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THE LIMA INAUGURAL FLIGHT *by Captain Roald A. (Ole) Olson*

In June of 1986 PANAM began the first non-stop 747 service from LAX to Santiago, Chile(SCL), and I had the honor of being in command of the first flight. The flight was planned on a direct over-water routing which took us just west of the Galapagos Islands and through one of the few areas of uncontrolled airspace in the world. Progress reports were made via SPEEDBIRD Radio on USB HF and via Eastern Airlines on special HF radio frequencies, since they had quite a large presence on the West Coast of South America and we were utilizing their services in support of our new operations. The flight went smoothly and we arrived on time in Santiago where another crew was waiting to take the continuation of the flight onward to Buenos Aires. We all looked forward to a three day layover, since the plan was to operate the service only twice a week. The spectacular view of the 20,000 foot Andes mountains, from just outside our layover hotel, served to emphasize the novelty aspect of the trip.

After an enjoyable three day layover, we all gathered in the cold wintry night air, in front of our hotel, to wait for our bus to the airport. Our pickup had been delayed by an hour because the crew bringing the plane from Buenos Aires had experienced a brake leak problem and had to take time to cap off one hydraulic brake line before departure.

An hour and a half bus ride got us to the airport at about 11:00 pm and the crew got busy preparing for departure. The PANAM dispatch office in Rio had sent the required paperwork, for our flight, to Eastern's operations office and the flight plan basically retraced our southbound routing.

Eastern's maintenance personnel got busy trying to fashion a new hydraulic brake line to replace the leaky one. The Flight service team was checking the Commissary provisions while the two Flight engineers were doing their pre-flight maintenance checks and getting the required fuel on board. I, and my two co-pilots, worked on checking the flight plan, the dispatch release, and filling out the bug sheet with the takeoff speeds. This last item was critical because our long flight required a heavy fuel load which, added to the 40,000# of frozen fish in the cargo hold, plus the 150 passengers and their baggage, made it a close computation to fit within the restrictions of a relatively short runway with close-in terrain obstructions. However, using special performance charts and special climb procedures, everything worked out okay.

We were about to leave the office, for the plane, when word came that maintenance had run into problems with the leaking hydraulic line. They didn't have the right replacement line and were not able to manufacture one. The next best thing to do would be to install a 'brake tool' on the leaking line. The function of the 'brake tool' is to allow a tiny bit of hydraulic pressure through a capped off brake line, after takeoff, to stop the wheel from spinning. If the wheel was retracted sideways (as is the case on the 747), while spinning at 200 mph, the gyroscopic action would do great damage to the aircraft.

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THE LIMA INAUGURAL FLIGHT ~ *continued from previous page*

Well, we didn't have a 'brake tool' in the ship's fly-away kit, so the last option was to leave the gear extended for 2 minutes after takeoff so the wheel could stop spinning by itself. The drag induced by the extended landing gear would adversely affect 2nd segment climb performance so a large weight penalty was required, to insure terrain clearance during takeoff. The decision was made to offload some fuel, in order to protect payload. This could be done by filing to Acapulco, as an interim destination, with a planned enroute re-dispatch to LAX. Eventually Rio dispatch sent such a flight plan and a new release. The new flight plan routed us on airways over Peru and Ecuador instead of direct toward the Galapagos Islands and LAX. All the mechanical work and the de-fueling, and the paperwork revisions, took quite a lot of time but we finally got airborne at about 3:30 am. I had the 1st Officer make the takeoff and I worked the radios. About two hours after takeoff, and just after entering Peru's airspace, I excused myself and went downstairs for a rest break.

It was a short rest. I had just closed my eyes, it seemed, when I felt, and heard, the power rapidly reduced to idle thrust on all engines. I ran upstairs to see what the hell happened. The 1st said that Lima Control had ordered us to land at Lima because we had no over-fly permit. The idea that he would just comply with such an order, without conferring with me, left me a little stunned but my response was to shove the throttles back up, utter an expletive or two, get the 3rd Officer out of my seat and me into it, and start talking to Lima control while climbing back to cruise altitude.

I asked just what permit was required and since when had it been required. I suggested that a copy of our basic country-to-country bi-lateral agreement could be sent to Eastern's operations office in Lima and they could hand deliver it to Lima Control's office but he still insisted that we had to land. That just sounded silly to me. Lots of thoughts were going through my mind while driving around in circles in the dark night sky. Were there any military aircraft lurking around me? What could I accomplish by landing? What would the authorities do if I did? Or didn't? Who were the authorities in charge? I knew that the Shining Path guerrilla movement had been active in Peru in the past but my knowledge wasn't very current. And I also knew that Peru was in a long running border war with its neighbor to the north, Ecuador, and that was our planned routing. I thought of just ignoring him and heading out to Acapulco as I was using up a lot of fuel and wasting a lot of time. I talked with the Flight Engineer, a former long time Captain who had reverted to the back seat at age sixty, to see if he experienced any comparable situation but he had not. Finally, I talked to Eastern's operations office again and they said paperwork was coming in on the teletype, from PANAM RIO, and, also, that they had fuel available if I did land and wanted it.

Considering the lack of flexibility, on the part of Lima Control, and the length time we had been airborne, plus the time we still had to go to LAX, I decided to go ahead and land, get the required paper, and some fuel, and head for LAX. The Emergency Charts manual had an ILS chart for Lima and the weather was good so I broadcast my intentions in-the-blind, on every HF frequency I could think of, briefed the crew, informed the passengers and landed just before 8:00 am as the Sun was rising over the Andes. Some of the passengers said, later, that they had seen fighter aircraft escorting us in. Maybe so. None of the crew said they saw any.

Maintenance personnel from Eastern were waiting to block us in and immediately offered fuel when we did. I had them pump in 120,000# and, while they were doing that, set off to get my 'permit'. It turned out that there was no permit waiting for me - just a new release and flight plan to LAX. So, now I really didn't know what to do. Through talks with Eastern's people I discovered that they weren't currently operating any flights

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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 in your newsletter. You will be able to access the current list of names, address, phone #s, and email addresses there.

THE LIMA INAUGURAL FLIGHT ~ *continued from previous page*

in Peru because the bi-lateral aviation agreement between Peru and the USA had not been renewed. That probably explained why the young controller had ordered us to land but it gave me no clue as to who could now release us. I asked the 1st Officer to stay in the cockpit and monitor the radios for any possible messages while I put on my uniform coat and hat and went walking around the ramp area to see if I could find someone who was in a position of authority. As I neared the airport boundary fence I noticed two ladies, of perhaps middle age, standing outside the fence and waving to me. My assumption was that they were just curious locals who wanted to meet the Captain of the big blue and white airplane but, having nothing better to do, I stopped to talk. It was good that I did.

The ladies turned out to be former PANAM sales agents and they had received an early morning phone call from their friend in Caracas, Venezuela, who was the PANAM station manager there. He had heard one of my 'blind' broadcasts and asked his friends to drive to the airport in Lima to see if there really was a PANAM 747 there. After they had told me their story, they said they would be willing to drive me into downtown Lima if I wanted to talk to the Federal Aviation Authorities. That seemed to be an idea with some merit so I agreed to give it a try. I was able to contact the US Ambassadors office and arranged for a representative to meet me, at the Peruvian Aviation Ministry, to serve as an interpreter, and help negotiate an expeditious departure, if possible. After making a short announcement to the passengers I put the 1st Officer in charge and, taking the 3rd Officer with me, rode into town in the back of an old VW driven by our new-found benefactors. During the ride, the 3rd Officer asked me what I thought was going to happen. I guessed we would probably get a scolding, be fined \$5,000.00, and be let go. I think our driver overheard my comments.

No one at the Ministry seemed very concerned about me or my problems, even after the arrival of the Ambassadors representative. We were told to be seated at a long green felt covered table in a high ceilinged room and we waited quite a while for our would be inquisitors to arrive. In an hour or so about ten military officers, of various ranks, showed up and the haggling began. Accusations of criminality were apparently being made but not everything was being translated. During a break, later in the day, I wondered aloud, to my 3rd Officer, about the kind of care our passengers might be receiving. Someone must have heard that because suddenly the activity picked up markedly. They had apparently been under the impression that we were just a late night cargo flight. A statement was drawn up in Spanish and English, in which I admitted to an airspace violation. I asked for a couple of changes and then signed the paper, paid a \$5,000.00 fine and we were driven back to the airport by our new ladyfriends.

The passengers cheered our return as if we were heroes. The paperwork had all been completed and the required fuel was already on board so we were able to get airborne pretty quickly. Total ground time in Lima was just under eight hours and the total time on duty, by the time we got to LAX, was about 26 hours so we were quite tired when we finally got to LAX but the passengers seemed reasonably relieved and happy. The 40,000# of fish was probably useful as fertilizer for someone.

Just think of it! If we had had that \$30.00 'brake tool' in the ships fly-away kit, we would have missed the Lima experience!

Captain Roald A. (Ole) Olson
1791 Ramona Drive, Camarillo, CA 93010

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

REMEMBERING DAYLIGHT FLIGHTS DOWN TO RIO

~by Ross Burmaster (66 to 86)

John Marshall's article on "Flying down to RIO" reminded me of a couple times that were slightly different. Mainly, DAY LIGHT flights.

Many pilots used to ask our management and marketing people why do we always have to fly down to South America at night and not during day time flights? The answer was always: "Oh, the South Americans all want to fly at night to save a hotel room"! Sure, they do?

My first incident happen when I was a co-pilot on the L-1011. We had just taken off from JFK on our 201 flight to RIO (GIG) and as we were climbing out of four to five thousand, the FEO announced: "WE have a forward Cargo Door Warning light that just came on"! I was told by the Captain to tell JFK Departure Control that we would need to level off at five thousand and go out and hold some place as we had a door warning light and needed to take care of the problem, before proceeding on our flight plan.

After discussing the problem both with our Cockpit crew members and with a call to PAN OPS, it was decided to return to JFK after we dumped enough fuel to take us below MAX Landing weight. Of course, this was not PAN AM's decision. They wanted us to continue on our flight to RIO as though nothing had happened! Seems the ground handling crew reported that they had seen the "White-Bars" or markings in the cargo door windows and believed the door was latched and locked.

I told the Captain: " That maybe true, but they are not up here in the air plane and I sure don't want that cargo door blowing off some place over the ocean or over the Amazon Jungle and end up in some Native's stew pot!" So, we dumped fuel and returned back to JFK to have the door fixed.

As it turned out they replaced the door sensor and we departed back on our Flight to RIO, but a number of hours later. As I was making a radio report to San Juan Control, we in the cockpit could see the Eastern sky was turning a pink color as Dawn was fast approaching.

Dave Heathcock was the other co-pilot and had relieved the Captain for his rest break and so was sitting in the left seat and was looking out the window and turned to me and said:" Well, we finally are doing it!" Not really understanding what he meant, I answered:" Doing What?" Dave answered:" Flying to RIO during the DAY!!!"

Of course, we did fly all day and finally arrived in RIO around 3 or 4 in the afternoon.

The other incident happened With Capt Jim McQuarrie on a flight from Buenos Aires to Miami.

The L-1011 Center, number two or tail located engine had some sort of "Teflon-Rubber" plugs that filled inspection ports or holes in the exhaust section of the engine. They were used by maintenance so they could insert a bore-scope in to the Hot section or exhaust section of the engine and check the condition of the exhaust fan blades for cracks and warps and such? Naturally, do to Murphy's Law, they did not always replace the plugs back in the inspection holes.

Sort of like when Eastern's maintenance for got to put the rubber"O" rings on the oil sump plugs on one of their L-1011's and the engines all ran out of oil on short final at Miami airport!

Because we at Pan AM almost always used "Reduced Power" for take offs, the Exhaust temperatures in the engine never got hot enough to set off the "Fire Warning" system and so the airplane might fly around for quite a while before it was discovered that the plugs were missing from the inspection holes in the Exhaust section of the number 2 or center engine?

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.

REMEMBERING DAYLIGHT FLIGHTS DOWN TO RIO ~ continued from previous page

Naturally, what would happen and it did numerous times, was when you needed to use "MAX Blast or Max Takeoff" power due to a wet Runway, or maybe short runway and maybe just due to your Take Off weight for that flight; you would get a "Engine Fire Warning" on the number 2 or center engine!?! I'm sure there were a number of Pan Am and maybe other L-1011 cockpit crews had this happen to them?

So, on this night, the MIA based crew was using MAX Power for take off from Buenos Aires on their flight back to MIA. What always happened, was just as you were rotating to get airborne, the number 2 or Center engine "Fire Warning" would go off and all hell would go off in the cockpit!!! Thus, Number 2 engine would be shut down and after going thru the various "Engine Fire" Emergency Check lists, the crew would dump fuel and return back to their departure airport. As, I said, this happened more than once to the L-1011!!!

Since it was early in the AM and probably no one on duty in JFK or MIA Maintenance who would know what probably happened, it took the Buenos Aires maintenance group a while to figure out what was wrong with the Engine? The MIA based crew had cancelled and gone to the Hotel, so Jim and I were called and rerouted to fly from Buenos Aires to Miami! We had been scheduled to fly back to RIO that evening. As it turned out PAN AM had rerouted most of the PAXs on other flights and such, so when we finally departed it was early after noon and was a "NON-REV" Special as we only had about a half full airplane, PAX wise!

It was really a beautiful sight to fly up the Center of South America and see the Andes Mountains on the left side of the Airplane during the day light and looking down on the jungle you could see smoke curing up from some clearing near a grass covered hut and such! Wondering what they were cooking in their stew pot?

The only other part of this flight that was of unusual interest; when we contacted Cuban Control to cross over, they launched two jet fighter interceptors to check us out! Guess they could not figure out why the daily Pan Am flight from Buenos Aires to MIA was flying over at 6 PM, instead of 6 AM? As soon as they saw the "Blue-Ball" on our tail they peeled off and we continued to MIA, Normally!

That was the last time I saw Jim McQuarrie, as he went to 747 training and I went to United with the Pacific Sale!!!

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.

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

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

An Airline At War - by *Robert L. Willett*

This book was inspired by the memory of my cousin, James Sallee Browne, who lived near our family in Winnetka, Illinois in the late 1930s. Jim was one of Winnetka's first WWII casualties, dying in a China National Aviation Corporation crash in the Himalayas in November 1942. Jim was my idol, a mischievous, fun-loving, happy-go-lucky young man who loved to fly. Before the U.S. entered WWII, he flew for the R.A.F. Then he signed up for C.N.A.C. and went to China. He was just twenty-one when he died.

It's a little like my previous books, about lesser-known events of history. But let me have you read the publisher's words – objective, earthy and honest – as they always are:

“For many, the story of the U.S. and China during the years leading up to, and including, World War II is a period shrouded in mystery. *An Airline at War: The Story of Pan Am's China National Aviation Corporation and Its Men*, by Robert L. Willett, sheds light on this extraordinary period through the adventures and exploits of the pilots who shared a rare and heroic bond in the skies above a war-ravaged China. The China National Aviation Corporation was a multi-national and dual-cultural collaboration, which operated for twenty years, between 1929 and 1949. In its lifetime it took the lives of 150 crewmembers, and some 261 passengers, and was a lifeline for China's survival through civil and international wartime. Accessibly written and scrupulously researched, *An Airline at War: The Story of Pan Am's China National Aviation Corporation and Its Men* will enthrall history buffs, academicians, and anyone who just loves a good story.”

Some of you have asked if you might be able to get a copy, and my humble answer is, “of course!” The book so far is only in soft cover, in a handy 6” X 9” size at the cost of \$18.99. You can do it one of two ways: through Amazon.com (after Oct. 1) or from me directly if you want it inscribed or signed. I do add \$3.00 for shipping (sorry). Just drop me a line –

Robert L. Willett,
4423 Sea Gull,
Merritt Island, FL 32953

and let me know how many and how you want them signed or inscribed. Visit our website at www.freewebs.com/rlwillett, still a work-in-progress, but you can use Pay Pal if you use the website Web Store.

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

with these folks who have already signed up!

John & Diane Baczynski
Harvey & Jan Benefield
Ray Conn
Pat & Dorothea Dwyer
Don & Lore Funk
Dave & Sandra Garber
Roger George
Ann Jervis
Dick Laumeyer

Mike & Sallie Meffert
Carl Meixsell
Gary Noyer
Herb & Carol Petty
Q and Jeanie Pearson
Charles & Ellen Rosak
Mike & Christa Rosak
Tim & Susan Sheehan
Madeline Smith

Jean Spitzer
Bill Stevens
Thomas Stone
Phyllis Stone
Hannelore Thomas
Jimmie Valentine
Bernie Wahle

*...and God will lift you up on Eagle's Wings, bear you on the breath of dawn,
make you to shine like the sun and hold you in the palm of His hand.*

IN MEMORIAM

Captain Frederick R. Miller- Pan Am - passed away August 24, 2008 three weeks shy of his 91st birthday in Santa Rosa, CA. He soloed in a Curtiss Junior at Westfield, NJ in 1933 at the age of 16. After attending Penn State and Parks Air College he worked as a flight instructor 1940 - 1943, first in a CPT program at Hadley Field in New Jersey and then flying Stearmans as a civilian instructor at an Army Contract Primary school in Orangeburg, SC. His Pan Am career began in SFO December 1943. His first line assignment was as 5th officer on the Boeing 314. During the War he mostly flew the Consolidated PB2Y-3s from Treasure Island at San Francisco to Brisbane, Australia. Over the years he flew the DC-4, Constellation, Boeing 377, DC7C, and finally the 707. Most of his career was spent in SFO, but he did go to New York to check out as 707 Captain in 1966 and later also flew out of Los Angeles, and finally Seattle where he retired in September 1974. On June 28, 1965 he was the F/O on flight 843 SFO - HNL when at 700 ft. on takeoff the third stage turbine on #4 engine seized resulting in the engine departing the aircraft along with the pylon and all the wing outboard. It made for some spectacular photos from the ground and from the passengers cameras. He, Capt. Chuck Kimes, FE Fitch Robertson, and S/O Max Webb, flew it over to Travis A.F.B.

Mary Jane McDonald, wife of Robert F. McDonald, passed away on June 7, 2008 after a long illness. She is survived by her husband, Rob, and three children: Jimmie, Gary and Kathy.

Miller B. Hays of Kerrville, Texas—airline pilot and world traveler—passed away on January 19, 2008, after a brief illness. 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.

Des Fairbairn passed away on Nov. 4th, 2008. More information about Des in the next newsletter.

AUXILIARY

Edith Cook, wife of Wayne Cook, passed away on Aug. 30, 2008.

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**