

INTERVIEW WITH MADELEINE CUNIFF - 30TH JANUARY 1990

Side A.

A: ... (UNINTELLIGIBLE TO 009) ... I don't what condition my uniform was in, the other one, the one I want to go to the Smithsonian, the second one. We'll see what happens, but I cannot tell you how exciting life has been. I wouldn't change one bit of it. Of course there's been bad and good. But at the university of Alabama, I kept thinking about Emilia Erhart and how wonderful she was, and I kept reading about her and reading about her, and I had a professor who was quite outstanding. He wrote a lot of books on South America and Bermuda and he inspired me also to want to fly. And so I came to New York, and my sister had already started. She was a real pioneer with American, she had talked C R Smith into have women. He had never had any, and she was so pretty that she convinced him that he should have women. And later on they tried her out for Scarlet O'Hara, and anyhow, I came up to visit her and .. (UNINTELLIGIBLE 050).. how do you make Brownie points if he would keep me up her and so we had somebody that he knew in the First World War, and he knew him in France, he had been in France when he was a pilot and he helped teach Eddy Rickenbacher how to fly. Eddy was their chauffeur and there were two or three of them that slipped it in for Eddy. But anyhow ... (UNINTELLIGIBLE 064/65)... was over here, they talked him into coming to America because they liked its food after the war, that's the first world war. So when they came over here, the Colonel very slyly took me to this place for lunch with my family, and this fellow started singing and he said "Oh my goodness, ah, I know what you're going to do..", you know he could improvise and he didn't act like he knew Colonel at all, anyhow he said "I know what you're going to do. You're not going back and teach, you're going to stay up in New York and fly and be happy right here". And I thought, how does he know, how would he know anything about what I wanted to do? Little country girl from Alabama, and

so anyhow I stayed and Jacqueline Cochran was a friend of my brother-in-law, so she got me into, as the first woman in the civil aeronautics patrol. And I learned to fly. But on my solo flight, it was seaplanes, and on the solo flight, these fellows from Sperry decided to come over and play war with me, you know play. I had my instructor on the side of the bank and they started playing war with me and I'd just learned how, the night before at New York university, to push the throttle and pull the stick back, and so I did that, and so their plane come zooming down and I thought I was going to hit them, so I pulled the throttle back, pushed the stick back, and I went up about 50ft. And then I didn't have enough power, so I went right back down in the mud. So I was sitting in the mud with my parachute on my rear end, and all these people thought I was killed. But as the front of the airplane went in and the prop was broken, so it was really no big deal, I was just sitting there wishing they'd hurry up because I wanted to go a dance that night, my date had driven me out there. So they pulled me out, glad that I was alive and then they made me go right back up. It scared me to death, it was dual control, so I (UNINTELLIGIBLE 139)... pilot's hair like crazy and finally the next week I got my licence. The boys, they didn't like having women and since I was the only one, they said, you know the FAA inspectors here and you know that you have to er with the FAA inspector before he let's you get your licence you've got to jump out of that airplane with your parachute. I was so gullible I believed every word. Finally I found out that I didn't have to so I got my license. But that's why in aviation I was so interested in what was going on. They wanted us to fly the little airplanes to the front, the 99ers did, that I was part of, that was Jacqueline Cochran's group. And Emilia Erhart founded it so it was just fascinating. But then I started to work for Pan Am, I had already started to work for Pan Am, but that's when the war started, but they wanted me as the first transatlantic stewardess. They didn't want girls

to fly until after the war, because we went to all the war zones. So they found they had trained me for too much. And three of us started passenger service, which is the ground service, all over, and I had finally, I ended up with all these.., with twelve very sophisticated girls who had lived in various parts of the world and knew languages, so we worked very closely with the war effort and those girls would have to help interpret.., they'd do a lot of the interpreting for the Air Force and the, and more of the Army and Navy intelligence. We worked next to them. When people came in, we would have to cross question them and find out why they were coming, with the war effort. And the Rothchild's and all that group were in Portugal trying to get over here, bribing our people. The head of the division was going crazy because he didn't want them to bribe our people.

Q: Now you worked as a stewardess on the Boeing 314 between Port Washington and Shediac and Botwood?

A: No, no, it moved to North Beach, which is La Guardia.

Q: But you flew to Shediac and Botwood?

A: By the time I came to Pan Am in 1940. You see in 1939 is when Betsy Tripp and Lawn Tripp and all of them made their, the real original flights. And so..

Q: So it was 1940 when you started work on that route and it had then moved to La Guardia?

A: Well, no, no, wrong. I couldn't get on that route because they didn't want me to fly, that's why I was doing all this intelligence and all this ground work, and starting on the ground.

Q: So you didn't go to Shediac and Botwood?

A: Yes I did, but not until '45, after the war was over. They wouldn't let me fly then except we had to take care of all the passengers. And if they were delayed we had dinner

party at the Waldorf and take them to the theatre and that's what passenger service was.

Q: So it was 1945 when you went to Botwood and Shediac?

A: The first transatlantic crossing.

Q: And that was not on a flying boat I presume?

A: Yes, it was a 314, the same one you're talking about. It was I started out on the 314s. Eventually I went to the Stratocruiser, when they

Q: Well, that's good, so you flew the whole route after '45

A: I flew the route mainly from New York. I would take the passengers to Bermuda and if they had swells in Horta, in the Azores, which they had, that would be for three or four days. I would take the passengers and have them. They'd have dances at the Belmont, I'd play golf with them, take them to the beach, I'd introduce them to all the people in Bermuda because by then, on my first trip to Bermuda, the governor and all of them came out; it was an event. I was the first stewardess, you see. So I knew most of the families and lots of the boys wanted to work for Pan Am anyhow. So we had our groups down there that we all dated, and we had a lot of house parties and everything, but we had to take care of the passengers, and so I would introduce them and entertain them. And the Bermudans helped me a great deal I must say, but it was so interesting because all these were people who had top priority. They couldn't fly, unless they still, after the war, they still were the ones, Phil Donovan and all of the people who really had to have a good mission otherwise they couldn't get on a airplane. So we took care, that's why they wanted me to do both. But then I would go from New York to Shediac and Botwood...

Q: And do you remember what those people were like? Shediac and Botwood? Could you describe, starting with Shediac, could you describe what it was like?

A: It as like a fishing village. I had to take the passengers; I still did both because I'd worked with all these fellows that were in charge of all these different stations, so they'd say "You go ahead, Madam and take care of these people".

Q: So the plane would come down on the water at Shediac and you would take the passengers ashore?

A: ... and then I'd take them to see all the fishing places where the lobsters were brought in and everything. And we had a great time (UNINTELLIGIBLE 303/4) ... and then between Shediac and Botwood, we didn't always go to Botwood, sometimes we went direct from Shediac to Foynes, but with the weather conditions and the North Atlantic, that's why it took us so long to fly, the North Atlantic,

Q: What was the air terminal like at Shediac? Was there an air terminal?

A: Oh, yes, it was just like a glorified hut almost.

Q: Just a hut?

A: Well bigger than a hut. Like a, sort of like a small warehouse.

Q: Were there any facilities there for the passengers?

A: Oh, yes. We had Immigration and Customs. And they had facilities if we had to stay over.

Q: What sort of facilities?

A: Just nice plain rooms.

Q: Bedrooms?

A: Bedrooms. And then in Botwood, the thing I remember the most about showing them around there was all these fur rugs. Everybody had to have a fur rug almost. Because they had so much money, so they brought that in for us to take care..

Q: So the passengers would be by fur rugs in Botwood?

A: Yes, those fluffy things you like to put your feet on when you get out of the tub. And at Foynes, Oh, that was, just to fly over there, if it was a pretty day... The first time I ever flew over there I was with an Irish actor and he decided he had to really show me, so about 300 feet above the ground he showed me all these patches that looked like quilts, all over, they were just beautiful, and you looked out... and of course you would land on the River Shannon. And the people over there were just marvellous. I remember the first time I arrived over there, I went to the hotel and they were having a ... (UNINTELLIGIBLE 351/2) ..., well they were so excited over me being the first stewardess that they immediately took me into the wedding and you'd think I was a bride. I just had my uniform on and they knew I was part Irish, Scotch Irish, I mean they didn't know that, but they would welcome me so much and the first time I landed they had ... (UNINTELLIGIBLE 362/3) over there was a bachelor and I had known him at La Guardia. And he brought me red roses and received me with mucho gusto. And Lady Adair, you know the Adair Castle, she had a big luncheon for me the next day. And I also had to play golf if the fellows were delayed, lots of them would stay over a day or so, so we played golf in Foynes before they went on their missions. If they hadn't reported their missions by one, I guess they'd forgotten about it, because on the way over on the flight I would have all these contests. I would have the navigator come over and teach them how to navigate. Because of course I had had aviation, I had flying so I knew they'd be fascinated with..., and they'd show them how to go up to the little bubble on the top and how to use the sextant and celestial navigation. It was just fascinating. Then they would make bets on who would guess the right time to land. So we would have bridge tournaments. There was one Captain, Captain Winsom, who was such a southern gentleman, really, but he had a marvellous sense of humour and he would do all these tricks. He was a magician. That was his hobby, so

he knew all these tricks, and we just had such a good time that by the time I landed them over there and it was still big restrictions about telling anybody about the planes and all....

Q: Did you stop at Foynes or did you go on to Southampton?

A: No, I didn't go to Southampton. Some of the flights did, but that was still the war time.....

Q: So people would be brought over from Southampton in a different plane, and land at Foynes and would transfer to the 314?

A: Normally, yeah. Not all the time because we did fly into Southampton. Right before the war.

Q: But then after war broke out I guess.....

A: ... (UNINTELLIGIBLE 415) you've read her book? Well she, they went to Southampton. They went from Marseille. That was still just the beginning. And there were three accounts, and you get a little mixed up, I think they got a little mixed out. Because I've noticed some of the things that I've read are not exactly the way it happened. But I have to tell you a funny story about the one that (UNINTELLIGIBLE 427)... was on. We had these two boys.., of course it was before I came, but it was not long before and I started dating one of the twins, they were twins, looked exactly alike. And so they went operations but they had, one of them would see the passengers off at Port Washington and when they arrived in Marseille ...

Q: The other one would be there to greet them ...

A: And all of these people took a double take, you couldn't believe it. Well I can understand how they would, because I dated one and I'd get him mixed up, and I said, Oh My Heavens, didn't we have a fun time. At one time after I hadn't seen him for a long time, one of them was with the state department, and he and my ex room-mate decided to play

a trick. She ran into to him at the east side terminal and she had thought it was the one she had dated too, and I had dated him too. I mean he was a real good friend of mine, so she said "You're Will ..." and he said "Oh", so she brought him home and I said, "Oh My Heavens, it's good to see you. Remember all those fun things we did" and all this and the other, and he said, sure, sure, well it wasn't him at all. But I though the passengers would flip their lid when they saw the twin. But there were so many fun things that went on.

Q: How many stewards and stewardesses would there be on those transatlantic flights?

A: There would be one stewardess.

Q: Just one?

A: Yeah, I was the only one for a long time.

Q: But on any one flight were you on your own taking care of the passengers?

A: I wasn't supposed to be. But some of the persons resented it so much having a woman that they'd just sit there like nuts all along. And you know who I'd get to help me? The State Department Couriers. They were just marvellous. They would help me with the dishes. But I have to tell you about my first flight. My first flight was from New York to Bermuda, so I had on my real chic blue, sky blue uniform, and I just felt so great you know, war time, and I was going along and I served the meal, it was quite elaborate with the Limoges china and the linen table cloths and it was very formal.

Q: What kind of food would be served?

A: Well, for dinner in the evening, we usually served salads and mock turtle soup or some sort of soup, and filet mignon and sometimes we'd serve petit fours .. (UNINTELLIGIBLE 495) ... and they were really rather elaborate.

Q: Did you cook it all?

A: We had to, like a roast, we had different menus. They would just the start the cooking on the ground and they'd give it to you, and if it was a roast you would have to put that on for a long time, because there were just these hot plates which you had to cook on. You had a hot plate and a refrigerator and you didn't have much ice because it was the weight. They would only allow passengers fifteen pounds and nothing else and they tried to get us to put, not hardback books, but paperback books, but even there...

Q: Passengers were only allowed fifteen pounds of luggage each?

A: To begin with and it was difficult. And then you couldn't have too much ice so it was hard to keep the milk from turning sour with that altitude. You see you're way up. And at first they didn't serve any liquor and then by the time I came along we could give champagne and things like that. And we had this honeymoon suite in the back, so I'd put the honeymooners back there, give them plenty of champagne and caviar and just leave them, I didn't have to worry about them. They had a wonderful time. But there were so many things that I went through, but of course I also did a lot on the ground during those years because that's when we had the Lisbon crash and I had to take care of the families, notifying them and keeping them informed about it. It was OSS (UNINTELLIGIBLE 532/534) ... and all those people on that flight and it was the same captain that took this trip in that group. He survived and Jane Fromwyn survived because this third officer swam out and hauled her in; she married him later. They had us under close surveillance as agents because of the German situation. They didn't want the Germans to know when the planes left, course they knew anyhow through their intelligence. They could see the airplanes leaving, kept up with them very carefully, but it was one of those things. I didn't know what you wanted..... whether you wanted all

that.

Q: Is this you. I've seen this picture, I didn't realise it was you...

A: I still feel very good. See my bicycle over there, I still ride it below on the street. This is a good article I think. You see that was, they put in a photographic magazine. It was such a night. We had to spray the airplane before we could land. They wouldn't let all these drugs come in. This one is good, I'll give you a copy of this. I won't give you the original because I think this is the only one I have. I'm not exactly sure of everything you want but I have had a lot of...

Q: I'm particularly interested in the stopovers in Botwood and Shediac. That's one of the things. People don't remember those places very well and I suspect that sometimes the passengers didn't get off at those places.

A: Oh, yes. Because we went there for re-fuelling. So it would take some time, so we'd get off and have some snacks and wander around there and take some exercise.

Q: Did the plane go up to a jetty or did you have to get on a boat to get on land?

A: The plane would go up. They had the floats.

Q: So you could get off the plane, right on to the docks?

A: They had little fifty foot boats that came on and glide you in anyhow.

Q: But I was wondering which..

A: The floats mainly

Q: At both places?

A: Yes. Because we built that as alternates. I mean we did a lot.

Q: Pan Am developed those two places?

A: Not so much Botwood and Shediac, that was Canadian government. But we did at the Azores, we built most of that as a fuel stop. And we did in the Pacific especially, we had to build islands. There was one airplane, a 747, no I mean B314 that left San Francisco and the flight operator called his wife and said, he was to go from Los Angeles to San Francisco and then on from there., called his wife when he got to San Francisco, because they said, you just can't go back, there's a fellow sick and you have to take his plane. So he did and the flight went to Honolulu. And it had been invaded, so they went quickly on further to Meadway and Waycal and picked up Pan Am personnel, and they couldn't get back, so they went by way of Hong Kong and they were shot at some, and then they came all the way round the world and they landed at La Guardia. It was my job to meet them. So I went out and I said "Is there anything I can do, please tell me what I can do for you?", because they had been all the way around the world and they hadn't planned it. And the Captain said "Oh no, Madeline, we just had a routine flight." So you can see all the way through it is shown that not only on the ground, but in the air, the people at that point, the States Mead and all of us, we just treated us as routine you see. And it could be ... (UNINTELLIGIBLE 625) to pay and you'd still treat it as routine. This "Flying High with Madeline", this the university roll of mine and I'm very active with that. Scholarships and all. But they interviewed me and they

Side B.

.... the flight engineer had cleared it up. Well it goes on through. Well you don't have to read that because I have this you copy you can have. It says I'm the first transatlantic stewardess, but that's not altogether true because American Export had a couple of nurses but they were

mainly involved with the war effort. It was the war department that they were involved in. So finally we joined with American Export and then they became our stewardesses but they had been flying as nurses with Charly Blair and all that group. Here are some of the, here's a picture when I was, when we went into the jet age. I was on the Johnny Carson show with Phyllis Diller, Rex Read, Joanne Parson, Joan Rivers and myself. And here's squirting the airplane..

Q: Yes I've seen that one. That's quite a popular picture. You see that a lot. May I have this photocopy?

A: And here's another one you can have. It's just a profile or something. This one I don't have a copy of. This one you don't want because this is the jet age and your not interested in that. I guess you have all of these. These are all the girls going into... This is the second group, Ellie Merdine and so on. A new class of stewardesses finally. And then they wanted me to train all the stewardesses and I didn't want to. So I had a choice of either going to be a manager of ground service and special, you know, take care of all the VIPs and all. You have all this I hope.

Q: Now I've not seen this.

A: This is one of the most useful things.

Q: Some of these are the pages from the manual which the instruction manual

A: This shows you exactly where the dining room is. And it shows you where....

Q: But I don't have all of this. I have these things...That's the maintenance manual. This is the operations manual

A: Are you going to write all of those details....

Q: I will probably need just one. But I don't know which one.

A: If you have to have that, I will give it you and get

another copy. I think this is most useful. The whole thing, because it shows you exactly where everything is located. That's why I didn't see any sense in us going into that when you have it all written up.

Q: In particular, this is not in the manual. This stuff here. That's very interesting..

A: Now there are lots of things here you may want copies of. As far as I'm concerned, I got this for my family, but I like this description of one of the first flights. This was the mail flight, the Captain Lepor. You should have this. I like the descriptions better. This was in the National, this was written by my brother-in-law, so I had his son find it and fax it to a friend of mine, and they brought it. Because his description of the flight, I like the two. You should copy that because it is most technical. He had been head of the CAB, he was the attache to France and all and he was one of the people in the First World War, he and a couple of his buddies were colonels, taught Eddie Richenbacher how to fly, so he knew the technical as well as being excited over.., and he had the number three pilots licence in America. They said the reason he didn't have one, the number one, is because the printer took the number one..

Q: This fax from Merryl Lynch and this collection of pages

A: My nephew is Vice President of Merryl Lynch he's the one who faxed it through.

Q: This is just to remind me to send them back to you when I've photocopied them. Let me ask you about something.., I have a plan here of the passenger deck which I have some questions about, because the way it's shown here, may not necessarily be the way it was and I'm trying to get everybody to check one or two details. Here's this picture.. Now here this is the other way round, and here is the bow compartment, now apparently it never had any boats

in it. It was used as car boat compartment

A: Right, well originally.

Q: You must have had to take a nap crossing the Atlantic...

A: I tried to. They kept me so busy, I didn't have much time.

Q: Where would you have been able to lie down?

A: You just have to just slip in here but then it's not for long, believe me, so I wasn't one of the..

Q: Now they show a ladder here, which is that ladder that goes from the flight deck into the forward compartment and they show another ladder right by the ladies powder room which is also show on this drawing. Now the other people don't remember seeing this ladder there.

A: I haven't ...(UNINTELLIGIBLE 227/229)

Q: If there was a ladder there, ..

A: I know there was one in the front. I saw that all the time as I was busy in the galley so much, but I don't....

Q: My guess is that it probably wasn't there.

A: You see they did a little readjusting and by the time I came along in '40 we had mock ups that looked artier, and we'd take people and show them exactly what the airplane looked like inside. The compartment plus the dining room. Not all the compartments, but the compartments were just about the same. We'd show them the mock up. They don't still have it now (UNINTELLIGIBLE 256/7) ... I thought it was so fantastic that on the Johnny Carson show I said if it hadn't been for him ,those fellows could do anything, because it hadn't been for him because when all the garbage came over me and I had to go out and face the passengers, I slipped up the steps and he squirted me with something and cleaned it off. Also there's a fellow that was a crank that was always flying with us but he was always cranky, and he had an artificial limb and it seems that one night he was

sleeping and he left his (UNINTELLIGIBLE 261)... guess what, the next morning this man got an artificial leg on and he was happier than we'd ever seen him, just because it had never been adjusted properly, and the flight engineer adjusted it, so that it became a very comfortable leg.

Q: And the guy wasn't cranky anymore?

A: He became very pleasant. My whole life has been like this. I have to tell you about this time I was in, I had met the Farrells, the were the Ambassadors to the(UNINTELLIGIBLE 277)... and I had a party or something, but anyhow, and they got another couple and the Consul General from South Africa and his wife and I had very sophisticated friends of mine, it was a big party, and I had a friend of mine, she was a former room mate and here husband came over early and I had him stand by the door and give them a martini, because instead of us preparing for the party, we had been trying to fix some sherries to give to them all, and so it was late when we decided that we'd better order a case of gin, vodka, that was it. And Peggy Sue, instead of putting the table cloth on, I was taking a bath and getting ready, she found a sheet (UNINTELLIGIBLE 307/9) ... but anyhow we had a great time that night and we took over this place in a village and we ended up listening to all this music. The next week I had a message from the Farrells saying, I was working at the airport, they said please don't let anybody know but (UNINTELLIGIBLE 319) .. is coming in, it's very important that meet because ..(UNINTELLIGIBLE 321/22) .. when the children came in, and please don't tell the press so I didn't tell my staff, I just decided to go ahead. But there was a Latin fellow that was working for me, and he said I know what's going on, I'll work with you. I said, "Good, go out and get all the passengers, after they spray the ship, get all the passengers and bring them and I'll take Martha (UNINTELLIGIBLE 330/331) her pearls and because I'm not tall, sure, so it seems that my sister went

to a dinner party in Washington, she and Colonel went to this awful dinner and she was sitting next to Associated Press and he said, he just came over and said "Look at this Martha arrived in New York today, and you know I've always thought of her as a tall brunette... and Virginia, my sister said "Make like you're going to the john and get that paper. So it was me. They'd put me in the paper. She called me about four o'clock in the morning and said, and I'd worked for fourteen hours you know, I was tired, and I said "What in the world do you want?", and she said "I don't want you to get out of that apartment for several days. And if you go out, you wear a raincoat and dark glasses and a hat". And she said "Don't you dare go out on the street, 'cause they're shooting at the Batista's". But those kind of things were always happening to. They have all my life, so it's not too strange. And when I first started flying, I couldn't fly but I was working in charge of the group on the ground, I would have all of these movie actresses. And one of them was Bibi Daniells and she got over to London and she sent me a cable and said "I can't face my public. Will you please send me my eyelashes". So I had to do all that sort of thing. We spent hours getting on the plane and she had forgotten her passport, so I had to arrange for somebody to get the passport and bring it out. So I not only worked on the ground, but I'd worked with the stewardesses, very closely because I'd been involved with them, and I still am. But it was such a fascinating life. But if you're going to live a life, you know how it is, you have an exciting life.

Q: In my imagination mostly.

A: No, it's your life. You have a wife and how many children?

Q: Two.

A: And what are they?

Q: I have a boy and a girl. And I have three stepchildren as well. So five all together. They're grown up now. Mostly grown up now.

A: No babies? Oh my goodness. I bet they're very proud of you.

Q: No, I'm proud of them though.

A: Are they working out well?

Q: Yeah. Terrific. No they're not proud of me.

A: Don't forget to put your John Henry on that book.. What time do you have an appointment.

Q: Its' five to three. I'm OK. I have time

A: Well, now tell me; ask me anything or tell me what you want to know.

Q: Well you have told me most of what I wanted to ask you. I think I've got some pretty good information.

A: It was wonderful the way we were received though in the different countries. It was such a warm feeling. Not only in Ireland or England but in these,.. like Horta, those people were marvellous. They would come out and give you flowers and they would have a band out to meet you. They did so much. Oh's there's one thing I want to tell you also. We went to.., there was a flight that went to Portugal and it was a very interesting..., I mean the Captain got off the airplane, the passengers got off, the captain got off and all of a sudden, the band was just standing and they didn't play anything. So they kept waiting and the captain said to the stewardess "Why in the world didn't you tell me there was a celebrity on board?" and she said "I didn't know". So after everybody got off, finally this fourth officer got off. And he was shy, and the minute he started down, they started playing. The band started playing and everybody thought well, what are they playing for him.., he's not even like Braganza, you still see him from time to time in Connecticut, and it seems that his family were.., he was pretending to the throne unfortunately. And he didn't want anybody to know that..

Q: But they had found out?

A: They had found out. The Portuguese knew it you see. And they found out through ... (UNINTELLIGIBLE) I guess some of the people that worked there knew the name. So Mike was so embarrassed because he was so shy but he was

Pretender to the throne.

Q: Let me ask you one more question. It must have ... - taking off and landing on the water must have been very different from when we take off and land nowadays. Tell me what it was like.

A: Well you'd go down to the floor, and you would get noise... about ten miles they would start .. (UNINTELLIGIBLE) ... all of this beautiful white foam was outside and it would go along very gradually and then all of a sudden, the drag was no longer there, and it would ease up. Fascinating feeling when all of a sudden this big palace like, we thought it was a big palace because it was so much bigger than any other plane and for that to just go up, to lift up, it was one of the most fascinating feelings you could ever have. It was just a feeling of great relief you know, to be up in the air. And then the feeling that this really could get up, it was an impossible situation everybody felt until that happened in all of the aviation history, until Warren Tripp announced that he was ready for the jet. I was there at the ..., he was in charge of the .. (UNINTELLIGIBLE) .. convention and all of the presidents from the airlines had flown in and I helped him with parties and invitations and everything and then I'd rush home and dress because I was dating this lawyer with the Civil Aeronautics Board in Washington. So I'd go to the parties but then I'd arrange it. So you see, my life has not been dull, whether I'm on the ground or in the air, it's still a delight.

Q: Well I've really enjoyed talking to you, and it's very good of you to see me.

A: Well it's a pleasure having you Ken. I feel like I've known you for a long time.

Q: And if I think of anything else, may I give you a call?

A: Please let me know, because if I don't know, I know where to find most everything because I've been on the ground and in the air and all these people....., that group, we meet

every other month at Greenwich. It's a group of .., not the Tripps, but Tripps proteges, it's the second group in command and now they've retired, so we all get together and some of the people fly in from the Riviera adn from London, and we all get together and we all work together in that group that knew the flying boats. So if you need any information.....

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