

AFTERWORD

In many ways I feel I have been fortunate and I sometimes wonder at the coincidence of timing. I've often been in the right place at the right time or I've been involved during peak periods of activity. And I've mostly moved on before drastic changes occurred. I think this is the reason that I've enjoyed what I've done over the years.

- I attended Havre Central during a time when the school probably had its peak enrollment and two years after I graduated the school was closed.
- In the Navy I had the good fortune of being assigned to shore duty in San Diego immediately after completing radar school. Six months after my assignment the policy of assigning personnel straight from school was discontinued.
- I was assigned to a newly constructed ship and we completed our first deployment to Vietnam about six months before the US withdrew from South Vietnam.
- I don't have enough information to say definitively but it seems like the 1970's may have been peak years for Coca Cola Bottling of Havre. During the 1980's the business was sold to larger bottlers and it became just a warehouse facility.
- The first time in nearly 20 years that a full time driver-salesman position opened up at Coca Cola in Havre I was in a position to get the job and it was nearing the end of the era of driver-salesman. Sales and delivery functions were separated as consolidation and centralization took place in the industry.
- FAA Flight Service Stations were developed to primarily serve general aviation (private pilots). General aviation activity and the active pilot population peaked between 1976 and 1982 and then began a decline that continues today. 2 years after my retirement the FAA began dismantling the FSS system and by 2005 it had been privatized and contracted to Lockheed-Martin.
- The peak years of activity for Executive Flight were 2004-2008 and I was still there when they ceased charter operations in 2013.