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The Gimli Glider Incident

from an article published in Soaring Magazine by Wade H. Nelson

If a Boeing 767 runs out of fuel at 41,000 feet, what do you have? Answer: A 132 ton glider with a sink rate of over 2000 feet-per-minute and marginally enough hydraulic pressure to control the ailerons, elevator, and rudder. Put veteran pilots Bob Pearson and cool-as-a-cucumber Maurice Quintal in the in the cockpit and you've got the unbelievable but true story of Air Canada Flight 143, known ever since as the Gimli Glider.

Flight 143's problems began on the ground in Montreal. A computer known as the Fuel Quantity Information System (FQIS) Processor manages the entire 767 fuel loading process. The FQIS controls all of the fuel pumps and drives all the 767's fuel gauges. Little is left for crew and refuelers to do but hook up the hoses and dial in the desired fuel load. But the FQIS was not working properly on Flight 143. The fault was later discovered to be a poorly soldered sensor. A highly improbable, one-in-a-million sequence of mistakes by Air Canada technicians investigating the problem defeated several layers of redundancy built into the system. This left Aircraft #604 without working fuel gauges.

In order to make their flight from Montreal to Ottawa and on to Edmonton, Flight 143's maintenance crew resorted to calculating the 767's fuel load by hand. This was done using a procedure known as dripping the tanks. "Dripping" could be compared to calculating the amount of oil in a car based on the dipstick reading, Among other things, the specific gravity of jet fuel is needed to make the proper drip calculations.

The flight crew had never been trained how to perform the drip calculations. To be safe, they re-ran the numbers three times to be absolutely, positively sure the refuelers hadn't made any mistakes; each time using 1.77 pounds/liter as the specific gravity factor. This was the factor written on the refueler's slip and used on all of the other planes in Air Canada's fleet. The factor the refuelers and the crew should have used on the brand new, all-metric 767 was .8 kg/liter of kerosene.

After a brief hop Flight 143 landed in Ottawa. To be completely safe, Pearson insisted on having the 767 re-dripped. The refuelers reporting the plane as having 11,430 liters of fuel contained in the two wing tanks. Pearson and Quintal, again using the same incorrect factor used in Montreal, calculated they had 20,400 kilos of fuel on board. In fact, they left for Ottawa with only 9144 kilos, roughly half what would be needed to reach Edmonton.

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THE GIMLI GLIDER INCIDENT

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Lacking real fuel gauges Quintal and Pearson manually keyed 20,400 into the 767's flight management computer. The flight management computer kept rough track of the amount of fuel remaining by subtracting the amount of fuel burned from the amount (they believed) they had started with. Their fate was now sealed.

According to Pearson, the crew and passengers had just finished dinner when the first warning light came on. Flight 143 was outbound over Red Lake Ontario at 41,000 feet and 469 knots at the time. The 767's Engine Indicator and Crew Alerting System beeped four times in quick succession, alerting them to a fuel pressure problem. "At that point" Pearson says "We believed we had a failed fuel pump in the left wing, and switched it off. We also considered the possibility we were having some kind of a computer problem. Our flight management computer showed more than adequate fuel remaining for the duration of the flight. We'd made fuel checks at two waypoints and had no other indications of a fuel shortage." When a second fuel pressure warning light came on, Pearson felt it was too much of a coincidence and made a decision to divert to Winnipeg. Flight 143 requested an emergency clearance and began a gradual descent to 28,000. Says Pearson, "Circumstances then began to build fairly rapidly." The other left wing pressure gauge lit up, and the 767's left engine quickly flamed out. The crew tried crossfeeding the tanks, initially suspecting a pump failure.

Pearson and Quintal immediately began making preparations for a one engine landing. Then another fuel light lit up. Two minutes later, just as preparations were being completed, the EICAS issued a sharp bong—indicating the complete and total loss of both engines. Says Quintal "It's a sound that Bob and I had never heard before. It's not in the simulator." After the "bong," things got quiet. Real quiet. Starved of fuel, both Pratt & Whitney engines had flamed out. Pearson's response, recorded on the cockpit voice recorder was "Oh F___."

At 1:21 GMT, the forty million dollar, state-of-the-art Boeing 767 had become a glider. The APU, designed to supply electrical and pneumatic power under emergency conditions was no help because it drank from the same fuel tanks as the main engines. Approaching 28,000 feet the 767's glass cockpit went dark. Pilot Bob Pearson was left with a radio and standby instruments, noticeably lacking a vertical speed indicator - the glider pilot's instrument of choice. Hydraulic pressure was falling fast and the plane's controls were quickly becoming inoperative. But the engineers at Boeing had foreseen even this most unlikely of scenarios and provided one last failsafe: the RAT.

The RAT is the Ram Air Turbine, a propeller driven hydraulic pump tucked under the belly of the 767. The RAT can supply just enough hydraulic pressure to move the control surfaces and enable a dead-stick landing. The loss of both engines caused the RAT to automatically drop into the airstream and begin supplying hydraulic pressure.

As Pearson began gliding the big bird, Quintal "got busy" in the manuals looking for procedures for dealing with the loss of both engines. There were none. Neither he nor Pearson nor any other 767 pilot had ever been trained on this contingency. Pearson reports he was thinking "I wonder how it's all going to turn out." Controllers in Winnipeg began suggesting alternate landing spots, but none of the airports suggested, including Gimli, had the emergency equipment Flight 143 would need for a crash landing. The 767's radar

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THE GIMLI GLIDER INCIDENT ~ *continued from previous page*

transponder had gone dark leaving controllers in Winnipeg using a cardboard ruler on the radar screen to try and determine the 767's location and rate of descent.

Pearson glided the 767 at 220 knots, his best guess as to the optimum airspeed. There was nothing in the manual about minimum sink - Boeing never expected anyone to try and glide one of their jet airliners. The windmilling engine fans were creating enormous drag, giving the 767 a sink rate of somewhere between 2000 and 2500 fpm. Copilot Quintal began making glide-slope calculations to see if they'd make Winnipeg. The 767 had lost 5000 feet of altitude over the prior ten nautical (11 statute) miles, giving a glide ratio of approximately 11:1. ATC controllers and Quintal both calculated that Winnipeg was going to be too far a glide; the 767 was sinking too fast. "We're not going to make Winnipeg" he told Pearson. Pearson trusted Quintal, and immediately turned north.

Only Gimli, the site of an abandoned Royal Canadian Air Force Base remained as a possible landing spot. It was 12 miles away. It wasn't in Air Canada's equivalent of Jeppesen manuals, but Quintal was familiar with it because he'd been stationed there in the service. Unknown to him and the controllers in Winnipeg, Runway 32L (left) of Gimli's twin 6800 foot runways had become inactive and was now used for auto racing. A steel guardrail had been installed down most of the southeastern portion of 32L, dividing it into a two-lane drag strip. This was the runway Pearson would ultimately try and land on, courting tragedy of epic proportions.

To say that runway 32L was being used for auto racing is perhaps an understatement. Gimli's inactive runway had been "carved up" into a variety of racing courses, including the aforementioned drag strip. Drag races were perhaps the only auto-racing event not taking place on July 23rd, 1983 since this was "Family Day" for the Winnipeg Sports Car Club. Go-cart races were being held on one portion of runway 32L and just past the drag strip another portion of the runway served as the final straightaway for a road course. Around the edges of the straightaway were cars, campers, kids, and families in abundance. To land an airplane in the midst of all of this activity was certain disaster.

Pearson and Copilot Quintal turned toward Gimli and continued their steep glide. Flight 143 disappeared below Winnipeg's radar screens, the controllers frantically radioing for information about the number of "souls" on board. Approaching Gimli Pearson and Quintal made their next unpleasant discovery: The RAT didn't

supply hydraulic pressure to the 767's landing gear. Pearson ordered a "gravity drop" as Pearson thumbed frantically through the Quick Reference Handbook, or QRH. Quintal soon tossed the QRH aside and hit the button to release the gear door pins. They heard the main gear fall and lock in place. But Quintal only got two green lights, not three. The nose gear, which fell forward against the wind, hadn't gone over center.

Six miles out Pearson began his final approach onto what was formerly RCAF B Gimli. Pearson says his attention was totally concentrated on the airspeed indicator from this point on. Approaching runway 32L he realized he was too high and too fast, and slowed to 180 knots. Lacking divebrakes, he did what any sailplane pilot would do: He crossed the controls and threw the 767 into a vicious sideslip. Slips are normally avoided on commercial flights because of the tremendous buffeting it creates, unnerving passengers. As he put the plane into a slip some of Flight 143's passengers ended up looking at nothing but blue sky, the others straight down at a golf course. Says Quintal, "It was an odd feeling. The left wing was down, so I was up compared to Bob. I sort of looked down at him, not sideways anymore.

The only problem was that the slip further slowed the RAT, costing Pearson precious hydraulic pressure. Would he be able to wrestle the 767's dipped wing back up before the plane struck the ground? Trees and golfers were visible out the starboard side passengers' windows as the 767 hurtled toward the threshold at

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THE GIMLI GLIDER INCIDENT ~ *continued from previous page*

180 knots, 30-50 knots faster than normal. The RAT didn't supply "juice" to the 767's flaps or slats so the landing was going to be hot. Pearson didn't recover from the slip until the very last moment. A passenger reportedly said "I can almost see what clubs they are using." Copilot Quintal suspected Pearson hadn't seen the guardrail and the multitude of people and cars down the runway. But at this point it was too late to say anything. A glider only gets one chance at a landing, and they were committed. Quintal bit his lip and remained silent.

Why did Pearson select 32L instead of 32R? Gimli was uncontrolled so Pearson had to rely on visual cues. It was approaching dusk. Runway 32L was a bit wider, having been the primary runway at Gimli in prior year. Light stanchions still led up to 32L. And the "X" painted on 32L, indicating its inactive status, was reportedly quite faded or non-existent. Having made an initial decision to go for 32L the wide separation of the runways would have made it impossible for Pearson to divert to 32R at the last moment. Pearson says he: "Never even saw 32R, focusing instead on airspeed, attitude, and his plane's relationship to the threshold of 32L."

The 767 silently leveled off and the main gear touched down as spectators, racers, and kids on bicycles fled the runway. The gigantic Boeing was about to become a 132 ton, silver bulldozer. One member of the Winnipeg Sports Car Club reportedly was walking down the drag strip, five gallon can full of hi-octane racing fuel in hand, when he looked up and saw the 767 headed right for him. Pearson stood on the brakes the instant the main gear touched down. An explosion rocked through the 767's cabin as two tires blew out. The nose gear, which hadn't locked down, collapsed with a loud bang. The nose of the 767 slammed against the tarmac, bounced, then began throwing a three hundred foot shower of sparks. The right engine nacelle struck the ground. The 767 reached the tail end of the drag strip and the nose grazed a few of the guardrail's wooden support poles. (The drag strip began in the middle of the runway with the guardrail extending towards 32L's threshold.) Pearson applied extra right brake so the main gear would straddle the guardrail. Would all the sports car fans all be able to get out of the way, or would Pearson have to veer the big jet off the runway to avoid hitting stragglers?

The 767 came to a stop on its nose, mains, and right engine nacelle less than a hundred feet from spectators, barbecues and campers. All of the race fans had managed to flee the path of the silver bulldozer. The 767's fuselage was intact. For an instant, there was silence in the cabin. Then cheers and applause broke out among Flight 143's passengers. They'd made it; they were all still alive. But it wasn't over yet. A small fire had broken out in the nose of the aircraft. Oily black smoke began to pour into the cockpit. The fiery deaths of passengers in an Air Canada DC-9 that had made an emergency landing in Cincinnati a month before was on the flight attendants' minds and an emergency evacuation was ordered. The unusual nose-down angle the plane was resting at made the rear emergency slides nearly vertical. Descending them was going to be treacherous.

The only injuries that resulted from Pearson's dead-stick landing of Flight 143 came from passengers exiting the rear emergency slide hitting the asphalt. None of the injuries were life-threatening. The fire in the aircraft's nose area was battled by members of the Winnipeg Sports Car Club who converged on the plane

We'd like to hear from you!

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.

THE GIMLI GLIDER INCIDENT ~ *continued from previous page*

with dozens of hand-held fire extinguishers. Pearson had touched down 800 feet from the threshold and used a mere 3000 feet of runway to stop. A general aviation pilot who viewed the landing from a Cessna on the apron of 32R described it as "Impeccable." The 767 was relatively undamaged.

Air Canada Aircraft #604 was repaired sufficiently to be flown out of Gimli two days later. After approximately \$1 M in repairs, consisting primarily of nose gear replacement, skin repairs and replacement of a wiring harness it re-entered the Air Canada fleet. To this day, Aircraft #604 is known to insiders as "The Gimli Glider." The avoidance of disaster was credited to Capt. Pearson's "Knowledge of gliding which he applied in an emergency situation to the landing of one of the most sophisticated aircraft ever built." Captain Pearson strongly credits Quintal for his cockpit management of "Everything but the actual flight controls," including his recommendation of Gimli as a landing spot. Captains Pearson and Quintal spoke at the 1991 SSA Convention in Albuquerque about their experiences. Pearson was, at the time, still employed and flying for Air Canada, and occasionally flying his Blanik L-13 sailplane on the weekends; he has since retired to raise horses. Maurice Quintal is now an A-320 Pilot for Air Canada, and will soon be captaining 767's; including Aircraft #604.

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An amusing side-note to the Gimli story is that after Flight 143 had landed safely, a group of Air Canada mechanics were dispatched to drive down and begin effecting repair. They piled into a van with all their tools. They reportedly ran out of fuel en-route, finding themselves stranded somewhere in the backwoods of Manitoba

More at <http://www.casa.gov.au/fsa/2003/aul/22-27.pdf>

UPCOMING EVENTS

The annual Miami Clipper Pioneers Christmas Dinner/Dance will be held at the Coral Reef Yacht Club at Dinner Key, Coconut Grove, Miami, FL on 7 December 2008. All are invited, however to get an invitation and information, email Harvey benefield at benefield@mindspring.com.

**We're getting ready for our next convention -
check out the information on
the back pages of this newsletter!
Plan early to attend - it will be great fun!**

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

Thanks for the Recipe!

Way back in the "707 days," with crew members visiting at a layover, I heard a pilot dictate a recipe for Barbecue Sauce to a stewardess on my crew. On the trip back to JFK I copied her notes. It was a success in our home and we have made it many times. My daughter took the recipe when she moved away. She called last week from her home in Portland OR to tell us that she had entered this recipe, which she called Flight Crew Barbecue, in a contest by the New Seasons food stores and won \$100.00. My daughter and I thank the pilot, name unknown, for the recipe, and the stewardess, name unknown, who allowed me to copy it. ~ Darrel Yoder

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

IN MEMORIAM

Miller B. Hays of Kerrville, Texas—airline pilot and world traveler—passed away on January 19, 2008, after a brief illness. Mr. Hays was born in Golden, Colorado on May 15, 1918. After the war, he went to work for American Overseas Airways; he was one of the pilots who flew daring missions in the Berlin Airlift during 1948-49. He later served as a pilot for Pan American World Airways for nearly thirty years, rising to the rank of Captain. For many of those years, he lived in West Berlin and flew to various European cities, as well as traveling all over the world. In the final five years of his career, he became a Captain piloting 747s on Pan Am's international routes. He was known among his colleagues not only for the meticulous precision of his flying skills but also for his generosity in mentoring younger pilots.

Carl N. Schwab, A native of North Braddock, Pennsylvania, died July 4, 2008. He enlisted the navy in 1944 as a landing boat operator in the Pacific. After WW II he pursued his ambitions in aviation first as a mechanic with United, then in 1953 as a Pan Am Flight Engineer on the B-377 Stratocruiser flying the Pacific. He jumped on the 707s in 1961 and then again to the 747s in 1971. He enjoyed his 37 year career flying both Pacific and Atlantic routes before retiring 1991.

Hal Rushton died peacefully on June 12. He was 95. From the Curtiss SBC-3 on the USS Saratoga, the M-130 and B-314 to being one of the first to fly the 747, he had a classic career in commercial aviation and Pan Am. Hal had a very good life and Pan Am was a big part of it. Gone but not forgotten. He is survived by son Philip.

FEO **Paul Chorbajian** passed away very recently.

James M. Ingram, 68, passed away on July 17 after a long illness in a Redding, California Hospital. He is survived by his wife, Barbara, two children and three grandchildren. Jim was a West coast pilot for his entire career. He went to the 747 as a third officer when we first got it and stayed on the whale until his early retirement in 1990. He retired as a First Officer.

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

*...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

William Joseph Kline passed away in late June 2008. He was born May 7, 1939, in Fort Smith, Ark. He moved to Miami in his youth and graduated from North Miami High School in 1957 as an Eagle Scout.

Known to everyone as Bill, he was the model of the American Dream. He started from simple beginnings but worked hard his entire life to unselfishly give everything he could to his family. He joined the U.S. Coast Guard in 1958. He attended the Electronic Technician School in Groton, Conn. He received an associate's degree from Miami-Dade Junior College and later a bachelor of science degree from Embry-Riddle Aeronautical University.

In 1966, he joined Pan American Airlines as a pilot. It was there that he met his wife, Valerie, a flight attendant for Pan Am. In 1991, Bill moved to Delta, where he flew until 2000.

During his airline career, Bill flew seven different jets, including the Boeing 747. He traveled to five continents, met heads of state and movie stars and had volumes of great stories to share. In 1976, he moved his new family to Elkton. He maintained a small farm and, when he was not flying, ran a number of small businesses, including Keepers Restaurant, now Creekside, in St. Augustine.

During his retired years, Bill was active in the Hastings Rotary Club, helped Valerie with her catering business and continued to travel for enjoyment. He was extremely proud to be a former Pan Am pilot, a Republican and, above all, an American always willing to serve and support his country. He was active in his church. He loved to spend time fishing throughout Florida and diving for lobster in the Keys. Most of all, he loved to spend time with family, especially his three young granddaughters.

Samuel D. Woolsey passed away this year. He was a retired United Airlines Boeing 737 captain, launched a second career fighting the Federal Aviation Administration's mandatory retirement rule after he was forced out of the cockpit in 1992 because of his age. (Read more about him under "History" at our website - www.clipperpioneers.com.)

Stanley Westover Pierce, Jr. passed away at his home in Kentfield on June 7th, 2008, at the age of 88. In his life, he had three careers: serving in WWII in the Army Air Corps, flying commercially for Pan American World Airways, and finally working for the County of Marin. With his plane, Devil's Delight, he participated in the first raid on Tokyo and went on to complete 35 missions. He earned two distinguished flying crosses, two presidential citations and seven air medals. At the end of the war he flew his B-29 back to California and, resisting the urge to fly underneath the Golden Gate Bridge, retired from the Army-Air Corps. Shortly after, Stan joined Pan American and flew around the world for 34 years rising to the top of his profession. He retired in 1979 as a 747 captain.

AUXILIARY

Brenda Houston, age 47 and her daughter Elizabeth "Beth" Crews age 10, died July 27, 2008 doing what they loved best - flying. Born, November 26, 1960 in Skowhegan, Maine, Brenda was a graduate of Emory Riddle College in Daytona Beach, Florida. In addition to being a certified flight instructor for both land and seaplanes, she was a commercial pilot for various airlines most recently flying for United Airlines. Brenda married Tom Crews on September 13, 1994. Together they became proud parents of son Tommy and daughter Beth. While her greatest love was spending time with her family, she also enjoyed camping and was active in both boy and girl scouts, P.T.A. and ALPA. She was a devoted wife and loving mother.

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.

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. To address the group will be "Hoot" Gibson, USAF Col., Ret. Jet Ace in the Korean War , former leader of the USAF Thunderbirds and an inductee to the Arizona Aviation Hall of Fame. 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

