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April 2016 - Clipper Pioneers Newsletter

Vol 51-3 Page 1

Turning Finals: Flying Down to Rio

by John A. Marshall

Pan American Airways (the 'World' didn't come until after the war, when the airline really did fly all over the world) -from the beginning had a Latin flavor. Its very first flight was from Key West to Havana, and the early days were marked by exploration and new service to the Caribbean, Central America, and down to the huge southern half of the hemisphere. One of founder Juan Trippe's early moves was the purchase of a fledgling airline called New York, Rio, and Buenos Aires Airlines, (NYRBA) and the inherited routes formed the backbone of the South American route system that would be a mainstay of the company until its very last days.

Early route exploration was done in 1929 with the S-38 Sikorsky seaplane, with Charles Lindbergh at the controls.

The Trippes, Juan and his wife Betty, along with Charles' wife Anne, pioneered the first routes that connected Miami with Cuba and Central America. Later on that year, they explored another air mail route that took them through Puerto Rico as far south as Paramaribo in Dutch Guiana (now Surinam). The fledgling airline inherited a fleet of Consolidated Commodore flying boats from the now defunct NYRBA, and these new planes, along with the venerable S-38, would form the backbone of Pan Am's South American operation until the arrival of the four-engine Sikorsky S-42. The Commodore could cover the journey from Miami to Rio in an astounding five days. It could fly nearly 900 miles without refueling, and carry a load of 32 passengers, plus cargo, a truly staggering achievement! Crossing the equator in a Pan Am Clipper vested one with a rare and unique badge of honor, and properly engraved certificates were solemnly presented to each passenger. When the 'Line' was crossed, the captain pulled back on the yoke and then pushed abruptly forward, performing a swooping, stomach-dropping maneuver that was proof that the flight had

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Please note - we have changed the access to the online newsletters so that you will need a password to access them. We're hoping this will help past members who haven't paid their dues to do so, in order to read the newsletter. This password will also give you access to the membership & phone list. GO TO OUR WEBSITE AT: www.clipperpioneers.com.

Click on the "Members Only" button on the righthand side. The password will be: captain.

Dues are \$20 a year or \$60 for the 3 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

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indeed crossed the Equator and entered the southern hemisphere.

It was about this time that Pan American began the construction of a series of guest houses along the long route to South America in order to provide suitable accommodations for overnighting passengers. These guest houses remained in use until well after the war.

A glance at some of the early timetables tells interesting stories. In July, 1948, just three years after the end of the war, Pan Am advertised daily single plane service between New York and Rio. The flight number was 201, as it would remain until the last day of the airline, and it left every night for Brazil.

In 1948 it was a Douglas DC-4, the unpressurized successor to the C-54, the military workhorse whose fame extended to the Berlin Airlift in the same year. Flight 201 left New York (the airport was LaGuardia then; the international airport at Idlewild, later JFK, would not come into general use until years later) at 23:15, according to the timetable, which was 11:15 PM to the civilian populace. Ten hours later it landed at San Juan, where it spent an hour's layover before departing on the next leg to Port-of-Spain, the capital of Trinidad, touching down three and a half hours later. Here the passengers were offered the facilities of the Pan Am Guest House at Piarco Airport if they wished to break their journey. Here is what the timetable in 1948 had to say about that:

"At Port of Spain, Trinidad, crossroads of air travel, Pan Am provides a charming Guest House for passengers only a short distance from Piarco Airport. Pleasant bedrooms and the bright, cheery CALYPSO Bar...all fully air-conditioned ..make PAA's Guest House an ideal place to break your trip." Never mind the fact that you had just spent the better part of half a day in an unpressurized airliner, subjected to the endless throb of big engines.

I think I certainly would have easily been enticed to break my journey in Trinidad, particularly when enticed by such a blurb in the airline's timetable; that is, unless I was hurrying to meet Ingrid Bergman or Ginger Rogers for an exotic assignation in Rio de Janeiro.

Almost exactly thirty years later, flying a 707 on one of my first trips in command for Pan Am, I was slated for a layover in Port-of-Spain. I looked forward to a restful time at the famous Piarco Guest House. My eager anticipation turned quickly to anxious apprehension as we drove around the perimeter of the decidedly Third World airport on a rutted road that had obviously served better times. We pulled up in front of a non-descript wooden structure that seemed to be rotting from the inside out. Each of us was handed a key to a room that existed somewhere down a dark corridor, a walkway that was open to the elements on the one side, on the other were the numerous doors that opened to stark, barren guest rooms. Squadrons of large unidentified insects buzzed menacingly around the lights that struggled to hold back the gloom.

My room consisted of a single bed with a paper-thin mattress, barely large enough to hold a child, a small table with a lone straight-backed chair, and a single bare light bulb banging by a ratty cord descending from the pock-marked ceiling. The bulb worked hard to reach forty watts. The bathroom doesn't even bear discussion. Suffice it to say that it harbored species of wildlife that I would only expect to encounter in the

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Pan Am Historical Society has a Facebook page. You can view it here:
<https://www.facebook.com/pages/Pan-Am-Historical-Foundation/226994925218>

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National Geographic. I wondered idly if my tetanus shots were up to date. I wish now that I could have seen the alluring paragraph in the 1948 timetable, extolling the virtues of the Piarco Guest House! I will leave the charms of the *"bright, cheery Calypso Bar"* to your imagination.

But, back to 1948. After breaking your journey at the Piarco Guest House, you boarded your ongoing flight at 2:15 PM the following day. This was a daily flight, remember. If you wished, you could have spent two, or even three days exploring the wonders of Port-of-Spain and Piarco. But today, next stop, Belem. If your itinerary perchance included Georgetown, in British Guinea, Paramaribo, in Surinam, or Cayenne, in French Guinea; you could wait for flight 203, but only on Wednesdays and Saturdays, mind you, and in that event you would climb aboard another DC-4 at 2:00 AM and spend the rest of the long night boring through the South American skies to these exotic ports of call. Nonetheless, back to our beloved flight 201. We board in the early afternoon and take off for Belem. It is Brazil's northeastern-most seaport, on the bulge of the continent just north of the mouth of the Amazon, where the continent juts out into the Atlantic. It is eight gut-throbbing hours before we land in Belem; nearly midnight. Never despair, however, because the end is finally in sight. On the ground a scarce sixty minutes, at 11:15 PM, we lift off for the final time. Next stop Rio! We fly through the endless night until finally the sun pushes its way into the windows on the port side of the aircraft. We haven't missed anything; the flight from Belem is over nothing but solid, endless, green; the never-ending Brazilian rain forest. Villages and settlements are mere specks of light in the endless darkness; there is nothing to see. The new capital city of Brazilia is not yet a gleam of an idea in a politician's mind. Finally we start our letdown and right on schedule, at 7:15 a.m., we touch down at Rio's Galeao Airport. What a journey!

Came the jets, and not much has really changed, except the guest houses are left for the really hardy and adventurous, along with the flight crews. The first time I flew flight 201 was in the late '70s, and my chariot was a 707. Departure from Kenney Airport was at 2200, and it was the nightly non-stop to Rio. The airplane was at nearly maximum gross weight for the long flight; it was a common occurrence to "ring the bell" at the noise monitoring site, and we did that night.

The first hours were spent flying south down the familiar airways into the Caribbean - dozens of flights to San Juan and Jamaica and yes, Piarco, had made these airways like old friends. South of Port-of-Spain, however, the airways and place names became decidedly more exotic. Georgetown and Paramaribo passed silently beneath in the darkness, and we crossed the border into Brazil. The immensity of the country struck me when I realized that we were barely halfway - all the rest of the way would be through Brazilian airspace, but it would consume mere hours, instead of the days just a few years before.

A three-quarter moon had risen over my left shoulder, providing just enough illumination to enable me to pick out rivers below. I craned my neck to peer forward into the night, searching for the mighty Amazon, which we would cross just east of Santarem. Suddenly there it was, stretched out before us in the moonlight, that most immense of rivers. As we lined it up with the moon, I could see far to east, where it opened up to a vast oceanic estuary, a hundred miles across at its mouth. In a moment we would cross the equator, and I felt myself anxiously waiting for the bump. In later years I always thought it would be an amusing exercise to have someone flush the lav just as we crossed the Line, and see if the swirl stopped going clockwise and began rotating in the other direction. (Or is it the other way around?)

TO BE CONTINUED NEXT ISSUE

SHARE YOUR STORIES WITH US! Email to Jerry Holmes at jerry@clipperpioneers.com

A Note About the Cruise *from Stu Archer*

I wanted to get a note off to everyone going on the Alaskan Cruise with us, it will be a really nice cruise.

This will be only the second cruise to Alaska this year by Royal Caribbean.

There are still a few cabins available, so if you have any friends that may be interested, please let us know and call me [305-238-0911](tel:305-238-0911) or Carmen [786-252-7838](tel:786-252-7838) right away.

Bring a few warm clothes, I just add layers if it's a little cool. I will start making name tags, so drop me an e-mail with your preferred first names.

Also I will try to get us tables close together for our main dining. Let me know those you would like to dine with and I'll do my best to get you together.

For flights to Seattle, if you are still looking, after I know what flights I would like, I contact Air and Sea associated with Royal Caribbean at [800-533-7803](tel:800-533-7803). They do very well with International flights and so so with domestic. There are a number of websites to check, Cheaptickets.com, priceline.com, kayak.com, airfares.com and many more you can check.

With Air and Sea and if you get insurance with Carmen on Royal Caribbean, your flight is covered to the best of my knowledge. Carmen and I will be sending more information to you before we head to Seattle, any questions, let me know. ~Stu

Pan Am Reunion planned at Foynes Museum in 2016

Pan Am Captain Don Cooper (coop@maxthrust.net) and Margaret O'Shaughnessy (margaret@flyingboatmuseum.com) have been working together on plans for a Pan Am reunion at the Foynes Museum this year. Details are not available yet, but bus tours around Ireland are planned. Contact John Madden (jmadden@asktravelworld.com) about tours.

Do you have an upcoming event that would be of interest to the other members? Please forward the information to sue@clipperpioneers.com.

Keep the stories coming...

Pan Am was the airline that practically invented aviation. It pioneered air navigation and communications, and its list of "firsts" in the industry is awe-inspiring. Known as the "Queen of the Skies," it was the benchmark by which all other airlines were judged. ~*Helen Davey*. You are a part of this wonderful "family". Are there memories you've written down that you'd like to share with us in this newsletter? Have you come across an interesting article that you'd like to share with us? Send that along, so others can enjoy! We'd love to hear from you! Please send them to Jerry or Sue by email to: sue@clipperpioneers.com.

***Please update your email address and phone number if it's been changed!
Email or write to Jerry Holmes - 192 Foursome Drive, Sequim, WA 98382
or email to: jerryholmes747@gmail.com***

Having trouble viewing the membership list online? When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

PAN AM REUNION CRUISE EXPLORER OF THE SEAS MAY 27,2016

Dear Pan Amer's:

I was delighted with all your gracious letters of thanks in your last Transatlantic reunion cruise. It was a great success and now we call attention to our next 2016 reunion cruise which will be Alaska.

Alaska: Now bigger than ever. **Explorer of the Seas®** takes on the Last Frontier, as the biggest, most innovative ship to ever cruise Alaska. Enjoy views from every room, thanks to new Virtual Balconies that bring real-time outdoor sight to interior staterooms. No journey stays with you, mind and soul, like an expedition through Alaska. From the blue ice of massive glacial fields to the stunning grandeur of the scenery and wildlife, everything big, bold and breathtaking. The ship is beautiful and packed with all the action of Royal Caribbean's Signature innovations—with plenty of time for relaxation, fine dining, and beautiful ocean views. Not to mention experiencing the awe and wonder of being up close to the fascinating glaciers in Alaska. Cruise to the Hubbard Glacier, as well as Tracy Arm Fjord, where the twin Sawyer Glaciers can be seen. Look out for harbor seals, wolves, bears and other wildlife that inhabit this glacial wonderland.

We take this opportunity to invite you, your family and friends to join us on this fabulous Pan Am cruise. The ship sails roundtrip Seattle making transportation easy to get to and return home. Great rates are being offered so everyone may choose the best cabin for your budget.

Itinerary –		Departs	Arrives	
Fri 27 May 2016	Seattle, Washington	-	4:00 PM	Boarding
Sat 28 May 2016	Cruising	-	-	Cruising
Sun 29 May 2016	Alaska Inside Passage	-	-	Cruising
Sun 29 May 2016	Juneau, Alaska	12:00 PM	9:00 PM	Docked
Mon 30 May 2016	Skagway, Alaska	7:00 AM	8:30 PM	Docked
Tue 31 May 2016	Tracy Arm Fjord, Alaska	7:00 AM	12:00 PM	Cruising
Wed 01 Jun 2016	Cruising	-	-	Cruising
Thu 02 Jun 2016	Victoria, British Columbia	9:00 AM	6:00 PM	Docked
Fri 03 Jun 2016	Seattle, Washington	6:00 AM	-	Arrival

Prices:

Inside Cabins from \$599. / Outside Cabins \$1059. request Balcony from \$1389.

Rates - per person, double occupancy (singles pay 200%) and based availability at time of booking. Port charges, taxes and fees are additional at \$412.91 per person. Deposit is \$250. per person (credit card or check). Book Early and lock in your price. Once our allotment is sold, cabins will be at prevailing rates. More information with your invoice. **This invitation is open to all Pan Am, their family and friends.** To reserve or for information please call Interline Travels ASAP or you may miss out on these prices. It's going to be a good one – DON'T MISS OUT !!

Carmen Jaquet, Pan Am Cruise Coordinator INTERLINE TRAVELS
1-888-592-7245 / cell 786-252-7838 interlinetravels@yahoo.com .

Stu Archer, former Pan Am pilot & cruise consultant
305-238-0911 (stujune@aol.com)
 INTERLINE TRAVELS, 456 MERLIN CT. , TALLAHASSEE, FL 32301

*...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

Douglas Leisenring Crowl, 81, of Danville, PA, formerly of Deep River, Connecticut, passed away Tuesday morning, December 8, 2015 at his residence. He was born December 1, 1934 in Danville, PA, the son of the late Sylvester and Charlotte (Leisenring) Crowl. Douglas is survived by his loving wife of 58 years, Janet (Dancey) Crowl whom he married February 2, 1957. Douglas graduated from Ralpho Township High School in 1952 and attended Penn State University. He served his country with the U.S. Air Force as a navigator and pilot rising to the rank of Lieutenant Colonel. Douglas was later employed by Pan American Airways and traveled the world. He was active in church and civic activities throughout his life, serving on the Valley Regional School Board and Board of Finance in Connecticut.

John Budd passed away peacefully on Wednesday Jan 20, 2016 in San Andreas at the age of 91. He will be remembered for his love and appreciation of his extended family, his keen intellect, and his strong moral values. At 17, John joined the Navy and supported American WWII efforts by repairing both Naval aircraft and Clipper Flying Boats at Alameda Naval Station in conjunction with his employment with Pan Am. Following the war he continued his employment with Pan Am and studied at Hofstra University, eventually earning a seat in the cockpit as a Flight Engineer. After stints in New York, Seattle and Hong Kong, he eventually landed in Belmont, where he and Barbara raised their family.

Roland Siegmund Noack, born April 15, 1929, a resident of Oakdale, CA, passed away on January 21, 2016. Originally from Neustadt, Saxony in Germany, Roland moved to the United States in 1952. Roland reunited with his father's family in Chicago, IL. Roland then enlisted in the United States Air Force and began his career as a pilot. For many years he worked for Pan American Airlines, based out of San Francisco, where he worked until retirement. His favorite places to travel included Hong Kong and Manila.

Captain Michael P. Foster passed away on Jan 31, 2016. He was born Jan 10, 1937 in Seattle, Wash. He began his flying career with Hugh's Air West. He was hired by Pan Am and flew out of Los Angeles and New York before transferring to IGS in Berlin, Germany. He is survived by his daughter, Heidi Foster of Los Gatos, Ca., his son, Aaron Foster of Multiteo, Wash. and his brother, Steven Foster of Olympia, Wash.

For more information about each of these friends who will be missed, click on "In Memory Of..." at our website: www.clipperpioneers.com. Know of someone from Pan Am who has passed? Email the obit to Jerry Holmes at jerryholmes747@gmail.com

Roster Included in the Newsletter for next few months

Over the next several months, we will be including pages for the Roster in this newsletter.

Please save the pages, and set them up in a notebook for your easy reference.

Of course, a fresh Roster is available each month online at www.clipperpioneers.com/members-only-section/ (Password Protected).

**REMINDER: CLIPPER PIONEERS NEWSLETTER'S
LAST PRINT EDITION WILL BE DEC. 2018**

CLIPPER PIONEERS ROSTER

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COMPTON	HARRY	G	7245 BRINKLEY ST	NAVARRE	FL	32566	(850) 939-0052	hgcuicpaa@msn.com
CONDIT	EDWARD	A	14106 ARGONAUT TRAIL	REDDING	CA	96003-9187	(530) 275-2289	EACondit@aol.com
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CUTTING	CHARLES	D	1273 PEGGY AVE APT B	CAMPBELL	CA	95008-6325	(408) 379-5061	panamchuck@aol.com
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DALE	LYNN		2321 ROCKLEDGE DR	ROCKLEDGE	FL		(321) 639-3980	DaleDonLynn@earthlink.net
DALTON	JOSEPH	W	10791 CUMMINGS LN	MENDOCINO	CA	95460	(925) 372-4038	joenandria@earthlink.net
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DANIEL	JOHN		2933 PEBLE BEACH CIR	FAIRFIELD	CA	94534	(707) 425-8784	JCD4633@PRODIGY.NET
DATER	MICHAEL	R	29 PICKERING ST	PORTSMOUTH	NH	03801-4627	(603) 436-0680	oyvey123@comcast.net
DAVIS	MARK	K	14 CAISSON CROSSING	SAVANNAH	GA	31411		davismands@aol.com
DAVIS	WADE	L	5440 NE 1ST LANE	OCALA	FL	34470-3419	(352) 622-6915	WLDVIN@HOTMAIL.COM
DEAN	BRUCE	W	12 SEQUAMS LANE W	WEST ISLIP	NY	11795-4525	(631) 587-9194	bgdean@earthlink.net
DEICHL	ROBERT		12295 EMIG DR	LEENWORTH	WA	98826-9181	15095486352	5095486352
DEICHL	BRUCE		30 MILITO WAY	BASKING RIDGE	NJ	7920	(908) 251-4252	bdiechl@taxtransfer.com
DELIA	MARIAN	W	7 MONEY POINT RD	MYSTIC	CT	6355	(860) 536-3933	
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DENSON	NIMROD		113 NURMI DRIVE	FT. LAUDERDALE	FL	33301		
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DIMMITT	LEE		1310 LINDAHL CT	SAN JOSE	CA	95120-3936	(408) 268-2232	LDIMMITT@aol.com
DION	G	A	484 WOODLEY PL	SANTA ROSA	CA	95409	(707) 537-7194	dionyses@att.net
DODD	JAMES		6860 SW 136TH ST	MIAMI	FL	33156-6969	(786) 278-3585	
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CLIPPER PIONEERS ROSTER

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DOE	BIRGITTA		3717 PLANTATION BLVD	LEESBURG	FL	34748		
DORSEY	ROBERT	M	60 TORSEY SHORES RD	READFIELD	ME	4355	(850) 623-1213	Rdorsey777@GMAIL.com
DOSS	WILLIAM	W	4909 MOONSHADOW CT	ROCKLIN	CA	95677	(916) 772-2222	wdoss@surewest.net
DOUGLAS	OSCAR	A	320 FOREST LANE	HUNTSVILLE	TX	77340-8923	(936) 291-2964	
DOWALO	GERTRUDE		31 SHERWOOD RD	ENGLISHTOWN	NJ	07726-1837	(732) 536-2234	
DROZD	ROBERT	H	1 POND HILL RD	CONVENT STATION	NJ	07960-4616	(973) 605-8759	rdrozd@erols.com
DUNBAR	PETER		65 CRICKET KNOLL LN	CARMEL	IN	46033-1975	(317) 848-7981	pbdunbar@sbcglobal.net
DUNCAN	IAN	J	199 WICOMICO DR	HEATHSVILLE	VA	22473	(804) 580-6698	gfduncan@cox.net
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EISINGER	JOHN	L	8803 BURNING TREE RD	PENSACOLA	FL	32514-5606	(850) 477-5869	johnseisinger@bellsouth.net
ELLIS	ROBERT	C	3553 GORDON DR	NAPLES	FL	34102-7909	(941) 263-2050	rcellis@naples.net
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ERKES	WILLIAM	J	202 ELWYN AV	CLANTON	AL	35045-	(205) 755-9317	pegbill@hiwaay.net
ERLEWINE	KEITH	R	1830 MAPLE GLEN RD	SACRAMENTO	CA	95864	(916) 481-4291	keith.erlewine@gmail.com
ETHERSON	DIANE		1811 VISCAYA PKWY	CAPE CORAL	FL	33990	(239) 464-4349	dadetherson@yahoo.com
FAGERLAND	DAVID	D	6000 93rd AVE SE	MERCER ISLAND	WA	98040-5044	(206) 232-6459	dave-f@comcast.net
FALLETTA	VINCENT	J	P O BOX 291507	DAVIE	FL	33329-1507	(954) 434-1878	
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FISCHER	HERB		3907 DUBLIN RD	PARKER	TX	75002-6525	(972) 424-7021	hjfischer1@gmail.com
FISHER	LEONARD	F	939 COAST BLVD #17-B	LA JOLLA	CA	92037	(858) 459-7391	lenfisher1@gmail.com
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