

Caleb 0:13

Okay, here we go. Here goes nothing.

Unknown 0:18

I

Jock Bethune 0:35

Hi, Caleb 0:35

Hey, how are you, How's it going?

Jock Bethune 0:38

I'm here

Caleb 0:41

long time. No see man,

Jock Bethune 0:43

I know I have a colonoscopy set tomorrow, so,

Unknown 0:47

oh, wow, that

Jock Bethune 0:48

afternoon's good. This is just checking some things out. No, no big deal. Yeah, I'm not sure the last time I would have seen you, I'm not really sure at this point, I would probably your mom.

Caleb 1:01

See my mom

Jock Bethune 1:03

attended events. You know, I was never a flight attendant or a stewardess, but I'm an honorary member. I do see your mom fairly frequently.

Caleb 1:14

Well, that's good. That's good. I'm glad you guys are still in contact, because, you know, it's, it's nice knowing that, you know, there's still that story that I always grew up American Airlines was always that way. It's always, it's felt like a family to me, even though I was never an employee, but I was always around everybody that worked for American Airlines. And I never met a I never met anybody. I didn't like very good. Yeah, well, I'm sure you probably didn't say the same thing, but I've always liked everybody. So anyhow, other than that, how's everything going? Everything going good.

Jock Bethune 1:58

I'm somebody that gets involved in too many boards and organizations. I'm also not remembering the Gray Eagle type of do their newsletter, which has become a annual four color magazine, etc. Oh, wow, with the three diamond society, which your grandfather was a member of until he died. Yes, I must have gone. I might have gone to your grandmother's service. I'm trying to remember, might have gone to,

Caleb 2:28

I don't think you don't think you were at my grandmother's service, because we didn't have a lot of people. We were just family for that one, the grant, it was my grandfather's my service, that you came to, yes, for sure,

Jock Bethune 2:39

yes. And I might have met probably what your dad service as well.

Caleb 2:44

I think you were there as well. That's true. That's very true. Yeah, yeah. So thank you

for that, for being there for a friend, for our family, like that. That's I really appreciate it anyway. So let's, let's, let's. I guess we should get down to quote, unquote business here. It's not really business. We're having a conversation, but um, so let's just my quick question, how's

Jock Bethune 3:09

the audio level? You know, I did, I did Audio Video Production boys of American Airlines for training.

Caleb 3:18

That that's why. That's why. Yeah, I'm that is why it took me 10 extra minutes to call you, because I was making sure that everything that I have here was, you know, set up correctly, and the levels are correct. And yeah, I've got you, I have got you plugged into two very fine speakers, and I'm recording with a nice microphone here, like a swivel kind of radio microphone, so it should get us pretty well, and then once we're done, I can also put it through Adobe Audition and fine tune it so it'll sound good.

Jock Bethune 4:02

Okay, so we're good, yeah, do our recording. So it's rolling.

Caleb 4:07

It is rolling. Okay, great. So, um, just a few quick questions. When did you start with American Airlines? When? When were you hired?

Jock Bethune 4:20

I came to work here in Fort Worth on September 16, 1968 just to get out of New York. I basically had a background a broadcast, radio, television. Degree from Ithaca College, upstate New York. I got a job with with American Airlines, with family friend, they were building the Flight Academy at the time, so we were first office, and a lot the classrooms were over at Greater Southwest National Airport, Amon Carter field in those days.

Caleb 4:55

So Amon Carter field that was in, that was in Fort Worth, wasn't it? I.

Jock Bethune 5:00

Well, even Carter, it was right across from where the Flight Academy stewardess college is. Oh, amen, Carter field and Greater Southwest International Airport. You're thinking of probably Meacham field over

Caleb 5:15

Oh, Okay, gotcha. Gotcha. So was that? Was that anywhere near the Love Field at all? What was that now, I said, was that close to Love Field at all?

Jock Bethune 5:25

No, it was right. That was now the corner highway 360 and 183 on the east side that time, the overwhelming majority of American Airlines flights were in and out of love field, yes, Greater Southwest airport had basically diminished for a lot of reasons, so there wasn't much, except for what I remember a lot is touching goes in the airplane. We were, we were, we were working on getting complete flight simulation and simulators, but we were still going doing touch and goes in the in the airplanes at Greater Southwest Air Force. We're up into the almost the mid 70s. Okay,

Caleb 6:08

very good. So I forgot to ask the most important question. Well, what's your name?

Jock Bethune 6:14

I'm jock, J, O, C, K, Matthew, B, E, t, h, u, N, E, Jock. Exact nickname I've had all my life. My legal name is jock. Okay,

Caleb 6:25

all right, so can you tell me about how you got started in the aviation industry?

Jock Bethune 6:31

Basically, it was getting this job. Carol, I had no aviation background, zero, but I knew film and television, all audio, that type of thing. And at the time when I was hired, there was a plan to build a TV studio as part of the new Flight Academy, the centralized Training Center. So that's why I was hired. I really had no aviation background. I just learned as I went along, basically,

Caleb 7:05

wow, in the

Jock Bethune 7:06

in the TV studio in 1969 was an out of the bucket. It was \$1 million at the timer, so we wound up making a TV studio out of a classroom.

Caleb 7:21

And what, wow, what would you be? So was that for training videos?

Jock Bethune 7:26

Yeah, gotcha. We actually, yeah, we did a lot of we did videos. We did still photography, slides and tapes. And at the time, there were new technologies of the time, carousel, slide, phrase you know that went to circle, and audio cassettes, which we which we used a lot for audio communication.

Caleb 7:58

So as what were your first impressions of American Airlines when you when you joined,

Jock Bethune 8:04

you know, I'm just this. I'm just college kid, basically. And I'm just, I'm just lurking how a whole airline worked, and most of the, most of the men that I work with, like your grandfather were were parental types to me. So

Caleb 8:28

how old were you when you started working there?

Jock Bethune 8:30

23

Caleb 8:31

Wow. That is, well, yeah, that's Wow. That's, that is, you're basically my mom's age. So she started working there when she was 19, so she got, she beat, but not by, not by much. That's a that's,

Jock Bethune 8:46

we're close in age. So it was, it was a whole new experience with me, basically, you know, I had a broadcast degree from Ithaca College, upstate New York. My business, family business. Was a construction business, small family business, whole different world. And so coming into a corporate company Airlines was the whole it was all new experience from aviation was new but we were, we were, we were really on the forefront of using audio, visual techniques and procedures to train our pilot and Flight Engineers, primarily for the ground school, or classroom of their training, which was ground school, and then You went to what we call the time a cocktail, straighter, and then into the simulator, into the airplane, and then out of the line. Okay,

Caleb 9:50

interesting stuff. So when you, when you were, when you were working there, when your early days, can you was it? Can you remember, like, your first, like, memorable moment that really stands out to you when you when you really said, this is going to be a great place for me.

Jock Bethune 10:09

I would say the first time is Ruby. I've been there three weeks, and I was involved in in putting together a, basically a 35 new 35 Millimeters. Millimeter flies and audio tape program on the Bucha 111 emergency evacuation and ditching. We got an airplane out on the tarmac at great Southwest airport, and we recruited a group of sewers in training to be the passengers and we produced a program of how to, how to evacuate the Bucha 111 aircraft. Wow.

Caleb 10:49

And you had no like prior experience at all with, you know, emergency services or anything of that nature to you. It was just or any military were you any military training at all, anything like that? No,

Jock Bethune 11:03

you know, I got, I was drafted, went to Brooklyn to be processed. I had asthma as a child, had to go get my records. I had, I was rejected for the military. I didn't really did I want to go to Vietnam? No,

Caleb 11:24

no, of course, I'm glad you didn't go to Vietnam. Okay, so what was your what's one of your favorite memories of from your time of working with my grandfather?

Jock Bethune 11:40

Well, I gotta think about that. I think it would just what I remembered is one thing I remember because the the 747, program, and he would, he was in charge of that development, and prior we were using. It was mostly stand up in a classroom with chalkboard, maybe some overhead projectors, audio visual. But we were, we were creating 35 millimeter slides for 747 training and one one member that, and we have, we had a slide library revenue organized with one month in developing the 747, training program with your grandfather, we produce 24,000 slow, wow.

Caleb 12:48

Man, I don't doubt it. He was when he wanted to be. He was efficient, man, he he when he had, when he had a goal, and he was passionate about it. He really would get after those things, so that I don't get that. And

Jock Bethune 13:09

those were a lot of duplicate. When I say they weren't all original, one of a kind, they were duplicates. So we had that. We had to get multiple steps, because at the time, we were not only, not only training pilots and flight engineers, we were also training mechanics as well training programs for them, and we had, we had 1000s of five millimeter slides that were either we photographed on the airplane and the simulator, or our graphics department produced diagrams and schematic

Caleb 13:45

that is really so you guys basically had your own I mean, it was like you said. It was basically a media empire. Almost sounds like,

Jock Bethune 13:56

yes, it wasn't. It was small. We had maybe seven or eight people at the time in those early, late 60s, early 70s. So what it but we were it. We, we did. We did the work.

Caleb 14:12

Yeah, yeah. And thank you for bringing up the 747 because that's a perfect segue. My next set of questions is about the 747 because it plays such a big role in not only my grandfather's career, but also my mother. It was she, when she started her that she started the same year that the the 747, came on to came into the fleet for American Airlines. So can you just describe any of the key projects that you and my grandfather worked on with or with Boeing, particularly on the six, the 747,

Jock Bethune 14:48

well, I wasn't involved with Boeing. I think there may have been a group of instructors,

etc, that were more directly interfaced with Boeing, as your grandfather was, we just, we just, we just were given direction on what photographs needed to be taken, what artwork needed to be created, and we created it.

Caleb 15:10

Okay, gotcha, gotcha so. But as far as your impressions at at the time, what, how do you feel that the 747, changed the industry. Or what was the, what, how was it, sort of a capstone of that era.

Jock Bethune 15:31

It was the first of what we what we call the wide body airplanes. It was so, so big. It was just, it was just amazing. And I remember perhaps the first time I actually saw the airplane itself. Still got it envisioned in my brain coming in on final approach at Love Field. Just a beautiful airplane. And I have one story I always like to tell about the 747 C. this is out of love field. This was in the early 70s. And I'm from Long Island, New York. Go up, go up to Long Island for the weekend a lot. And remember one time out of upskill to check that I think there were a total in this big 747, 15 passengers and 50 crew members. It was hard to any Bucha airplane, but we still went up to New York.

Caleb 16:30

And nothing could fit like, what is the 300 400 it's crazy.

Jock Bethune 16:37

It was 200 Yeah, different guy. There's different. It depends on how you how you can figure the seats with within the fuselage, and there's different. And what was impressive was also when you had the lounge on board, yes, where you could stand up and have a drink and do that same thing. The other key thing was the lounge up sticker, because the the the part of the airplane was like two stories, and the cockpit was up top, and there was a lounge up there. I'll fast forward to 1981 when I went got married, went on my honeymoon to Hawaii. At the time, it was a forget what they flight service to it. And I knew him for because I worked with him with training, and said, Doc and Judy follow me. So we went upstairs. So except for takeoff and landing, we spent the whole flight up in the up at the lounge upstairs. Wow. And I knew the captain of everything. I got a picture somewhere. Captain came out.

Caleb 17:57

Oh, that's amazing. That's amazing. And I even have memories of that aircraft, even though I was just, I was probably a toddler. But I remember, I can I just remember, I remember my grandfather's retirement, because he retired in 1983 or 82 and I was just, I was a toddler. I've seen the pictures, but I do remember the airplane that because it was just, I think mostly I remember the lays more than anything else. But I do remember the airplane because it was just I it was just to me. Was it was enormous as well. You know that it was absolutely just breathtaking to look at those pictures and see the scale of it. I mean, to see a human being breathtaking next to it's crazy that the thing could even get in the air. I mean, it was just huge. So

Jock Bethune 18:55

also, our department did 35 millimeter slides except training materials for stewardesses and flight attendants as well on the 747, and other planes. So I got to know, I got got to work with not not only people like your grandfather, but the instructors over at what was then called the stewardess college and work with those people for a lot of years. Yes,

Caleb 19:21

my mom, she stated that when I when I interviewed her, and I had, I never had any idea about any of this stuff until I sat down and interviewed her, because these are just questions you don't ask your mom, or most people don't care about what their parents do. But she told me that she she was brought back from she was stationed in New York, and she was brought back from New York to Dallas to train on the 747, and so you were probably involved with that train program as well. I'm not sure specifically that one, but Um,

Jock Bethune 20:01

yes, in general terms, yes. Very involved with 747 DC 10, of course, the 707 727 the various airplanes we were flying at the time. So

Caleb 20:15

do you know what? What some of the key responsibilities my my grandfather, had in training pilots for the 747,

Jock Bethune 20:24

he was, he was responsible for the development of the Brown School, or classroom portion of the training. He He was the it was his project under his jurisdiction, obviously, he reported to other other people within the flight department. But that was his job, was to create the ground school, Classroom program. And of course, you got, you've got police, FAA procedures, operating manual procedures that you've got. It's a it's a lot of work to make sure get everything accurate, and it's also information is changing as you go along. So that's a lot of work. And it was probably, I know he's involved with the ground school, how much he was involved with the creation of 747, operating mackville. I do not just my connection with him was when he was in charge of creating the ground school programs, because we were producing the 3535 millimeter flies for that program. How?

Caleb 21:36

How many? How many years do you think that was that you were directly involved with, uh, with working with him,

Jock Bethune 21:47

hard to say, 234, years, I'm not, I'm not sure it all kind of blends together. Yeah,

Caleb 21:54

yeah, yeah.

Jock Bethune 21:56

Remember most the early, the early days, which had been 1969 and 70, which when creating the audio visual materials for the 747, program under your grandfather, correction, that that was the primary time I interacted with, obviously, over the years, I would see him at the Flight Academy those first two or 369, through maybe 7172 but you said, you the times that that he was in charge of that program,

Caleb 22:34

Right, right. But I would say he was, he was around for your formative years at the at that at American Airlines. Then

Jock Bethune 22:41

very formative very formative

Caleb 22:43

yeah, but I'll tell you this. I think he was a very good teacher. I think that was just a natural talent he had. He taught me and my brothers and sisters all how to read before we ever stepped foot in preschool. He sat us down and made sure that we learned how to read so that we'd be ahead before we even got there. And I can't imagine how difficult that was, but he did it, and I never, I don't ever remember complaining once about it because he made it entertaining, and I think that was just his effectiveness as a communicator. So what? What do you know if there were any key innovations or changes that he was responsible for during his tenure at the at that time in the Flight Academy,

Jock Bethune 23:47

That kind of detail I do not have.

Caleb 23:49

okay, see, I told you I had questions. I come, I I've learned that I gotta have questions, because if I don't, it makes the other person when I, when you, when I, when I have enter, when I'm doing an interview. If I don't have the right kind of questions prepared, people get nervous. They're like, this person doesn't know what they're doing or

asking. So did just to get back to you and my grandfather collaborating. So during that development in the refining and and through the training at the academy, do you know about how many pilots or or crew members or flight attendants you you trained or went through the school at that time?

Jock Bethune 24:37

And you just talking about the 747 school?

Caleb 24:39

Yes, yeah.

Jock Bethune 24:42

I really don't have any numbers, no

Caleb 24:44

But it was a lot, I'm sure, yeah,

Jock Bethune 24:49

it was a big deal because of it was a brand new airplane, because of the size of it, yeah,

Caleb 24:55

yeah.

Jock Bethune 24:56

So was I know that CR Smith, he left, and then came back for, I guess maybe a little brief second tenure was, was that around the time that was not, I think that was in the 7270 I'll tell you about that, when I CR Smith left, I believe, in around 68 before I came but a guy named George Spader was president when I came on board. And then the guy named George wardie, who would, who had been head of American Airlines maintenance, became president during around 1973 for about a year. And there was somewhere, and I guess that didn't always like George, good guy, but something didn't work out. And CR Smith came back in for approximately nine months in the 7374 time frame. I don't have the exact time frame that's a profit to kind of get the airline together. That's when Bob Brendan became a key person, and following him was Al can't say his name, became the Board Chairman, my king. I can't think of names.

Caleb 26:29

I'll figure it out. I'll do the research. I'll figure it out for you. So now, how the last question on my grandfather here and then, and then, and then I'll switch over, and just a little a couple more broad questions, and we'll wrap it up here. So what do you think were some of the qualities that my grandfather brought to the training programs that made them unique?

Jock Bethune 26:54

I think he was, he was good with people. He was friendly, outgoing, but, I mean, he wasn't, he wasn't gregarious, but it was, but he was also well respected, and I think also you in your talking about training you and reading and that type of thing, growing up as structure and a teacher, that was one of his really strong points. And as I think about he was likely a check airman. You folks would have more of the details of his career as to what he did. different time,

Caleb 27:40

yes, yeah, of course.

Jock Bethune 27:41

I don't remember what his title was, you know, you know, but he was, he was well liked and well respected,

Caleb 27:51

great great,

Jock Bethune 27:52
and he was a teacher,

Caleb 27:52
great. So, and just a couple more broad questions, and then I'll, I'll be out of your hair. So how do you how do you see American Airlines legacy continuing in today's aviation industry,

Jock Bethune 28:11
It's a whole different business, a whole different company, has changed dramatically. It was always changing over the years. But the reason the recent years, following September 11 and every that brought into the industry what we have now, not only American Airlines, but other airlines. We've got basically full flights, or close to full. And if you go back to the years earlier years that your mom and I both worked in the 60s and 80s, the old time you had foot lots like that, were Thanksgiving, Christmas, and maybe a couple of spring vacation, couple of other things like that. And it's just a whole different atmosphere. It back in the if you go back before your mom and I's time into the 40s, 50s, early 60s. It was really a glamorous to be a stewardess, or to work for a mayor, for an airline, etc. And now, and it was a special thing for people to fly. They dressed up and got ice better. And now it's, it's really, everybody flies. And then the flights are, are full, if you get as a non bred get oh, I don't see that's just the way it is, you know. But it's not that. It's not as fun as it used to be.

Caleb 29:52
Oh, yeah, I've seen I've seen that. I've seen that change myself in my own time, just as an outside observer. And of course, I fly nine rep because I'm my since my father passed, I am my mother's registered companion. Because I do the most traveling. I'm the one who can take the most advantage of it. I guess. I guess you could say, and I, and I do, and I go to see her as often as I can, which is probably, I'd say once or once every two months, I'm out there to see her. But last, I guess the last thing I would have to ask is, do you what do you feel like, if anything, the legacy of because the reason I think American Airlines still have success today is I still feel like they give a quality experience that other airlines perhaps don't. But I feel like, as long as I've been watching the they've always tried to hold that Now granted, that doesn't always happen because, you know, there's circumstances outside of people's controls. But what do you what do you feel like, if anything were the factors to American Airlines continuing success. I mean, they're not. They haven't gone out of business. So many, so many airlines went under over the years, national, you name it, so so many. What do you think has kept them going?

Jock Bethune 31:39
You just got to keep at it, day by day by day, every, you know, every 24 hours you you or the 24 period, currently, we have, like, 9000 daily flights. And you, and you've got to publish this whole schedule. The XYZ flight is going to leave at 6:45am, and arrive at 12:50pm etc, and it's working at it day after day after day, and it's hard, it's hard work to keep it properly going. And that's the key if you've got if your employees are devoted and dedicated to their their job, to the airline, also to their union, that they keep it going. Okay?

Caleb 32:31
And that's you think for that last bit of of of commentary there, because I neglected to ask any questions about this too. I didn't think about it. How do you feel that unions have how have made working for an American for an airline a worthwhile career?

Jock Bethune 33:02
Well, you know, you go back to how unions got forward, got formed, and we're going back to the 30s, 40s, American Airlines, when all these various unions got got started. But the union's job is to look after the people in their particular work group, whether it's pilots, flight attendants, ramp people, etc. I've not always been comfortable with the tension that lies at times between the union and the company. You know, I was I worked for the company. I never worked for the Union, even though I am an honorary member of the Pilots Association, but that's a different deal. They have their place, and I look at and

the one I'm most familiar with is the Allied Pilots Association, and the amount of services that they provide to their members are phenomenal, and the company provides a lot of services too. So I think the unions have made their place in this particular industry. Remember, we're just looking at American street. So they have their place. Sometimes I feel they're I don't like some of the tactics, but I'm friendly with all the leaders of the Union, and how to remember, they have their place.

Caleb 34:33

Yeah, yeah. I

Jock Bethune 34:34

I

Caleb 34:34

know it can be, it can be a touchy subject, and it can be a controversial subject, but hey, it's business. That's that's the way things go. Sometimes you gotta, sometimes you gotta, you know, you gotta put your dukes up, and that's what they have to do from time to time, which I know that my my mom has explained to me that they're the flight attendants union is kind of at. Odds with the company at the moment. But you know, these things come and go, I guess lastly, the last thing I guess I want to ask you is, oh, gosh, I was just with me.

Jock Bethune 35:15

I don't want to go.

Caleb 35:22

It was, Oh yeah. I was gonna ask you, let's How do you feel? Because this is another topic I don't know if I'm gonna be able to touch on, but I'm interested in it deregulation and how that affected the airline industry.

Jock Bethune 35:43

Changed it dramatically, and I came on board in the regulated industry and our company, our leadership was against deregulation. It went through. So what we did, we took major advantage of it, creating, basically the hub and spoke system Braniff. I remember, I remember a talk by Artie Lawrence prior to he was against deregulation, except came to speak to a management group. I was in charge, actually, and they bought all, they got all these route acquisitions, and went way too far and eventually went out of business. American Airlines, leadership, basically capitalized on the ability to expand our root structure and create the hub and spoke system, which is still a key part of how our now, could you now there's not all

Caleb 37:00

the big ones to operate now. Can you for now, for the lay people out there that that may not understand what the hub and spoke system is, can you just give a Give, give me a quick rundown of what that system is and what it does and how it helps, basically keep costs down and make having an airline profit profitable endeavor.

Jock Bethune 37:27

Yeah. Basically, if you look at that, I've got it. I find the American Airlines route structure back in the in the 50s, and it was all linear. You go from, let's say Dallas Fort Worth wouldn't be Dallas Fort Worth. Love Field Phoenix, the Los Angeles better. And you're really doing point to point. What you do with a hub and spoke system, and this is and you've got the airport facilities to do it. You bring in to the to the hub, multiple airplanes from multiple cities. And then what people do, it's a connecting point. So let's say they're going from Little Rock Arkansas, they come into DFW and they want to go to Los Angeles. There's no non stop from Little Rock to Los Angeles, but you go to DFW, you change flights, and then you go forward, and it just, it just makes for the the operation a lot more efficient use of our airplanes and better to the passengers, where we can serve more city fairs than we could if we were just doing from like Little Rock to Los Angeles. Now we do little DFW in Los Angeles.

Caleb 38:52

And my I finally remember that question that I had that got away from me, and I touch on this just barely in and kind of subliminally almost just because I don't want to ruffle any feathers with what I'm doing. But what's your opinion on the fact that that pilots are required to retire at 65

Jock Bethune 39:18

you know, it really, it really started at American Airlines. It wasn't, it wasn't due to health or hate and other other issues that related to company, union issues at the top, you know, was 60 until a few years ago, and I was 65 you know, if you're if you can fly those years, terrific. I know other people that. You know, health wise, weren't able to do so. Your grandfather did not. He was a flight engineer. There were no limits as far as age. And some of his fellow flight engineers worked into the early 2000s first on the DC 10, when that was gone. And some of them, even though they might have been a 747, Flight Engineer, one time, they they wanted to keep flying. So they flew as a flight engineer, 727, till that left the fleet in the early 2000 and that job was gone. That job is professionals like,

Caleb 40:43

Well, yeah, it's, it's, it's all part of the navigational system. Now it's that that's, that is an obsolete profession. But yeah, it's, it's, it's so interesting, I mean, but also that the thing that I've been discovering is, you know, the the airline industry, and the stories behind it, and the stories involved in it, is really just a microcosm of of a kind of American history and World History, and how the world has come together over the past 50 years. So it's, it's, it's a captivating sort of little mini, I guess you could say reflection of of of our culture. And it's kind of been at that at the forefront of and of so many different issues that have affected our country as a whole. So it's really interesting to see those parallels and discover them. And I just find it absolutely fascinating. So thank you very much, Jock for speaking with me today and for your insights and your because I really, I really haven't had the opportunity to get to sit down with too many people that know too much about my grandfather number one, but also that have had the kind of experience that you had with a long tenured career as well. So I really do appreciate your time.

Jock Bethune 42:26

You're welcome. You know, I am proud. And I spent my career with American Airlines to the point of I am frequently called Mr. American Airlines.

Caleb 42:40

Ah, there we go. I that was, that was one I was on my list, but I was afraid to ask it. There we go. Here's Mr. American Airlines, everybody.

Jock Bethune 42:47

What more can I say? I think it's I'm proud of the career I had, and I'm very the people like your mom that I've got to know over the years, and even new ones that I continue to know, I stay very connected with American Airlines in a number of different ways, and that's it's very important to me, and I'm very thankful. Good,

Caleb 43:13

good. And okay, here's my last question. Now the CR Smith Museum is I'm me and my mom for just a one brief little scene in the documentary. We we went up there and we just filmed her, kind of just looking at the exhibit, and it was nice. But man, that that DC three, that they've got up there, that that flagship. What is it? Flagship? Yes, Knoxville. I wanted to say Memphis. I don't know why, but it was, gosh, the thing is, in pristine condition. How did it get like that? What did you just never fly is, no,

Jock Bethune 43:59

I'll just tell you. I'll tell you the story of the of the flagship Knoxville. It came on board with American Airlines 40. I don't know at the moment how long it stayed in our fleet. We stopped. We stopped flight the DC three in the late 1940s the gray eagles, which is senior retired American pilots, of which I'm an honorary member, back in the late 80s

into the early 90s, when the creation of this Dr Smith museum was going to take place. But we had that. We know the company knew what we wanted to do. We just had to wait for CR semester. That's on a statement, but the gray eagles were looking for had to be an American Airline ale number to convert into. In an American Airlines DC three of the period. So what was found, I believe, in South Carolina, was a mosquito sprayer that that particular tail number was used. It was fixed up. It was flown to Tulsa and totally refurbished inside and out. Oh, wow. Give it that paint job to redo the interior, etc, etc. And in the spring of 1993 it was flown from Tulsa to DFW. I remember I was out or the meet and greet party for that, and then the wings were taken off. It was trucked over to the CR Smith Museum, which is, which was brand new, just been built, and it was placed in front, or, unfortunately, the Texas heat just really beat that airplane up, particularly the interior, remember, it had these really fabric, steep they were, they were just in the heat. They just kind of crumbled up for years.,

Caleb 46:10

Yeah, I got, I got a really good shot of it for the documentary. So it's, it's a, it's pretty prominently featured. And I still a little, I guess, a voiceover, a little narration about how the how CR Smith, you know, was sort of instrumental in getting it developed. Well, that was,

Jock Bethune 46:29

that was the key, yeah, in the mid 1930s there was a DC two, which was a bit smaller, and there was apparently a \$300 phone call for 1935 36 from CR Smith to General Douglas of the of the Douglas aviation Aircraft Corporation, whatever the official top was that basically produced the DC three with 21 passengers, etc. Because the deal then was American Airlines slogan at the time with the introduction of that airplane was afraid to fly. That was the question in the ads with the DC three, etc. We will get you safely from point A to point B.

Caleb 47:22

And I guess that was a pretty true statement, because I don't think American airlines didn't really have that many crashes or anything back then. Or I know it's a morbid topic, but I think they kind of put their money where their mouth was, yes, as far as safety goes Anyway,

Jock Bethune 47:45

yes, definitely. Okay, well,

Caleb 47:47

jock, I am approaching the end of my lunch break. So

Jock Bethune 47:53

where are you working? Tell me about you. I'm

Caleb 47:55

doing pretty good. I, you know, I, you know, I'm, I'm, I'm acting and but I'm also I branched out into filmmaking and directing and writing. So I'm, you know, I'm out here and I do all that stuff, but you gotta eat, you gotta eat and you gotta pay your rent. So I'm right now I'm working as what I do is called, I'm a technology consultant for a grocery retailer, basically whole food, whole sorry, wholesale distribution of food. But also it's a company called UniFi unify. But they not only provide the things that the grocery store sells. We also provide services, technology, services like the things that the pin pads that people pay with the internet that they use inside the store, the different mechanisms to keep track of their inventory, computer software programs that keep track of people that might potentially be stealing. We have a technology that will look at your what we can hook into your basically surveillance systems, and basically tell you who's stealing before you even notice it, so things like that. So it's pretty cool. Actually, I enjoy it. It's a, not a high stress job, and it enables me to do what I love to do, which is this kind of stuff. So I'm pretty happy,

Jock Bethune 49:37

good. You know, your your passion and what was mine are aligned very much close to each other,

Caleb 49:46

yes, yeah, very much. So

Jock Bethune 49:52

instructors say, hey, I can teach you to fly. I wasn't interested. I was more interested in the film, with the video and, yeah, the voice work and all. About that was my end?

Caleb 50:00

Yeah, there you go. There you go. I mean, and I've never wanted to be famous or anything. I just want to kind of keep doing what I'm doing, and, you know, get recognized here and there, maybe a little bit, but it's, it's, it's my passion. And you know, your passion doesn't always end up being your career. But right now I'm feeling pretty good because this, I think, I think the any six success that I've seen from it, though it had, really has everything to do with my mother and her story, and just because it's not just about her career with American Airlines, it's a story about her life and her experiences, and but also and how that intertwines with the history of of aviation. And so it's, it's, and my grandfather's involved with it as well. So it's not only it's a, it's a legacy story. It's a, it's, it's a sweeping historical narrative, because it's just so so long, it's so many years of of involved in both of their lives. And just, you know, I think the fact that I love my mom kind of is evident from what I've made, and I think that that touches people's hearts, so it's not done yet. That's the craziest thing about it is I've been getting accepted into film festivals. I didn't think I would be based off of a rough cut that's not done yet. So that's why I'm sitting I'm sitting here. That's why I'm sitting here interviewing with you, because I'm trying to hopefully live up to the promise of what they what these people have seen in it. So I think with your your help, I think we can get there, and I

Jock Bethune 51:59

You will,

Caleb 50:01

Yeah, there you go. There you go. I mean, and I've never wanted to be famous or anything. I just want to kind of keep doing what I'm doing, and, you know, get recognized here and there, maybe a little bit, but it's, it's, it's my passion. And you know, your passion doesn't always end up being your career. But right now I'm feeling pretty good because this, I think, I think the any six success that I've seen from it, though it had, really has everything to do with my mother and her story, and just because it's not just about her career with American Airlines, it's a story about her life and her experiences, and but also and how that intertwines with the history of of aviation. And so it's, it's, and my grandfather's involved with it as well. So it's not only it's a, it's a legacy story. It's a, it's, it's a sweeping historical narrative, because it's just so so long, it's so many years of of involved in both of their lives. And just, you know, I think the fact that I love my mom kind of is evident from what I've made, and I think that that touches people's hearts, so it's not done yet. That's the craziest thing about it is I've been getting accepted into film festivals. I didn't think I would be based off of a rough cut that's not done yet. So that's why I'm sitting I'm sitting here. That's why I'm sitting here interviewing with you, because I'm trying to hopefully live up to the promise of what they what these people have seen in it. So I think with your your help, I think we can get there, and I think we will. yes. Thank you so much, Jock. It's really been a pleasure.

Jock Bethune 52:07

Thank you.

Caleb 52:08

Okay, all right. Well, you have a wonderful rest of your day. And I hope that colonoscopy noscopy does not, doesn't, goes well. I hope there's no bad news

Jock Bethune 52:18

Thank you.

Caleb 52:20

Okaye. All right, have a good rest of Your day.

Jock Bethune 52:23

All Right, bye,

Caleb 52:23

Bye

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