

Thomas Q. Carney

Conducted by Katherine Markee on September 14, 2009



The following interview was conducted with Professor Thomas Carney [TC], Professor of Aviation Technology and former head for the university Oral History Program. It took place on Monday, September 14, 2009 at his office at the Terminal. The interviewer is Katherine Markee [KM] the Oral History Librarian.

KM: Good afternoon Dr. Carney and this is part two so we will continue with what we were talking about. For the researchers we are going to talk a little bit initially though Purdue Aeronautics which was a corporation used to be here, housed at the airport.

TC: Sure. As a matter of fact, when I came as a student in 1967, Purdue Aeronautics Corporation was still in operation. The aircraft that they had were DC-3s. I believe there were four DC-3s and probably two or three DC-6 airplanes. At least two of which I guess were in MPATI or the Midwest Program for Airborne Television, Incorporated airplanes and so as a young student, that was a real draw for all of us because those were airliners and we wanted to fly them. I can remember sitting in the Aviation Technology Building, now Niswonger Hall, in one classroom in particular, with the DC-3s taking off on Runway 5 and coming right by the window and so loud you couldn't hear yourself think, and talk about a motivating factor! But we had classes on DC-3 and DC-6 systems and operations. The C-8 Link trainers that we had to fly as upper-division students were made to fly sort of like a DC-3 albeit with one throttle, not two, but we made it work. Then United Airlines had donated a DC-6 simulator and so that was really the start of the large-scale simulation in this department. That was really

the start of, I think, of really our nationally-recognized excellence, because we were the first, probably, to have an airline class simulator even if it was an older one. So it was in the Aero Building, Hangar 2 that was a part of it and Purdue Aeronautics Corporation crews that flew the DC-6 did their training over there when the students weren't flying that simulator. So that was a very good thing and then in about 1969 there was a change, and I don't know exactly why the change was other than Purdue Aeronautics Corporation, being Purdue-owned, could not make a profit. Somewhere along the way, they felt that if they were going to advance, they were going to have to make a profit and they wanted to get into jet airplanes. That's when the jets were really coming before the 707s and DC-9 and others so in order to do that they incorporated. Purdue Aeronautics Corporation, I guess that was incorporated as well, but there was a separate corporation called PAI, or Purdue Airlines, Incorporated. Purdue Airlines, Incorporated, was owned, was owned primarily by two brothers by the name of Stevens in Little Rock, Arkansas. Purdue had a seat on the board and Professor Maris, they may have had more than one but I'm reasonably sure that Professor Maris as the department head brought forth the educational needs we still had for Purdue Airlines to provide, and in that way they could make a profit. So they bought two DC-9-30 airplanes, they leased one from Hughes Airwest Airline, and along the way they also operated a DC-9, black-painted DC-9 for Hugh Hefner, called the Big Bunny; and it was operated, it wasn't here a whole lot but when it was maintained it was maintained here. It was flown by cockpit crews who also flew the rest of the Purdue Airlines airplanes. I can remember at

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least one occasion late at night, it must have been 2:00 in the morning, and we were bringing a group of skiers back to Chicago, as I recall from Denver, and they were delayed because of a blizzard up in the mountains and so the captain said to the crew let's go get some dinner. So he took us all out to dinner and we went back to the airplane and they got there somewhere around midnight, I suppose, and they carried the walking wounded on first. I can remember people on crutches and that kind of thing being carried on to the airplane. Somewhere about two in the morning over Montana the air traffic controller, and it was pretty well known that Hugh Hefner's airplane was operated by Purdue Airlines; it was kind of silent on the radio and so he called the Purdue flight number and he said, "say the color of the airplane." I think the first officer was the non-flying pilot, and he said, "It's blue and white." The controller said, "Roger," and there was another long pause and he said, "You guys ever fly that black airplane?" and so I think the captain, whose name was Dusty Burke, I'll never forget, picked up the microphone and he said, "Yes we do." Of course, the controller wanted all kinds of stories. Really, the crews didn't like to fly the Bunny Jet all that well because I think there was some harsh taskmaster type things that they really didn't want to do all that much. So those things took over and as a senior in 1970, 1971, my classmates and I flew as student second officers on the blue and white airplanes. We didn't fly on the black airplane. Our systems training moved to the jet, moved to the DC-9s. So I would leave as my classmates did, I'd pack every white shirt that I had and all the socks that I had, because I didn't know when I was coming back. I might be gone a day, I might be gone a week. In my bag, I would also

have a DC-9 manual that was about six inches thick and I would study and keep up on my studies while I was on the road. So that happened during that period and on April the 1st of 1971, the airline ceased operations and we never really knew why. It wasn't until probably twenty years later that I was talking to Bill Duncan, he was then the department head and I was his assistant department head. And I don't know how it came up but he said, "Well the reason that the airline ceased operations was that one of the brothers who had controlling interest was going through a divorce, and had to divest himself, and liquefy most of his assets, because the court was going to order a split." So when he had to liquefy his part of Purdue Airlines Incorporated, that shut the airline down. And so really a unique experience.

KM: I would say so, very much so and got personal touches, which is really nice.

TC: Yes, it was really something. The part of the terminal building where we're now sitting and on west to the big open area at the end of the hallway, was where the airline operations were and so as a student I walked by the office I am now occupying never knowing that I'd be here. So one of my classmates, one of our class had to be at that operations unless we were all in class, twenty-four hours, seven days a week. We might go, I've had times when I'd go to school all day, work all night, go home and take a shower and shave, and probably either go back to class or pack a bag and go on an airliner and be gone.

KM: Big, heavy, thick schedule just like the manuals.

TC: It really was.

KM: Okay, then on the post 9/11 the impact on the department, students, etc. You made some comment.

TC: Yes, it was, well, it was devastating and of course, like it was for all Americans it was both devastating and I think we didn't have any idea how devastating it would turn out to be, and how impactful it would be for our economy, for our industry, all of those things. The immediate impact was, the absolute immediate impact for me is that I was going to be taking our jet to Washington National with one of our vice-presidents that day and I was supposed to leave about 11:30. Normally, I would have left about 6:30 and I would have probably been landing at Washington National about the time the airplane had hit the Pentagon. As it turned out, I was home getting ready when the first airplane hit the World Trade Center. I came to work and of course, not only did I not fly the trip but all airplanes, all civilian aircraft traffic, was grounded. We only had one airplane of our training fleet that wasn't where it could be here and hangered where it was supposed to be. There was one student that was on a cross-country and landed at Kokomo. It was probably a week or a week and a half before we could get the airplane and bring it home. We had the day before that, we had a situation where we couldn't produce enough graduates, flight graduates. Not only could we not but all of the collegiate aviation programs in the country didn't have enough output to really meet the hiring demand of the airlines. On that day and then for eighteen to twenty-four months after that the hiring stopped. We had interns that were sent home, we had interns that were on their way to an airline and were told to turn around and go home. The reason was that the FAA, the FBI, the federal

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government said to the airlines you're going to have to totally vet, recertify everybody that works for you, everybody that's in your control centers, in your cockpits, in your airplanes. They couldn't have students there, they didn't have time for them. With the impact on ridership and that kind of thing there wasn't any hiring and they really couldn't have processed them anyway, because they were busy revetting all the people that worked for them.

KM: Everyone they had on board, right.

TC: So it was really a very disruptive time and a very negative time but I have a dear professional friend who has been a long-term member of our industry advisory committee. And he's a retired Delta captain and he's revered throughout collegiate aviation because he has done so much with all of our collegiate programs, or many of them, you couldn't do all of them. He's endeared himself to students and he's mentored students; he's really quite a guy. I remember him talking to our students and saying, "I heard a story that there are no jobs and who knows who's going to hire when," and he went on and on with the gloom and the students are kind of saying yes. He said you know what I heard that, I heard that about twenty years ago and then I heard it again, ten years ago and he said sure we've come through a terrible thing but he said we're going to have air travel. We've gone through down times before and it will come back. He was the only one that really forecasted to be in a timely way and he hit it pretty well, about eighteen months. What's happened since is that there has been a cyclical thing. It happens just about on the zero or one years so it's about a ten-year cycle that the airlines are down, the economy's down. The airline is kind of like the parakeet

in the mine for air travel: when the economy gets down people don't fly and businesses don't fly. So there was that effect, but we've bounced back. What we teach certainly has changed a little bit anyway. A need for safety and security. For those of us who are flight instructors, we now have to every year go through recurrent training for safety and security and the department is responsible for knowing that we have certification, that we have for our large simulators and for our jet aircraft because of the size of aircraft, the weight goes, the weight of the aircraft. The student has to be a US citizen or the person has to be specifically approved by the TSA and/or the attorney general's office. Originally, it was the attorney general's office. So in essence, we have to have all of our students have a passport and we have to have a record of the passport. When I go back for annual training, I've gone there for the last twenty, almost twenty-five years and yet I still have to take a passport and they still make a copy of my passport every year.

KM: What is the impact of all of the mergers with the airlines? There is nowhere near as many as there used to be. That is an impact on employment and the whole.

15:00 **TC:** It does. Worldwide, you know, there is actually growth and worldwide there is a shortage. I chair a taskforce at the International Civil Aviation Organization that's looking at the next generation of aviation professionals, and there is a growing concern about a shortage worldwide. Now here in this country, we have pilots furloughed, but if you look at India, China and the others they're growing in such a way that for a person that wants to go international there is a job and there will be a job for the foreseeable future. It has always been cyclical, it always will be.

What the airlines in this country have done, there have been some mergers, you know, Northwest and Delta have merged. There has been some, where there was a duplication of effort there have been people who have been let go. But as much as anything most airlines have decreased their capacity right now because an airline seat is a commodity and you waste it if it goes empty and that's expensive to put in the air. So that's really the things that have happened.

KM: Right and the enrollment, or the placement for the students now is up.

TC: It's back up. It's, well it's back up "some"; it's not nearly like what we want. After the 9/11 issue and after that eighteen month or so period then we were back to regional airlines hiring more than we could output and the students getting jobs before they had their degree in hand and that went until a year ago in April. All of a sudden, it stopped because the economy tanked and that decrease in capacity so it's back to being kind of gloom and doom for a little while but that will change too.

KM: Sure, okay, sounds good. This partnership we talked a little bit off camera or off recording. You talked about airlines and you had a little story you were going to share, with Chautaugua.

TC: Yes, we have a great relationship with Chautaugua.

KM: It still operates?

TC: Yes, in fact, it's an extremely large and successful company and it's getting larger, not by the day, but it's getting larger over time. Being an Indianapolis-

based corporation and with some of our graduates having positions there, some few and key positions and they respect our graduates, our product and like it and it's just a win-win, as an in-state company with a state institution. So we have had an ongoing wonderful relationship and that continues. The story I was going to relate to you is that I was in Montreal in May for this task force. Actually, it was; it resulted in this task force. On the way back on a Friday evening, I was on a regional airliner, and I walked in with my carry-on, and I said to the flight attendant, "Should I go ahead and red tag this and leave it at the jet way because I'm not sure it will fit in the overhead?" She said, "Oh it will fit. As a matter of fact, you can put it right up here." I looked at it and it was in the first class section and it was really designed for a crew bag. I said, "That's great. You really think it will fit?" She kind of rolled her eyes and she said, "You know, I do this for a living." So she jammed it in there and shut the door and she said, "Of course it will fit." She kind of gave me a hard time and I laughed and I said, "Well, thank you very much." So I went back in the back and when we got up to cruise the airplane leveled off and I think she'd even served the drink service that she was going to do and we were going to Washington Dulles. She came back and she said, "Why didn't you tell me you were from Purdue?" because I have a crew tag on my bag. It says, because I'm a crew member on our corporate airplanes, it says "Flight Safety Crew" and it has my business card on the back. She said, "Why didn't you say you were a Purdue professor? If I'd had known that, I'd have put you in first class, there was room up there." I just laughed and I said, "Well that's very kind of you but I didn't think to ask." She said, "You know, we have a lot of your pilots

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and we really like them.” So we had a nice chat. One of the neat things about my career and those of my colleagues who have been here so long... and the heritage we have in aviation education, is that when I get in an airplane – and Jim Maris used to say the same thing. You know, you listen to who is the flight crew. And I don’t do it much anymore until I’m getting off of the airplane because of safety and security concerns, but I’ll leave my business card and just ask the flight attendant, “Would you give that to the first officer or to the captain?”

KM: Because you recognize the names.

TC: It’s one of my students.

KM: Super.

TC: Or to walk through a terminal and I’ll see one of my kids, I call them “my kids” you know. My wife enjoys that, she gives me a hard time about that; or we’re on the (ATC) frequency because our tail numbers end in Papa Uniform or PU, how many people want a tail number that ends that way. So it’s pretty obvious to everybody on the frequency that’s a Purdue aircraft and pretty well everybody knows that those are our turbine airplanes. It’s quite frequently the case that when you check on, somebody will say “Go Purdue” or somebody will say “who’s the captain?” I’ve even had controllers say “who’s the captain?”

KM: It’s like when you’re out and somebody that you may have had in class some fifteen years ago, you’re only one of many but they remember you and it’s hard, even if you have pictures, and people change over time. That makes it all even more rewarding.

TC: That's the true reward.

KM: That really is, you know. It really is that, keeping in touch and recognize... just a little brief chitchat, I go for that.

TC: You bet.

KM: The brief air mechanics, the United Airlines maintenance that existed at one time in Indianapolis, just make a comment. Any kind of liaison with the university?

TC: Right, when United Airlines was looking to, they wanted to develop.

KM: What about three years ago maybe?

TC: Oh, no. No, it's been a long time ago. Bill Duncan was department head. It was probably...

KM: Ten maybe?

TC: Oh it's got to be more than that because Mike Kroes and I did it together (serve as department head) once. He did five I did six, so twelve, it's probably been fourteen or fifteen years ago. United Airlines wanted to develop a large maintenance base somewhere for the Boeing 737 airplanes that they operated. Indianapolis was in the running and they promised to bring lots of jobs and a tax base and all those things that governments want. But they wanted concessions and they wanted certain things. One of the things that they wanted was an outstanding aviation degree granting program close by. So they, the state, when they were putting together the package, contacted our department and said, you

know, we want you to be a part of this, can you be, will you be? Of course, we said yes and I think that was a key piece of getting that facility in Indianapolis.

KM: Oh sure, they want education that's key.

TC: That resulted in; it was manifest in a statewide location because the College of Technology of course has a Statewide Technology program. We could say if you'll build us a building, we'll put a Statewide Aviation Technology program right next door to that maintenance base. We weren't the only one. Vincennes University was in there and is in there still. Indiana State University has a presence in there, they don't have much there now, but that was part of the draw. They really didn't bring in the numbers of students that we thought they would and they really didn't bring in the numbers of people that even they thought they would, and it wasn't all that long until fortunes changed and they actually withdrew, vacated that facility. There is another company now called AAR there that does aircraft, large aircraft maintenance there. We still have, I think, a relationship with AAR. I think there are still some AAR people that are seeking a degree slowly but surely with us and probably also with Vincennes because they can do that.

KM: Were there many students that signed up? Did you have some students?

TC: There were some but there weren't a lot. Not anything like we thought there would be.

KM: What about the other, Vincennes did they get some students?

TC: They got some but I don't think they got anything like they thought, either.

KM: Right, the whole thing just changed over time.

TC: Yes.

KM: Let's talk a little bit about the 50th Anniversary in 2004.

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TC: Yes, that will be a wonderful memory out of a cornucopia of wonderful memories but as the department head, it fell to me to bring that together with a lot of good people helping. We ended up....

KM: It was a team.

TC: It was a team effort, big time. We ended up having a long weekend. It started, I guess, on a Thursday and then we had events on Friday, culminating in a major, we had a big open house all day Saturday, and we had people from the community as well as graduates come back. I wanted to have something in excess of a thousand. At the banquet, I think we had just over 400. We had enough to fill the North Ballroom. We had the South Ballroom for a reception and then the North Ballroom for the celebration and it was the dean spoke and I had a few words. One of the most memorable parts of the evening for me personally was to present an award to Professor Maris, a plaque to honor him as the genius that formed us and the hard work that made all this come to pass.

KM: He's considered the founding head of the department.

TC: He was; in fact, when he came he put together an aviation program, an aviation mechanics school, I believe in the Division of Technical Institutes. So our

department was one of the forming initial departments when the School of Technology was formed. Jim Maris was the guy with a small, but good, faculty that made that happen. So it meant a great deal to me to be able to honor him in that way.

KM: To him as well.

TC: I hope so. But it was something that was desperately needed to be done and I wanted to be sure that it did, and to have over 400 people give him a standing ovation was pretty special.

KM: That would be icing on the cake.

TC: Oh yes, and of course he spoke eloquently and I think it really got to him and to Lucille and to Vicki (wife and daughter) who were collaborators in making it happen. Also, we had Raul Cabeza, who was one of the captains for Purdue Aeronautics Corporation and then Purdue Airlines International, who went with most of the flight crews to Southwest Airlines. He's now passed away, but he was there and others that are real pioneers. Captain Cabeza and Emilio Salisar were two that came from Cuba. They flew for Cabana Airlines.

KM: I recognize that name because Jerry Goldman and I addressed and made some comments. So you're saying it I remember him speaking that.

TC: They were able to escape, I think Communist Cuba, come to the United States, and fly here. So it was great to see him back and others who had so much to do

to make this a success. It was a great celebration and it was really kind of the start of the process, I think for what has now crystallized into a new building.

KM: That's a good lead in to it. I was going to ask for a couple of comments on that.

TC: Sure, Scott Niswonger who's such a magnificent benefactor for us was there. Scott announced, he ask for a moment from the podium, and he announced that he was starting an endowment and invited other people to give to it to honor Charlie Holleman because all of us revere Charlie as our advisor and our mentor. So that started a scholarship in Charlie's name. Then I guess Scott had already given the money for the simulator facility because that was dedicated when Mike Kroes was department head. So Scott had already been a great benefactor. Then I think, I'm not sure exactly how it all began to develop, but we had been talking about a new building since 1989. As a matter of fact, I just pulled the 1989 academic program statement for the current department that wants to know are we missing anything? Do we need anything else? In 1989, what we put together I think they priced it at thirty million dollars in 1989. Well if you figure that what we've got is just under seven million that was going to be kind of a, it was going to put every bit of the department under one roof all the air craft storage and maintenance and all the labs and all the faculty and staff offices and the classrooms... everything. There would be no land left, I don't think, unless it would be just east of the rocket lab, Chaffee Hall. I don't think there's enough land this side of the railroad tracks. So the ideas have changed, they've updated, they've developed. What we've got now is really pretty special.

KM: That was the beginning and you have to start. It's a good start. What about diversity in your department that changed?

TC: We've come a long ways. We've got a long ways to go. Historically, the aviation industry has been a male-dominated industry, but we've made great strides over the last two decades I would say, and by "we" I mean everybody that's part of it. When I first started flying airplanes, it was extremely rare to hear a woman's voice on the radio and Jill McCormick, who was one of our very first faculty members, had been a WASP in World War II. She's a hero in her own right and had she lived fifty years later she'd have been an airline captain, but in those days she could train them, she could teach them but she couldn't go be one, which is a terrible travesty. But she was good-hearted about it.

KM: You have to like what you are doing and she understood.

TC: Yes, she understood but she educated us, got us on our way and she gave, I think she gave me personally and some other people, Charlie and others gave us a foundation in instrument flying that has served me well for over four decades and I can't thank her enough. She kind of adopted my wife and I when I had my first job for Purdue teaching in her position for a semester and we became really close friends. So Jill was the first and the only for a long, long, long time. In the last, as I say, twenty years we've begun to make in-roads and now it's fairly common to hear a woman's voice on one or both sides on the same conversation of the radio. So the FAA has made huge in-roads in having women become controllers. Airlines have made huge in-roads in hiring women to be cockpit crew

members, military: you can now be a military pilot and you can now fight in a fighter. You can be in combat. We still have a long ways to go. In our department, probably it's still about twenty-five to thirty percent women and far less than that of under-represented groups otherwise. So we have a concerted effort to, at every opportunity, to grow the diversity and I was just at a search and screen workshop this morning on campus all morning and you know it's obviously, and appropriately so, a really strong imperative for all of us to do what we can to grow diversity. So we are getting there, but slow.

KM: It's an ongoing thing and it takes lots of slow moves and little things like that, that work.

TC: We like to contact girls when they're younger to say, "You know it's okay to have a technology career."

KM: Right, exactly. In June of 2005, the airport was added to the list of historical sites. For the researchers, make a couple of comments on that. What does that entail? It was a lot of work that went into that.

TC: Yes, well we had Don Petrin on our faculty who did the lion's share of that by far and Marti Klemm helped him with that. I think we had colleagues, trying to think whom, probably Tom Farris and some groups from Aero and Astro. We had a grand celebration on a hot June Saturday but we opened up the hangar where Amelia Earhart's airplane was outfitted and we reflected on the history there. Bob Stroud, who was an Emeritus, I think he had the Emeritus title, he was our retired former airport director and who knew Bill Fleetemeyer and a lot of the people that

I've talked about. Bob's a dear friend and Bob spoke eloquently about the history of the airport. How it came to be. I learned a lot myself about the fact that it was transportation research.

KM: You can get a lot from these people that have a lot to contribute, that's what this program helps out. It just enriches the University.

35:00 **TC:** I really just never realized the degree to which David Ross had in mind, this was a transportation research facility and we're still researching steam locomotives, or diesel locomotives. And that the piece of iron that was always the backstop for the best parking spaces for the department was a piece of railroad tie that was a part of that. I didn't know that until that dedication. It was a grand day and it was a wonderful thing to do to recognize that facility that's housed us for so long, that's been our home. Matt Johnson, who's our senior technician and our building deputy, and I looked at the plaque. We knew that we had the vision of a new building and we thought where do we put this? If we don't put it in the right place and even if we do, it may have to move. So Matt, being the creative guy that he is, he and I looked high and low and he said I think we ought to put it here and I'm going to put it in such a way that it's secure but I know how to get it off. So if we needed to get it off when the new building came about so that it wasn't buried, we could do it without damaging it or frankly the building behind it very badly. Until now, only Matt and I knew that story, probably. That's where we put it so it would be easily seen by everybody that goes into that part of it, it would still be visible with the new building or we would move it so it was.

KM: Sounds good. Good choice. Were you ever a faculty fellow?

TC: No.

KM: But you're aware of the program.

TC: I even had an offer that I didn't avail myself of just this fall. Maybe one of these days I will. It's just been so busy.

KM: It's a nice program but I think one of its changes has been with the consolidation of the new centers of food centers, the dining facilities that opened. It's not in the same building and sometimes it's kind of hard to get together with the people I think and I've talked to some people. We go to Tarkington but we haven't gone very much because it's not, Wiley is about the closet and parking is a little bit of a problem but it still is a good program. Let's talk about some of your awards. You are in the inaugural group, the Purdue University Book of Great Teachers.

TC: Yes.

KM: Which is very nice.

TC: Thank you.

KM: You got the William A. Wheatley, Award sponsored by United Airlines.

TC: Right.

KM: Were you a little surprised when that, sometimes I ask people that.

TC: Yes I was. It's a great honor. I keep talking about Professor Maris, but he is such a hero to me, and a mentor. Professor Maris got that award a long, long time ago. He was one of the first.

KM: That's nice and you got the President's Award from the University Aviation Association.

TC: Yes.

KM: That's very good.

TC: It's a great honor.

KM: Yes, it's nice to be surprised I think. Are you on the Board of Trustees of the University Aviation Association are you still on that?

TC: No, I did at two different times, I did two, three year tours of that and then I'm serving my, I guess my fourth consecutive three-year tour for the Aviation Accreditation Board International. I served that group as president. I'm president of the board now. I'm on my second year of a two-year term; in that organization, you serve two years as vice-president and it's envisioned that you are in training to be president for two years, and then you're an immediate past-president for two years, so there is a six-year commitment but there's that connectivity.

KM: You mentioned earlier and I was going to ask you. Industrial Advisory Committee do they serve for a certain term and has it been inactive for some time?

TC: I think probably that our new department head will probably formalize that a little more than we have. In the past, people served as long as they were active and

wanted to be on and in good standing and so we've had a number of people that have cycled through and they've said you know it's been great to do that but it's probably time to cycle off and we've honored that. We've had a few people, I mentioned one, Frank Main just a little bit ago the Delta Captain, former Delta captain that, Frank's been with us for years and years and years he keeps coming back and we keep learning from him.

KM: That's nice. With my Oral History Advisory Committee, I have a couple of new people this year but they've been on since we got started and I just don't have it that structured and it seems to work out. I mean if you don't want to you just let me know. I think they know me better than that. How about a Purdue Tradition? Do you have a Purdue Tradition that you'd like to share with us?

TC: Oh absolutely.

KM: Good.

TC: Probably the biggest tradition for our family is the Christmas Show. When I, I don't know if I told you earlier, but I married my high school sweetheart and she still is and best friend. We dated for three and a half years. We've been married it will soon be thirty-nine, no soon to be forty. We passed thirty-nine. [Laughs]

KM: You and Jack Benny, right?

TC: That's right. But we were dating when I was an undergraduate student at Purdue and we started probably my freshman year, 1967, her family and my family they came up, brought her and we went to the Christmas Show and then we started

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going every year. The only years that we missed were when we started our family. We were married ten years before we started a family and then probably there were four or five years we didn't go because the kids were so small we just didn't, we didn't want to leave them with a babysitter and we didn't think they'd enjoy it or sit through it. I started back, as a matter of fact, I said, "Well let's try, I'll get two tickets" and I took our oldest daughter who's now expecting our first grandchild. She was probably five and we tried sitting down but she was a little fussy and so we just went out and enjoyed the singing from the lobby and talked to people that I knew that were ushers, you know. Other than that, my wife and I have gone and when our kids were old enough to go that's been a tradition.

KM: That's very nice. I was going to ask you about family. So you were talking about children. How many children do you have?

TC: We have three daughters. All three of them are married and we have three wonderful sons-in-law.

KM: Did your children go to Purdue?

TC: All three daughters went. None of the, oh, excuse me, our son-in-law that's married to our oldest daughter has a PhD from Purdue. He's originally from Albania, he did his baccalaureate and master's degree at the Sorbonne in Paris. And then he came over here to get his PhD, met my daughter, and so they're married. And so all three girls went through.

KM: Do any of them live here?

TC: Our oldest daughter and son-in-law, the one with the doctorate, he's looking for a tenure track position.

KM: What'd he get his PhD in at Purdue?

TC: Philosophy and he also has a strength in Political Science. Ironically, he got it a year ago, it will be two years ago this coming December. It's a real tough time in philosophy to get a tenure track position so last year, all of last year he had two visiting professorships. One in Pennsylvania in the fall and one in Maine in the spring but those were just a one-semester appointment. He's been working on it.

KM: But it's experience anyway.

TC: Oh, yes. But ironically he speaks and reads five languages and the visiting professor, the visiting professorships he got were in French and he taught French. He now is hoping that he'll be called to be a teacher with the State Department to teach diplomats, US diplomats, French and be in the Washington area. So they are still here but they're keeping their fingers crossed. They want to go to Arlington. Our middle daughter went through Aviation Management and she works for United Airlines in management in Chicago and she and her husband live north of O'Hare. Her husband is an ex-Marine and is a professional in professional security with a very well-known major personal security firm. So when they travel she's got her own built-in body guard. That makes her dad very happy because they like to go to international locations and I just feel better that Seth is with her. Then our youngest daughter and son-in-law are at Fort Rucker and he's active duty Army. He's a controller with the army at Fort Rucker.

KM: Is he in the career Army?

TC: He is and he's really done well. I wouldn't be surprised if he doesn't stay in twenty years, we'll see.

KM: Well that sounds good. How about an outstanding event? I tell people you can have more than one.

TC: Oh my goodness, there have been so many. Let me divide it into family and professional. There have been so many we could spend the rest of the week, eight hours a day, it's been quite a ride, but family first. Just having the real blessing of marrying your best friend and a wonderful marriage and wonderful set of kids now six from three, but I suppose walking my daughters down the aisle. We've been members of our church since we got married. I was still in undergrad and our minister that married us in Indianapolis said oh you need to see Dr. Krueger at Immanuel Church here, Church of Christ and we've been there ever since. Well, it's got one of the longest aisles in the Lafayette area, it's gorgeous, and it's got a big stained glass window built around a stone cross. When the light comes through it's just unbelievably gorgeous. So as the girls were growing up on Sunday mornings I'd dream of walking them down the aisle and I've now done that. Each girl, each daughter picked out a song that they knew would be special to me that was special to them for the dance, the first dance with dad. I love big band and especially Glenn Miller and so our middle daughter was married first and she chose Moonlight Serenade.

KM: Glenn Miller.

45:00

TC: Glenn Miller. Then our oldest daughter knew that I liked Louis Armstrong's "It's a Wonderful World" so we danced to that. That was the oldest daughter; she got married second. Then our youngest daughter picked out a song that I'm not all that much into country music anymore, so I'd never heard it, but it was called "I Loved her First." I almost get tears in my eyes when I even say it. As we danced to that, there were people all over the place with tears running down their eyes. It was pretty incredible.

KM: Very special.

TC: Very special, with a plethora of special things. You can see in my office what my family means to me from the pictures. The stuff that, the counter cross stitch that my oldest daughter made related to aviation. Then I suppose, you know, career wise, and I don't remember from our first conversation but I suppose it comes down to Dr. Beering and Mrs. Beering and the relationship I had with them and the other captains that flew them and the people that they've brought in. And since then, I've had the rare privilege of flying with every, at least once, every Purdue President since Dr. Hovde, including Dr. Hovde, and they've all been special and unique in their own right. So my career became beyond description it was so much fun to come to work and it was because of Dr. Beering and what he did; it really was pretty special. I may have mentioned to you, I wrote down a list because I thought I'd forget. I've had the privilege of flying not only all those presidents but the Dali Llama, Jimmy Carter, Neil Armstrong, Gene Cernen, Tim Russert, Andrew Card, Bob Dole, Toni Morrison, deans, provosts, coaches, faculty and staff, prospective athletes. People that are major sports figures now;

they were kids standing there next to their parents and that's six o'clock in the morning and it's still dark on a Sunday or Saturday morning and here I am picking them up to take them to a football game. That's pretty special.

KM: It is and its great memories and it makes your day. Any closing comments, anything special you want to do or say?

TC: You know I think you've done a magnificent job of asking all the right questions and I really appreciate the opportunity to talk with you. So thank you.

KM: I thank you Dr. Carney. Thank you very much.

End of Interview

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