

**LARRY BAUMGARTNER - SSM/LAW**

**WC LAMKINS - SSA/LAW**

**Passenger Problem 626/627/26 Sep**

**9/26/70**

At approximately 1655 DALOO called LAWOO (Bill Hamlin) and advised him that flight 626 was returning to the gate at DAL with a sick passenger on board and would probably be 15-30 minutes late. At 1710, Larry Thomas (ASSM-DAL) called and spoke to me about this passenger, Mrs Reid, informing me that she had told the stewardess, Sally Ambro, as the flight was taxiing out, that she was having a miscarriage.

The flight had returned to the gate. Mrs Reid had assured both the SSA and Thomas that she was okay, stressed that she must get to LAW, and told them that someone would meet her here. They decided to put her back on the flight (actually I don't think she actually ever get off the a/c), and the flight was dispatched to LAW. Thomas told me all this and, further, she was acting strangely and I should be prepared for her arrival.

Shortly after this conversation I paged for 'the party meeting Mrs. Reid' but received no response. (about 1720). Flight 626 terminated in LAW at 1732. I met the flight and saw all the passengers down the airstairs. No one resembling Mrs. Reid (from Thomas' description) had deplaned so I boarded the flight to check with the stewardess. Miss Ambro advised me then that Mrs. Reid was in the restroom having a miscarriage. I asked her to see if the passenger was able to deplane. After looking in the restroom, she told me that the embryo was about 50% expelled. Both the Captain (Sampson) and First Officer (Thomas) overheard this; I advised them I was calling an ambulance and told Miss Ambro to keep Mrs. Reid where she was until the ambulance arrived. About 1740 I phoned Southwestern Memorial Hospital Emergency Room alerting them to the situation and Greenlawn Funeral Home asking for an ambulance as soon as possible. I also notified DENDD at this time of the probable delay on the departure of 627/26, due out at 1745, and I would give them more details later.

I made a P.A. announcement that 627 would be 15 or 20 minutes late and returned to the aircraft. (1745) The stewardess told me that the embryo was completely expelled, but Mrs. Reid seemed okay. We kept her in the restroom until the ambulance arrived at 1750. The two ambulance attendants wrapped Mrs. Reid in sheets and a blanket and all three of us removed her from the aircraft on a stretcher. One of the attendants brought up the question of what to do about the embryo, whether to retrieve it or leave it in the lavatory tank? He was not sure, and I certainly did not know what legal or medical complications might ensue if we left it, so we retrieved what appeared to be the embryo and part of the placenta, which the attendant placed in a plastic bag, covered with a pillowcase, and took with him. The ambulance and passenger left the aircraft at 1755. The stewardess and I cleaned the restroom, the passengers were boarded and flight 627 departed LAW at 1800.

Between 1800 and 1830 I spoke to DENDD (George) and DAL (Thomas) advising them of what had occurred and the situation re Mrs. Reid. I also called the hospital and was told by an emergency room nurse that Mrs. Reid appeared to be okay, that it was definitely the embryo we had retrieved, and that Dr. Parsons was caring for the patient. The hospital paged Dr. Parsons for me and I spoke to him for a short time. He informed me that Mrs. Reid had suffered a partial miscarriage, was not in any apparent danger,

and he was preparing her for surgery. He further stated that he was flying out the next morning with FL on flight 601 and would give us more details of the case then. At 2045 the morning SSA, Nelson Parish, was advised to get the necessary info from Dr. Parsons. I checked the hospital again at 1740, but Mrs Reid was still in surgery. At 2030 I found that she was in the recovery room and in satisfactory condition.

At the time I was calling an ambulance Captain Sampson called on the radio, saying that Mrs Reid had given the stewardess a phone number to call (357—3375) and a message — ‘tell Sonny or Gino that Bobby has arrived.’ Bill Hamlin called while I got the ambulance. However, I never saw anyone show up. There was definitely not anyone at the gate to meet the flight. I called the number myself around 1830 but was unable to get much information. I identified who I was and made an attempt to ascertain Mrs. Reid’s full name, her husband’s name, their address, etc. The man I spoke to claimed to be a neighbor but said he did not know their first names, their address (somewhere in Norman, Ok. he said) or where I could contact the husband (I think he is at the hospital was his reply). The man seemed evasive; I could not even learn his name.

Later, when I was discussing the incident with Bill Hamlin, he remarked that while we were removing the passenger from the aircraft he had noticed two men standing by the ramp fence off to the side of the boarding gate. They had been watching us and seemed amused by the situation, he thought. Just before the ambulance pulled away, one of the men ran over to the ambulance, opened the door of the vehicle and spoke to either an attendant or Mrs. Reid, then he and his companion returned to a car parked near the terminal and drove off following the ambulance. I did not see any of this as I was assisting the stewardess in the cleaning of the restroom at the time.

For additional information, the passenger’s PNRs from Sentry are attached, as is the information from Dr. Parsons which Parish will get in the morning.

It should be pointed out that the stewardess, Miss Sally Ambro, conducted herself exceptionally well during the entire episode. She remained cool, poised, effective and very helpful throughout the crisis.