

1/31/2025

Edited 5/4/2025

## **Chapter 23b**

### **Retirement (2002- 2025)**

This chapter is organized by topic.

We had plenty of things to keep us occupied. We had the new home to settle into, a shop to be built, our annual trips to our timeshare in Puerto Vallarta, working on my Kaiser, working on the cabin in Oregon, cruising, traveling, and camping with the fifth wheel trailer.

I enjoyed writing. I wrote blogs on our cruises and several trips. They can be found on my computer in word and pdf format in **One Drive – Personal/1-our files/travel blogs** They are also on my website: [www.hhpages.com/travel](http://www.hhpages.com/travel)

I also wrote my life story consisting of 16 chapters. They are in word and pdf format on my computer in **One Drive - Personal/1-our files/mybook final chapters**

I enjoyed creating websites. I created and maintained a website for my Air Force unit in Scotland, the Ima Mine in Patterson, Idaho, and my 1951 Kaiser.

All of my websites can be accessed currently from the menu on: [www.hhpages.com](http://www.hhpages.com)

## **New Home**

We moved into our new home at 285 Dollar Hide Way, Jerome, Idaho on October 11, 2002. We had been traveling and looking for six months after we sold the motel in Arco.

We bought a new stove, refrigerator, freezer, washer, dryer, garage shelving. and garage storage cabinets to get started. Additional furniture would be added later. New blinds for the windows were also ordered.

It was fun unpacking boxes that we packed the beginning of the year and boxes that we had packed 8 years earlier in Idaho Falls. We had forgotten about some of the stuff.

We had a week to get situated and leave for Puerto Vallarta. We had bought a timeshare in Puerto Vallarta in 1996 at the Villa Del Mar. The contract was for 25 years, and we have been using it every year during our fixed week, the end of October. We traded a couple years for Mazatlan and Jamaica. We found we liked PV the best.

We returned and got into landscaping and fixing up the place.

## **My Shop**

I knew that I wanted to restore a vintage car and would like a shop. In 2003 I started figuring out the location and size that would fit on our lot.

It needed to be large enough to accommodate the 5<sup>th</sup> wheel and a bay for working on a car. I settled on 42 feet long, 28 feet wide, 16 feet high in the interior, and 3 high bay doors. I also added an office and bathroom.

By skewing it slightly it could be on the east side of the house for convenience. It would meet all codes and covenants.

The first two bids were way too high. I called Valley Building in Filer. The old boy and his three cousins were retiring, but they would do one more. The bid was reasonable and we accepted.

They dug the foundation, the trenches for electrical, water, and sewer. The foundation and shop floor was 6 sack concrete. The framing was 2x6 with R19 insulation. They roughed in an office and bathroom. There were 3 high bay insulated doors, an entrance door, 9 windows, steel siding, and steel roof. This was done in two weeks.

They brought in subs for the electrical, plumbing, and complete the bathroom with a water heater, toilet, set tub, and shower. Also, sheetrock, paint the walls, and epoxy the floor. Many loads of road mix gravel were trucked in for the entrance driveway and exit driveway around the back of the lot. This took another two weeks. The total cost was around \$42,000.

I could now pull the 5<sup>th</sup> wheel in the front high bay door and out the back high bay door. It was very easy to pull in, park, and exit with the trailer.

I let the concrete cure and pulled the 5<sup>th</sup> wheel in for the winter in November 2003.

## **My 1951 Kaiser**

### **WHY A 1951 KAISER?**

When WWII ended there was a pent up demand for new cars. A new company named KaiserFrazer Corporation was one of the first to start delivering.

My father purchased a new 1947 Frazer to replace the old family 1941 Chevrolet. It looked like a box and was built like a tank. It was a good sturdy car with a lot of comfortable room inside. In 1951 the new sleek restyled Kaiser was introduced and the Frazer was traded in for a black 1951 Kaiser 2 door Sedan Deluxe.

I always thought the 1951 Kaiser was one of the nicest looking cars on the road and as the years went by I kept my eyes open hoping to see one, but to no avail.

Then in 2000 while surfing the internet, I came across a reference to Kaiser-Frazer Owners Club International (KFOCI).

Further searching revealed that the Northwest Region was having a meeting in Oregon City, Oregon and I attended. Several Kaiser, Frazer, and Henry J's were there. It was great to see the cars I remembered from 50 years ago.

I joined the KFOCI. Conversations with members led me to Bob Brown, also known as "Kaiser Bill" living in Altona, Utah. He has a 50's style show room of restored and original condition Kaisers and Frazers as well as other cars of the period. He also has a bone yard of over 50 Kaiser-Frazer cars and many more keepers that he plans to restore in out-buildings.

I called Kaiser Bill and accepted his invitation to come down for a visit. It turns out we had more than the same interest in cars as his first job was with Bell Telephone installing the telephone system at the Naval Reactor Test Site between Arco, and Idaho Falls, Idaho in the early 1950's. He stayed at the DK Motel in Arco the length of the job. Lo and behold we were the current owners of the same DK Motel!

Kaiser Bill is an authority on restoring these cars. He conducted free 4 day seminars with hands on experience in 2002, 2003, and 2005. I attended all three.

Bill taught and demonstrated the proper way (Kaiser Bill's way—no bondo) to go about a restoration project.

It was during the 2005 seminar that I learned of a black 1951 Kaiser 2 door Sedan Deluxe that might be for sale in Seattle. It was in running condition. I called that evening and struck a deal over the telephone.

It was identical to my father's 51 Kaiser. I thought it could even be the same car. However, I found the original owners warranty card made out to a Seattle resident in the glove compartment. While the car ran and was driveable I elected to trailer it home for safety sake.

While the car looked great from a few feet away a closer inspection revealed it had been patched with bondo in several places and repainted in the past. It was repainted (somewhat poorly) in the same original color of black.

It had paint blisters showing on the leading edge of the hood, as well as other places,. It revealed bondo and rust underneath. I cut it all out and welded in new patch panels.

The rocker panels were rusted through in places and paper thin, The whole rocker panel needed to be replaced on both sides of the car.

The headliner was hanging down and was original. The door panel fabric was original. It was all in bad condition, so it was all removed.

Removing the front floor mat revealed that both the driver side and passenger side front floor panels were badly rusted through. They had to be cut out. The rear floor was not too bad, but rusted out where the rear body bolts on each side attach the body to the frame. I cut out the rusted areas and welded in patch panels.

The leather padded dash was original and in good condition. The seats had been reupholstered with a gray non Kaiser material and fairly good shape. The proper material would be a good idea.

The battery box was rusted away as well as part of the inner fender well where it was attached. The 6 volt battery was hanging in place with bungee cords. I rebuilt it all.

The engine was fairly clean. It is a 226 cu inch 115 hp L-head 6 cylinder Continental engine with a GM Hydro-Matic transmission. The electrical system is Autolite. The wiring under the hood is in poor condition.

The tires on the ground were new radials and the spare a Firestone that looks like the original tire.

The stainless steel wide body moldings and grill were in fair condition. The door handles, trunk handle, and other trim made of pot metal were all badly pitted.

Both doors had a severe rusted out area in the bottom front of the door. All of the side glass needs to be replaced. The curved rear window and the driver side front windshield were ok. All rubber moldings need to be replaced.

Considering the rust issues (probably much worse than normal being a Seattle car), the car should probably have been parted out.

However, I had a nice big shop, needed a hobby, and a challenge.

I decided to see what I can do with my new found knowledge. I would not do a body off restoration as it requires heavy lifting and a rotisserie device. Maybe have a driver without investing a lot of money.

I drove it around the neighborhood a few times watching the road go by between my feet. I then decided to start the restoration process.

It was a great learning experience and a huge challenge. The progress was extremely slow since we traveled a lot. At times I was stymied as how to proceed.

The rocker panels were a show stopper for a couple of years. The bends and metal shaping was beyond my equipment and ability. Then I found right and left NOS rocker panels for a 4 door model while at the national meet in Tennessee. The retrofit of the rocker panels to a 2 door model has been a trial and error process, but looks like it will be a success. The driver side is welded in and looking good.

I followed Kaiser Bill's "Restoration Guide" handbook to the letter. It was invaluable.

I became very good at welding new steel patches to old thin rusted metal on the car. It takes a lot of finesse. Photos are on my computer in folder /my51haier as well as on my website [www.hhpages.com/my51kaiser](http://www.hhpages.com/my51kaiser) if it still exists.

I was ready to drive the car again in 2021, but couldn't get it started. I worked on it to no avail.

I had a stroke in December 2022 and could no longer work on the car. I put it up for sale in early 2024 at \$800. There were no takers. I ended up donating it to disabled veterans in March 2024. It had to be done as we were starting to downsize.

## **Puerto Vallarta (PV) - 2002**

We planned October 26 to November 1, 2002 in PV at our timeshare. Then we would stay two more weeks in a hotel in old town.

On October 26 we drove to Boise to overnight and leave the car at Brians. Our flight the next day connected to the Puerto Vallarta flight in Los Angeles.

We were told there would be a long delay for our departure from LA. It was due to Hurricane Kenna and the airport was not yet open.

As we waited we noticed another couple and two adult sons also waiting. They were Gary and Judy Ditto from Laguna Beach, California. The sons were Chase and Scott from Chicago.

We all sat around wondering what to do. I finally got through to the resort and they said they were still operating. Gary Ditto also got through to the general manager who was an old friend from his Chicago days. He said we would be accommodated if we got there. We decided we would continue on. We were soon called to board the flight and away we went.

PV was a disaster area when we arrived. There had been 150mph wind and 20 ft ocean waves pounding PV. Our resort was the only resort operating in the central hotel zone.

There had been three feet of water in the resort. The main floor throughout was closed. Our condo is on the second floor. It was an adventure getting to the room. We had no power or water.

The restaurants were flooded and closed. The large glass enclosed restaurant next to the beach was destroyed with glass all over the beach.

A cold buffet was set up in a second floor meeting room for dinner. We had our small flashlights and that impressed the servers. We learned that lesson after a power outage while skiing at Big Sky.

We got back to our room after eating and the water was on. Power was restored about midnight. We were in good shape.

The next morning I looked out and saw the cleanup operation was in full swing. In preparation for the hurricane loose items were dumped in the 3 large swimming pools. The ocean waves then crashed in and filled the pools with sand and salt water. Workers were digging out furniture and bagging sand for removal. I recognized the workers as they were servers in the bars and restaurants. They worked like crazy. All three pools were operational in three days.

I was out walking one morning and talked to a timeshare person for the new Mayan Resort in Nuevo Vallarta. If we attended a presentation we would get \$500 or a choice of tours and a rental car for two days. We attended and chose a two day tour to Tequila and Guadalajara. We also got the rental car for the days of our choice. I wanted to visit an old Air Force friend that lives in Tepic about a 100 miles north of PV and would use it for that trip.

We left early in the morning on our tour. The new freeway was closed due to the hurricane. Our route was the old narrow road through the mountains. It was slow going and scary ride. We only stopped to tour Mayan ruins and to taste sugar cane before getting to Tequila about 6 hours later.

We toured an agave plantation, a tequila distillery, taught the art of sampling, and judging tequila near the city of Tequila. It was another two hour ride to Guadalajara.

We were checked into a 5 star hotel and had dinner and tours of the city. The next day was a tour of a famous shopping district and lunch. Then it was a long 6 hour ride back to PV. It was a great tour, but exhausting.

After our time was up in our timeshare we moved to a hotel in old town for two weeks. This is our favorite area in PV. The hotel was next to Chilis, owned and operated by two friends, Hank and Conrad. Hank was from Mackay, Idaho.

I picked up the free rental car for our trip to Tepic to see my old friend, Cliff. I had never driven in PV or Mexico and was highly nervous. We had to go completely through PV and find the route north. It worked out fine and we were soon in a jungle on a narrow mountain road. Jungle trees were flattened by the hurricane, but had been cleared off the road. The trip went well.

November 15 we flew back to Boise. It was a trip to remember.

We continued to use our timeshare until the 25 year contract ended in 2011. It was a two bedroom unit and we invited Bev and Tom the last four or five years. They got hooked on PV.

We would often see the Dittos as they had the same fixed week. Gary Ditto passed away around 2006. Judy continued on and would be there with her son Jace. She had a lot of timeshare weeks

built up. After our contract ended we bought weeks from her at a very reasonable rate or rent. We last saw Judy in PV in 2021 and remain in touch.

Another memorable trip to PV was in 2015. We rented El Dorado Condominium #103 in old town on Las Muertos Beach for October 18 – November 1, 2015.

We were on the third floor above the beach with a view of the ocean. Our entry door was on the back of the unit to a road on the mountain.

We had good cable tv and internet. I saw on the morning news that Hurricane Patricia was coming up the coast, and never thought much about it. Later CNN says PV is directly in its path with record breaking 200mph wind and 40ft ocean surge. That got my attention, especially when we started hearing sirens. I went out to take a look and maybe get a taxi to get out of there. The streets were deserted! Now what do we do?

I knew of a solid concrete hotel about two blocks north. It should be a safe haven on the upper floors. I went to get a room, but they were evacuating guests in dump trucks!

I also called the Pinnacle Resort that is high on the mountain. No answer there. We are going to have to ride it out where we are.

I saw a small minimarket trying to close. I barged in and bought the last of the bottled water and small candles used in church services.

Meanwhile fire trucks were roaring through with sirens going. They were also announcing in Spanish to evacuate.

LaRue made sandwiches and we prepared for the onslaught. We would open the front patio doors and the back door so the water could flow through onto the street and up the mountain. We would hunker down in the bathroom in the hallway between the two. Hopefully the water would flow through and bypass us in the bathroom with the door closed. That was the plan.

I also investigated hiking up the mountain. It was raining very hard and next to impossible. With 200mph wind, flying debris, steep terrain, and jungle it would be totally impossible. Bev reminded us of that fact in an email also.

We faced the reality that we probably would not survive. It is strange how you can remain calm and resigned to what the outcome might be.

All we could do is wait. It was raining hard. The ocean had 10-20 foot swells rolling in all day long. It was deathly quiet in the neighborhood.

It is a miracle that the power stayed on. I could be on the internet but tv was off. I found a good website on my laptop. It tracked the hurricane and I watched it all afternoon. PV was where it would make landfall around 6pm. The prediction was that PV would be leveled.

Around 6pm I noticed the path had changed a bit. It looked to me like it might hit slightly south of us. We were on the south end of PV, so we may still be in its path.

Around 8pm it was announced that it made landfall in the jungle 30 miles to the south. What a relief that was. We celebrated with a martini and ate our sandwiches. We heard the next day that a small fishing village had been leveled.

I went out the next morning and I was the only person around. Everything was deserted and boarded up. It was eerie.

The one thing we learned is that we would have a better chance of survival staying at a resort. They have resources and connections to take care of their guests. We learned that our old resort evacuated guests in luxury tour coaches. However, they ran into trouble in the mountains due to mudslides.

We enjoyed the rest of our stay and returned home November 1.

We returned to PV for another four trips or so. We usually spent two weeks at our old resort and a week in a hotel in old town.

## **Cruises**

We had heard a lot about cruises and finally decided to try one in early 2003. I had decided I would try one cruise. I found a reasonably priced one-week roundtrip cruise from San Pedro, California to the Mexican Riviera, and booked it. I never thought I would like a cruise. However, I was hooked!

We took the same ship through the Panama Canal later that year. That set the hook even more.

Twenty years later we had been on 36 cruises for a total of 454 days. We did 3 full transits of the Panama Canal, crossed the equator 6 times, the international date line 4 times on cruise ships, and two times by air.

7

**Our favorite cruises were:**

48 days. Long Beach, California around South America to New York City

48 days. San Pedro, California to Australia, New Zealand, and back 35

days. San Diego to South Pacific and back.

21 days. Rome to East Mediterranean then West Mediterranean and back to Rome 7

days. 50 year anniversary with family-Long Beach roundtrip Mexican Riviera

**Favorite stops:**

Skagway, Alaska

Porto Monte, Chili

Ushuaia, Argentina

Rio de Janeiro, Brazil

Sydney, Australia

Port Villa, Vanuatu

Istanbul, Turkey

Malta

**Favorite Cruise Port:** San Diego

Favorite cruise Line: Holland America

A listing of all cruises is in the Addendum at the end of the chapter.

## **My Air Force Connections**

While we were still in the motel I found that my old Air Force unit in Scotland was having a reunion in Las Vegas. I had not heard from any of these guys since 1957 and signed up. The reunion was April 26-28, 2000 at the Flamingo Hilton.

LaRue stayed home to tend the motel and I drove down. We had 240 people attend and had a super time.

It was great to reunite with five old buddies I worked with on Dog Flight. It was especially great to see my old friend, George Page, who worked in the orderly room and the post office. He was the one that knew where I was in Turkey and forwarded LaRue's card. It led to us getting back together after I was discharged. George apologized.

The last evening the master of ceremonies summoned the Scottish wives to the stage. The stage was full and hardly any women were left in the crowd. It is a fact that 80% of the guys that went to Scotland came home married, and it was evident.

After I got back to Arco our guy that had a web page for our group posted that he would have to bow out. He would scrap it unless someone took over within two weeks. The deadline came and nobody came forward, so I jumped in. He had a list of about 100. Another person maintained the addresses. I took the two lists and combined them into a spreadsheet with names, years at Kirknewton, email address, home address, and phone numbers.

*(It now has over 2100 known airmen that served at RAF Station Kirknewton from 1952-1966.)*

I also developed and published a new and expanded webpage that I maintained for over 20 years on [www.rafkirknewton.com](http://www.rafkirknewton.com). I was also the administrator for our interactive website on myfamily.com for 14 years. That website is now on spokt.com and I am one of the administrators.

## **The list of Air Force Reunions follows**

### **Reunion 2002 - San Antonio, Texas (drove)**

The reunion was held in San Antonio, Texas, September 19-21, 2002 at the Fairfield Inn.

### **Reunion 2004 - Biloxi, Mississippi.**

The reunion was held in Biloxi, Mississippi, April 29 through May 1, 2004 at the Imperial Palace.

We flew into New Orleans and toured two days. A highlight was eating at Brennans and Paul Prudhomme's Louisiana Kitchen.

A governing board of directors was formed during an open meeting at the reunion. The purpose of the board is to provide continuity and guidance for future reunions. It will maintain mailing lists and (hopefully) start up funds for the reunion committee for the next reunion. The local

reunion committee will have sole responsibility for organizing, planning, and implementation of their reunion. I was elected Chairman.

After the reunion we toured Alabama and Florida in the rental car. We returned to Louisiana and spent an afternoon at the Tabasco facility. We even had Tabasco ice cream.

**Reunion 2006 - Colorado Springs, Colorado. (drove)**

The reunion was held at the Ambassador Hotel in Colorado Springs, Colorado, September 13-16, 2006.

**Reunion 2007 - Philadelphia, Pennsylvania.**

Marriott Residence Inn, in downtown Philadelphia, Pennsylvania across from historic City Hall on September 20-23, 2007.

**Reunion 2008 - Red Wing, Minnesota. (drove)**

The reunion was held at the Treasure Island Resort & Casino near Red Wing, Minnesota, August 13-16, 2008.

.

**Reunion 2009 - Western Carribbean Cruise.**

The reunion was on the Carnival cruise ship Destiny. It departed Miami, Florida on September 21, 2009 and returned to Miami September 26, 2009. I organized the reunion and cruise.

**Reunion 2011- Branson, Missouri. (drove)** The reunion was held at Boxcar Willy's Hotel, Branson, Missouri, September 21-24, 2011.

**Reunion 2013- Edinburgh, Scotland.**

The reunion was held September 18-21, 2013 in Edinburgh, Scotland. The hotel was the Royal British Hotel, 20 Princess St. A meeting and lunch was hosted by the RAF 661<sup>st</sup> VGS Glider Squadron at RAF Station Kirknewton. The banquet was at the Royal Overseas Club on Princess St. Julie and Parker attended.

**Reunion 2014 - Las Vegas, Nevada. (drove)** The reunion was held September 22-25, 2014 at the Orleans Casino. I organized the reunion.

**Reunion 2015 - Dayton, Ohio.**

The reunion was held September 21-24, 2015 at the Crown Plaza hotel. We flew into Cincinnati and picked up a rental car to see the country. The highlight was Churchill Downs in Louisville,

Kentucky. We saw a race, did a tour of the facility, the Kentucky Derby Museum, and had brunch with mint juleps in the restaurant.

The highlight in Dayton was the Wright Patterson AFB Air Museum.

**Reunion 2016 Seattle, Washington. (drove)**

The reunion was held September 15-19, 2016 at the Courtyard Marriott in Tukwilla, Washington. A highlight was the Boeing Air Museum and a tour of the Boeing plants.

**Reunion 2017 New Orleans Cruise.** The reunion was held September 17-24, 2017 on the Carnival Dream.

We departed New Orleans September 17 and visited Roatan, Honduras, then Belize City, Belize then Cozumel, Mexico and ended in New Orleans on September 24.

## **Interesting Interchange on the JFK Assassination**

The following is an exchange that took place as the result of a name being found on my website:

-----  
Harry, I am an Army Security Agency Vet and served from May '68-Dec '71. I found the person I am looking for on the alumni page, David K.Christensen, but there isn't any contact info. Can you find out anything on his whereabouts?

Thanks, William H. Warrick III MD, Retired

----- On  
Fri, Jul 13, 2018 at 2:51 PM, Harry Hathhorn < [harryhat2@msn.com](mailto:harryhat2@msn.com) > wrote:

[Good to hear from you. The person we have listed is David F. Christensen listed on 1961 orders. He has not surfaced or been heard from. I will post an inquiry on our members only website to see if anyone remembers him. Did you know him later in his career and possibly know which state he was from?](#)  
[Regards, Harry](#)

-----  
reply from Warrick-

**Actually Harry, I don't know him and never met him, but his name surfaced in** the JFK document dump in April. He and an ASA cribbie both in different locations, decrypted CIA message chatter in early November 1963 that revealed significant information on CIA plans to assassinate the President. The reason he disappeared from Kirknewton was because he was sent to the Psych ward for 6 months as was the ASA guy. The end of tour date on your alumni list should be Nov '63, not Nov '62. I hope this doesn't scare you off because Vern Greunke on the ASA site was very hostile to me and flatly denied me any help in finding the ASA guy. I was shocked because this is bombshell information in the search for the Truth in the JFK assassination. This means to me that Greunke is facilitating the coverup that has been going on since Nov 22, 1963 and makes me wonder about his adherence to the

Oath we swore at induction. That is a Lifetime Oath that never ends until you die. I am an assassination researcher and I am assisting Prof Korth in finding Airman Christensen and we hope you can help us.

May The Force be with you,

Bill

William H. Warrick III MD (Retired)

-----  
In response to my inquiry on our members only website I received the following message:

Harry, see the article I just posted to this site. It talks about Dave Christensen, who I believed served with me when I was at Kirknewton on Delta Flight.

Ron Krause

----- to Warrick:

I have copied and posted below the article Ron Krause referred to. Ron served at Kirknewton 62-65 and he knew Dave on Delta Flight. Also for your information I have found the service # of Dave on the Kirknewton Orders and it is AF 17567458. The first two digits 17 shows he was from the midwest states of Iowa, Kansas, Minnesota, Nebraska, North Dakota, or Wyoming. My search has led me to a deceased person by that name in Hot Springs, SD in December 2006 at the age of 66. It kind of matches up but there is no further information on relatives, etc. There is another David F. Christensen in Sioux Falls, SD but my call to the phone # goes to voice mail and nobody calls back.

Ron Krause answered a follow on email that I sent him and he recalled that David Christensen suddenly disappeared and nobody knew where or why. He said it was a while later that he heard someone was shipped out suddenly because they were insane. He did not put the two together at the time.

-----  
The following was posted by Ron Krause on our members only site in response to my inquiry: **This might be of interest to ALL of you!**

Two U.S. military code operators were committed to psychiatric institutions after intercepting messages about a planned assassination attempt on JFK, recently released documents reveal July 12, 2018 by IWB

Author Jerry Kroth describes two previously unknown events revealed in the recently released documents on the JFK assassination. In early November 1963, Eugene Dinkin, a U.S. Army cryptographic code operator, decoded two messages about a plot to assassinate the president. And **just before November 1963, David Christensen, a sergeant in the U.S. Air Force, intercepted a communication that revealed a planned assassination attempt on the president.**

via informationclearinghouse:

In November, 2017 President Trump released 35,000 documents the Kennedy assassination that were withheld for half a century. He wanted to release more, but the CIA requested more time. He gave them six months, and, on April 26 of this year another 18,000 documents came forth.

The media hardly covered the April release, and, overall, the reporting was cursory at best and pathetic at worst. These documents consummately alter our understanding of the assassination, of Jack Ruby, of Marina Oswald, David Ferrie, Richard Helms, J. Edgar Hoover, and certainly Lyndon Johnson.

But let us take a smaller bite from this apple.

Introducing Eugene V. Dinkin. Two documents were released about this man in November which caught my attention, and one more appeared in the 2018 release.

Private First Class Eugene Dinkin worked in Metz, France. He was a cryptographic code operator for the U.S. Army and in early November, 1963, three weeks before the assassination, he discovered something sobering, a plot to assassinate the President of the United States. He intercepted—or decoded—two messages, and the names he relayed all make a lot of sense today, a French/Corsican assassin, Jean Souetre, Guy Banister, and William Harvey.

That was in 1963, but in 2007, former CIA majordomo, Howard Hunt, made a deathbed confession about the assassination to his son and mentioned two of those suspects. His son, quite unaware of Eugene Dinkin, scrambled to take notes and videotape his father. Hunt's revelation can be seen on Youtube today.

In early November 1963, Private Dinkin was so concerned about his discovery, he had his friend mail a letter to Robert Kennedy. The letter warned RFK that an assassination plot was underway and would occur in Texas about November 28th.

Dinkin said that plans were that the murder would be blamed on either a communist or a Negro.

Dinkin had serious doubts his letter would ever reach him, so with a jolt of derring-do, he deserted his post and made it to Switzerland to a UN press briefing room where he thought he might get better reception. The U.S. military picked him and shipped him off to Walter Reed to a psychiatric ward. He was confined for the next six months.

Trump's two released cables say Dinkin went to Geneva on the 6th of November with his story.

That was exactly 17 days before Kennedy was murdered. "Neither the FBI nor the Warren Commission ever investigated the Dinkin case," despite his clear prediction.

A second soldier named David Christensen saw the message also. There are two CIA documents on him which were released in April. Christensen was an Air Force Sergeant who was stationed at Kirknewton, Scotland. He intercepted a communication just before November, 1963 that an assassination attempt would be made on President Kennedy.

Little substantive information beyond this fact is given except that Kirknewton was an RAF base, which had a relationship with the CIA, which was using it as a top-secret listening station.

Christensen heard something he shouldn't have heard, and he heard it in a top-secret CIA listening post. As you can probably guess, Sgt. Christensen, like Eugene Dinkin, was summarily "committed to a mental institution."

One should raise an important question here as with all of these released documents: why were they withheld for half a century?

Clearly, if two psychotic persons ranted off about the President being killed—and both properly confined to mental institutions as deranged—such stories would merely constitute tabloid pulp and not rise above the level of the

National Enquirer. The fact that these stories never graced our supermarkets, but were withheld from the public and from scholars for five decades is certainly worth more than a raised eyebrow.

Two code operators, in secret American military installations, quite independently of each other—and both obviously with clearances—discovered chatter, decidedly secret chatter, about the coming assassination of the President of the United States. If taken seriously, it meant a deep conspiracy was afoot involving high level government and military plotters, not little Lee Harvey who was sorting textbooks in the Texas School Book Depository for \$1.25 an hour.

In order to preserve the Warren Commission myth that a single, lone assassin shot the President required—absolutely and irrevocably—that such news be hidden, covered up, and sequestered from any public awareness—and indeed it was. Frankly, it is a miracle these files survived at all considering their significance.

A very belated thanks and a few hosannas from the American people, Eugene and David, wherever you may be.

Jerry Kroth, Ph.D. is an Associate Professor Emeritus from Santa Clara University in California. This is an excerpt from his forthcoming book, *Coup d'etat: the assassination of President John F. Kennedy*. Dr. Kroth may be contacted through his website [collectivepsych.com](http://collectivepsych.com)

Updated July 12, 2018

Christensen heard something he shouldn't have heard, and he heard it in a top-secret CIA listening post. As you can probably guess, Sgt. Christensen, like Eugene Dinkin, was summarily "committed to a mental institution."

One should raise an important question here as with all of these released documents: why were they withheld for half a century?

Clearly, if two psychotic persons ranted off about the President being killed—and both properly confined to mental institutions as deranged—such stories would merely constitute tabloid pulp and not rise above the level of the National Enquirer. The fact that these stories never graced our supermarkets, but were withheld from the public and from scholars for five decades is certainly worth more than a raised eyebrow.

Two code operators, in secret American military installations, quite independently of each other—and both obviously with clearances—discovered chatter, decidedly secret chatter, about the coming assassination of the President of the United States. If taken seriously, it meant a deep conspiracy was afoot involving high level government and military plotters, not little Lee Harvey who was sorting textbooks in the Texas School Book Depository for \$1.25 an hour.

In order to preserve the Warren Commission myth that a single, lone assassin shot the President required—absolutely and irrevocably—that such news be hidden, covered up, and sequestered from any public awareness—and indeed it was. Frankly, it is a miracle these files survived at all considering their significance.

A very belated thanks and a few hosannas from the American people, Eugene and David, wherever you may be.

Jerry Kroth, Ph.D. is an Associate Professor Emeritus from Santa Clara University in California. This is an excerpt from his forthcoming book, Coup d'etat: the assassination of President John F. Kennedy. Dr. Kroth may be contacted through his website [collectivepsych.com](http://collectivepsych.com)

---

My notes follow:

I have had ongoing emails with Dr William (Bill) Warrick, Prof Jerry Kroth, and the RAF Kirknewton airmen Ron Krause who knew and served with Dave Christensen. Prof Kroth sent me recently released formerly Top Secret memo's that support his findings. I found Christensen's supervisor's name in them which is Frank W. Prater. Ron Krause knew Frank Prater well and worked for him as well as another airmen, Bob Baker that I have been in touch with. Right now we are trying to find Christensen and Prater.

I have purchased Jerry Kroth's new book "The Kennedy Assassination: what really happened" and it shoots down everything the Warren Commission found. It is explosive. Harry

Notes added on 7/21/2018

A letter from David Christensen to Nick Stevenson is in the National Archives and is now available with the document release in April 2018. He wrote it in the late 70's from the Sheridan, Wyoming VA Hospital. He was looking for support for a disability claim and he recounts the time at Kirknewton and how he saw the message about assassinating JFK. He wrote "How hard I tried to get it out but Forney and Delaughter wouldn't send it to NSA. The link was from Lisbon to Tangiers you remember" He also wrote "I was nuts when the Russians first came out with the ITI &B's. Later proved them wrong didn't I. That was a first for us as I recall". He states that there were names that were in a "certain branch of organized crime". The letter to Stevenson can be viewed at:

<http://www.archives.gov/files/research/jfk/releases/docid-32270296.pdf>

---

Notes added on 7/22/2018

Sgt Frank W. Prater at RAF Kirknewton was mentioned in one of the released documents. He was the supervisor of Christensen in 1963. I checked with Ron Krause and he worked for him also. Prater is listed on my Kirknewton Alumni List but no email address or phone number is listed. A search shows a Frank W. Prater around the right age in Windsor, CT but there is no contact information.

A Nicholas B. Stevenson at RAF Kirknewton is the subject of a declassified released memo. It documents him being questioned about David Christensen at a House Select Committee Hearing on 21 Nov 78. He testified he knew and worked with Christenson in 1963. He testified that Christensen was in a position to see messages that he claimed he saw and that the sender was not a targeted source for intercept. Stevenson was asked to contact Christensen to get the name of the assassin named in the message but he declined any more involvement. The hearing adjourned pending further review.

---

My Notea:

My take on this is I believe Christensen was ahead of his management and piers and thought outside the box and discovered things. He was considered "nuts" when he came up with the "Russia ITI & B's" thing and was later proven right according to his letter.

Do not know what he discovered but it reminds me of an incident in November 1960. The following is well documented. Our Navy counterparts at Karamursel, Turkey monitored the transmissions of Russian subs. All of a sudden they lost them. There were no more transmissions. A sharp operator happened to hear an occasional "scratchy sound" of a second or less. It was too short to get a bearing or anything. Finally he was able to get a recording and later used a sonograph machine and was able to detect bits being transmitted. His thinking outside of the box found the Russian submarines using a new high speed compressed transmission of less than a second. Special antenna fields and a room full of equipment were built to intercept the submarine traffic. The Navy operator went around the world training people and ended up at NSA headquarters as a Naval officer. We were back to monitoring the Russian submarines just before the Cuban Missile Crisis and it played an important role in that conflict. I see Christensen as this kind of guy.

I have found a David F. Christensen in Hot Springs, SD with addresses also in Wyoming. He died December 22, 2008 at age 66 so would be 76 if alive and the right age. I believe he is the guy that wrote the letter. There are no relatives listed.

Nicholas Stevenson is listed in the Kirknewton Alumni List with a phone number that is no longer valid. He lives in Foley, Alabama. I found another phone # 251-978-1642 that rings and goes to voice mail. I left a message but so far no return call.

**Ted Harley mentioned in the letter** was found in Medina, Ohio as he was listed in the alumni list. A search shows he died in October 9, 2016 at age 84.

**Richard Forney mentioned in the letter** is listed in the alumni list. An email sent to richforney@msn.com has not been answered.

Frenchy mentioned in the letter could be John French listed in the alumni list. An email sent to Scot6952@yahoo.com has not been answered.

**Duane Bruntz mentioned in the letter could be Duane Bruntz in Bridgewater, Nebraska that died in 1987.**

Have not found anything on Willy Hendrickson or Garrett K. Tatum mentioned in the letter

A new youtube video by Jerry Kroth was recently put out titled "The Kennedy Assassination. What Really Happened" . The address follows:

<http://www.youtube.com/watch?v=ihngSyUF8pY>

Jerry Kroth wants me to pursue a contact with Nick Stevenson and I am sending him a letter to his address requesting a telephone call. hh

end for now

additional emails follow

---

Sat, 7/28/18, Harry Hathhorn <[harryhat2@msn.com](mailto:harryhat2@msn.com)>  
Subject: David Christenson

To: "Jerry Kroth PhD"  
<[jerrykroth@yahoo.com](mailto:jerrykroth@yahoo.com)>

Date: Saturday, July 28, 2018, 3:23 PM

I have had doubts whether or how Christensen could have seen the assassination message he claimed he saw. In looking around I found a letter in the government archives he wrote to Nick Stevenson in the 70's. He describes how he saw the message. I am sure you have seen the letter but I am including the link below. He describes how he saw the message which sounds somewhat plausible to me. I am going to run this by some guys that worked in the same area.

A red flag registered with me when I saw his name. The top of the letter is David F. Christiansen and the bottom is signed David F. Christensen. A possible explanation is a professional typist transcribed the letter from his handwritten copy? Could have happened since he was in a VA hospital in Wyoming. I don't think he would have gotten it wrong if he typed it.

*(note added after reviewing -That is his return address at the top of the letter. It negates my paragraph above. -HH)*

His buddy to buddy remarks makes me believe he wrote it with his reference to the Berkeley Bar at the end as that was the main hang out in Edinburgh.

The link to the letter follows:

<https://nam02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.archives.gov%2Ffiles%2Fresearch%2Fjfk%2Fleases%2Fdocid-32270296.pdf&data=02%7C01%7C%7C6a970c2d0fb848451b1908d5f5697900%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C636684755698218649&sdata=mwn1pjltvZrIU6lcOScgz%2BzB7xkBvjyDyDa91LXFhdQ%3D&reserved=0>

Will see what our guys have to say on this. Regards, Harry

-----

On Sun, 7/29/18, Harry Hathhorn <[harryhat2@msn.com](mailto:harryhat2@msn.com)> wrote:

Subject: Re: David Christenson

To: "jerry kroth" <[jerrykroth@yahoo.com](mailto:jerrykroth@yahoo.com)>

Date: Sunday, July 29, 2018, 10:20 AM

Early in this I was skeptical whether it was possible to see a message like that based on my experience at Kirknewton. I was a morse intercept operator and all messages we copied were encrypted and we never saw the deciphered message. We only knew it was an important intercept if an excited back room analyst was ripping off the sheets as we completed them.

I have looked into this more and David was a non morse operator. He manned printers that copied messages sent between stations. They were in another room and I was not aware of what they did and there was no cross talk between us. In his case Christensen said the link was between Lisbon and Tripoli as I recall. It most likely was civilian traffic and not CIA as I originally thought, but who knows? Anyway I am now convinced that it did happen as he described. If foreign people were involved it is probable that messages would be going overseas and thus intercepted. One of our guys posted a scathing critique on our website on spokt saying it was not possible and that started me wondering again. That's when I looked around and saw the letter Christensen wrote to Stevenson. That made a believer out of me. I had the guy read the letter and get back to me. He has backed away from his critique.

The "Frenchy" mentioned in Christensen's letter is possibly Jack French. I have his email address and sent an email to see if it is him and asked for his comments. It went out this morning and no answer yet. I also send an email to Ted Harley mentioned in the letter and it came back undeliverable. Further searching shows he passed away October 9, 2016. I also have an email address for Richard L. Forney and sent an email but no answer as of yet. I have found a Duane Bruntz in my search but the guy that appears to be him in Bridgeport, NE passed away in 1986. No leads yet on Hendrickson, Tatum, or Delaughter.

I am more and more convinced that the David F. Christensen in Hot Springs, SD that passed away in 2008 at the age of 66 is our guy. I have found numerous addresses for him in Wyoming also and we know he was in the Sheridan, Wyoming VA hospital.

I have a phone # for Nick Stevenson that is quite old. I have been reluctant to call it in case you or one of your people have already been on it. I don't want to mess up anything. What do you think? Regards,  
Harry

----- From: jerry

kroth

<[jerrykroth@yahoo.com](mailto:jerrykroth@yahoo.com)>

Sent: Sunday, July 29, 2018 9:39 AM

To: Harry Hathhorn

Subject: Re: David Christenson

That is a great document! Why do you think he didn't see the assassination message? He mentions these code names for these figures. Any idea who these code named people are?

This letter is written after 1974, so it certainly seems to corroborate the claim that he mentioned he heard coded messages about the assassination. The fact that this letter was withheld from the public for decades should not be ignored.

Jerry

PS Many thanks for sending it to me.

---

On Monday, July 30, 2018, 08:28:45 AM PDT, jerry kroth <jerrykroth@yahoo.com> wrote:

You are a great investigator. You have to find out who Christensen is referring to with those coded names in his letter.

Jerry

---

**From:** [jerry kroth](#)  
**Sent:** Monday, October 12, 2020 4:25 PM  
**To:** [Harry Hathhorn](#)  
**Subject:** Re: David Christenson

Harry, long time we since we have communicated, but I just read James Files book on JFK and he mentions that he went to Scotland and he also mentioned Christensen. Do you know anything about this.

Files was a Mafioso who may have been the grassy knoll gunman. Jerry Kroth

---

## Reply

**Yes, it has been a long time and have not heard anything. Do not know anything on James Files and Scotland. Regards, Harry**

---

End

## **Phasing out My Webpage**

Due to the advanced age of our members and declining interest I am phasing out [www.rafkirknewton.com](http://www.rafkirknewton.com). It is now [www.hhpages.com/rafk](http://www.hhpages.com/rafk) for as long as I can maintain it.

The RAF Kirknewton web page, the alumni list, and reunions kept me busy in the retirement years. It was a labor of love that I enjoyed.

## **Going South**

When we left the motel in April 2002 we enjoyed going south with the 5<sup>th</sup> wheel and acting like snowbirds. We planned to continue doing it.

We went south every year through 2014. Our route was to Ely, Nevada the first night. Ely at 7,000 ft was quite cold in March. The next night it would be much warmer. We would be in summer clothes and running the air conditioner.

We enjoyed Lake Mead near Boulder, Nevada, Kingman, Arizona, Parker, Arizona, Quartzite, Arizona, and Yuma, Arizona. While in Yuma we enjoyed walking across the border to Algodonez, Mexico to have lunch and shop. I even got dental work done in Algodonez, and we got new glasses. We saved a lot.

We were busy in 2003 with the new house, taking care of mom, and getting the shop built.

We planned to get away early March 2004. We could not go earlier as we had our taxes done by our CPA in Challis. He planned to have them done early March. We would be ready to go.

The 5<sup>th</sup> wheel was packed and sitting in the driveway ready to travel.

I went to the Twin Falls Post Office to take care of the mail. I also had to go to Home Depot to return an item. I had just crossed Blue Lakes on Pole Line going east I was hit in the rear

passenger door by a car coming down the sidewalk on Blue Lakes about 30mph. I was spun around and clipped two cars stopped at the stoplight.

Witnesses verified I had the green light. The driver that hit me had a seizure and his wife had steered the car onto the sidewalk to avoid rear ending cars stopped at the stoplight on Blue Lakes. That explained it.

The insurance company said our truck was totaled. Then they said they would have it repaired for \$32,000. That meant a branded title and something you don't want. We got Gary involved. Before the day was over we would get a check for the value of the truck.

Now we need a truck. Dealer inventory was scarce as there had been an employee pricing promotion. I located a loaded 2003 red Ford F350 in Salmon. It had the new International 6 liter diesel at a decent price. We drove up and got it.

It did not drive well on the way home. The next day it wouldn't idle. I barely got it to back out of the garage. I took it to the Ford dealer and they worked on it all day. All it needed was to "de tune" it since it had been tuned to meet the new emissions standards.

I got the 5<sup>th</sup> wheel towing stuff installed and we headed south. We spent time in Overton, Nevada, Parker, Arizona, and Yuma, Arizona. Then we headed home through Safford and Flagstaff, Arizona.

The elevation gain from Phoenix to Flagstaff is brutal. The freeway north starts out completely clogged with 18 wheelers going about 30mph. About halfway to Flagstaff lanes are added. I pulled out and started passing the long line of trucks. Our new diesel truck had lots of power and we were flying. There was an explosion under the hood. Black smoke blew everywhere and there was no power. I was able to get back across the freeway and pull off in a wide area. Luckily the truckers backed off and gave me room. It was strange that the engine was idling. I quickly shut it off.

We had Good Sam Emergency Road Service and gave them a call. A small wrecker arrived an hour later. We were surprised when he hooked up to the truck with the trailer still attached. I questioned if the small wrecker could do it. He said we won't go fast but we will get there.

He towed us to Black Bart's RV park in Flagstaff where we unhitched the trailer. He then took the truck to the Ford dealer and left it. I am glad we didn't have to pay the tow bill.

The problem was that the turbocharger over pressurized and blew. The engine itself was ok. We spent 3 nights in the RV park and continued home successfully. It was not the last of the problems with the truck. It happened 2 more times on a trip to Oregon.

## Oregon Trips

We started helping rebuild Loa and Max's old cabin (now Davids) on the Reeher homestead in Oregon in 2002. It was enjoyable and we spent two weeks every summer through 2008.

The cabin had been a cook shack in a logging camp in the early 1900's. We found newspaper in the walls with WW1 news. It was built with 2x3 studs that were rotting out at the bottom. It is a wonder it had not fallen down.

They had a new steel roof put on and over the years we totally redid the structure. We replaced the deck, the windows, the electrical, water pipes, re-studded the walls, insulated. sheetrocked, put on new siding, redid the bathroom, and painted the exterior.

One trip there was a movie crew set up at Max and Loa's place. They were filming a movie about a fisherman fighting a huge fish. The river ran by their deck, and we could sit out there and watch. It was very entertaining.

We were on our way to Oregon in July 2005 and had problems with the Ford F350 again. We overnighed at our usual place in Baker City. The wind got really bad on the Columbia River. At Biggs Junction I took the bridge across to check out a state park.

The park was full, so we headed back across the bridge. It was a steep incline and the truck suddenly had no power. I had visions of blocking the only lane across the bridge. We crept back in limp in mode to Biggs Junction, but there was nothing there.

It was about 30 miles to The Dalles where there is service, so we got on the freeway. We crept along at 20 mph with traffic going around us at 70 or more. It was a dangerous situation.

I took the first exit at The Dalles as I knew there was a hotel with a large parking lot. Then we saw an RV park entrance. I pulled in and got the last spot.

I was at the Ford dealership when they opened the next morning. They had the parts as it is a common problem with the new 6 liter engines. It was the turbo again. When it over pressures it goes into limp in mode. That is why we could keep going at 20mph. They had it fixed by early afternoon and we continued on the next day.

We had a good two weeks working on the cabin and headed home. We went by Pendleton and started up Cabbage Hill when the truck suddenly went into limp in mode. It was too steep, so pulled over into a turnout.

The wrecker had to tow us to the top of the mountain to turn around and go back to Pendleton. He dropped us at an RV park and took the truck to the Ford dealer. They had just gotten the parts for a local truck and used them to get us on the road.

We made it home with no more problems, but we did not want to take another trip with the Ford. I looked around Twin Falls to no avail. However, I found I liked the Dodge diesel.

I called the salesman in Salmon and told him about the lemon he sold us. Also, I wanted a deal on another truck. The dealership floored all brands, so there were options. He had a loaded Dodge 1 ton diesel with all the options we wanted, and offered a great deal. We went to Salmon and drove it home. We drove the Dodge 18 years with long trips to Arizona and Oregon pulling the trailer with no problems.

## **Other Activities**

### **Camping**

We enjoyed going with the trailer quite often. We attended family outings at Slette's cabin on Antelope Creek near Arco. Then we would spend time at the Mountain View RV Park in Arco. We would also go to Stanley, Cambridge, Salmon, Idaho Falls, Burley, Hagerman, and Glens Ferry.

Our favorite place was Castle Rocks State Park near Almo and the City of Rocks. There were improved pull through trailer spaces that we loved. We would book Memorial Day and around Labor Day for a weeks stay. We had water and electricity hookups, internet, a satellite dish for tv, cell phone service, a trailer with a lot of room, and all the amenities. It was always great regardless of the weather.

A special trip was tent camping in 2004 at Yellow Pine to visit Stibnite and the area. We found the old house in Stibnite and it was a pile of rubble. I collected a red brick with WEISER stamped on it and a picket from the picket fence that dad always had to have. I remember him building it. We were driving through Big Creek and saw a mailbox with McCrae on it. That was the name I went to school with in grades 1-3 in Stibnite. I knew they had a cabin in Big Creek, so I pulled in. It was my old classmate who is an eye doctor in Boise. He inherited the Dewey Mine near the Frank Church Wilderness Area and was going to winterize it the next day. He invited us to come up. It was 30 miles of tough going beyond Stibnite, but we made it. A bear

had been in the lodge, so we helped clean up and put plywood over the windows. I remembered the lodge as we had stayed there in the early 1940's. Dad shot a deer (out of season) and told me it was a cougar, so I wouldn't blab it in school.

## **Mom**

Early 2003 we got a call from mom. She was in St Patrick's Hospital in Missoula, Montana with a cracked pelvis. We hurried up there. She was ok, but would need therapy. She was moved to the rehab facility and we returned home.

About two weeks later mom called and said get her out of there. They were killing her. We rushed up. She wanted to go home or at least Salmon. Home was not an option. I called Discovery Care Center in Salmon as that is where Aunt May was living. They had a spot in skilled nursing.

We loaded her up, took her to Salmon, and checked her in. It looked like a good fit.

About two months later she called to get her out of there. Now what do we do? The only option was Twin Falls. I scurried around and found that Bridgeview Estates could take her in skilled nursing. We rushed to Salmon. She wanted her Buick in Twin Falls, so I drove her down with her laying in the back seat.

She got better and after a couple of surgeries she moved into assisted living.

Life was improving until she fell and broke a hip. Then it was back into skilled nursing in 2005. She was miserable and made life miserable for the staff. She wore her welcome out at Bridgeview. Her doctor then recommended hospice at Idaho Home Health and Hospice. It was a shock as it means maybe six months. It turned out to be the right call.

She was in hospice 7 months and passed April 12, 2006. I was there. Final arrangements had been made at her request and paid in advance. All it took was a phone call, and the hospice nurse took care of it.

We took the Buick back to Salmon when we went for the funeral. On a whim I listed it for sale in the Salmon paper being published the next day. A couple we know looked and bought it. He had a picky reputation and we worried about it. Every time we saw them thereafter he told us what a great car it was!

At the funeral Little Ray asked if we were going to sell her place. Little Ray and his dad built it, so he knew it well. I said we planned to.

We went home and were on our way to Yuma when he called to see if his girl friend could look at mom's place. I gave the go ahead. We were on our way back from Yuma when he called and relayed the offer at our asking price. Wow, that was fast and easy.

We met Bev and Tom and Gary and Gladys later and cleared out the place. I noticed the case of beer we had left in the refrigerator after the funeral was missing. Little Ray and his girl friend must have enjoyed it. At least she bought the place.

### **Class Reunions**

My 50 year high school class reunion was coming up in 2004. Nobody was stepping up to organize it.

We had not had a reunion since our 30 year reunion. My friend, Denny Hawley, spoke up at that reunion and said he and I would organize the 40 year reunion. Denny died and the 40 year reunion didn't happen as we were in the motel. I felt sort of obligated. I put an announcement in the Salmon paper to test the water. A few positive responses came back. I decided to organize it.

Our base of operations was mom's place as she was in Twin Falls. I don't know if she liked it, but didn't get a vote.

I worked hard and had a good turnout. Saturday morning we toured the old high school. Then a catered Dutch oven lunch.

Dinner was catered at the Elks Lodge. Our keynote speaker was my favorite teacher, Mr Farr. He was now 83 and rode his motorcycle from Bellvue. He remembered all of us, even LaRue three years behind us.

Everyone had a great time and we vowed to have a 60 year reunion.

Nobody stepped up to organize the 60 year reunion. I got a few emails concerning a reunion, so decided to do it.

Our base of operations was our 5<sup>th</sup> wheel trailer parked at the Elks Lodge. It was very convenient.

I decided on providing a picnic lunch Saturday at the pavilion in the park in front of the golf course. Matt and Julie made big banners that we hung up. They were very visible from the highway. People stopped to visit.

LaRue and I brought everything for the picnic and it was a lot of work. That evening we had a catered dinner at the Elks Lodge.

We were sitting around visiting after dinner. I mentioned that during high school I was always, "that kid from Patterson". A gal spoke up with, "you are still that kid from Patterson"! I guess I am.

LaRue's 50 year reunion was in 2007. There were several classmates still in Salmon and they always organized the reunion. It was easy for us, and a little unfair for them. My classmates that lived in Salmon were duds. They wouldn't even attend a reunion.

Our base of operations was our trailer at the Elks Lodge.

## **New 5<sup>th</sup> Wheel**

We liked our 29ft 1997 Alpenlite fifth wheel. In 2007 we starting thinking about something newer and larger for more comfort. Our first choice was a 35ft Alpenlite but it was too expensive at \$90,000. They also were going out of business.

I had been noticing the high end aerodynamic Titanium built in Canada. There were not many dealers around, but there was one in nearby Eden. They announced a closeout sale on the 2006 models, so we went to look. A 37ft model immediately got our attention. The price was marked down \$14,100 to \$45,900 making it affordable. It had three slides and everything we wanted for room and comfort. We agonized over it, and decided to go for it on May 8, 2007. We traded in our Alpenlite and brought the Titanium home on May 10.

We towed the 1997 Alpenlite 24,140 miles and spent 299 nights in it.

The last trip we took with the Titanium was in September 2018 to our favorite place, Castle Rock State Park.

We decided to put it up for sale in March 2019 as we felt it was getting too difficult to go anymore. I listed it on a national website. It sold three weeks later on April 3, 2019 to a couple in Paso Robles, California.

We towed the Titanium 28,253 miles and stayed in it 496 nights.

There was no need for a truck. A local saw the for sale sign in the back window and bought it about a month later.

### **Kaiser-Frazer Meets**

Being a member of the Kaiser-Frazer Owners Club International and a Kaiser owner we attended annual conventions. Those we attended were:

2006 Grand Island/Niagara Falls/Buffalo, New York

Drove via Michigan to visit a friend. Returned through the middle of the country.

2007 Hoffman Estates/Chicago, Illinois

Drove

2008 Salem, Oregon

Drove with the trailer

2009 Matamoros, Pennsylvania

Flew to Newark, New Jersey and rented a car

2010 Kerrville, Texas

Flew to Austin, Texas and rented a car

2011 San Diego, California

Drove

Shipsewana, Michigan

Flew to South Bend, Indiana and rented a car

Puyallup, Washington

Drove

2012 Sweetwater, Tennessee

Flew to Knoxville and rented a car

2015 Gettysburg, Pennsylvania

Flew to Pittsburg and rented a car

We met great people at the annual conventions. Many drove their vintage cars and had them on display. There were people attending from as far away as Holland, Germany, Switzerland, and Australia. There were always booths set up with parts for sale. I bought many hard to find items.

It was also a great opportunity to see the sights. Optional tours were always offered and we made the most of them.

### **Winding Down.**

I had a small stroke in December 2000. I recovered well but slight vertigo dictated the use of a cane. It was difficult to maintain our one acre lot or work on the Kaiser. I listed the Kaiser for sale in 2003 but got no offers. I tried donating it to the College of Southern Idaho automotive technology department and Jerome High School to no avail. I tried the Veterans Administration and they took it.

The summer of 2024 we starting thinking about moving to independent living in town and selling our place. We checked out all the independent and assisted living places in the area. In August it boiled down to two in Twin Falls. The two were Grace Assisted living and Bridgeview Estates that offers all levels of senior living. Bridgeview had a two bedroom unit #228 being redone with new flooring and available. We liked the location in central Twin Falls and it was affordable. It looked out on the Sportsman Warehouse parking lot where I always park to walk the canyon rim trail. It also overlooks the canyon rim and the north end of the Perrine Bridge. We knew the place as my mother was in Bridgeview in skilled nursing and assisted living in 2003-2004. We toured the apartments back then. We jumped at it.

Matt, Julie, Summer, Nikk, Jake, Taylor, Gary, Christopher, and Brian moved us into Bridgeview the last week of August 2024. They also conducted a garage sale a couple of weeks later. We let them take anything they wanted, and donated the leftover to members of the church. We put a for sale by owner sign on the house. The place was empty by the end of September 2024.

No takers on the house. I put an ad in the East Bay Times in California. There was no interest after a month. So, we listed it with Cindy Collins one of the best realtors in Twin Falls. She predicted a quick sale. We went with the second offer in two weeks. They were locals. I expected it would be Californians with money. The shop is what sold it.

We closed on January 21, 2025 for \$580,000. It was far more than we ever expected. So here we are. On the last cruise.

It was a great journey. If I had to do it over again I would do it the same way. HH

**End chapter 23b**

## **Addendum**

### **Summary of Cruises**

#	Route	Depart Days	Depart Date	End Date	Cruise Line Ship Cabin	Itinerary
1	Mexican Riviera	7	02/03/03	02/10/03	Carnival Elation  cabin #M195 window	San Pedro, CA Puerto Vallarta, MX Mazatlan, MX Cabo San Lucas, MX San Pedro, CA
2	Panama Canal	14	09/14/03	09/28/03	Carnival Elation  cabin #R170	Long Beach, CA Acapulco, MX transit Panama Canal Cartegenas, Columbia (held aboard)

				window	Ocho Rios, Jamaica (added) Cozumel, MX Galveston, TX
3	8	01/12/05	01/20/05	Carnival Spirit	San Diego, CA Acapulco, MX (aborted)
Mexican Riviera – South					Puerto Vallarta, MX (diversion)
				cabin #5277	Zihuatenejo/Ixtapa, MX
				balcony	Manzanillo, MX San Diego, CA
4	10	01/16/06	01/26/06	Princess Dawn	San Francisco, CA Catalina Island
Mexican Riviera - South					Puerto Vallarta, MX
				balcony	Mazatlan, MX Cabo San Lucas, MX San Diego, CA San Francisco, CA
5	7	08/27/06	09/03/06	HAL Westerdam	Seattle, WA Hubbard Glacier, Alaska Juneau, Alaska
Alaska					Sitka, Alaska
				large balcony	Ketchikan, Alaska
				free upgrade	Vancouver, BC Seattle, WA

6	7	12/10/06	12/17/06	NCL Sun	New Orleans, LA Cozumel, MX
	West Carribbean			balcony	Santo Tomas de Castil, Guatemala Belize City, Belize Costa Maya, MX New Orleans, LA
7	8	01/17/07	01/25/07	NCL Star	San Pedro, CA Acapulco, MX
	Mexican Riviera - South wine cruise			balcony	Zihuatenaio/Ixtapa, MX Puerto Vallarta, MX
					San Pedro, CA
8	7	02/03/08	02/10/08	Carnival Pride	Long Beach, CA Puerto Vallarta, MX Mazatlan, MX
	Mexican Riviera			cabin #7152	Cabo San Lucas, MX
				balcony	Long Beach, CA
9	10	12/11/08	12/21/08	HAL Ryndam	San Diego, CA Puerto Vallarta, MX Mazatlan, MX
	LaRue's 70th Sea of Cortez			window	Topolobampo/Copper Canyon Loreto, MX Sierra De La Giganta, MX Pichilique (La Paz), MX Cabo San Lucas, MX

					San Diego, CA
0	7	02/22/09	03/01/09	Carnival Pride	Long Beach, CA Puerto Vallarta, MX
					Mazatlan, MX
			cabin	#7298	Cabo San Lucas, MX
				mini suite	Long Beach, CA
				balcony	
				aft end	
1	5	09/21/09	09/26/09	Carnival Destiny	Miami, Fl Grand Turk Half Moon Cay, Bahamas
			cabin	#8196	Nassau, Bahamas
				balcony	Miami, Fl
2	11	01/27/10	02/10/10	MSC Splendida	JFK, Rome, Naples, Genoa, Katakolon, Athens, Rhodes, Alexandria Egypt, Heraklion, Malta
			cabin	#10056	La Valletta, Messina, Naples, Rome, JFK
				balcony	
3	14	04/10/10	04/24/10	NCL Pearl	Miami, Cartagena, Puntarenas, Puerto Quetzal, Huatulco, Acapulco, Cabo San Lucas, San Pedro, CA
				balcony	

4	7	01/15/11	01/22/11	HAL Oosterdam	San diego, CA Puerto Vallarta, MX Mazatlan, MX
				balcony	Cabo San Lucus, MX San Diego, CA
5	14	01/18/12	02/01/12	Princess	San Pedro, CA
				Golden balcony	Hilo Honolulu Kuai Lahaina Ensenada, Mx San Pedro, CA
6	7	07/29/12	08/05/12	Carnival Splendor	Long Beach, CA Cabo San Lucas, MX Puerto Vallarta, MX
			cabin	#1048	Long Beach, CA
				balcony	
				spa deck	
7	17	02/03/13	02/20/13	Carnival Splendor	Long Beach, CA Cabo San Lucas, MX Huatalco, MX
			cabin	#8450	Puerto Quetzal, Guatemala
			ext balcony		Quito, Ecqador
			aft end		Lima, Peru Arica, Chile Santiago (Valparaiso), Chile

8	13	02/20/13	03/05/13	Carnival	Santiago (Valparaiso), Chile
South America - leg 2				Splendor	Puerto Monte, Chile
					Chilean Fjords
				cabin #7446	Darwin Channel
				ext balcony	Punta Arenas, Chile
				aft end	Ushuaia, Argentina
					Cape Horn
					Puerto Madryn, Argentina
					Montevideo, Uruguay
					Buenos Aires, Argentina
9	18	03/05/13	03/23/13	Carnival	Buenos Aires, Argentina
South America - leg 3				Splendor	Rio de Janeiro, Brazil
					Salvador, Brazil
				cabin #7309	Recife, Brazil
				mini suite	Bridgetown, Barbados
				balcony	Grand Turk, Turks and Caicos
					New York City, New York
20	10	01/29/14	02/08/14	NCL	Rome, Italy
West Mediterranean				Jade	Olympia, Greece
					Athens, Greece
				cabin #11010	Ephesus, Turkey
				balcony	Istanbul, Turkey
					Naples, Italy
					Rome, Italy

21	11	02/08/14	02/19/14	NCL	Rome, Italy
East Mediteranean	Jade				Florence/Pisa, Italy
					Monte carlo, Monaco
	cabin	#11010			Provence (Toulan), France
	balcony				Barcelona, Spain
					Valencia, Spain
					Palma de Majorca, Spain
					Carthage, Tunisia
					Palermo, Scily
					Naples, Italy
					Rome, Italy
22	48	02/17/15	04/06/15	Cunard	Los Angeles
South Pacific/Australia					San Francisco
	cabin	#6137/BA			Honolulu
	balcony				Apia, Samoa
					Suva, Fijii
					Port Villa, Vanuatu
					Brisbane, AUS
					Sydney, AUS
					Picton, NZ
					Wellington, NZ
					Auckland, NZ
					Rarotonga
					Papeete, Tahiti
					Bora Bora
					Hilo
					Kahului
					Los Angeles
23	10	01/10/16	01/20/16	Cunard	Southampton, England

Transatlantic				Queen Mary 2 New York City	
				Ft Lauderdale, Florida	
cabin				#12034/A1	
				club balcony	
				free upgrade	
24	7	01/23/16	01/30/16	Celebrity Reflection	Miami San Juan, Puerto Rico Phillipsburg, St Maarten
Eastern Carribbean				cabin	#7192/2B
				Charlotte Amalie, St Thomas	
				balcony	
25	7	05/07/16	05/14/16	Carnival Miracle	Long Beach, Puerto Vallarta (overnight) Cabo San Lucas
Mexican Riviera				cabin	#7300/8N
				ext balcony	
				aft end	
	14	04/30/17	05/13/17	HAL	Fort Lauderdale, Florida
26	Transatlantic			Westerdam	Fuchal (Madiera), Portugal
& W. Mediterranean				Cadiz (Seville), Spain	
				cabin	#4172
				Malaga, Spain	

				balcony	Cartegena, Spain
27	7	09/17/17	09/24/17	Carnival Dream	New Orleans, LA Roatan Belize
		Western Carribbean		cabin #6278/8B	Cozumel
				balcony	New Orleans, LA
28	7	03/17/18	03/24/18	Carnival Splendor	Long Beach, CA Puerto Vallarta (overnight) Cabo San Lucas
		Mexican Riviera		cabin #7406/8B	Long Beach, CA
				balcony	
29	7	01/27/19	02/03/19	HAL Eurodam	San Diego Cabo San Lucas Mazatlan
		Mexican Riviera		cabin #5148/VB	Puerto Vallarta
				balcony	San Diego
30	17	04/13/19	04/30/19	HAL Oosterdam	Ft. Lauderdale, Florida Cartegena, Columbia Panama Canal
		Panama Canal		cabin #5158/VB	Fuerta Amador, Panama
				balcony	Fuerta Amador, Panama

					Puerto Cardera, Costa Rica
					Corinto, Nicaragua
					Puerto Quetzal, Guatemala
					Puerto Chiapas, Mexico
					Manzanillo, Mexico
					Puerto Vallarta, Mexico
					San Diego, California
31	7	09/08/19	09/15/19	Princess Star	Seattle, Washington
		Alaska Inside passage			Ketchikan, Alaska
					Tracy Arm fjord
					cruising
			cabin	#A710/BE	Juneau, Alaska
				balcony	Skagway, Alaska
					Victoria, Canada
					Seattle, Washington
32	7	09/15/19	09/22/19	HAL Oosterdam	Seattle, Washington
		Alaska Explorer			Juneau, Alaska
					Stevens Passage
					cruising
			cabin	#5145/VB	Hubbard Glacier
				balcony	Sitka, Alaska
					Ketchikan, Alaska
					Victoria, Canada
					Seattle, Washington
33	17	03/01/20	03/18/20	HAL Eurodam	San Diego, California
		Hawaii Circle			Kona
					Honolulu overnight

				cabin	#4152/VB	Lahaina
				balcony		Hilo
						Cruising Kilauwa Volcano Ensenada, Mexico San Diego, California
34	7	12/04/21	12/11/21	Carnival		Long Beach, California
					Panorama	Puerto Vallarta, Mexico Mazatlan,
				cabin	#8454/8C	Cabo San Lucas, Mexico
				balcony		Long Beach, California
35	35	02/27/22	04/03/22	HAL		San Diego, California
				Zuiderdam		Avalon, California Honolulu, Hawaii
				cabin	#6119/VC	Kahului, Maui
				balcony		Hilo, Hawaii Kona, Hawaii Raiatea, Society Islands Bora Bora, French Polyensia Bahia d Oponoha, French Polynesia Papeete, French Polyensia Fakarava, Tuamotu, French Polynesia Taiahuata, French Polynesia Taiohae, Nuku Hiva, French Polynesia

Mexican Riviera

Trans Pacific

San Diego, California

66	7	10/01/22	10/08/22	HAL	Seattle, Washington
	Alaskan Explorer			Eurodam	Stephens passage
			cabin	#7081/VD	Juneau, Alaska
				balcony	Skagway, Alaska
					Tracy Arm or Endico
					Ketchikan, Alaska
					Victoria, British Columbia
					Seattle, Washington

xx cancel 7 12/22/22 12/29/22 HAL San Diego, California

Mexican Riviera	Koningsdam	Cabo San Lucas, Mexico
		Mazatlan, Mexico
cabin	#8159/VE	Puerto Vallarta, Mexico
	balcony	San Diego, California

xx cancel 9	12/29/22	01/07/22	HAL	San Diego, California
Mexian Riviera			Koningsdam	Cabo San Lucas, Mexico
Sea of Cortez				La Paz, Mexico
		cabin	#8159/VE	Loreto, Mexico
			balcony	Mazatlan, Mexico
				Puerto Vallarta, Mexico
				San Diego, California

CCL	PCL	HAL	NCL	MSC	CUN	CEL	
14	3	10	5	1	2	1	# of cruises by cruise line

131	31	176	50	11	58	7	<b># of days cruised by</b>
							<b>cruise line</b> total # cruises 36
							<b>total # days</b> 454
			CCL				Carnival Cruise Line
			PCL				Princess Cruise Line
			HAL				Holland America
			NCL				Norwegian Cruise Line
			MSC				Mediterranean Cruise Line
			CUN				Cunard
			CEL				Celebrity

End of addendum