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

The Pacific Bases

by John G. Borger, VP - Engineering (ret)
Pan American World Airways (www.panam.org)

On March 27, 1935, the S.S. North Haven embarked from San Francisco for Honolulu, Midway, Wake, Guam, and Manila, to prepare bases for Pan Am's flying boats to cross the Pacific. Aboard was a 21-year-old Junior Assistant Engineer, six months out of the Massachusetts Institute of Technology. In 1980, he retired as Pan Am's Vice President-Engineering. Here, 60 years later, are his recollections of the expedition.

On March 27, 1935, the S.S. North Haven embarked from San Francisco for Honolulu, Midway, Wake, Guam, and Manila, to prepare bases for Pan Am's flying boats to cross the Pacific. Aboard was a 21-year-old Junior Assistant Engineer, six months out of the Massachusetts Institute of Technology. In 1980, he retired as Pan Am's Vice President-Engineering. Here, 60 years later, are his recollections of the expedition.

What's amazing is that eight of us in the Chrysler Building in New York planned this expedition in two months. Captain L.L. Odell, Pan Am's Chief Airport Engineer, was in charge of planning, and Charles Russell in charge of the expedition. I was just out of college, and was chief clerk. I remember our Request for Capital Appropriation was over a million dollars, one of the biggest RCA's at the time; the Board okayed it immediately.

The North Haven was the perfect ship for the job. The 6,700 ton freighter had been taking cannery workers to Alaska, and its lower deck was a dormitory with double bunks, and we had 112 plus the ship's crew aboard. It had huge refrigerators, and we had to carry six months' worth of food for Midway and Wake. We had to plan to load it so the things we'd need to unload first were loaded last.

Honolulu and Manila were cities, of course, and Guam had a Navy base, so we only needed to install radio navigation and communications equipment there. But we had to build bases from scratch on Midway and Wake. Midway was a relay station on the transpacific underwater cable, and 23 people manned the cable station, so we had pretty good information about Midway. It had a deep lagoon and water. But Wake was totally uninhabited; all we had on it were a hydrographic chart with no detail, and an article in National Geographic magazine.

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The Pacific Bases

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We needed Adcock direction finding stations at all the bases, and each station needed 16 antenna masts. I was told to order 35-foot poles for all the stations, and I did. They didn't tell me they meant 35 feet above the ground, plus another five feet in the ground. We got the 40-foot masts in San Francisco. My 35-foot masts later became stringers to reinforce the docks at Midway and Wake.

The Adcock direction finder was phenomenal for its time. A radio operator in an airplane could hold down his transmitter key, and a ground operator could get a bearing within 1 degree at a range up to 1,500 miles. With bearings from two stations, the Clipper could fix its position with great accuracy. One perfect night a station in Alameda got a bearing from a Clipper between Guam and Manila, but that was exceptional.

We loaded into the ship 12 prefabricated buildings for Midway, and 12 for Wake. We loaded*for each base*two diesel engines to generate electricity; two windmills to pump water up and get water pressure; a Caterpillar tractor with interchangeable bulldozer blade and crane (Seabees later made great use of these); 4,000-gallon tanks for both aviation gas and water. We were supposed to load 5,000 55-gallon drums of aviation gas, but when they'd loaded 1,600 the loaders went on strike. The North Haven had to pick up more gas at Manila and drop it off on its return trip. On the deck we loaded two 38-foot power launches, one for Midway and one for Wake, and a 26-foot launch for Guam, intended for air-sea rescue; and six barges to tow the cargo ashore.

We had nearly 80 construction workers. Some reports say they were mostly college boys. But except for a few of us, they were all professional construction workers, carpenters, plumbers, electricians. Some had worked on the Boulder Dam. We also carried the 12 Pan Am employees who would man Midway, and the 12 who would man Wake. We had two Navy observers, two Pan Am radio engineers, and a journalist, Junius Wood, aboard.

In Honolulu we dropped the radio equipment at our base at Pearl City, across from Pearl Harbor, with our Station Manager J. Parker Van Zandt. The Navy had sent a survey ship with a seaplane to Wake, which took pictures that showed a break in the coral reef that surrounded Wake, so the ship could land the cargo on the shore. The pictures also showed that many coral heads had built up in the lagoon. We needed six feet of water to land an M-130, so we took on a ton of dynamite and picked up a powder man at Honolulu. We also picked up six cooks and waiters for each island, and Bill Mullahey, who was brought up in Hawaii, educated at Columbia, and whose father worked for the cable company. Bill was another of us "college boys."

At Midway we had to unload in the open sea. It was hairy. We loaded the cargo onto the barges, and the power launches towed then four or five miles through the reef to the beach. I watched one barge slide down a swell sideways. Strangely, we didn't lose a thing. One sailor injured his hand in the unloading, but we also had a doctor aboard. When we got to the shore, we loaded the cargo onto 4x20-foot sleds we'd designed, and the tractors towed them into place.

First we set up a temporary power plant; we had electricity the first night. Then we set up the food storage building, with a walk-in refrigerator and freezer, so the ship could leave. Then the construction workers

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You can now access the mailing and phone list of your fellow Clipper Pioneers. Go to the Clipper Pioneer website - 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 info in your print copy of this newsletter. You will be able to access the current list of names, address, phone #s, and email addresses there.

The Pacific Bases

~ continued from previous page

started setting up the mess hall and kitchen; two crew buildings, one for base personnel and one for transiting aircrews (the hotel wasn't built till 1936); the Station Office with operations, the radio operator, and dispatch; buildings for the radio transmitter and the Adcock direction finder; a repair shop for the chief mechanic; the station manager's quarters, and a permanent power plant. We erected the windmills to pump water, and buried the 4,000-gallon tanks for gas and water, though not deeply.

The North Haven waited while all the construction workers unloaded the cargo and the food. Then we picked up 46 construction workers, leaving 23 to finish the base at Midway, and sailed for Wake.

Wake is made up of three islands. It's true it was uninhabited except for birds; we had to wear hats. We'd planned to put the station on Wilkes Island, which is open to the sea, but the survey team found it was too low in the water. So was Wake Island. But Peale Island, on the far side of the lagoon, was okay. We unloaded the cargo into a storage yard on Wilkes Island, then built a 50-yard railroad (somebody by inspiration had brought light-gauge railroad track) to the lagoon. We put the small launch on a barge and, with the help of the tractor, we shoved it across the knee-deep channel between Wake and Wilkes. The launch towed the barges of cargo across the lagoon to Peale Island, where we did the same song and dance as at Midway. Wake depended on rainfall for water, so we rigged canvases on the roofs, drained them into underground tanks, then pumped the water up to the windmills.

We had to clear the coral heads to provide a six-foot deep open landing area in the Wake lagoon for the M-130 to land. So we hung a length of a light-gauge railroad track six feet deep under a barge, and a launch towed the barge back and forth across the lagoon. When the track hit coral, it shook the barge, wakened the guy sleeping on it, and he threw a cork buoy with an anchor to mark the spot. Then Bill Mullahey and I, in a rowboat, rowed out to the buoys. Bill put on goggles he'd made out of bamboo, took a bamboo spear, and dove down and inspected the coral head. The spear was in case he saw any fish that looked good for dinner while he was inspecting. The snorkel had not been invented; he just held his breath. Bill surfaced and said, give me six, or eight, sticks of dynamite, dove back down and tied them to the coral. He resurfaced, I rowed us upwind as far as we could, and he pressed a magneto button and blew up the coral. We rowed back, picked up the fish the blast had killed, and brought them back for dinner. We did this till we cleared a pie-shaped landing area, with the point near the dock. We marked the area with empty 50-gallon diesel drums. We'd built a 400-foot dock, using my 35-foot antenna masts as stringers, and attached the barge to the end of it. The barge now had a more dignified name: it became the landing float.

The North Haven sailed on to Guam and Manila to deliver the radio equipment, leaving us and the construction party at Wake. It had to find a launch at Guam; we kept Guam's launch at Wake, figuring that the navy at Guam had boats.

Every day the wind blew from the southeast. Station Manager George Bicknell recorded it every day, and I recorded it every night. That was good, because it favored the length of the lagoon. The first day the wind blew from the southwest was the day Captains R.O.D. Sullivan and Jack Tilton (later Pacific Division Operations Manager) flew an S-42 in on the survey flight, which meant they had to land in the width of the lagoon, which Captain Sullivan discussed rather colorfully on arrival.

The first China Clipper arrived in November, bringing us turkey for Thanksgiving, and continued to Manila. Eastbound on its way back, it picked up seven of us at Wake, another three or four at Midway, and took us to Honolulu, where got on a ship to San Francisco. The expedition was over. The China Clipper had crossed the Pacific. Air service to Asia had begun.

China Clipper Radio

by John Cook
Radio Operator, Alemeda Station
Pan American World Airways

These are John Cook's reminiscences about the China Clipper's first transpacific flight, as he related them at the 60th anniversary celebration in Alemeda, CA.

I was a veteran of three weeks with Pan Am that day, on duty in the radio shack by the seaplane ramp. My wife watched Juan Trippe take a sack of mail from Postmaster General Jim Farley and hand it to Ed Musick.

The day before, the area was jammed with newspaper reporters taking pictures of the airplane on a test flight, and interviewing everybody. So they were really ready the next day.

About five minutes after takeoff, they had an Extra on the street: "China Clipper Off to the Orient", with a full page picture of the airplane flying over the bay bridge. Of course, we all knew it went under the bridge.

Right after takeoff the radio shack door broke open. Three men came running in with cameras and micro-

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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.

On this subject if this newsletter gets discontinued for whatever reason the first thing that is going to happen will be a refund of all advanced dues payments.. Then the remaining money will probably be given to the fund that takes care of those who are destitute.

The money is slowly coming in for the convention in Tucson....

I still need stories to publish in the newsletter...Please send them in guys. If i get enough of them, I will publish an extra letter or two as I just did in February..

Obits— the obits in the newsletter are out of necessity rather short. The full obit is on the website.

Jerry

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

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 Foursome Drive, Sequim, WA - or email to jerry747@copper.net.

China Clipper Radio

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phones and said they were from Fox Movietone News. We want to get a picture of you talking to the China Clipper. I said, we don't talk to them, we use dots and dashes. Oh, we can't use that. Pick up your desk phone and pretend you're talking to them. So, anything for the press, I picked the phone up and said, Alameda calling China Clipper. They said, that was great, now tell them that you got the message. I said Roger, China Clipper, over and out.

They said to ask my local movie theater manager to alert me when this newscast would be shown, and he did. I got all my radio operator pals, and we went to the theater. What they did, after I made my first call, a voice said, Hello, Alameda, this is the China Clipper. We're landing in Manila. Everybody died laughing, because they knew this was not possible.

The flight went routinely as far as Guam, but then there was great consternation in Manila. If it continued the next day to Manila, it would arrive a day before all the festivities were planned. Somebody had completely overlooked the International Date Line.

So the Clipper had an extra day delay in Guam. The world's most experienced airline got a little more experience

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/ 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

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

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 - 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

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

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.

Last Name First Name
ABRAMES RALPH
AFFOURTIT DANIEL
ALTOMARI CAROLE
AMOS JOEL
ANDERSEN RONALD
ANGELES KATHERINE
ARCHER STUART NK
ARTHUR LYLE ND
ARTHUR LYLE ND
BACZYNSKI JOHN L ND
BANNING JACKIE
BARRETO JOYCE
BAUMWALD STANLEY
BENDZLOWICZ PETER
BENEFIELD HARVEY
BITTNER MRS.
BITTNER MR.
BOOTH ROBERT
CHASE FRANK
CLIPPARD OSCAR
CONRAD DIETER
COOPER DANIEL
DAVENPORT CHARLES
DEAN BETTY
DOSAL FRANCIS
DOUGLES OSCAR
DWYER PATRICK
EISINGER JOHN
ENGELS MATT
FITZGERALD WILLIAM
FUNK DON
GARBER DAVID
GARDNER FREDRICK
GEORGE ROGER
GLMPLE MR.
GLMPLE MRS.
GULBRANSEN GARY
HAKIM PAUL
HEATHCOCK AMOS
HICKS LOREN
JACKSON PATRICIA
JOHNSON BENNY
KAWAMOTO DAVID
KELSO JAMES
LAWMAYER RICHARD
MAHLER MR.
MAHLER MRS.

…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

Robert H McMurray, 88 of Spruce Pine, NC died January 12th, 2009 at Mountain Manor Assisted Living facility in Burnsville, NC. He was born and raised in Yakima, WA, of parents Harry and Myrtle McMurray. He was predeceased by his wife Mary Lou McMurray, a former airline stewardess in Miami, FL for Pan Am.

Robert was an international airline captain for Pan American Airlines for 39 years based out of Miami FL. and later JFK international airport in New York . His airline career spanned much of modern commercial aviation history beginning on amphibious flying boat Clipper Ships and ending on the Boeing 747. Robert will also be remembered for the beautiful ecologically designed Apple Mountain development he began 40 years ago overlooking the Blue Ridge Parkway in Spruce Pine.

There will not be any traditional funeral services at this time. A celebration of Robert's life will be held at a later date TBD.

The family asks that memorial contributions be made in Roberts name to Mountain Manor Assisted living facility, 270 Love Fox Road , Burnsville , NC . 28714.

FE Bob McGrath passed away at age 81 on Jan. 19, 2009 at a hospice facility. He had suffered a stroke several weeks before. Bob flew around the globe for 30 years as a pilot and flight engineer for Pan Am. Originally from Camden, NJ, Bob and his wife Kathy (a former flight attendant) moved to Bonita Springs, Florida in 1983, where they were actively involved in serving the community in many ways. He is survived by his wife, his son, grandchildren and great-grandchildren. (Read The News-Press report here.)

Know of someone from Pan Am who has passed?
Email the obit to Jerry Holmes at jerry747@copper.net

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.

MCGRORY ROBERT
MCKILLOP WILLIAM
MEFFERT MICHAEL
MEIXSELL CARL
MERONE ALBERT
MILLER WILLIAM
MILLER CHARLES
MINOR JOHN
MILOW ARTHUR
MOSER PAUL
NEFF HENRY
NEFF HENRY
NORAT RICHARD
NOWKA LILA
NOYER GARY
OCONNOR JOHN
PAULL CHARLES
PEARSON JUNE
PEARSON JEAN
QUINN DAVID
RAABE JOHN
ROBINETTE RICHARD
ROLLO DAVID
ROSAK MICHAEL
ROSAK CHARLES
SHARFSTEIN BARBARA
SHEEHAN T.B.
SHEEHAN T
SHER WINNIE
SHIKUMA ELLEN
SIEDLACZEK KLAUS
SMITH MADELINE
SPELLERBERG SHIRLEY
SPITZER JEAN
STEVENS BILL
STONE THOMAS
TAKKEN LAURA
THIELE GARY
THOMAS HANNELORE
VALENTINE JIMMIE
VLAHAKIS CONSTANTINE
WAHLE BERNADETTE
WALCK JOHN
WAYNE ROBERT
WENZEL MRS.
WHEELER ALBERT W
WILSON STEWART
YODER RICHARD

There are quite a few names signed into the hotel who haven't sent in their forms for the convention to Jerry. If your name isn't on this list, please check to be sure you get your form and money in soon!

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

Dear Pan Amers:

Come join us in this wonderful Pan Am reunion planned for all you ex Pan Am employees, families and friends. We have lots of activities planned for everyone in this one of the oldest towns in the United States. Tucson celebrates a diversity of cultures, architecture, and peoples, yet, it is one of the "Mega-Trend" cities of the 21st Century. Blessed with the natural beauty of the Sonoran Desert and an unsurpassed climate of 360 sunny days a year, it is a treat for first time visitors and a welcome back to others.

We will be exploring spectacular and natural desert scenery and much more. Tucson was originally an Indian village called *Stook-zone,* meaning *water at the foot of black mountain*. It's rich cultural heritage centers around a unique blend of Native American, Spanish, Mexican and Anglo-American influences. The City's dry desert air and winter sunshine makes it a popular health and winter resort promising you beautiful sunrises and sunsets while reminiscing with old friends.

Doubletree Hotel Tucson at Reid Park. Call reservations at 1-800-222-8733 ASAP to reserve your room. Make sure to specify "for the Pan Am Reunion 2009" . However, since there is so much to do, you may desire to extend your stay for a few days. Go ahead and venture extra tours or just enjoy the fabulous Tucson weather. Rates start at $103 for singles - $110 for doubles - $117 for triples and $124. for quad (4) share. These prices are per night exclusive of tax and includes your daily buffet breakfast. Don't forget to request a confirmation. Arrange car rentals at the hotel and save. **The deadline for signing up for the hotel reservations will be March 31st after which the Pan Am rate is no longer guaranteed.**

Further, the DoubleTree has graciously given our group courtesy transportation (within a three mile radius) to shopping malls, pick up points to other tours, beauty salons, local restaurants, etc., so you can absorb local color and check out the town. The hotel offers free use of tennis courts , pool ,fitness center, etc..For those looking to swing, there are two championship golf courses across the street (manned by Phil Rognlien) offering special hotel discounts . This is a gorgeous property and we plan to enjoy it to the fullest.

Daily Plan of Action

Arrival in Tucson; call the Double Tree Hotel (520) 881-4200 for a courtesy bus to the hotel. Registration for the activities is in the lobby upon your arrival with a cocktail party to follow in the afternoon. Dinner on you; try the Steak House or the Mexican Cantina at the hotel or savor local cuisine in near by restaurants. There will be a daily hospitality suite to meet and greet everyone at the hotel manned by Bill Stevens.

April 29, 2009:

*7 – 9 am : Buffet breakfast in the hotel.

*Sonora Desert Museum:

This tour has been split into two groups (Wed. and Fri.); check which date is your tour.

*10 am : Buses start departing ; On the way, there will be a brief stop at the San Xavier Mission then continue to the museum. Lunch is available at the snack bar or restaurant on your own.

*3:30 pm : Buses have returned to the DoubleTree to relax at the hotel facilities and enjoy the hospitality suite.

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

*5:30 pm : Buses will leave for Tanque Verde Guest Ranch to experience cowboy music and a great BBQ buffet under the Tucson stars. Cash bar for drinks. Return to hotel to enjoy the hospitality suite

April 30,2009

*7-9 am: Buffet breakfast at the hotel.
*9:30 am: A ladies program by Myrl Eisinger at the hotel.
*9:30 am: Pan Am business meeting.
*11:30 am: First buses leave for a tour of the ARMARC at the Davis-Monthan Air Force Base which highlights rows of 5,000 stored (moth Balled) aircraft. Transportation will be provided to the Pima Air Museum; reportedly the second most complete air museum in the country. There is snack bar at the museum for your convenience or you can purchase box lunches at the hotel.
*5:30 pm: Buffet dinner at the museum with entertainment by a Mariachi Band. Then, off to the hotel to enjoy the hospitality suite.

May 1,2009:

* 7 – 9 am Breakfast at the hotel.
*10 am: Second group leave for the Sonora Desert Museum (lunch available but not provided) and a stop at the San Xavier mission. Buses scheduled to return to the hotel by 3:30pm. for your relation and to enjoy the hospitality suite. This leaves the first group to relax, shop, explore, etc.
* 6:00 pm: Cocktail party (cash bar)
* 6:45 pm: Gala Farewell Buffet Dinner will be served in the hotel's ballroom while you keep company to the music and dance the night away. Then, time to say good bye , exchanging phone numbers, etc.

May 2,2009:

Buffet breakfast and complimentary bus transportation to the airport. You may also consider staying extra time for other great attractions: Four new casinos, Colossal Caves, Kitt's Peak Observatory, Mining Museum & Copper Mines, Nogales, Mexico, O.K. Corral at Tombstone, old Tucson Studios, Reid park Zoo, Sabino Canyon, Saguaro Nat'l Park, Titan Missile Museum, Tubac (historical art town), Tucson Botanical Gardens and Museum of Art.

Notice: In our never-ending effort to maintain the good old fashion camaraderie of the Pan Am family, we are sending out this information so one and all will participate. Please cut out the coupon on the next page and mail with your check and information. Make sure you contact the Double Tree Hotel and make your reservation in advance for those negotiated prices.

For any further information please contact:

BUCK CLIPPARD, President at 520-742-3636 or email cdclip@aol.com
CHUCK SPENCER, V. President at 520-885-2156 (after Thanksgiving) or email spencercj@sbcglobal.net
JERRY HOLMES, Treasurer at 360- 681-0567 or email jerry747@copper.net
GUY MCCAFFERTY, Secretary at 520-749-2091 or email mcc310@aol.com

Would you like to play golf? Contact Chuck Spencer for more information!

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

Cost of tour package: $245 per person. Please make out your check to **Pan Am Reunion 2009** mail to our Teasurer, 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