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## 1943 - FLYING RUBBER OUT OF BRAZIL

*by Captain Robert C. Evans Pan Am - 1940-76*

Early in World War II, the Japanese military forces conquered the nations of southeast Asia (Malaysia & Indonesia) with their extensive domestic Rubber Plantations. These sources supplied most of the rubber for the world needs, so their loss created an emergency shortage for the Allied nations fighting the Japanese. It was necessary to find a new source, since rubber was vital to their war efforts. Since the wild rubber trees of Brazil supplied the original source of the world's rubber supply, now it was determined to tap them again for an emergency supply.

Manaus, Brazil had been the original hub for early wild rubber tree operations, and prospered enough to build a modern city 1000 miles inland from the sea. At that time, it could only be reached by boats traveling on the Amazon River. That did not deter the many musical artists who made the journey to perform at a modern Opera House that was built there. Now, it was proposed to tap this source of rubber once again. To re-establish a boat transport system would be time consuming and vulnerable to hostile German submarines operating off the Brazilian coast. So, Pan Am proposed to fly the cargo from Manaus to Miami, Florida - utilizing their Sikorsky S-42 flying-boats as cargo planes to make the deliveries. Pan Am had the planes and personnel to set up immediate operations.

Being S-42 qualified, I was one of the six Pan Am Captains selected to make the initial flight - to familiarize ourselves with the route. From Miami, we would fly the familiar route to Barranquilla, Columbia, where we would land on the Magdalena River. (Noted for logs and whole trees floating just under the surface). After an overnight, we made a dawn "first-light" take-off to head southeast (charting a new route, with only National Geographic maps to guide us). We crossed a mountain range of eastern Columbia and then over central Venezuela with its rolling plains. We were heading for the Orinoco River on the southern border of Venezuela, where we would land for refueling. The weather was excellent, and we easily identified the river, a village close by, and then a radio contact with a Pan Am launch. He confirmed the landing area was "clear" - and we landed without incident. However, making the buoy, with the river's strong 10 kt. current and a cross wind proved to be a little "tricky". On the second try, we caught the buoy and dropped it on the bow-post without losing fingers. We were pulled to the fuel barge - and were refueled in "short time".

Soon, we cast off and made the take-off run, climbed to 1000 ft., and turned south for a direct flight to Manaus. We continued climb to 10,000 feet. All eyes were now riveted to the flight route, watching for significant

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## 1943 - FLYING RUBBER OUT OF BRAZIL ~ *continued from previous page*

landmarks to enter on our personal charts. The terrain was essentially 2500 ft., with some hills estimated at 6-7000 ft. Angel Falls was located a short distance east, but we did not see it, nor wished to divert off course to find it. The land was becoming heavy forested, and many streams and small rivers appeared, all flowing southeast toward the Amazon River. A number of thunderstorms appeared, oriented east to west, indicating the Inter-tropical Front area. However, they were too widely scattered to be a problem. (Later flights were not so fortunate - with heavy rain and turbulence and awesome lightning).

Our flight continued, with no check points to confirm our position. However, winds in this tropical area are usually light, so little drift was expected. Visibility was excellent, and soon we expected to sight a major river that would confirm our position. The river appeared, flowing southeast to the Amazon, but east of Manaus. Just beyond that river was another major one coming from the northwest. It could only be the Rio Negro River - and it flowed to the south southeast to the Amazon River, joining it just west of Manaus. We were getting close - and our radio bearing were settling down to a heading directly ahead. We were right on course.

We started our descent, and soon saw the Rio Negro River join with the Amazon River - and shortly - we could sight the city on the north shore. We called the Pan Am launch that was standing by - and he confirmed the area clear for landing. The skipper informed him that we would make one circuit of the city before landing. We all wanted to see this modern city, surrounded by 1000 miles of dense rain forest inhabited by wild natives and animals. After the circuit, we landed on the Amazon River - and the launch led us to the floating buoy. After we secured at the buoy and shut down the engines, lines were attached to bring us to the floating dock. There, we were warmly welcomed by Pan Am personnel and City officials - on this first flight of the new "rubber trade era". We boarded a bus to take us to our hotel. En-route we passed the ornate Opera House - and with entreaties to the driver - stopped and had a brief look-see that impressed our group.

We departed at dawn the next morning with a maximum load of smelly rubber. Our return route will include a stop on the Rio Negro River that will be used as an emergency alternate. It proved to be an interesting experience that I have long remembered. First, was the river - as it was so black from forest vegetable matter - it was aptly named Rio Negro. As we looked at the black river surface from above - it was like looking into a mirror. The blue sky with clouds was reflected into the water - eliminating the depth perception of seeing the water surface. That would make it confusing, disconcerting and dangerous in landing. However, our experienced skipper taught us a trick - by flying close to the forested shore, your side vision can determine your height above the surface and effect a well controlled landing.

The second story about the black water - as told by the station mechanic, "Don't drop a tool into the water - as it will flash once - and disappear forever."

One more incredulous story about the Rio Negro was reported by the Station Manager. He said, "The natives say they saw "the snake" this morning". According to him, an Anaconda snake, estimated about 100 feet long, is frequently seen in the river. It is so long, it coils to make its own eddy in the river to trap fish, and then reaches in to catch them. Incredible -but looking at the forest primeval about us - one could easily believe such pre-historic animals could exist.

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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](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 the member name & password in your print edition of the newsletter. You will be able to access the current list of names, address, phone #s, and email addresses there.

## 1943 - FLYING RUBBER OUT OF BRAZIL ~ *continued from previous page*

After refueling, our flight was ready to depart - much intrigued with this lonely place with its mysteries. As we boarded, the Station Manager reported he had put 200 lbs. of Brazil Nuts aboard for us to share. But, he cautioned, "Eat only a few - as they are very high in oil". He added, "They will burn if lighted".

The morning flight to the Orinoco River landing went well - with no Inter-tropical Front with thunderstorms. The wind was parallel to the river -so making the buoy after landing was a cinch. Some days are luckier than others. Our flight back to Barranquilla, Columbia was very pleasant - and we could enjoy the sightseeing as well as getting familiar with the terrain below. Even the Magdalena River was free of floating trees for our landing.

The next day, the traditional dawn departure was uneventful, as well as our flight across the Caribbean Sea - arriving at our Dinner Key base by early afternoon. The first of the "Rubber flights out of Brazil" was successfully completed. Arriving home - my wife reported I smelled of raw rubber. I continued the "Rubber Flights" for another six months - then was transferred to San Francisco to fly the Pacific Ocean on a Pan Am Navy Contract.

*~Captain Robert C. Evans Pan Am - 1940-76*

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### Instrument Approach

*by Des Fairbairn*

From starlit flight above an overcast  
 The ship descends in soft, embracing cloud  
 That mists the moon and stars and brings at last  
 Oblivion within its pallid shroud.  
 And yet the shrieking ice that forms along  
 Antenna wires in vain may howl away,  
 The voice within our headset is our song;  
 The needle on our panel points the way.  
 So must be death that ends life's starlit flight  
 In desolate cloud, yet clouds must always clear.  
 God's finger flickers in the panel light;  
 His voice repeats the heading in your ear  
 And though through dark and murky, storm-tossed air  
 You cannot see, yet know the runway's there.

*Our friend and copilot Des passed away recently. Information is on page 7 of this newsletter.*

#### 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

## Transoceanic Travel and the Pan American Clippers

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

In 1492, Columbus set sail in search of a western route to the Orient. Instead, he found a new world. Magellan's expedition found a way around this "obstacle" when it sailed around what is now Cape Horn and eventually back into known seas. Four hundred years later the Panama Canal shortened the route to China by 8,000 miles. In 1937, Juan Trippe, President of Pan American Airways, reduced the journey from over three weeks to six days, seven hours, and twenty minutes.

For a world coming out of economic depression, the majestic flying boats symbolized not only elegance and luxury, but adventure and romance to a degree not equaled since. They also represented to the world, the power and determination of a still largely isolationist America.

Due to the vision of Juan Trippe, who saw the importance of international travel for a changing world, Pan American Airways was to create an airline with routes circling the globe. Pan Am's flying boats, the Clippers, were to play a short but important transitional role in the evolution of transoceanic travel.

The great Pan Am Clippers, the Sikorsky S42's, the M-130's and the B-314's were probably the most romantic planes ever built. The flying boats did not need the expensive concrete runways that were all too few-and-far between in the 1930's.

Just nine years after Lindbergh's transatlantic flight, Trippe had set his sights on the vast Pacific. But not only did Pan Am have to deal with the day's problems of open ocean navigation (no radar, for one), no plane of the day had near the range capability needed. He did notice, however, that Hawaii, Guam, and Manila formed a line of stepping stones to Asia. Further investigation revealed the islands of Midway and Wake breaking up the prohibitive 4,000-mile expanse of ocean between Hawaii and Guam. Still, he needed more plane than was available. Juan Trippe

PAA's pioneering survey flights were made using the Sikorsky S42. Having a range of only 1200 miles, this four-engine flying boat was outfitted with extra fuel tanks to make the journey possible. Passenger service would not begin until Trippe received the first Martin M-130, which had a range of 3,200 miles and seating for 36 passengers. Powered by four Pratt & Whitney Wasp engines, the China Clipper began the first commercial Transpacific flight on November 23, 1935, landing in Honolulu. Five days later it arrived in Manila, via Midway, Wake, and Guam. (Service through to Hong Kong wouldn't be possible till a year later. Pan American used Macao as a western base until terminal landing rights could be acquired from the British, who controlled Hong Kong and were heavily influenced by Pan American's British competitor, Imperial Airways.) Within a year, starting on October 21, 1936, the M-130's were carrying passengers. Inaugurated with great fanfare, the China Clipper is probably the best known and most widely acclaimed aircraft in commercial aviation history.

The era of the glorious clipper ships (named for the swift square-rigged sailing ships of the 1800's) had

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**Note from Robert Willett, author of "An Airline at War".** If you ordered the book, please be advised that Robert is out "on the high seas" until Jan. 3rd, so books ordered directly from him will be shipped shortly thereafter. For more information, go to [www.clipperpioneers.com](http://www.clipperpioneers.com)

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arrived. And on February 23, 1939, the grandest embodiment of the flying boats, the Boeing 314, made its inaugural flight from San Francisco to Hong Kong. The California Clipper had plush seating for 74 (sleeping berths for 36), a separate dining room where passengers were served full-course meals, separate men's and women's bathrooms, a deluxe compartment for VIPs, dressing rooms, and a dedicated lounge.

It was the B-314 Yankee Clipper, christened by Eleanor Roosevelt, that left Baltimore on March 26, 1939 for Europe on a survey flight that paved the way for transatlantic travel on a large scale. So Trippe and Pan began to do over the Atlantic what they had so successfully done in the Pacific. On May 20, 1939, they made the first regularly scheduled mail flight to Europe. A month later, after its return, Pan Am's Dixie Clipper inaugurated the first regular transatlantic passenger service on June 28th. Before long, the B-314 Flying Clippers were to be found at destinations all over the world.

Unfortunately, this glorious era didn't last long. On December 7, 1941 the Pacific became a war zone. The flying boats were converted into troop and cargo transports, serving the Allies well in both campaigns.

But from World War II, was to emerge a different world. After Hirohito's surrender, advancements in avionics made during the war effort rendered the Clippers obsolete. As a part of the war effort, not only were longer range four-engine land planes developed, but the necessarily long runways built in many parts of the world, were now available. By the end of the War, the flying boats were no longer needed. The war shifted the gears of the country, making time a more important consideration than comfort. New technology and simple economics turned the attention to faster and more convenient land-based planes. Progress and prosperity were pulling Americans into a new era. An era powered by jet propulsion.

Pan American's fabulous flying boat era was accomplished with relatively few aircraft?three Sikorsky S-40's, ten S-42's, three Martin M-130's, and twelve Boeing B-314's - 28 aircraft in all. However, the Flying Clippers did, during their time, permanently change the world's concept of time and space. By shaving off weeks and even months of travel time between peoples and nations, they helped to build a seemingly smaller, more cohesive world. By blazing a trail, overcoming new obstacles and daring the odds, they opened up international air travel from the privilege of a few to an ever-increasing general public.

**Be sure to renew your subscription! Check the date on your envelope for the expiration month and year - if your subscription has expired or is close, send your check for renewal today - to Jerry Holmes, Treasurer, 192 Foursome Drive, Sequim, WA 98382**

*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)*

### **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

*...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

**Holland "Dutch" Redfield** of Nassau Point, a former airline training captain, sailing enthusiast and most recently a resident of The Shores at Peconic Landing, passed away Nov. 13. He retired from Pan American World Airways as Atlantic Division chief training captain in 1976, after 33 years totally devoted to pilot training.

**John A. Steele** passed away on Sept. 28, 2008. he would have turned 88 on Dec. 7th. His career included flying for the FAA as an air carrier inspector, for Southern Airlines, then joined Pan Am where he flew 707s and 747s. After retirement, he was hired by Pan Am Academy in Miami to train pilots from all over the world.

**Warner Bobbitt (Dub) Lyle** - Nov. 27, 1920 - Nov. 14, 2008 Dub was born on Nov. 27, 1920, in Wichita Falls, Texas, to James Warner and Winnie (Bobbitt) Lyle. In 1942, Dub began his journey as a commercial aviation pioneer handling the bowlines on Pan Am 314 Seaplanes worldwide.

**Robert (Bob) C. Howard** passed away peacefully at the age of 98 years on November 10 in Bellevue, WA. Bob retired from PAA on September 29, 1970 after 37 years of service.

**Ronald H. Weaver**, of Coral Gables, FL, passed away on Friday, October 10, 2008. He began his lifelong career as a pilot in 1966 with Pan American World Airways, where he achieved the rank of captain. He worked for Pan Am for 25 years until 1991 and continued flying for Delta Airlines, as a captain, until his retirement in 2002.

**John Buren** 77 of Williamsburg and Princeville, Hawaii died Wednesday, November 5, 2008. He flew 25 years for Pan American World Airways and 51/2 years for United Airlines. During his career, he was part of the Internal German Service for Pan American based in Berlin, West Germany.

**For more information about these who have passed, click on "In Memory Of" at [www.clipperpioneers.com](http://www.clipperpioneers.com).**

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

**April 28 – May 2, 2009**

**with these folks who have already signed up!**

Ron and Judy Anderson  
Katherine Angelis  
John & Diane Baczynski  
Peter and Greta  
Bendzlowicz  
Harvey & Jan Benefield  
Heinz and Erika Bittner  
Buck & Carol Clippard  
Ray Conn  
Pat & Dorothea Dwyer  
Don & Lore Funk  
Dave & Sandra Garber  
Roger George

Dottie Gulbranson  
Ann Jervis  
Dick Laumeyer  
Claus and Heide Mahler  
Mike & Sallie Meffert  
Carl Meixsell  
John & Diane Minor  
Gary Noyer  
Q and Jeanie Pierson  
Mr. & Mrs. John Raabe  
Richard Robinette  
Charles & Ellen Rosak  
Mike & Christa Rosak

Tim & Susan Sheehan  
Sid and Elke Siediaczek  
Madeline Smith  
Jean Spitzer  
Bill Stevens  
Thomas Stone  
Phyllis Stone  
Hannelore Thomas  
Jimmie Valentine  
Bernie Wahle  
John & Mitzi Walck  
Gisela Wenzel  
Rich & Mary Ann Yoder

*...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

**Des Fairbairn (Desmond Noble Fairbairn)**, 87, passed away on Nov. 4, 2008. He retired as a 747 Captain, and resumed a writing career that included an aviation column, "Cockpit Comment" for over 5 years. He authored two books. In retirement, he served as President, Vice President and newsletter editor for the Clipper Pioneers. He is survived by his beloved wife of 64 years, Nancy, and several children and grandchildren. We'll miss you, Des.

**Martin Richard Haymond** passed away in November 2008. Martin learned to fly in the Navy, becoming skilled at taking off from and landing on aircraft carriers. He continued to serve his country in the Navy reserves while he went on to have a long career as an airline pilot; more than 30 years with Pan American (until they collapsed), and 10 years with United Airlines. Martin always strived to be faithful to God. He served many ways in the church, from teaching to building and maintenance work.

**Robert Dorflinger Beilman**, 98, died Dec. 1, 2008, at Indian River Medical Center, Vero Beach. He was born in White Mills, Pa., and lived in Vero Beach for six years, coming from Coral Gables. He was a pilot with Pan American Airlines for 26 years.

FEO **Don Sheehan** on November 11, 2008, from a stroke. He was 2 weeks shy of his 80th birthday. He transferred to UAL a number of years ago and retired there.

**Dock R. Lee**, Flight Engineer, died of cancer on November 7, 2008 at age 95. After eight years in the Marine Corps Dock joined Pan Am in 1940. He retired in 1973. His career spanned the B-314 seaplanes into the Boeing 747 era.

**Charlie H. Stewart** passed away at his home in Poway, CA on Sept. 13, 2008, at the age of 83. He joined Pan Am in January, 1956. Being furloughed for four years, he flew as a Captain for JAL and , after being recalled to Pan Am, climbed the seniority list to Captain on the B707 and B747.

**Paul Chorbajian** of Lloyd Neck, NY, passed away July 22, 2008 after a long illness. He was 88.

**For more information about these who have passed, click on "In Memory Of" at [www.clipperpioneers.com](http://www.clipperpioneers.com).**

### 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!

I have some good CDs here.

- 1) PAN AM 1927-1991--THE STORY IN PICTURES--Over 1500 pics and it is well done!
- 2) THE SPEECH GIVEN BY FRANK ABAGNALE to our group a few conventions ago. This is the "Catch Me If You Can" guy, and well worth a look!  
\$10 each, made payable to The Clipper Pioneers.

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

## **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

## 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](mailto:jerry747@copper.net)**