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Clippers at War

They crouched in the excavation, watching the swarm of Japanese planes dive again and again on the nearby buildings, feeling the earth shake when the bombs exploded, ducking as debris and shrapnel rained down on them.

It was unreal. Only two hours earlier, as the seven-man crew of Pan Am's Philippine Clipper, they had been on a routine flight to Guam. Then came the unexpected message:

JAPANESE ATTACKING PEARL HARBOR ... RETURN TO WAKE AT ONCE ... CLIPPER NEEDED FOR PATROL DUTY.

Now they were watching with anger and frustration as Pan Am's Wake Island base was reduced to smoking rubble.

Suddenly a Japanese fighter spotted the big Martin 130 flying boat tied to the dock. It was an easy target. Swooping down the plane open fire, raking the defenseless Clipper from nose to tail with machine gun bullets.

In five minutes, it was all over. The Japanese left as abruptly as they had come. Nine Pan Am base employees had been killed, all base facilities destroyed. Hurriedly the crew rounded up the rest of the Pan Am personnel who had been stationed there and loaded them onto the Clipper. They knew the Japanese would be back. Soon.

Riddled with 96 bullet holes, the crippled and overloaded Philippine Clipper made two unsuccessful tries to take off, then on the third attempt managed to struggle into the air. Three days later, after stops at Midway and Honolulu, it was in San Francisco, where the crew gave one of the first eyewitness accounts of the Pacific War.

Another Clipper didn't escape. Anchored in Hong Kong harbor on December 7 (December 8 Hong Kong time), fueled for a flight to Manila, it was hit by incendiary bullets from attacking Japanese fighters, caught fire, and burned to the water line. The Hong Kong Clipper II had only been in Pacific service for seven weeks.

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Clippers at War

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A third Pan Am flying boat, the Pacific Clipper out of San Francisco, was on its way from New Caledonia to Auckland when it got the news of the Japanese attack. Deciding against trying to make it back over an ocean now patrolled by an enemy, it refueled in New Zealand and then headed west. Following a route close to the equator, it flew across Australia, India, the Middle East, across Africa and the South Atlantic, along the northern coast of South America and then on to New York. On the morning of January 6th, a startled officer in the control tower of New York's LaGuardia Airport heard on the loudspeaker: "Pacific Clipper, inbound from Auckland, New Zealand. Due arrive Pan American Marine Terminal at LaGuardia in seven minutes." The incredible month-long, 31,500-mile journey was the longest ever made by a commercial aircraft and the first around the world. The Pacific Clipper had flown over three oceans, made 18 stops in 12 different countries, and crossed the equator six times.

Pan Am's experiences during the early days of World War II were unmatched by any other civil organization, but there was no time to dwell on them. With the entrance of the United States into the war, virtually all of Pan Am's equipment and personnel were assigned, directly or indirectly, to the war effort. Pan Am, the nation's only overseas airline, had a very special responsibility and it called on its 9,000 employees to respond. They rose to the challenge.

Pan Am's pilots and navigators were called in to advise the military on the techniques of overseas flying and to start training crews. At the Pan Am Navigational School near Miami, General Jimmy Doolittle's navigators trained for his bombing raid. At Pan Am bases, many departments started working around the clock. Doubling and tripling of maintenance personnel resulted in a 50 percent cut in servicing time and a 100 percent increase in aircraft utilization. Most Clippers flew twice as many hours, twice as often as they had in peacetime. The plush interiors of the B-314 flying boats were stripped to wartime austerity and priority cargo was packed into every available inch of space. The exteriors were camouflaged by painting them with drab sea-gray paint. The Pan Am crews now wore khaki when under Army command and green when flying for the Navy.

During the first year of the war records were shattered and reshattered. Feats that would have been considered miraculous in normal times were now all in a day's work. In 1942 Pan Am Clippers made 1,219 Atlantic crossings. The amount of cargo carried increased sharply—from 16,500 pounds in 1941 to over three million pounds in 1942!

It seemed that transatlantic flight crews were in the air more than they were on the ground. Clippers WW2 Captain H. E. Gray, who was to serve as president of Pan Am in the 1960's, made nine crossings in nine days. Pan Am pilot Joe Hart made 12 in 13 days. Captain R. O. D. Sullivan made a total of 103 crossings of the Atlantic in 1942. When he became the first person in history to make a hundred aerial crossings, he wasn't even aware of it. Bringing his oil-stained, camouflaged Clipper down on Long Island Sound, he had to be told of his achievement by Pan Am's ground personnel. Asked to describe his feelings at reaching this aviation milestone he answered, "Well, I do feel a little hungry."

Although the Japanese had taken over all of its Central Pacific bases except Honolulu, Pan Am neverthe-

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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 the user name & password on your printed newsletter. You will be able to access the current list of names, address, phone #s, and email addresses there.

Clippers at War

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less continued to be active in Asia. Pan Am's affiliate on the mainland of China, the China National Aviation Corporation, made a heroic evacuation of some 275 U.S., British and Chinese civilians from Hong Kong, accomplished by pilots and ground crews working without rest for 72 straight hours. In April 1942, Pan Am played a key role in evacuating more than 4,000 civilians and wounded soldiers from Burma, at the same time flying in supplies for the forces struggling to hold back the Japanese invaders - much of it accomplished in violent monsoon weather and under constant threats from enemy aircraft.

To expedite shipments to the Asian and African war zones, Pan Am formed a new Africa-Orient Division. Its exploits are legendary. The famous "Cannonball" route was established; stretching 11,500 miles from Miami to South America, across the Atlantic to Africa and from there to India, it was the longest, fastest, big-scale air transport route in history—and an important supply line for the entire Far East. At its peak, seven flights a day in each direction were being scheduled, and one day there were 16 Pan Am-operated C-54 transport planes over the ocean at the same time. This steady flow of arms, ammunition and supplies was later given a large share of the credit for driving the Japanese out of Burma.

The Africa-Orient Division also flew supplies to China over the Himalayas, a route known as the "Hump"—one of the wildest, most rugged areas on earth with the high mountain peaks and almost constantly turbulent weather. Frequently planes were forced to struggle up to 20,000 feet to clear the peaks, sometimes without oxygen for the crew, often fighting 100-mph winds. Violent updrafts and downdrafts tossed planes around like leaves. Ice was severe. The ever-present enemy fighters also took their toll. One Pan Am plane came back with over 3,000 bullet holes. For three years, the flights over the "Hump" were the sole source of U.S. and other outside help to otherwise-isolated China.

In addition to its regular flights across the Atlantic and the Pacific, and into Africa and the Orient, Pan Am allocated aircraft to special, often secret, missions. A Pan Am B-314 flew President Roosevelt and his advisors to the summit conference at Casablanca. Other Pan Am aircraft carried top U.S. generals and admirals, Britain's Prime Minister Winston Churchill, the Netherland's Queen Wilhelmina, Greece's King George and scores of other high-ranking diplomats and military men. Pan Am flew more than 700 of these special missions.

Although there were many acts of heroism and moments of high drama, Pan Am's major contribution throughout the war was doing what it had learned to do so expertly in peacetime: the building and outfitting of overseas air bases and the fast, dependable transportation of people and cargo over long distances.

During the war years, Pan Am built some 50 airports in 15 different countries, almost all of them in remote, often hostile areas. As the largest air transport contractor to the army and the navy, Pan Am flew over 90 million aircraft miles for the government and made more than 18,000 ocean crossings. In the first years of the war, before the operation was taken over by the U.S. Air Transport Command, it ferried 542 bombers and transports to the war zones. Pan Am also trained more than 5,000 military pilots and thousands of mechanics, and established schools and procedures for the training of many more thousands.

And Pan Am paid the price: more than 200 employees gave their lives, an unknown number were imprisoned in enemy prison camps, at least a dozen aircraft were lost.

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.

Clippers at War

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Not many people know about Pan Am's role in World War II. There was almost no publicity. There were no medals, no glory. It was all done in the line of duty. Pan Am's Herculean efforts to keep supply lines open throughout the world was one of America's most valuable secret weapons.

When the war ended, Pan Am could look back with pride on a job well done. Its unique experience, gained during years of pioneering air transportation in Latin America and across the Atlantic and Pacific, had been the basis for the country's entire wartime international transport operations—and significantly influenced the war's outcome.

from: www.flyingclippers.com/clippersatwar.html

Rank has its privileges

*by Bob Reynolds,
Captain B-747 JFK*

During late 1981 and into 1982, Pan Am could not fly into ACCRA, Ghana on the west coast of Africa. A military coup had overthrown the civil government. I was scheduled to operate into ACCRA to originate Flight 185/12 to Roberts Field, Liberia. We left Roberts Field, at daybreak, with fuel for the return and food service for 400 passengers out of ACCRA.

After we landed, we were parked about 300 yards from the terminal. Pan Op advised us to stay on board and the Pan Am airport director would be out to the aircraft. A tank arrived at the aircraft and parked about 75 yards from the nose of the aircraft. They moved a stairway up to the aircraft, and six soldiers came on board. They were very young-looking, and their uniforms were faded khaki and unkempt. They carried automatic rifles. Pan Am airport director stated the situation was presently quiet, but asked us all to remain on board and monitor tower and Pan Op radio frequencies.

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FROM THE TREASURER....

DUES-- If the number after your name on the envelope reads 2008, you owe dues! \$20 per year - \$80 for 5 years (BEST BUY!). You get a year free, and it eliminates a lot of hassle for both of us!

Money is slowly coming in for the convention in April in Tucson. We would like to see you there!

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

Rank has its privileges

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One of the soldiers entered the cockpit, looked around, and left. I objected strongly to the director about the soldiers on board carrying automatic rifles.

The passengers began to arrive making the long trek from the terminal to the aircraft under the watchful eyes of many other soldiers. Purser Mary York - granddaughter of Sergeant York of World War I fame - reported the soldiers were harassing the passengers on board the aircraft.

Someone tried to enter the line of passengers and was caught by the soldiers. As we watched, he was beaten and dragged helplessly away.

A jeep arrived at the aircraft and out stepped what looked like a British style officer. His uniform was bright and nicely pressed. Had a pip on his epaulet and carried a swagger stick. I still carried my Air Force Reserve military ID card. I thought it was about time to "pull rank". Put on my jacket and hat, and went down to the L I door to meet the officer. He said his men were just checking the papers of the passengers, and did not want his enemies to escape. I stated the aircraft was registered in the United States, and I was the Aircraft Commander. I felt that his job could be done at the foot of the steps. I then showed him my military "ID" card with the rank visible. He saluted and ordered his men off the aircraft.

About two hours later, we had boarded 290 passengers and received our flight plan to leave. As we taxied out, the soldiers came to attention and saluted.

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.

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

*...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

Thomas Bramlett McGahey, Jr., 85, died December 28, 2008 at Florida Presbyterian Homes of cancer. He was born on December 12, 1923 in Miami to Thomas Bramlett and Maude (Willard) McGahey. Mr. McGahey proudly served his country during World War II in the US Army Corp and with Pan American Airlines. After the war, Mr. McGahey worked in the family business, McGahey Chrysler Plymouth Motor Company of Miami. He retired as a bank officer from City National Bank of Coral Gables. Tom had a life-long love of competitive sailing. He was a former member of Coral Reef Yacht Club, where he served as a past Commodore.

Tom is preceded in death by his wife of 53 years, Mary Moore McGahey. He is survived by his daughter Melinda Lytton (Bill) of Madison, MS; sons, Thomas B. McGahey III (Kathleen) of Palm Coast, FL, and Willard M. McGahey (JoAnne) of Bostwick, FL; eight grandchildren and four great grandchildren. Burial will be in Miami.

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

Join in the Fun at the Pan Am Reunion - Tucson, Arizona April 28 – May 2, 2009

with these folks who have already signed up!

Carole Altomari	Dorothy Gulbransen	Barbara Sharfstein
Ron & Judy Anderson	Gary Gulbransen	Tim & Susan Sheehan
Katherine Angelis	Paul & Pamela Hakim	Sid & Elke Siediaczek
John & Diane Baczynski	Dave & Carole Heathcock	Madeline Smith
Peter & Greta Bendzlowicz	Sandi Huff	Jean Spitzer
Jackie Banning	Ann Jervis	Bill Stevens
Harvey & Jan Benefield	Ben & Pixie Johnson	Thomas Stone
Heinz & Erika Bittner	Dick Laumeyer	Phyllis Stone
Bob Booth	Claus & Heide Mahler	Gary & Hanne Britt Thiele
Bruni Bradley	Bill & Ginny McKillop	Hannelore Thomas
Stan & Amy Baumwald	Mike & Sallie Meffert	Jimmie Valentine
Dale Carman	Charlie Miller	Dino Vlahakis
Buck & Carol Clippard	John Minor	Bernie Wahle
Ray Conn	Carl Meixsell	Mr. and Mrs. Walck
Betty Dean	Paul & Adrienne Moser	Bob Wayne
Oscar & Ethel Douglas	Gary Noyer	Gisela Wenzel
Pat & Dorothea Dwyer	John & Linda O'Connor	Richard & Mary Ann Yoder
John & Myrl Eisinger	Q and Jeanie Pearson	
Bill & Rosi Fitzgerald	Dave & Jo Quinn	
Jerry & Barbara Fox	Charles & Ellen Rosak	
Don & Lore Funk	Mike & Christa Rosak	
Dave & Sandra Garber	John Raabe	
Roger George	Richard Robinette	

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!

*...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

Marilynn (Lynn) Neff, wife of Captain Henry Neff, passed away October 16, 2008. Her 84th was to be on the 22nd. Death occurred due to chemo and radiation for colon cancer. Lynn was a graduate from the University of Wisconsin and an avid Badger fan. She was hired by Pan Am as a FA trainee. Lynn and other members of her class were sent in December 1946 to Pan Am's new base at Houston, TX. Lynn and Henry were crew mates on many flights and were married May 1, 1948. She is survived by Captain and Mrs D.T. Neff {American Airlines}. Tamra Neff Taylor and two grandchildren, Bailey and Michel Taylor.

Wally Kean passed away November 11th, 2008, approximately 1 month after being diagnosed with cancer of the pancreas. He flew out of Seattle, San Francisco and Los Angeles, a total of 32 years.

FE Bob McGrath - Bob passed away Jan. 19, 2009 at a Hospice facility. He had suffered a stroke several weeks ago. More information will be passed on when received.

David F. Edgerly - Dave died on October 28, 2008. He was riding as a passenger in a bi-wing acrobatic homebuilt when it crashed near his home in Salt Lake City, Utah. Dave flew 87 combat missions in Vietnam and flew with Pan Am from 1966 to 1991. After retirement, Dave was the commander of the Civil Air Patrol's Wasatch Squadron in Salt Lake City. He also skied with the PAA ski team for most of his career.

Captain Wayne Cook, 89, passed away on January 4, 2009, after a long illness. A Military Service was held in Johnson City, TN January 7, 2009. He was preceded in death by his wife Edith. Wayne was a fine man, well liked for his aviation skills and his humor. He will be missed. Our condolences go out to his family and friends.

Donald F. Robbins passed away on Dec. 5, 2008 in Franklin, North Carolina at the age of 94. In his youth, Donald "Doc" Robbins developed a love of flying. He was an instructor at Embry-Riddle Aviation Co., and also served as a flight surgeon where he received the nickname "Doc." He signed on with Pan Am as a co-pilot on a DC-3, became a crew member on Pan Am's Boeing 307s, and subsequently piloted every plane Pan Am owned, all the way up to the Boeing 747. He was one of Pan Am's most senior captains and was rated by the airline as a Master Ocean Pilot. He was actively involved in Boy Scouts, and positively influenced the lives of many people.

Arthur Edward Hillier, 88, died Dec. 12, 2008 in Portola Valley, CA in the home he built and loved. Born in Ogden, Utah, he grew up in Salt Lake City. He learned to fly in the Army Air Corps, where he later served as a glider instructor during World War II. He was hired by Pan American Airlines, where he first flew the China Clippers out of Treasure Island. He finished his aviation career 38 years later as a 747 check captain at SFO. He is survived by his wife of 63 years, four children and their spouses, and 3 grandchildren.

AUXILIARY

Lorene Mikkelsen, Lorene Mikkelsen, age 90, passed on 5 Jan 2009. She was married to Si Mikkelsen who was hired by Pan Am in 1939 as a radio operator on the Clippers. Si flew for Pan Am for 34 years based in Rio de Janeiro and Miami retiring as a 727 Captain in Miami in 1972 and passed in 1997. Lorene was in the first class of married Stewardesses for TWA.

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

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: _____

PA PA

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