



PRESIDENT

JOHN MINOR
11 Sandpiper Strand
Coronado, CA 92118-3

VICE PRESIDENT

ED PERRY
3668 Paseo Vista Famosa
Rancho Santa Fe, CA 92091-4092

SECRETARY

JOE MOORE
11588 Via Rancho San Diego
Rancho San Diego, CA 92019

TREASURER

JERRY HOLMES
192 Foursome Drive
Sequim, WA 98382

RESULTS OF THE LOCKERBIE LAWSUIT

We have heard the results of the lawsuit against the Libyan government over the Lockerbie crash have been finalized with a substantial payment from Libya to the parties involved. It seemed to appear that, in addition to those aboard the aircraft, all Pan Am employees who were on the company payroll at the time of the crash would share in the distribution, which is evidently under the control of:

Pan Am Liquidation Trust, c/o Wells Fargo Bank, N.A., P.O. Box 2370, Minneapolis, MN 554020370.

“My understanding is that the settlement is divided among all those who had claims on Pan Am, including the families of those who lost a member in the Lockerbie flight. The employees who were working for Pan Am at the end were not paid their last wages which made them creditors for any monies recovered. There were also vendors and sub-contractors who were not paid at the end so they would be creditors. The rest of us would have had to file a lawsuit if we felt in some way that Pan Am owed us money. Just because one worked for Pan Am at the time of the Lockerbie tragedy does not make one eligible for a claim. At least that is my understanding.”

IF YOU THINK YOU MAY HAVE A CLAIM YOU SHOULD CONTACT:-

Pan Am Liquidation Trust, c/o Wells Fargo Bank, N.A., P.O. Box 2370, Minneapolis, MN 554020370 before November 30.

TREASURER'S NOTES

Not much this month - get your reservations made for the cruise/convention next June first out of Baltimore. Check the website - www.clipperpioneers.com - for updates to the other people that have signed up. For a current list, see the back of this newsletter.

Speaking of the website, if you have anything that you would like put on it, send it to me and it will be put there for as long as you want it...especially PAA events of any kind - like luncheons, get togethers etc.

~Jerry

LETTER FROM A FARM KID IN THE MARINE TRAINING CORPS

Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before maybe all of the places are filled. I was restless at first because you got to stay in bed till nearly 6 A.M. but am getting so I like to sleep late. Tell Walt and Elmer all you do before breakfast is smooth your cot and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. Men got to shave but it is not so bad, there's warm water.

Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc. but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food. But tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food plus yours holds you till noon, when you get fed again. It's no wonder these city boys can't walk much.

We go on "route marches", which the Platoon Sergeant says are long walks to harden us. If he think so, it's not my place to tell him different. A "route march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks. The country is nice, but awful flat. The Sergeant is like a schoolteacher. He nags some. The Captain is like the school board. Majors and Colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bull's-eye is near as big as a chipmunk's head and don't move. And it ain't shooting at you like the Higget boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over to Silver Lake. He joined up the same time as me. But I'm only 5'6" and 130 pounds and he's 6'8" and weighs near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this set-up and come stampeding in.

Your loving daughter, Gail

A person checks into a hotel for the first time in his life and goes up to his room. Five minutes later he calls the desk and says, You've given me a room with no exit. How do I leave?

The desk clerk says, "That's absurd. Have you looked for the door?"

The person says, "Well, there's one door that leads to the bathroom. There's a second door that goes into the closet. And there's a door I haven't tried, but it has a "Do Not Disturb" sign on it."

CENTRAL AMERICA

Navigation in Central America called for some interesting innovations. Mexico City had the only precision approach system. Pan Am and some of the nations had installed omni-directional signal beacons at airports which we could use to follow to or from the station and descend on for instrument approaches. However, summer thunderstorms often generated far greater power than our beacons, causing our instrument needles to point at the storms rather than at the beacons. For several airports, we worked out using powerful local broadcasting stations since they produced stronger signals than anything else nearby although their use was not approved for that purpose.

We could sneak into San Jose, Costa Rica, this way, coming in from the Pacific coast at Punta Arenas and following the meandering track we had marked on our maps to the airport.

Medellin, Columbia, though it is not in Central America, was the southernmost destination on our Central American missions. The route from Panama to Medellin crossed Turbo, Colombia, the area of the world's heaviest rainfall, then to the headwaters of the San Jorge River and south through rugged canyons below the ridges to Medellin. With an overcast below the ridges, we did our zigzag navigation through these canyons until we came to Antioquia, (we called it Annie Oakley) a small redroofed town on a river that ran left to right in a canyon across our course. Just beyond Annie Oakley a canyon wall rose in front of us to a plateau. We would spiral up to the overcast until we could see a huge dead tree. Once we saw it, we knew we were looking all the way across and could squeeze between the overcast and the plateau. After passing the dead tree, we could drop down into the valley to Medellin. If the clouds covered the plateau, we made a 30 degree climbing spiral into the overcast, then headed for our Medellin beacon or favorite broadcast station, to make a descending racetrack descent to the airport.

The entire area was blessed with Mayan and Aztec temple ruins. We could please our passengers and benefit the airline by circling the pyramids of Chichen Itza, Uxmal, Tikal, Tulum and others. Indian names given to towns and natural resources in those areas were rhythmic and slipped off the tongue with ease: Chichicostanango, Quetzaltenango, Tulencingo, Quintana Roo, Chilpancingo and Thuantepec. (*ed. note: with ease??*)

In approaching Tegulcigalpa, Honduras, from the south, we could find the proper valley when we saw two small peaks on its southern ridge. The runway there was short with the terminal directly at one end of the single runway and a 1500 foot crevasse at the other. Under certain cloud conditions, we had an approach from San Salvador that startled First Officers who had not yet experienced it. We would climb up along rising ground on the downwind leg then, while climbing, call for gear down and add power. Then, still following the rising terrain, we'd add more power and drop a little flap while continuing to climb to the final approach, then suddenly see the runway, add flap and land short – since the runway was humped. If we landed too far down the runway, we'd be going hell-bent downhill for the terminal. Strangely, the cloud ceiling climbed with us on this approach. It was an odd characteristic of the area. The new co-pilots thought so too. (*ed. note: and so do !!*)

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CENTRAL AMERICA *(cont.)*

One night in Panama, a very embarrassed assistant chief pilot, training, landed on the wrong side of the canal; not at the wrong end, the wrong airport. In another incident, one of our pilots experienced an engine failure while taking off in Panama flying a C-46. He dropped down out of sight of the tower controller, so the controller reported the plane had crashed. Meanwhile the pilot was busily zigzagging and dodging the highest terrain, unable to climb on one engine with the newly approved 48,000 pound max load.

Personally, having flown Pan Am 's C-46 cargo planes for 3 ½ years, I liked the big fat bird. 45,000 pounds was the gross weight they had been built for but, by some sleight of hand, our operations department had gotten the FAA to approve 48,000 pounds. The loss of an engine at a takeoff weight of 48,000 pounds meant a pilot had to do a lot of things in a hurry to fly on the hairy edge with the remaining engine.

~WILLIAM NASH

BOMBS AWAY

During World War II there was an undeclared mock war carried on between the fighter and bomber squadrons scattered over the English countryside. A pilot from a fighter squadron made a run on a rival airfield flying a vintage biplane trainer. His bomb load consisted of a well-field sack of manure.

The next day a reprisal raid was launched by the bomber group, and their representative flew an antiquated trainer. Everyone scattered — anticipating a reprisal in kind; but instead a typewritten note leafed its way to the ground. The note read:

“We regret to inform you your commanding officer fell to his death on our airfield yesterday while carrying out a bombing mission. We share your grief and await the arrival of a representative to claim the body.”

CLIPPER PIONEER-SPONSORED CRUISE

The Clipper Pioneers are sponsoring a Cruise 1 June 2007 from Baltimore thru New England to Halifax and return - and the entire PanAm family is invited. The Cruise is on Royal Caribbean Cruise Line. The price will be unbeatable and guaranteed for a limited time. Deposits will be required to lock in the price.

Interline Travel, Inc., phone 305-598-0363 or 1-888-592-7245, E-mail: Info@InterlineGroups.com will be the agent, Carmen Jacquet and staff will handle reservations. No one else will have this pricing. It's a PanAm special. As soon as I receive the cabin costs, I will send it out. I need the e-mail address for the key members of World Wings and other PanAm groups so I can properly pass the information as you wish. How to best pass the information to the entire PanAm family in a timely fashion is what I'm trying to accomplish. I will only provide Carmen at Interline Travels with the e-mail or address that you approve of. For those without e-mail address we would certainly like them to also receive the invite. Please provide me with the appropriate way to accomplish this. Thanks,

~Stu Archer, Coordinator (305-238-0911)

DEDICATED TO ALL THOSE WHO FLEW BEHIND ROUND ENGINES

We gotta get rid of those turbines, they're ruining aviation and our hearing...A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start. Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it.

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder. Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting. When you have started his round engine successfully your Crew Chief looks up at you like he'd just let you kiss his daughter and was happy for you both!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind!

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

Pass this on to an old WWII guy (or his son, or anyone who flew them, ever) in remembrance of that "Greatest Generation".

~BOB CROUSE

ANOTHER PERSON CHECKS INTO A HOTEL (but not for the first time)

A traveler pulls into a hotel about midnight and asks the clerk for a single room. As the clerk fills out the paperwork, the man looks around and sees a gorgeous blonde sitting in the lobby. He tells the clerk to wait while he disappears into the lobby. After a minute he comes back with the girl on his arm.

"Fancy meeting my wife here," he says to the clerk. "Guess I'll need a double room for the night."

Next morning, he comes to settle his bill and finds the amount to be over \$3000. "What's the meaning of this?" he yells at the clerk, "I've only been here one night,"

"Yes," says the clerk, "but your wife has been here for three weeks."

IN MEMORIAM

*...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.*

Julian Young passed away on July 19. He served as First Sergeant of the 417th Inf. Medical Detachment during WWII followed by 31 years of Pan Am Flight Crew. He was predeceased by his wife, Gladys, and by numerous grandchildren and great grandchildren.

George Banton, 91, Port St. Lucie, FL died on August 10, this year. He inspired confidence and did a lot to hold the Pan Am group together. He will be missed. Internment at Port St. Lucie.

Leon Portlock Wilson died Friday Aug. 25, 2006, surrounded by his family. After his 1938 graduation from the Georgia Institute of Technology, Portlock entered the Army Air Corps. Pan American Airways hired him in 1941. After 36 happy years flying the world for Pan Am, he retired in 1977 and moved to Cary with his family to enjoy his love of golf.

John C. O'Connor, passed away at age 93. The news of this very senior Pan Amer was transmitted to us by Steve Holt with no further information. Jack O'Connor was truly one of the original Clipper Pioneers.

Of interest to those without travel benefits: Dan Blyth runs the website (www.Airlineretirees.com) with an e-mail address of Airlineretirees@hotmail.com and phone 1-800-266-6738 that provides travel benefits for airline folks like PanAm.

The Conch Shell is trumpeting to all Pan Amers to attend the Christmas Gala Celebration in Honolulu!

Are you going to Hawaii? If so, consider attending one or both of these events!

Alohaaa to all Pan Amers, .

Hawaii is known as a group of beautiful tropical islands in the mid-Pacific discovered by Captain James Cook in 1778. Prior to 1935, the Hawaiian Islands were normally accessible by sailing vessels or coal fired steamships. On November 22, 1935, Pan American Airways inaugurated the first commercial air service across the Pacific connecting the U.S. mainland with Asia via Hawaii using 3 Martin-130s clippers; The Hawaiian Clipper, Philippine Clipper and the legendary China Clipper. On the shortest and last leg, Manila to Hong Kong, a Sikorsky S-42 clippership would be used to complete the link-up of the two continents. This was a six day, island hoping journey each way.

Five months prior to this historic event, on July 3rd, a radio program called "Hawaii Calls" made its

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debut. Webley Edwards created and hosted the program and successfully showcased local artists and traditional Hawaiian music. The show was always opened by a trumpet call from a conch shell. The show was a hit from it's beginning and was broadcast live to the mainland every Saturday from beneath the mighty Banyan trees in the Moana Hotel's lanai on Waikiki beach . In its heyday, the show was heard on over 600 radio stations in North America and scores of other radio stations in Australia, New Zealand, Mexico, South America, Africa and on "Armed Forces Radio" throughout the world. The radio program lasted more than thirty years and made it's final broadcast in the sixties. These two historic events caught the world's attention in 1935 and made it banner year for Hawaii.

Again, the conch shell is trumpeting an Aloha to all Pan American people to come join Hawaii's own "Pan Am Association Aloha Chapter" (a combined organization of Pan Am employees & World Wings) in their annual Christmas Gala (Ho'olaule'a) celebration. It will be held in Honolulu at the Hale Koa Hotel in Waikiki on December 3, 2006 at 5:30. Dinner is \$35 per person, with a no-host bar. It is a military facility, so a list of attendees must be given in advance. If you plan to be in Honolulu in early December, they would be delighted to show their aloha with you. For information, contact Diane VanderZanden at dvzanden@hawaii.rr.com or Carol Weiss-Suyderhoud at carolws@hawaii.rr.com.

Additional details:

* Hale Koa Hotel is a military hotel on the grounds of Fort Derussy. All attendees names are required at least one week in advance of gala. Photo ID required for entry into event.

*Parking is available across the street from hotel in the Fort Derussy parking lot and will cost \$2 with validation from hotel.

* Handicapped quest can be dropped off at the lobby. The driver will enter through the security gate and will need their name on a special entry list. Please let Carol know if you will be dropping someone off when you make your reservation.

Reservation Form -- Annual Gala 2006

Attendee Name & Dept. - \$35 per person: _____

Guest Name (\$35 per guest) _____

Total amount enclosed _____ \$ _____

If handicapped drop off required. Name of driver:

Make Check Payable to: PAA.

Send to: Carol Suyderhound, 7503 Maka'a Street, Honolulu, HI 96825-3127.

"Hawaii Calls" website: <http://www.hularecords.com/radio/>

Additional Events: June 30th 2007

Another Honolulu event is the annual Un_ted Party (location and details to be announced later) held on June 30, 2007. This is an event put on by the Pan Am/United flight attendants. Thanks to having a kumu hula (Hula master) among their number, many have taken hula lessons and are anxious to showcase their artistry of hula dancing. In United's early days of flying to the islands, they recruited some of the male flight attendants from the Waikiki hotel entertainment shows. The Un_ted party combines these ukulele players, singers and hula hula members for a great Hawaiian entertainment experience. For information on this event, contact Inger Hojfelt at IngerHoj@aol.com.

Get yourself an aloha shirt or a mu'u mu'u and come enjoy the blue skies, the balmy trade winds, delightful evenings watching the sunsets over the Pacific and the moon rise above the sea. Mark your calendars and make travel plans for December 3, 2006 or for June 30, 2007, to attend these annual events.

Here are the folks who have already signed up for the Clipper Pioneer June 2007 Cruise:

1	Warnock, Harry/ Elizabeth	Atlantic Beach, FL	35	Robinette, Richard/Ingrid	
2	Schuetzler, Marianne/ Luedtke, Monika	Flagler Beach, FL	36	Hatch, Thomas/Janice	Severna Park, Md
3	Frederic, Geroge/Barbara	Incline Village, NV	37	Caron, Roger/ Joan	Miami, FL
4	Grimshaw, John/Logan, Stewart	Ocala, FL	38	Livers, James/ Mary	Sun City West, AZ
5	Meyers, Sherwood/Lillian	Deland, FL	39	Omohundro, Jack / Jane	
6	Powell, George/Mary N.	Hutchison Island, FL	40	Steen, Daniel/ Louise	Conroe, TX
7	Van Heisermann, Marion/Lambooy, Albertine	- S. Salem, NY	41	Minor, John/Gulbransen, Dorothy	Coronado, CA
8	Smith, Madeline/ Rex, Patricia	Newton, Mass	42	Clippard, Oscar/Carol	Tucson, AZ
9	Archer, Stuart/Vera	Miami, FL	43	Eisinger, John/Myrl	Pensacola, FL
10	Vale, Alan/ Joan	Danbury ,CT	44	Dwyer, Patrick/Dorothea	Boca Raton, FL
11	Benefield, William/Janet	Miami, FL	45	Kawamoto, David/Sonja	San Jose, CA
12	Spencer, Charles/Joanne	Brookfield, CT	46	Schott, Carl/Christine	Coronado, CA
13	Holmes, Jerry/Louise	Sequim, WA	47	Banning, Minnie/McGowan, Janine	Boca Raton, FL
14	Kline, William/Valerie	Elkton, FL	48	Merone, Albert/Diane	Bronxville, NY
15	Jung, Dean/Sandra	Reno, NV	49	Yoder, Richard/Mary Ann	Lady Lake, FL
16	Arnholt, Robert/Kenna, Emily	Miami, FL	50	Mead, Richard/Solveig	Royal Palm Beach, FL
17	Kaiser, John/Ursula	Flagler Beach, FL	51	Mead, Clarence/Doris	Sunnyvale, CA
18	Stevens, William/Vivienne	Danbury ,CT	52	Smith William/Shirley	Cheshire, CT
19	McLean, Hudnalle/Mittie	Danbury ,CT	53	Reeve, Pamela/ Maureen	Lincoln, CA
20	Lang, Elsie	Kilmarnock, VA	54	Atkinson, William/ Barbara	Northport, NY
21	Schwab, Charles/ Mary	Levettsville, VA	55	McCann, Thomas/ Cindi, Jacob	Atlanta, GA
22	Bull, Frank/Elizabeth	Atlanta, GA	56	McCann, Thomas/ Kimberly	Atlanta, GA
23	Shuman, Jimmy/ Frances	Greensboro, GA	57	McCann, John/ TBA	Atlanta, GA
24	Benham, Henry/ Mary Ann	Madison , CT	58	Christensen, Douglas/ Judith	Campbellsport, WI
25	Alberts, George/ Jutta	Columbia, MD	59	Milow, Arthur/ Bette	Temple, TX
26	Kelso, James/ Tori	Surprise, AZ	60	Altomari, Carole/ Barbara	Sharfstein San Francisco, CA
27	Omura, Lawrence/ Maria	Connelly, NY	61	Meffert, Michael / Sallie	Bridgewater, VA
28	Wahle, Bernadette/Jervis, Ann	Menlo Park, Ca	62	Hudspeth, Claude / Viirginia	San Angelo, TX
29	Conti, Regis/Laurentia, Patricia	Fresco, TX	63	Funk, Donald / Hannelore	Evergreen, CO
30	Cooper, Donald/Betty	Port Ludlow, WA	64	Mitchell, Lona / Pomeroy, Benjamin	San Francisco, CA
31	McGrory, Robert/Carolyn	Flourtown, PA	65	McKillop, William / Virginia	Lady Lake, FL
32	Knief, Herman/Jacqueline	Etowah, NC	66	Dean, Bruce/ Gail	West Islip, NY
33	Cassidy, Gerald/DaSilva Cynthia	Miami, FL	67	Jordan, William / Cooper, Susannah	Novato, CA
34	Dale, Donald/Lynn	Rockledge, FL			

Don't forget to check out our new website at: www.clipperpioneers.com