



## **MORE TRIBUTES TO CAPTAIN "RED" STUBBEN**

*From Captain Bob Stunkard:*

I was fortunate enough to be hired by Continental in 1958 as a DC-3 first Officer. It was not long after that, the line pilots were hearing about "Red" and his reputation as he was promoted up the corporate ladder. He was soon Mr. Flight Operations, but still "Red" to everyone that knew him.

I was fortunate enough to fly as his first officer in the B707 and B727 as he signed for the purchase and flew every new airplane from Seattle that Boeing delivered to Continental.

I would echo several comments, his memory always astounded me. He could always respond to every checklist, verbatim, and as Lee pointed out his ability to fly the airplane was without question.

I was extremely fortunate to work with him as my mentor, boss, and as a friend for so many years at, and after we both departed Continental.

I am sure he slid into the left seat again.  
-----Bob Stunkard----

*From Captain Bob Pearse:*

Red Stubben was a man dedicated to his work, and seemed to be one of those men that was a no nonsense kind of guy. To me he had a voice that was very distinctive and when he spoke you were keen to listen.

This proved to be very true one evening in the early seventies. We had come out of Chicago on the nonstop flight to Los Angeles, level at 390, when a flight attendant came up and told us about a passenger who had caused a major ruckus at the gate in Chicago about his luggage which had to be gate checked because of a full flight. The flight attendant witnessed the situation at the gate. She said the passenger couldn't be located on the flight, what should we do?

The second officer went down into lower 41 then into the forward baggage compartment and found the suitcase which contained regular clothing. That was a relief. Just at that moment the blue alert light in the cockpit came on indicating we should contact the company. I recognized the voice immediately, Red Stubben. He said that the company had received a definite threat on the aircraft and what did we want to do?

I suggested turning left, pull the power off and glide into Kansas City. Red Stubben said fine and he would alert the company in Kansas city and have the FBI there to meet us.

True to his word everything was in place for an uneventful landing. Hours later every one got back on the airplane and we did not leave one passenger behind.

Many thanks Red; may your flight be a smooth one.

----Bob Pearse----



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