

CREW

Flight attendant  
LeBeau

PASSENGERS

James Adkin  
Lemm Allen  
Elaine Asay  
Kevin Atwell  
Jerry Babson  
Francie Bailey  
Lois Banks  
Brent Bealer  
Denise Benbe  
Avia Berger  
Kenneth Berger

# REMEMBERING FLIGHT 232 25 YEARS LATER

Peter Cheng

Grady Cooper

Inda

ann

Ellis

Feene

Feeney

Feene

Feene

Feene

Feene

Feene

Feene

Feene

Mildred Koehler

Levashov

Levashov

Levashov

Levashov

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Levashov

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Levashov

Levashov

Levashov

Levashov

Levashov

Levashov

Jay Ramsde

Andrea Reuss

Jeffrey Reuss

Karen Sass

Richard Scott

John Serikaku

Bill Shemezi

Nina Skuli

Vada Sr

Marjorie S

Marjorie S

Marjorie S

Marjorie S

Marjorie S

Inside

How a crew thrown into chaos helped divert a bigger disaster. **Page 2**

A look at 25th anniversary events. **Page 4**

Sioux City sites honor victims, incredible community response. **Page 6**

SIouxCITYJOURNAL.COM • Sunday, July 13, 2014

## Remembering the passengers and crew of United Airlines Flight 232 – and the day Siouxland made a difference

**July 18, 19 and 20, 2014**  
[siouxcityjournal.com/flight232](http://siouxcityjournal.com/flight232)



Gary Anderson, Sioux City Journal file  
**Emergency workers respond following the crash of Flight 232 at Sioux Gateway Airport on July 19, 1989, in Sioux City.**

## Flight 232 Pilot: Keep us away from the city

In a parking lot off Expedition Court north of Sioux Gateway Airport is a reminder of July 19, 1989. It's out there a few hundred feet off the road, a deep gash cutting across the pavement.

It's where the right wing tip and landing gear of the McDonnell Douglas DC-10 with registration number N181Q slammed into the ground, killing 112.

It's a memory of a disabled aircraft en route from Denver to Chicago and bound for Philadelphia circling over Ida Grove, Battle Creek and Kingsley after an explosion knocked out an engine, sending pieces raining onto Buena Vista County farm fields.

It's a memory of a heroic crew who searched and aimed that crippled jet for the nearest airport; of pilot Capt. Al Haynes telling



**National Transportation Safety Board investigators check over the remains of an engine from Flight 232 on July 22, 1989.**

them, "Whatever you do, keep us away from the city."

It's a memory of people watching that plane sweep over the community, dropping lower and lower until

crossing Interstate 29.

It's a memory of the 184 who survived that day on



Doug Mills, Associated Press file  
**President George H.W. Bush meets with United Airlines Flight Capt. Al Haynes at the White House on Sept. 7, 1989. Bush said the support of Sioux City-area residents following the crash was overwhelming.**

runway 22; of the flight attendants and emergency crews risking their lives and working through the flames to help victims.

The scar on this asphalt is where Siouxland's recovery, growth and spirit following the traumatic events of United Airlines

Online



See a photo gallery at [siouxcityjournal.com/photos](http://siouxcityjournal.com/photos)

Flight 232 begins. It's where the region shined brightest.

The story of Flight 232 is about more than the unthinkable failure of the No. 2 engine 67 minutes after takeoff.

It's about how the region responded to an emergency and grew from the experience. It's about our community spirit, which President George H.W. Bush at the time called the "extraordinary effort" of the region.

"The compassion and generosity demonstrated by the entire Sioux City



# Welcome to Remembering Flight 232

On behalf of a committee of more than 50 Siouxland leaders, welcome to Remembering Flight 232: 25 Years Later, on July 18, 19, and 20.

We have been working since August to plan for the 25th anniversary of the United Airlines Flight 232, which was traveling from Denver to Philadelphia with a stop in Chicago. The severely crippled DC-10 with 296 souls on board crash-landed at Sioux Gateway Airport on July 19, 1989.

With 184 survivors and 112 losses in mind, our focus has been to recognize the work of the responders and crew, reflect on what happened, honor those lost, and

educate the community. These four goals have driven our planning.

The raw emotions have been amazing:

“It was just yesterday. I can remember exactly where I was and what I was doing.”

“At work, I volunteered to go help. I wound up standing with my person all the way through until they were positively identified and the family was able to get here.”

“I remember the beepers going off, calling us to the hospitals.”

“We drove on Highway 20 just south of Cherokee in our ambulance, and kept going until we got to Sioux City.”

“My wife was assigned to the family pod at the hospital and helped unite a mom and son with the dad and their other son because the



Jim Lee, Sioux City Journal file

**United Airlines Flight 232 pilot Capt. Al Haynes speaks at the opening of the Mid America Museum of Aviation & Transportation in Sioux City on July 31, 2010. Haynes will appear at events July 18, 19 and 20 in Sioux City remembering the 25th anniversary of the crash.**

boys had matching shirts. We were all so happy they found each other.”

“My aunt was traveling to Chicago ... but never made it, and I want to come say

thank you.”

“Siouxlanders were so good to us, we will never forget it.”

“My NTSB staff has never seen a community like yours.”

“Our ham radio group stayed on air helping everywhere we could.”

“I was with our 185th guardsmen and we kept going back to the hospital checking on everyone we could.”

“I was on I-29, traffic had stopped but so many ambulances and fire trucks were lined up before the airport exit.”

“I helped the first set of families who arrived at the college ... we just sat together waiting for news.”

“The drill we did in 1987 was critical; we changed the way roads were open and closed. The interstate had to be closed or no one

would get to the hospital in time. And that was just one lesson learned.”

I’ve been hearing these stories and more all year. Now, 25 years later, we are bringing as many of these people together as we can.

Welcome back to Capt. Al Haynes and the United Airlines Flight 232 crew, survivors, and families.

Thank you to the many, many, many first responders and caregivers. Thank you to the 232 25th committee members for your dedicated service. And to all Siouxlanders – come listen and learn something new about our community’s history.

*Respectfully,*  
*Pam Mickelson*  
*Chair, 232 25th Committee*  
*Mid America Museum*  
*of Aviation and*  
*Transportation Board*  
*director*



Gary Anderson, Sioux City Journal file

Flight 232 crash-lands at Sioux Gateway Airport on July 19, 1989. “All we had were the engines and landing gear,” said pilot Capt. Al Haynes.

## Cut hydraulic lines left crew with no flight control

NICK HYTREK

nhytrek@siouxcityjournal.com

As United Airlines Flight 232 headed toward Chicago, the flight crew and passengers were suddenly alarmed by a loud explosion.

“It was a very loud bang. I thought we had a bomb go off,” said Al Haynes, the pilot of that July 19, 1989, flight.

Not a bomb, but something almost as damaging. The tail engine on the DC-10 airliner had exploded. Debris from the engine severed the hydraulic lines, cutting power to the flaps, rudders and all other mechanisms needed to fly an airplane.

Haynes said the crew had a good idea that the hydraulics were probably lost and the plane severely disabled once they realized how little control they had over the plane.

REMEMBERING  
**FLIGHT 232**  
25 YEARS LATER

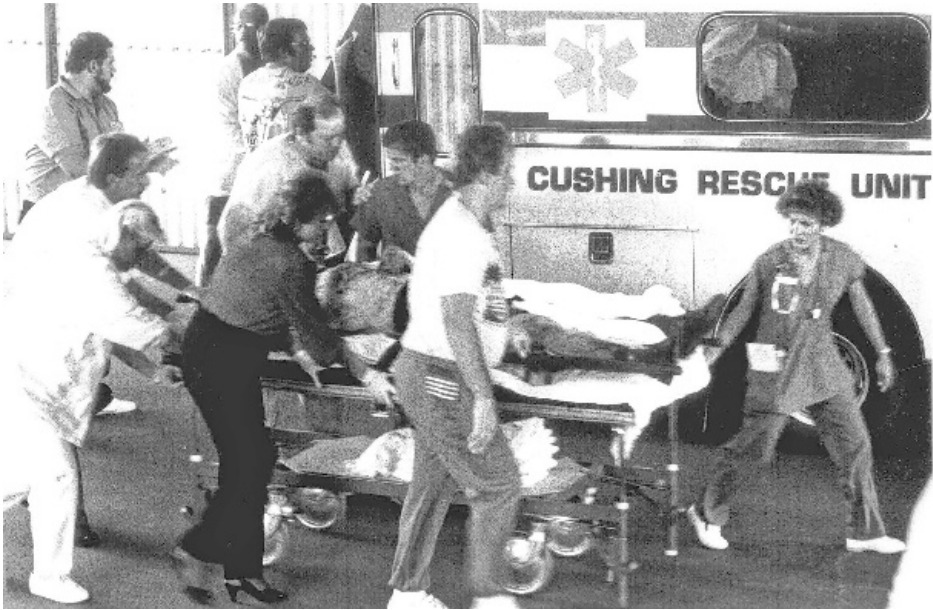
Visit [siouxcityjournal.com/flight232](http://siouxcityjournal.com/flight232) for more stories.

Online

What are your memories of Flight 232? **Share your recollections by emailing [letters@siouxcityjournal.com](mailto:letters@siouxcityjournal.com).**

“We felt it right away, but we just weren’t sure,” Haynes said.

Able to only turn to the right, Haynes and the members of his crew worked together, using the throttles to guide the plane and descend in a slow, spiraling pattern



Sioux City Journal file

Crews transport Flight 232 victims to Marian Health Center.

toward Sioux City.

“All we had were the engines and landing gear,” Haynes said.

Flight 232 was able to

make it to Sioux Gateway Airport, and the plane broke apart upon landing. Of the 296 people on board, 112 people were

killed, but 184 survived.

Crash investigators discovered the engine explosion was caused by a defective titanium disc

inside the engine fan. A manufacturing defect caused the disc to crack. Over time, that crack grew until the disc broke apart and caused the explosion that cut the hydraulic lines.

It could have been worse, Haynes said. The explosion could have blown the tail off the plane, causing it to crash.

“It did the maximum damage it could do and still make the plane flyable,” Haynes said.

The incident led to changes in the how planes are designed and inspected. The hydraulics system now contains a bypass valve that can prevent a complete power loss, Haynes said.

He said the manufacturing process for the titanium disc has been changed, as well as how it’s inspected.

### U.S. Senate resolution about Flight 232

Whereas, on July 19, 1989, the lives of 184 people on board United Flight 232 were saved, in large part, because of the heroic actions of the crew;

Whereas, the flight’s cockpit crew, Captain Alfred Haynes, First Officer William Records, Second Officer Dudley Dvorak, and Flight Instructor

Dennis Fitch, performed with poise and courage in communicating with Sioux City, Iowa, airport personnel and in attempting a difficult emergency landing at the airport;

Whereas, the flight’s cabin crew, Janice T. Brown, Georgeann Delcastillo, Barbara Gillaspie, Rene Louise

LeBeau, Donna McGrady, Virginia J. Murray, Timothy Owens, Kathy Yeoung Shen, and Susan White, performed with poise and courage in advising passengers prior to the crash and then assisting them in exiting the aircraft; and

Whereas, Federal Aviation Administra-

tion (FAA) Air Traffic Control personnel, William K. Bachman and Mark W. Zielezinski, and FAA Airway Facilities personnel, Samuel N. Gochenour, Timothy Norton, and Randy Youngberg, performed with poise and courage in assisting United Airlines Flight 232 make an emergency landing at Sioux City, Iowa: Now, therefore, be it

Resolved, That the United States Senate wishes to commend the crew members of the United Flight 232 and the Federal Aviation Administration personnel involved with United Flight 232 for their exemplary efforts on behalf of the passengers of that flight.

– U.S. Senate, September 1989

COMMUNITY  
EVENTS  
CALENDAR

Sioux City Journal  
SIUXCITYJOURNAL.COM

## Are you looking for something to do?

Check out our Community Events Calendar to see the opportunities Siouxland has to offer online at...

### BROWSE & SUBMIT YOUR OWN EVENTS FOR FREE!

- |                         |                    |                    |                   |
|-------------------------|--------------------|--------------------|-------------------|
| · Arts                  | · Classes Lectures | · Games            | · Outdoors        |
| · Benefit & Fundraisers | · Comedy           | · Get Involved     | · Public Meetings |
| · Books                 | · Community        | · Health & Fitness | · Shows Festivals |
| · Cities                | · Dance            | · Karaoke          | · Sports Rec      |
|                         | · Faith            | · Music            | · Support Group   |
|                         |                    |                    | · Technology      |

[www.sioxcityjournal.com/calendar](http://www.sioxcityjournal.com/calendar)



# 44 minutes from explosion to crash landing

**Online:** Visit siouxcityjournal.com to read the 126-page National Transportation Safety Board report on the crash of United Airlines Flight 232.

**IT ENDS** Just before 4 p.m.: Haynes makes his last communication with air traffic control before the crash, asking about the length of the runway. "How long is it?" Then the plane touches down.



Gary Anderson, Sioux City Journal file  
Iowa Air National Guard Lt. Dennis Nielsen carries 3-year-old Spencer Bailey from the wreckage of Flight 232 at Sioux Gateway Airport on July 19, 1989.

Sources: National Transportation Safety Board report, air traffic audio and Journal archives.

**3:59:** The crew makes visual contact with the airport at nine miles out. The emergency landing will be on runway 22, which is closed. With the plane having limited control, the 6,888-foot concrete runway is the best option.

**3:51:** Haynes to air traffic control: "Whatever you do, keep us away from the city."

**3:40:** Emergency personnel at the airport are readied for the landing, and medical staff are put on alert. The plane makes several loops, eventually lining up west of Kingsley for Sioux Gateway. Haynes tells a flight attendant that there will be a signal – "brace, brace, brace" – made over the public address system in the cabin as the plane approaches the ground.



**IT BEGINS**  
2:09 p.m. Central Time: Flight 232 departs Stapleton International Airport in Denver bound for Chicago O'Hare International Airport. The flight is scheduled to continue to Philadelphia.

**3:16 p.m.:** Over Alta, Iowa, at 37,000 feet, the flight crew is serving an in-flight meal when a loud bang is heard. The airplane, which is heading northeast and turning to Chicago, begins to shake. The crew determines the tail-mounted engine has failed. Hydraulic pressure drops to zero.

**3:20 p.m.:** The crew contacts the Minneapolis Air Route Traffic Control Center, which relays information about Sioux Gateway, the closest airport. "I've got a United aircraft coming in, lost No. 2 engine, having a hard time controlling the aircraft right now. He's out of 29,000 right now and descending to Sioux City," the air traffic controller says. The crew finds it difficult to make left turns.

**3:25:** Pilot Capt. Al Haynes makes radio contact with Sioux City. Later, he says, "We don't have any controls." There is no procedure for this kind of engine failure; the crew will have to make it up as they go along.

Sioux City Journal graphic

## Transcript: 'Serious doubts about making the airport'

The following are excerpts from the crew of Flight 232 to Sioux City air traffic control, as transcribed by the Federal Aviation Administration:

**3:26 P.M. – UAL 232:** OK, so you know we have almost no control ability, very little elevator and almost no aileron. We are controlling the turns by power. ... We can only turn right but we can't turn left.

**SIUX CITY:** United 232 Heavy, understand, sir, you can only make right turns.

**3:27 P.M. – SIUX CITY:** United 232 ... your present track puts you about eight miles north of the airport, sir, and the only way we can get you around to (Runway) 31 is a slight left turn with differential power

or, if you can, jockey it over.

**UAL 232:** OK, we're in a right turn now. That's about the only way we can go. We'll be able to make very slight left turns on final, but right now just going to make right turns to whatever heading you want.

**3:32 P.M. – UAL 232:** We have no hydraulic fluid, which means we have no elevator control, almost none, and very little aileron control. I have serious doubts about making the airport. Have you got some place near there that we might be able to ditch? Unless we get control of this airplane, we're going to put it down wherever it happens to be.

**SIUX CITY:** United 232, roger. Stand by.

**3:36 P.M. – SIUX**

**CITY:** And United 232 Heavy, did you get the souls on board count.

**UAL 232:** Stand by, tell you, right now we don't even have time to let go and call the gal ...

**SIUX CITY:** Roger.

**UAL 232:** 292 souls on board United 232.

**SIUX CITY:** Roger, thank you.

**3:43 P.M. – UAL 232:** United 232, we're going to have to continue one more right turn. We've got the elevators pretty much under control within 300 or 400 feet, but we still can't do much with the steering.

**SIUX CITY:** United 232 Heavy, roger, understand you do have the elevators possibly under control. Will you be able to hold the altitude?

**UAL 232:** Negative. We don't have it. We are better, that's all.

**SIUX CITY:** Roger.

**3:46 P.M. – UAL 232:** OK, United 232, we're starting a left turn back to the airport. Since we have no hydraulics, braking is really going to be a problem. Ah, we suggest the equipment be toward the far end of the runway and I think under the circumstances, regardless of the condition of the airplane, when we stop, we're going to evacuate. So you might notify the ground crew equipment that we're going to do that.

**SIUX CITY:** United 232

**The wreckage of Flight 232 sits at Sioux Gateway airport in July 1989. The crew could only make right turns in the disabled aircraft.**  
Gary Anderson, Sioux City Journal

Heavy, wilco sir, and if you can continue that left turn to a 220 heading, sir, that will take you right to the airport.

**3:51 P.M. – SIUX CITY:** United 232 Heavy, you are going to have to widen out just slightly to your left, sir, to make the turn to final and also to take you away from the city.

**UAL 232:** Whatever you do, keep us away from the city.

**3:53 P.M. – SIUX CITY:** United 232 Heavy, been advised there's a four-lane highway up in that area, sir, if you can pick that up.

**UAL 232:** OK, we'll see what we can do here. We've already put the gear down, and we're going to have to put it down on something solid if we can.

**3:54 P.M. – UAL 232:** We've got about three or four minutes to go, it looks like.

**SIUX CITY:** United 232 Heavy, Roger. Can you pick up a road or something up there?

**UAL 232:** We're trying ...

**3:55 P.M. – SIUX CITY:** United 232 Heavy, the airport is, oh, about 18 miles southeast of your position, about 220 on the heading. But we're going to need you south-bound away from the city first, it you can hold a 180 heading.

**UAL 232:** We're trying to get to it right now ... OK, we're 180 degrees heading, now what do you want?

**3:56 P.M. – SIUX CITY:** ... That heading will put you, oh, currently 15 miles northeast of the airport. If you can hold that, it will put you on about three-mile final.

**UAL 232:** OK, we're giving it

heck.

**3:57 P.M. – SIUX CITY:** United 232 Heavy, the airport's currently 12 o'clock and 13 miles.

**UAL 232:** OK, we're looking for it.

**SIUX CITY:** Ah, United 232 Heavy, if you cannot make the airport, sir, there is an interstate that runs north to south to the east side of the airport. It's a four-lane interstate.

**3:58 P.M. – UAL 232:** We're just passing it right now. We're going to try for the airport.

**SIUX CITY:** United 232 Heavy, roger, and advise when you get the airport in sight.

**UAL 232:** Have runway in sight. We'll be with you very shortly. Thanks a lot for your help.

**SIUX CITY:** United 232 Heavy, the wind is currently 360 at one one (11 knots) .... You're cleared to land on any runway.

**UAL 232:** (Laughter) You want to be particular and make it a runway, huh?

**SIUX CITY:** ... There is a runway that's closed, sir, that could probably work, too. It runs northeast to southwest.

**UAL 232:** We're pretty much lined up on this one, or we think we will be.

**3:59 P.M. – SIUX CITY:** United 232 Heavy, roger sir. That closed runway will work, sir. We're getting the equipment off the runway and they'll line up for that one.

**UAL 232:** How long is it?

**SIUX CITY:** 6,600 feet, and the equipment is coming off. ... At the end of the runway, it's just a wide open field, so, sir, the length won't be a problem.

**UAL 232:** OK. ... Pull up, pull up.

### Those who perished in Flight 232

#### CREW

Flight attendant Rene LeBeau

#### PASSENGERS

James Adkins  
Lemm Allen  
Elaine Asay  
Kevin Atwell  
Jerry Babson  
Francie Bailey  
Lois Banks  
Brent Bealer  
Denise Benben  
Avia Berger  
Kenneth Berger  
Gary Bierlein  
Linda Biggs  
Lena Blaha  
Robert Boese  
Matthew Bohn

Joel Bosco

Charles Bosscher

Janice Brown

Kimberly Brown

Edward Buggenhagen

Paul Burnham

Scott Cameron

Jack Case

Janice Cheng

Peter Cheng

David Cleland

Gladys Cooper

Linda Couleur

Joanne Dobson

Betty Ebert

Amie Ellis

Claudia Ellis

Dennis Feeney

Nicolette Feeney

Sean Feeney

Brenda Feyh

Peter Foley

Raymond Frans

Susan Fyler

Eleanore Gabbe

Marilyn Garcia

Mark Gearhart

Gwyneth Gibson

George Gillner

John Gomez

Ruth Gomez

Carmel Goodstein

Irene Halizak

Thomas Jones

John Karp

Jerry Kennedy

Connie Kinsbury

Joel Kirk

Mildred Koehler

Ron Larson

Al Levenberg

Fred Lindgren

Suzanne Marsh

Olga Martens

Cinnamon Martinez

Carol Matsuura

Joseph McNally

Annabelle McNulty

Philip McNulty

Michael Meulemans

Forrest Mixon

Sandra Mixon

Cindy Muncey

Jade Myers

MacAlister Myers

Mary Myers

Steven Myers

Luella Neubacher

Heather O'Mara

George Orians

Reynoldo Orito

Donald Ortega

Jasomati Patel

Andrew Petruzzi

Deanna Petruzzi

Rose Prato

William Prato

Jay Ramsdell

Andrea Reuss

Jeffrey Reuss

Karen Sass

Richard Scott

John Serikaku

Bill Shemezis

Nina Skuljski

Vada Smith

Marjorie Sorensen

Marie Sperks

Walter Sperks

John Stille

Richard Sudlow

Rochelle Swiggum

Priscilla Theroux

Stephen Theroux

Ubaldo Trujillo

Evan Tsao

David Vaziri

Diana Ward-robinson

Brian Wendschlage

Janet Wendschlage

Steven Whitfield

Bill Wilkins

Walter Williams

Mike Zunic

Judy Zunic



Where there was need.  
WE WERE CALLED TO HELP.

BRIAR CLIFF  
university  
the catholic franciscan learning place



# 3 days of remembering Flight 232

**CONRAD SWANSON**  
cswanson@siouxcityjournal.com  
SIOUX CITY | Pam Mickelson anticipates the 25th anniversary of United Airlines Flight 232 to be a highly emotional event.

Mickelson, chairwoman for the committee for Flight 232, said previous anniversaries have only spanned a single day, but the 25-year mark has generated a substantial amount of interest, warranting three days of remembrance, dedication and reverence. Events are planned July 18, 19 and 20.

“It weighs heavy on me because I know there are so many people that hurt still,” Mickelson said. “That sudden and untimely death is a hard thing to work through. I’m very aware of the emotions and the issues and what kind of trauma happened and hopefully we’re able to do it justice with our exhibits, gardens and memorials.”

Mickelson said she anticipates a strong presence of first responders, flight crew and passengers to return to Sioux City.

“What we had in mind on the front end is that this will be it,” she said. “There’s not going to be another one. I hope a lot of people show up so they can be happy, together and be appreciative and work through some of the pain that’s still with them.”

Events for the quarter-century milestone have been planned in such a way as to educate people on what took place on that July day, honor the lives lost, give thanks to those who worked to save lives and offer those returning to Siouxland a glimpse at how the area has changed since the accident.

## FRIDAY, JULY 18

Fifty emergency vehicles from responding agencies will line up on Pierce Street



A board with memorabilia about Flight 232 is shown at Briar Cliff College on July 19, 1999, the 10-year anniversary of the crash. Tim Hynds, Sioux City Journal file

near the Orpheum Theatre beginning at about 5 p.m. as a way of helping people visualize just how many groups came together to help after the crash, Mickelson said.

At 7 p.m., “What Happened, What We Learned & How it Has Helped Others” is planned at the Orpheum. The panel discussion will be led by former Sioux City Mayor Jim Wharton. Scheduled to take part are flight attendant Susan White Callender, Sioux City Fire Chief Bob Hamilton, Woodbury County Emergency Services Director Gary Brown, Briar Cliff Sister Margaret Wick, St. Luke’s surgeon Dr. Larry Foster, Mercy emergency room physician Dr. David Greco, and retired 185th Commander Dennis Swanstrom.

“They’ll speak about what happened,” she said. “From the crew’s standpoint, what happened, what went through their mind, how the plane was reacting, where

they were. I think people are going to come out and want to hear firsthand and hear their voices.”

Friday’s activities are largely aimed at providing perspective into Flight 232’s crash and the days that followed, Mickelson said.

The event is free. The theater is at 528 Pierce St. Call 712-252-5300 for more information.

## SATURDAY, JULY 19

Open houses and tours are 9 a.m.-noon Saturday to offer those returning to Siouxland a glimpse of how the area has changed in 25 years and to allow them to return to pivotal locations in Flight 232 history.

**Briar Cliff University, 3303 Rebecca St., Sioux City**

Call 712-279-5321 for more information.

“We tried to find the places that would mean the most to people coming back,” Mickelson said. “Briar Cliff was one of the first

on the list. Those involved in the crash that walked away were evaluated and taken to Briar Cliff. The dorms were empty and it became a sanctuary on the hill.”

Sites include:

■ Vista Lounge, the central gathering place for Flight 232 survivors and families.

■ Our Lady of Grace Chapel, the site of numerous prayer services following the crash. At the back of the chapel is the Book of Intentions, a book signed 25 years ago by those affected by the crash of Flight 232. The book will be open and available for viewing.

■ Alverno and Toller halls, where survivors stayed.

■ Heelan Hall, site of Meis Recital Hall, the location where family meetings were held with medical personnel, United Airlines officials and others.

Representing the university will be Wick; Wharton; Briar Cliff University President Bev Wharton;

and Gail Rooney, former vice president of student services.

**The Security Institute, 4647 Stone Ave., Sioux City**

Call 712-274-6463 for more information.

■ Tours of command center and facility, built with federal grant to respond to emergencies like Flight 232.

■ LifeServe Blood Center Mobile, which will be holding a blood drive. Their goal is to collect 232 pints of blood during the day.

■ Book-signing by Laurence Gonzales, author of “Flight 232.”

**Mid America Museum of Aviation and Transportation, 2600 Expedition Court, Sioux City**

Call 712-252-5300 for more information.

■ Self-guided tours of 30,000-square-foot facility, which opened in 2010. The runway where Flight 232 crashed is nearby.

At 2:30 p.m., there will be

a reflection and dedication ceremony, led by the Rev. Greg Clapper.

“That will probably be the most poignant service we’ll have,” Mickelson said. “Then we’ll proceed to the beginning of Runway 22 where we’re putting in new garden space and there will be a benediction and the names of those who died will be read at 4:01 p.m., when the plane crashed.”

Scheduled to attend are Flight 232 survivors, Gov. Terry Branstad and other elected officials.

## SUNDAY, JULY 20

An ecumenical service is 11 a.m.-noon at the Anderson Dance Pavilion on the Missouri River.

The Rev. Darrin Vick, of Morningside Lutheran Church, will lead the event, with a sermon by the Rev. Greg Clapper, retired 185th Air National Guard chaplain, and readings by the Rev. Marvin Boes, of the Diocese of Sioux City.

Mickelson said Sunday’s service will be a quiet close to the 25th anniversary – a respectful end to an era filled with both tragedy and hope.

“It’s a powerful thing that’s going to happen,” she said. “The whole thing is a spiritual journey. And at the end of the service on Sunday morning we’ll walk over to the memorial and that will be the end.”

The service will end at the Spirit of Siouxland memorial next to the dance pavilion. Artist Dale Lamphere will be present.

Participants are asked to park in the lot at Bev’s on the River, 1110 Larsen Park Road. A trolley will be provided.

For more information about the Flight 232 events, call 712-252-5300 or visit [www.midamericaairmuseum.org/flight-232---25th.html](http://www.midamericaairmuseum.org/flight-232---25th.html)

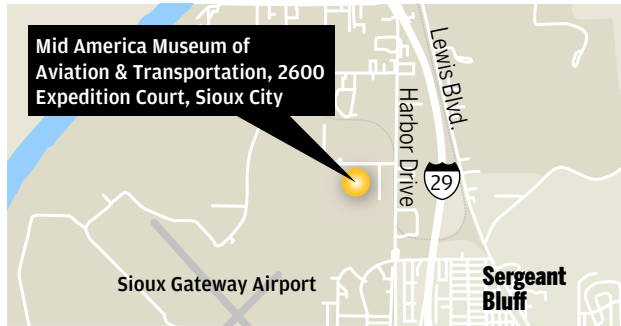
## Friday

7 p.m.: “What happened, what we’ve learned and what has changed,” a panel discussion to honor the crew, responders and those lost.



## Saturday

2:30 p.m.: Reflection and dedication ceremony



## Sunday

11 a.m.: Ecumenical service



Sioux City Journal graphic

## MEMORIES OF FLIGHT 232

“A couple people screamed. The pilot said we had lost power – one engine was blown. Then we started going in circles.”

**TERRI HARDMAN, passenger**



Jim Lee, Sioux City Journal file  
Flowers are shown at Sioux Gateway Airport on July 19, 1999, the 10-year anniversary of Flight 232.

“It was an experience that renews your faith in people. It could have been a lot worse if those people hadn’t showed up to help. The appreciation that I think all of us survivors have, I want the people to know how much I appreciate them.”

**BRUCE BENHAM, passenger**

“From the size of the fireball and the big plume of black smoke, we thought there was no way anyone could survive. All of our hearts dropped to our feet.”

**COL. DENNIS SWANSTROM, 185th Iowa Air National Guard**

“The reassuring thing for us is that we knew a month or two after the crash exactly what happened. But I don’t know if it’s healthy to ever get healed or find closure.”

**JERRY SCHEMME, passenger**



Mark Fageol, Sioux City Journal file  
Passengers Jerry and Diane Schemmel, of Denver, are shown at a press conference on July 19, 1990, following the crash of Flight 232. Briar Cliff University served as a makeshift headquarters for passengers and families.

“Sioux City was prepared.”

**AL HAYNES, pilot**

“To find out that 112 people didn’t make it, that just about destroyed me. I would have given my life for any of them. It was a really tough time.”

**DENNY FITCH, pilot**

“It’s just an experience you can’t go through without being affected by it. We took care of some really

wonderful people, and those have really stayed with me, too.”

**KAREN LUMPHREY, nurse at the Burn Center at St. Luke’s Regional Medical Center**

“It takes a team. It was a huge team effort. I’m glad we had the training and the knowledge.”

**KIM COY, nurse at Mercy Medical Center**

“It changed the history of the community probably forever. I’m just thankful that we were able to do what we did and save the number of lives that we were able to save.”

**GARY BROWN, Woodbury County Disaster and Emergency Services director**

“Across the miles and down the years, you’ll find our friendship always true.”

**1989 LETTER SIGNED BY SIOUXLAND RESIDENTS TO PEOPLE INVOLVED IN FLIGHT 232**

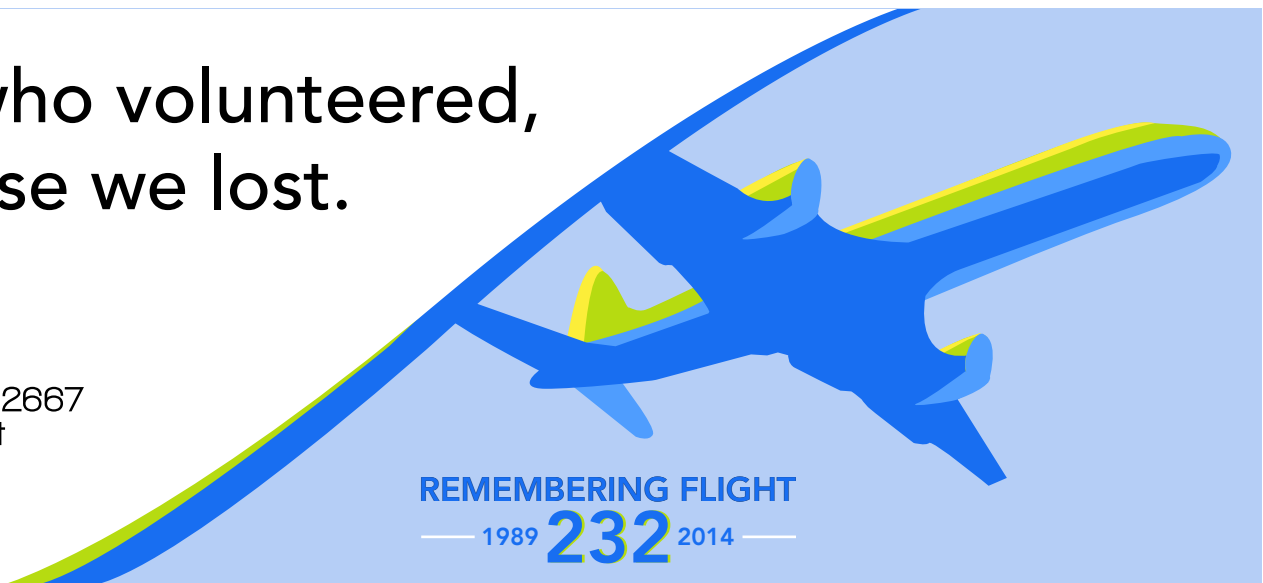
“... Thank you from a very grateful nation.”

**PRESIDENT GEORGE H.W. BUSH, during a White House ceremony with pilot Al Haynes**

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# Medical staff thrown into chaos by disaster

**T.J. FOWLER**  
tfowler@siouxcityjournal.com

SIoux CITY | Almost 25 years ago, Dr. Guy Posey faced one of the most intense days of his long medical career.

On July 19, 1989, Posey was working as a triage physician at St. Luke's Regional Medical Center when victims of downed Flight 232 started rolling through the doors.

A similar situation was happening across town at Mercy Medical Center. Dozens of medical professionals at both locations were responding to an incredible situation.

"We really didn't know the plane cartwheeled or the extent of the crash until the next day," said Kim Coy, a Mercy Medical Center nurse, in an interview earlier this year.

Posey said hospital staff were able to quickly react to the situation as it developed throughout the day, and credits them with saving many of the flight's 184 survivors.

"Our people did so well," Posey said. "At the end of the day, I felt very positive about the job that we'd done.

"It was a tragedy, but we had no control over



Tim Hynds, Sioux City Journal file  
**Kim Coy, an veteran emergency room nurse at Mercy Medical Center-Sioux City, is shown at the Sioux City hospital. Coy's most memorable work experience involves treating those injured in the United Flight 232 crash-landing on July 19, 1989.**

that. They did as good a job as could have been done anywhere in this country," he added.

But Posey made it clear that much of the rescue work was made possible by the coordinated effort of first responders.

He said that, more than anything, the disaster illustrated how important it is that cities have plans in place to cope with disasters like Flight 232.

"I want people to know that you need to be ready. It could happen again," he added.

- An emergency drill was held at Sioux Gateway Airport on June 16, 1989, about a month before Flight 232. Emergency personnel credit the exercise with making their response so quick.
- The 185th Iowa Air National Guard, based at Sioux Gateway, had opened its firehouse about six months before the crash. The base also was hosting an annual training session when Flight 232 happened.
- Flight 232 was initially expected to land about five miles south of Sioux Gateway Airport. The crew was able to reorient the plane.
- Denny Fitch, a pilot, was a passenger on Flight 232. He went into the cockpit after the plane lost power and used the wing engines to guide the aircraft. He later became an expert on cockpit emergencies and a safety consultant to NASA as a member of the Aerospace Safety Advisory Panel. He died in 2012 of cancer.
- Nine medical helicopters and military units from as far away as Lincoln, Neb., and Boone, Iowa, responded to the crash.
- The crash was around the time of shift changes at Sioux City's two hospitals, which meant an extra number of people were on hand. Additionally, news of the disabled aircraft was broadcast for about 30 minutes before the crash, increasing the number of workers at the hospitals and airport.
- The National Transportation Safety Board determined

## FACTS ABOUT FLIGHT 232



Tim Hynds, Sioux City Journal file  
**Former Sioux City Journal photographers Gary Anderson, left, and Ed Porter walk into the Spirit of Siouxland memorial prior to a dedication on July 19, 2007. The sculpture is based on a photograph taken by Anderson.**

Flight 232 crashed because of a crack in a disk in the plane's No. 2 tail-mounted engine. A metal defect caused the engine to separate, knocking out three hydraulic systems that powered the jetliner's flight controls. Parts of the fan disk were found three months after the accident in an Alta, Iowa, corn field.

■ The Spirit of Siouxland Memorial in Chris Larsen Park features a 7-foot tall bronze statue made by sculptor Dale Lamphere, of Sturgis, S.D. It



Christopher Hankins, Associated Press file  
**United Airlines pilot Denny Fitch is shown at his home in St. Charles, Ill., in 2007.**

depicts Lt. Col. Dennis Nielson of the Sioux City Air National



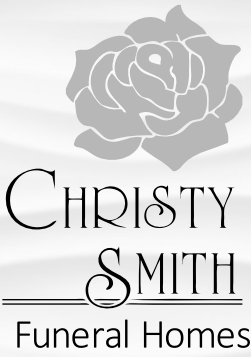
John Gaps III, Associated Press file  
**A National Guard helicopter circles over the site of Flight 232 at Sioux Gateway Airport on July 21, 1989.**

Guard carrying 3-year-old Spencer Bailey, a survivor of Flight 232. The sculpture is based on a photograph taken by Journal photographer Gary Anderson.

■ The 1992 television movie "Crash Landing: The Rescue of Flight 232," based on the emergency in Sioux City, starring Charlton Heston was nominated for three Emmy awards. The film also was known as "A Thousand Heroes."

In remembrance of all those affected by the events of July 19, 1989, we honor everyone who gave of themselves on that historic day.

*We are proud to be a part of the Siouxland Community of Volunteers.*



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# Remembering United Flight 232 25 Years Later

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A LOOK BACK AT FLIGHT 232



Ed Porter, Sioux City Journal file  
ABOVE: A National Transportation Safety Board inspector looks at the rear engine mount of Flight 232 on July 21, 1989.



Jeff Davis, Associated Press file  
Inspectors look at the torn right horizontal stabilizer of Flight 232 on July 24, 1989.



The front page of the Sioux City Journal following Flight 232 is shown.

Online

Visit [siouxcityjournal.com](http://siouxcityjournal.com) to see more photos from the Flight 232 investigation and recovery effort.

RIGHT: Cranes work to lift the United Airlines plane out of corn fields at Sioux Gateway Airport on July 22, 1989.  
John Gaps III, Associated Press file



Ed Porter, Sioux City Journal file  
An investigator combs through the passenger compartment of Flight 232 on July 21, 1989.



Jeff Bundy, Associated Press file  
A burnt area shows the contact point and crash path of United Airlines Flight 232 after it exploded on impact during an attempted emergency landing at Sioux City Airport.

Flight 232 resulted in aviation changes, scholarships

**JOURNAL STAFF**  
The crash of Flight 232 was devastating, but it also resulted in several positive developments, including:

- Pilot Al Haynes became an expert in accident prevention and shared how he handled the crippled plane with numerous aviators. His input helped countless pilots.
- United Airlines and the flight crew created a scholarship and grant program through Siouxland Community Foundation and helped dozens of students.
- Flight 232 flight attendant Jan Lohr-Brown became a fierce advocate for requiring children under 2 to be secured in seats in planes. She has lobbied federal officials to change rules.
- The Security Institute in Sioux City grew directly out of the co-operation of emergency crews responding to the crash scene.
- The Federal Aviation Administration in 1990

By the numbers

296

People on board Flight 232.

37,000

Height, in feet, in which plane started experiencing trouble, over Alta, Iowa.

300

Emergency personnel who rushed to scene following crash.

34

Ambulances that responded to crash scene, from 28 agencies, some as far away as 60 miles.

184

Survivors of Flight 232.

307

Units of blood donated between 4 and 11:30 p.m. on July 19 at Siouxland Community Blood Bank. More than 600 units were donated July 19 and 20.

100

Survivors who spent night following crash in Briar Cliff University dorm.

adopted new rules that required a type of valve to prevent complete loss of hydraulic pressure.

Memorial more than meets the eye

**SHARI ZENOR KIPLE**  
*Journal correspondent*  
SIOUX CITY | Now 25 years since the crash of United Flight 232, the spirit of Siouxland lives on in a monument that honors everyone involved with that fateful day.  
Dedicated in 1994, the Flight 232 Memorial features “The Spirit of Siouxland” bronze statue by sculptor Dale Lamphere and riverfront design by landscape architect Dave Ciaccio.  
This seven-foot sculpture depicts Iowa National Guard Lt. Col. Dennis Nielsen and young child Spencer Bailey on July 19, 1989 – the day Flight 232 crash-landed in Sioux City. While the statue features only two individuals, it represents the dependency of everyone on the plane and the strength of each responder. Similarly, the memorial honors all whose lives were forever changed by Flight 232.  
“Over the years, the memorial has had a lot of company,” says Gary Brown, Woodbury County Emergency Management Director, who was instrumental in Flight 232’s crash response efforts. “I’ve had calls from family members and survivors wanting me to talk with them about it.”  
Brown understands the memorial’s deeper meanings, since he was part of the Siouxland Recognition Committee that worked to create the memorial space in years following the crash.  
Following an unsuccessful public competition for artwork, the committee opted to pursue a riverfront memorial and commissioned Lamphere, the Sturgis, S.D.-based artist behind impressive religious sculptures for Sioux City’s Trinity Heights.  
Ciaccio and Lamphere partnered to create a space reflecting the significance of the event.  
“We’ve never shared the



Tim Hynds, Sioux City Journal  
Sioux City field services workers, from left, Jackie Mosier, Rosa Jurado and Donna Sweet work on restoring the grounds of the United Flight 232 Memorial on the Sioux City riverfront on June 11, 2012.

Visiting the Flight 232 Memorial?

Here’s an overview of the symbolism involved:

- Upon your initial approach, a limited sight-line draws you into the heart of the memorial, which was created to be an outdoor cathedral. Its design encompasses even the circular parking area to signify the continuum of life and symbolize outstretched arms inviting you into the space.
- As you walk the path, a narrowing sidewalk closes the space and suggests intensity. Along the way, seven boulders decrease in size as the path tightens further. Bold and strong, like the community’s response, the stones feature bronze plaques that capture the spirit of Siouxland with humble, heartfelt statements from individuals engaged in the event.
- Approaching the memorial space, you can see only the sculpture of Iowa National Guard Lt. Col. Dennis Nielsen’s back and shoulders. Like so many, he was initially a nameless responder on July 19, 1989. The sidewalk circles downward to represent the

plane’s large left-turn-only spirals as it attempted to land.

- Upon arriving on the plaza, Nielsen is fully visible, but his uniform is intentionally nondescript to represent the many workers who responded. His hands are also larger than life to signify the selfless care shared by so many rescue personnel. Depicting strength, service and humility, his figure exemplifies the virtues of the Siouxland community.
- The sculpture is set off by stone slabs that convey the strength of the response. Beyond on both sides are rocks in varying shapes and sizes to signify the magnitude of responders — each contributing different strengths and supporting one another.
- Honoring the response from Iowa, Nebraska and South Dakota, the memorial is constructed with materials from the tri-state region and positioned so all three states can be seen from its vantage point.



Jim Lee, Sioux City Journal file  
Flight 232 pilot Capt. Al Haynes, left, talks to Siouxland Community Blood Bank employee Scott Webb during the dedication of the Flight 232 memorial in Sioux City on July 19, 2004.

the two people,” Brown says, “but there’s so much more to it.”  
“I wanted to emphasize the responder’s strength and determination — that selfless effort that saved so many lives — and show the complete reliance on the part of the child, because that was the situation for everyone on the plane,” explains Lamphere, who will attend the remembrance service planned for July 20. “It was an honor to complete this work because I know what it means to Siouxland.”  
Ciaccio agrees. “This memorial is the most emotional project I’ve ever done.”

Remembering the brave men and women of FLIGHT 232

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# Ex-Journal intern recalls day

SHARI ZENOR KIPLE  
*Journal correspondent*

It's a story I've started to write in my head many times over the last 25 years. My story. The story of a college intern who had a front row seat for one of the most incredible air disasters of the century. The story that, even as I tell it, almost seems unbelievable. I was a full-time reporter at the Sioux City Journal over the summer of 1989. As I transitioned from covering hard news to writing features, part of my job was generating ideas for the Sunday paper's Living sections. As one option, my editors and I discussed a "day in the life" story highlighting Sioux City's firefighters.

The Fire Department approved, and we chose the day: Wednesday, July 19. I arrived at Station 1 (then the city's newest station) at 7:30 a.m. for my grown-up field trip with Assistant Chief Orville Thiele and his crew. After climbing three stories aboard the fire truck's cherry picker and trying on 40 pounds of gear, I was feeling like a firefighter.

About 3 p.m. we got a call from the airport. A crippled DC-10 with nearly 300 people on board would attempt an emergency landing in our community.

From the back seat of Car 19, I waited and watched with Thiele and his driver, Chuck Hirsch. At 4:01 p.m., United Flight 232 touched down on an abandoned runway and cartwheeled into flames. Immediately sick to my stomach, I knew I had witnessed the deaths of all on board.

As Thiele and Hirsch went



Shari Zenor Kiple, then a Journal intern, is shown on July 19, 1989. She happened to be covering a story with the Sioux City Fire Department and witnessed the crash of Flight 232. "I glimpsed a sea of rescue vehicles from communities far beyond Sioux City. They were here to help, I thought, but no one could have made it out alive." Provided

to work, I was instructed to stay in the vehicle — no matter what. I'm sure the order was for my safety, but it felt like a straitjacket.

I glimpsed a sea of rescue vehicles from communities far beyond Sioux City. They were here to help, I thought, but no one could have made it out alive. Then, scanning the nearby cornfield, I saw what I first thought were detasslers emerging for a break. Another look proved me wrong. They were survivors from the plane!

Rescue workers met them quickly, creating a triage area near Car 19 where I sat with the windows open, the scanner on and my mind racing. Until I later learned my Journal colleagues had hopped the fence, I feared I was the only reporter inside and would need to cover the news.

Some time later, Thiele

and Hirsch drove us closer to the crash site and the burning fuselage. Given the chance to get out and walk around, I found it surreal to stand there, on an airport runway scattered with personal belongings ... a sea of black tape ... and yes, bodies. Though I remember it vividly, it is impossible to describe.

As the muggy afternoon turned to dusk, I caught a ride back to the newsroom with a colleague (then later remembered my car was still at Station 1). The first face I saw was Cal Olson, Journal editor. I hadn't checked in all day, so he was anxious for my story. Upon hearing it, he asked me to write it for the next day's paper. Others had the news side covered, he said, but no one else had my perspective.

Indeed. And so, at the end of my

longest and most trying day as a reporter, I wrote the article that appeared on the back page of the Journal the next day. It wasn't my best work, I was sure. But at 11 p.m., it needed to be enough.

Life has gone on with only occasional connections to Flight 232. After graduating from the University of Iowa, I took a public relations job at (then) Briar Cliff College, which hosted a national news conference one year after the crash. When my husband and I got married in 1993, Thiele and Hirsch drove us away from the wedding.

In recent years, I've talked with my kids about July 19, 1989 — sifting through mementos and even watching "A Thousand Heroes," the made-for-TV movie recounting that day. (Like me, they were disappointed at the inaccuracy of my storyline and the actress who played my character.)

As we mark the 25th anniversary, my mind goes back to the randomness of those who lived and those who didn't. I'm struck by how there were so many more survivors than anyone expected and how they stood outside my window, asking me where to get water or make a phone call. I am in awe of how so many people saved so many lives.

And I know miracles happen, because I witnessed one firsthand.

*Shari Zenor Kiple, a former Journal intern, is a freelance writer who lives in Sergeant Bluff with her husband, Chip, and their three children, Lyndi, Grace and Clark. She is a member of Flight 232 25-year anniversary committee.*

# New exhibit shares compelling story

SHARI ZENOR KIPLE  
*Journal correspondent*

SIOUX CITY | The Mid America Museum of Aviation and Transportation in Sioux City is finalizing a permanent exhibit that shares Flight 232's story.

"We had a nice space to display Flight 232 information, but we wanted to give it more prominence," says Pam Mickelson, museum board member and Morningside College professor and chair of business administration. "To do it right, we needed to involve community partners, incorporate an educational component and install before the 25th anniversary on July 19, 2014."

The museum is at 2600 Expedition Court in Sioux City.

The new exhibit reflects on the crash as well as the community's response. Key artifacts include the airplane seat of 232 Capt. Al Haynes, the uniform of Lt. Col. Dennis Nielsen's 185th Air Guard, the National Transportation Safety Board's report on the crash, and the transcript of radio traffic between the DC-10 cockpit and Sioux City's air traffic control center.

"Developing a permanent display resulted from numerous requests we've received. In the four years since the museum opened, we've had at least one request for Flight 232 information each week ... from pilots, aviation students, family members of survivors and visitors," says Larry Finley, executive director of the Mid America Museum of Aviation and Transportation.

"Much of the project has involved in-kind donations by people with firsthand connections to that day. We called upon their memories to create the inside exhibit and outside garden," explains Mickelson.

A project in the works since late 2012, the new exhibit was designed by Sioux City police Lt. Rex Mueller with input from Finley and Mickelson as well as George and LouAnn Lindblade, Christine McAvoy and Doug Potts.

"For many, it has been a spiritual journey," Mickelson shares. "It will leave a legacy to teach future generations and continue to make Siouxlanders

## New Museum Exhibit: The Story of Flight 232

The new exhibit highlights the crash of United Flight 232 and the heroic response. It is comprised of six main sections:

**1. ENTRANCE:** The walls around the exhibit symbolize the fence surrounding the Sioux City airport, while Runway 22 floor markings lead into the exhibit. This initial portion of the display includes a data sheet on Flight 232, Capt. Al Haynes seat, Col. Dennis Nielsen's uniform and gear from first responders and medical crew.

**2. INSIDE LEFT WALL:** This space tells of an emergency training drill held in 1987. Lessons learned from the drill had a tremendous impact on the community's response to the crash two years later.

**3. BACK WALL:** The left side maintains a timeline and display cases, while the right side draws attention to dramatic images from the crash and response, along with newspaper articles and photographs surrounding events of July 19, 1989.

**4. FAR RIGHT WALL:** This powerful section honors those who perished in the crash by listing their names over the image of a cornfield—as the plane first touched down on Runway 22, tumbled into pieces and partially landed in a nearby cornfield. A memorial quilt donated by the Sioux City Public Museum is also included.

**5. THEATRE:** This space highlights a quote from Capt. Al Haynes about the crash of Flight 232 and the community's response. A theatre features a short video by G.R. Lindblade & Co. Productions.

**6. OUTSIDE WALL:** The display's exterior is devoted to A Thousand Heroes, the made-for-TV movie based on the story of Flight 232. Artifacts include a shooting script and images from production and filming work that occurred locally.

**Flight 232 Reflection Garden:** The outdoor garden is a reflection area at the foot of Runway 22—the point of impact for Flight 232 on July 19, 1989. Markings from the crash are still visible on the tarmac, which was a closed runway from World War II. The garden also includes 112 evergreens and fountain grasses to represent the number of souls lost.

proud."

Adds Finley: "The human spirit of helping those in need received a magnificent boost on July 19, 1989, and in the days that followed. This exhibit makes sure we never forget."

# Crash: Photo, video made landing memorable around world

## FROM PAGE 11

the community in the wake of this catastrophe has been overwhelming," Bush said.

All those years later, the events of that summer day are still deeply embedded in the memory of Siouxlanders.

Chris Lowe, of Sioux City, remembers standing near Southern Hills Mall after work, watching the jet descend.

"It was flying so low I could actually see people," she said recently. The explosion came a few minutes later, then a ball of fire.

"When you see something like that, you knew it's something you'll remember for the rest of your life," she said.

It also became known far and wide because of

two important images. The first was a photo taken by Journal photographer Gary Anderson showing Iowa Air National Guard Lt. Dennis Nielsen carrying the limp body of passenger Spencer Bailey, 3, from the wreckage. The image appeared in numerous publications.

The second was the footage by KTIV-TV reporter Dave Boxum. The video shows Flight 232 coming crashing down, then tumbling over and over.

In the rubble, emergency crews pulled dozens of people to safety. It took 40 minutes before workers found Haynes and co-pilots Dudley Dvorak, Bill Records and Dennis Fitch. They were still strapped in, hanging upside down.

"It's amazing how well

the community was trained and came together and how, though you'd never want this to happen, the fact it happened where it did probably saved lives," said Boxum, in an interview earlier this year.

The U.S. Senate later passed a resolution applauding the crew "for poise and courage." It said, "the lives of 184 people on board United Flight 232 were saved, in large part, because of the heroic actions of the crew."

But the heroic actions extended far beyond the cockpit. Dozens of emergency crews from far outside Sioux City came to the airfield, pulling people from the wreckage and cornfields. National Guard troops tended to victims,

and medical staff in Sioux City spent countless hours helping them return to health. There were blood drives, offers of places to spend the night and donations.

The incredible story — the crash, the fight to land the plane, the community's incredible response — became known around the world. Later, a made-for-TV movie made the crash even more famous. The story of Flight 232 became a model for how to respond to a disaster.

"There has not been a week that this museum hasn't had someone come in and ask about United Flight 232," said Larry Finley, executive director of the Mid America Museum of Aviation and

Transportation, which was built near where the plane crashed.

Twenty-five years later, three days of events are planned to commemorate the support in the wake of that July day. Events are scheduled July 18, 19 and 20.

They include recognition of first-responders, a panel discussion with the plane's crew and medical staff who treated the victims, and a remembrance ceremony.

Events are spread across various sites.

LifeServe Blood Center and the Mayor's Youth Commission will be collecting blood to help reach the goal of 232 pints by the end of the weekend. And the Mid America Museum of Aviation and

Transportation will be holding a reflection and dedication ceremony at the crash site.

Crew members will be taking part as well.

"The crew wants to come back," Finley said in an interview earlier this year, "and thank the community one more time."

Jim Wharton, who serves on the committee organizing the event, said it's a time to remember Siouxland's role.

"It's been 25 years, which is kind of hard to believe," he said earlier this year. "But this gives the city and all of Siouxland the opportunity one last time to take a look, once again, at how good things can happen when you have such a tragic event strike Sioux City."



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Honored to have been part of  
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 response to United Flight 232.



*in remembrance*

25 years later, we honor the families of the men and women who lost their lives, those who survived the tragedy, the doctors, nurses and emergency personnel who gave their all, and the spirit of the Siouxland community in a time of need.

REMEMBERING  
**FLIGHT**  
**232**  
25 YEARS LATER

