!

Ralph & Anita Abrames	Doug Gray*	Linda Peterson
Carole Altomari	Kathleen Gray*	Herb & Carol Petty
Ron & Judy Anderson	Laura Gray*	Dave & Jo Quinn
Katherine Angelis	Worlin Gray*	Charles & Ellen Rosak
Stu & June Archer	Gary Gulbransen	Mike & Christa Rosak
Bill & Barbara Atkinson	Paul & Pamela Hakim	John Raabe
John & Diane Baczynski	Dave & Carole Heathcock	Terry Rice
Peter & Greta Bendzlowicz	Claude & Ginger Hudspeth	Dale Robertson
Jackie Banning	Sandi Huff	David & Joyce Rollo
Stan & Amy Baumwald	Bob Ingalls	Richard Robinette
Harvey & Jan Benefield	Arthur & Margaret Jampolsky	Barbara Sharfstein
Heinz & Erika Bittner	Ann Jervis	Tim & Susan Sheehan
Bob Booth	Ben & Pixie Johnson	Sid & Elke Siediaczek
Bruni Bradley	Harry Korner	Madeline Smith
Les & Lilo Brissette	Ben LaMontagne	Chuck & Joanne Spencer
Dale Carman	Dick Laumeyer	Jean Spitzer
Peter Carroll	David "Mac" McLay	Molly Steele
Frank & Karen Chase	Claus & Heide Mahler	Bill Stevens
Hal & Judy Cleaver	Mr. Mahler	Thomas Stone
Buck & Carol Clippard	Gerry Mahon	Phyllis Stone
Steve and Gwen Clippard	Don Manthei	Elizabeth Strong
Ray Conn	Janet and Eddie Martinez	Marlies Suter
J J & Marge Cunningham	Guy & Terri McCafferty	Laura Spittler Takken
Kelly Cusack	Bob & Carolyn McGrory	Gary & Hanne Brit Thiele
Betty Dean	Bill & Ginny McKillop	Hannelore Thomas
Oscar & Ethel Douglas	Mike & Sallie Meffert	John Thorup
Pat & Dorothea Dwyer	Al & Dianne Merone	Willi Ungeheuer
John & Myrl Eisinger	Charlie Miller	Jimmie Valentine
Herb & Betty Fischer	John Minor	Dino Vlahakis
Bill & Rosi Fitzgerald	Carl Meixsell	Bernie Wahle
Jerry & Barbara Fox	Paul & Adrienne Moser	John & Mitzi Cruz Walck
Don & Lore Funk	Gary Noyer	Bob Wayne
Lewis & Carmen Gage	John & Linda O'Connor	Gisela Wenzel
Roger George	Marilyn Ogg	Al Wheeler
Dottie Gulbransen	Peggy Ogg	Stewart Wilson
	Q and Jeanie Pearson	Richard & Mary Ann Yoder

### From the Treasurer...

For those of you that haven't paid 09 dues—a considerable number— this will be your last newsletter. On the mailing envelope that this came in if the number after your name is 08 and you haven't sent in the money—that's you... Twenty bucks a year or 80 for 5 years.

The money is slowly coming in for the convention in Tucson - be sure to get yours in if you haven't already..... Jerry

*...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 Joseph A. Pellatt**, retired New York based Pan American pilot, passed away peacefully at home, February 24th, 2009 of cancer. He has joined his wife Rose Anne, who passed away 8 years prior. He is survived by their 4 children, who were able to spend the last few weeks of his life with him.

Captain Pellatt started at Pan American as a DC-4 navigator and retired in 1983 as a B-747 Captain after nearly 30 years with Pan Am. After retirement, Joe and Rose Anne moved to North Carolina, settling in Pinehurst to pursue their passion for golf.

We, as their children, grew up in the Pan Am family, traveling the world and in the case of my brother Tom and I, caught the "aviation bug". Tom is now a pilot for American Airlines and I am a pilot with Northwest Airlines. My Dad always enjoyed receiving this newsletter and staying in touch with his friends over the years.

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**Daniel K. Watrous**, age 75, passed away at his home in Bellingham on Saturday, March 7, 2009. He was born December 31, 1933 in Nashville, Tennessee to Joseph and Beulah (Knight) Watrous.

Daniel was a Navy pilot, who served from 1955-1965. He was a flight instructor in the Navy and flew missions off an aircraft carrier. He also piloted rescue helicopters in Keflavik, Iceland.

Daniel continued his flying career as a pilot with Pan Am from 1965-1991, and was part of the IGS Operation where he was stationed in Berlin from 1983-1990. Daniel is survived by his loving wife, Bente; 3 children, Kyle, Ingrid and Marshall; 5 grandsons, Douglas, Marshall, Mason, Dominic, and Luca; 2 brothers, Joe and Tim; and sister Patricia.

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Pan Am pilot **Robert L. Gould** died March 6, 2009 unexpectedly at his farm in North Carolina. We will remember his stellar career which included Pan Am MEC Chairman, ALPA Merger Representative for the UAL Pacific sale, Senior Vice President Operations at Pan Am, and ultimately President of Eastern Airlines.

Pam, his wife of many years, resides at their home, 151 Topstone Rd, West Redding , CT 06896 No services are planned at this time.

**Know of someone from Pan Am who has passed?  
Email the obit to Jerry Holmes at [jerry747@copper.net](mailto:jerry747@copper.net)**

Thanks to those who are sending us great stories! We will be running them in future issues of the Clipper Pioneer newsletter. Do you have a story to share with us? Send it to us! We'd love to print it in the newsletter! Do you have information that would be beneficial to us? Send it along! Let's share the good ideas! You can mail your articles, jokes, and other interesting information to: Jerry Holmes, 192 Four-some Drive, Sequim, WA - or email to [jerry747@copper.net](mailto:jerry747@copper.net).

***Having trouble viewing the membership list online?*** When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

## PanAm Reunion '09

### Join us in Tucson, Arizona, April 28 – May 2, 2009

All PanAm employees and friends are encouraged to join up for a great get-together and old west activities. You will enjoy the wonderful climate at this time of year in Tucson and have the opportunity to renew old acquaintances.

*Sponsored by the Clipper Pioneers and assisted by the World Wings group.*

Make your reservations at the Tucson DoubleTree hotel by calling: 800-222-8733 and asking for the special PanAm rate which is \$103 for singles and \$110 for doubles. This rate includes a buffet breakfast each morning and complementary airport pickup and departure. Call (local) 520-881-4200 upon arrival for transportation..

**BE SURE TO SEND YOUR REGISTRATION FEE OF \$245 PER PERSON FOR THE REUNION TO OUR TREASURER: JERRY HOLMES, 192 FOURSOME DR, SEQUIM, WA 98382**

Jerry747@copper.net, Phone: 360-681-0567

**MAKE YOUR CHECK OUT TO: PAN AM REUNION '09**

This price includes:

- ◆ Arrival Cocktail Party
- ◆ Tour Bus Transportation to all events
- ◆ BBQ dinner at the Tanque Verde Guest Ranch with cowboy music under the stars.
- ◆ Banquet dinner at the Pima Air Museum accompanied by a mariachi band. Special guest speaker U-2 pilot Col. Glenn Beck will share some great history.
- ◆ Tour of the huge Davis-Moahan Air Force Base storage facility "bone yard". This facility has grown to include more than 4,400 aircraft and 13 aerospace vehicles from the Air Force, Navy-Marine Corps, Army, Coast Guard, and several federal agencies including NASA.

**BRING PERSONAL ID – IT'S REQUIRED FOR THIS VISIT!**

- ◆ The Sonora Desert Museum – a world-renowned zoo, natural history museum and botanical garden, all in one place.
- ◆ Tour of the 300 year old San Xavier Mission
- ◆ Hospitality Suite
- ◆ Final night Banquet dinner at the DoubleTree with an address by Retired Major General Don Shepperd who commanded over 110,000 personnel, 1400 aircraft, 88 flying units and 250 support units of the Air National Guard.
- ◆ Dance music until?

Tucson is served by most of the major airlines. Amtrak also serves Tucson! So make your reservations early! If you drive using Interstate 10, get off the Alvernon exit #265 and proceed north to the hotel at 445 S Alvernon Way. Plenty of parking. Using your RV?, you must be registered in the hotel.

**GOLFERS!** Want to play? JJ Cunningham has offered to organize those of us interested. Please let him know ahead of time by emailing him at [Jetpilot37@comcast.net](mailto:Jetpilot37@comcast.net). There are two championship golf courses right across the street from the hotel. (Note from Chuck Spencer: I spoke with the golf pro at the Randolph golf course here in Tucson, located just across from the DoubleTree Hotel. They will have a greens fee rate of \$44 which includes a cart. The sooner that J.J. Cunningham is notified of those wanting to sign up, the better.

## Pan Am Reunion - Tucson, Arizona April 28 – May 2, 2009

TENNIS COURTS are close by as well – bring your rackets!

Sign up now! - Time is running short and we need final numbers in order to insure space to all of these great events.

Other websites of interest: [www.clipperpioneers.com](http://www.clipperpioneers.com) and [www.panamigo.com](http://www.panamigo.com)

All the best – See you in Tucson!

Buck Clippard, Chairman  
cdclip@aol.com  
1-520-742-3636

### Note from Chuck Spencer:

The planned Friday night banquet at the DoubleTree Hotel that will be the only event some will attend. The cost will be in the neighborhood of \$70. This includes the buffet meal, the cost of rental of the two dining rooms, the projector, amenity basket, etc. Contact Jerry Holmes and get your money in.

All's well in Tucson.

Adios, Chuck

### List of Hotel Signups for Convention

The following folks have signed up for reservations at the hotel, but not all have not signed up for the convention itself. Please check to be sure your name is listed both places (*continued from page 4*).

LILA NOWKA	RICHARD ROBINETTE	THOMAS J STONE
GARY NOYER	DAVID ROLLO	MARLIES SUTER
JOHN OCONNOR	MICHAEL ROSAK	LAURA TAKKEN
PEGGY OGG	CHARLES ROSAK	GARY THIELE
THEODORE OSINSKI	BARBARA SHARFSTEIN	HANNELORE THOMAS
S191-190-192 PAN	SUSAN SHEEHAN	MR. UNGEHEUER
S191-190-192 PAN	T SHEEHAN	JIMMIE VALENTINE
S191-190-192 PAN	WINNIE SHER	CONSTANTINE VLAHAKIS
CHARLES PAULL	ELLEN SHIKUMA	BERNADETTE WAHLE
JEAN PEARSON	JIMMY SHUMAN	JOHN WALCK
JUNE PEARSON	KLAUS SIEDLACZEK	ROBERT WAYNE
LINDA PETERSON	MADELINE SMITH	MRS. WENZEL
DAVID QUINN	SHIRLEY SPELLERBERG	ALBERT W WHEELER
JOHN RAABE	JEAN SPITZER	STEWART WILSON
DALE ROBERTSON	WILLIAM STEVENS	RICHARD YODER

## Pan Am Reunion - Tucson, Arizona April 28 – May 2, 2009

I look forward to seeing all of you and thank you for making the right decision in attending this eventful reunion. Let's continue to keep the name of Pan Am alive.

Buck Clippard, President  
2009 Clipper Pioneers

We are asking for a package cost of \$245. per person which includes meals where mentioned (mostly lunches not included), bus tours within the group, entertainment, hospitality amenities, etc.. As in any tour package, there may be changes to alter this itinerary. Nothing is set in stone yet as we continue to negotiate with the bus companies to see if other optional tours may be incorporated. Any extras will be at a nominal charge that will be collected at the hotel. Those renting cars may want to pair up to further explore this beautiful state and all it's magic. We are all working very hard to make this a wonderful and memorable Pan Am Reunion; please help spread the word.

Please fill out your name and address information and mail this coupon to the indicated address below.

PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA PA

Cost of tour package: \$245 per person. Please make out your check to **Pan Am Reunion 2009** mail to our Treasurer, Jerry Holmes , together with your filled out application to:

**JERRY HOLMES**

Address: 192 Foursome Dr.  
Sequim, WA 98382

All applications will be on a first come first serve bases. Cancellations at the hotel are strictly between the DoubleTree Hotel and the guest.

Names attending (on tags) \_\_\_\_\_

Address & Phone No. \_\_\_\_\_

Email address: \_\_\_\_\_

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**Don't forget to send your memory pieces for publishing in the Clipper Pioneers newsletter!  
Email them to Jerry Holmes at [jerry747@copper.net](mailto:jerry747@copper.net)**