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00:00:00,720 --> 00:00:08,660

We're recording the interview of Chuck Worm. This interview is being conducted by Eric Witty from the Wright State University Veterans Voices project.

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00:00:08,660 --> 00:00:19,840

This interview is being conducted a VFW post 3283 in Huber Heights, Ohio. It is 6:30 p.m. on June 1st, 2014.

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00:00:19,840 --> 00:00:22,780

Okay, to start off Chuck, when and where were you born?

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00:00:22,780 --> 00:00:27,520

I was born in 1942 in Tampa, Florida

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00:00:27,520 --> 00:00:31,780

Okay, what was your family like?

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00:00:31,780 --> 00:00:44,040

Well my dad met my mom in the service. She was a waitress in Florida and he went over covert with 8th Air Force in the Army.

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00:00:44,040 --> 00:00:59,040

And then his family had a farm, Grandma and Grandpa Worm had a farm up in Dorr, Michigan near Grand Rapids. So my Mom and I went up there to live with them.

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00:00:59,040 --> 00:01:09,100

My mom and I. So when he came home that's where he came to and then we lived in that area for a long time.

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00:01:09,100 --> 00:01:11,740

I had three sisters.

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00:01:11,740 --> 00:01:12,420

Okay.

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00:01:12,420 --> 00:01:22,220

And that was... it was me and three sisters. My mom was married before and she had five children. So I had other... I had four half-brothers and a half-sister

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00:01:22,220 --> 00:01:24,220

and they're all passed now.

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00:01:24,220 --> 00:01:25,740

Did they live with you guys?

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00:01:25,740 --> 00:01:31,180

They did for some time. They were born in.. they lived down in Ashville, North Carolina for the most part.

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00:01:31,180 --> 00:01:31,680

Okay.

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00:01:31,680 --> 00:01:39,060

But the boys came up and lived with us for a while. They got jobs and they got married in Grand Rapids area, you know.

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00:01:39,060 --> 00:01:46,500

And my older sister, she stayed in Brunswick, Georgia and lived, but we visited her from time to time.

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00:01:46,500 --> 00:01:55,280

So but, yeah, it was a good time growing up there, out there on the farm. My dad wasn't much of a farmer.

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00:01:55,280 --> 00:02:10,560

He... After Grandma and Grandpa died, he kind of worked at the co-op in Dorr on various things and we moved to a couple different places in that area over the years.

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00:02:10,560 --> 00:02:23,780

I think when I was 13 we moved into Grand Rapids and I went to High School there and of course, was a teenager there and had a great time.

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00:02:23,780 --> 00:02:35,380

I was a typical teenager I guess, with a -- back then -- with rolled up cigarettes in my t-shirt sleeve and blue suede shoes and all that stuff.

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00:02:35,380 --> 00:02:52,600

But my friend and I, we were working at the Big Boy out on Planefield Avenue. It was after school and we decided to join the Air Force on the buddy plan.

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00:02:52,600 --> 00:03:03,880

So we did that in 1962 and we went from there. After we did that we went on a train [clears throat] -- excuse me -- I can't remember how we went there --

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00:03:03,880 --> 00:03:16,540

we went to Detroit, Michigan for our physical and both of us then went on a train to Lackland there. It was about a three day ride on a train to Lackland.

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00:03:16,540 --> 00:03:30,420

So we got there of course and it hit the fan. They really bear into you. I smoked back then they took.... you couldn't smoke, but then when you first got there.

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00:03:30,420 --> 00:03:38,920

I remember the first time they gave us a cigarette, let us have a cigarette it was a couple days later, I inhaled that sucker and I pretty near fainted.

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00:03:38,920 --> 00:03:44,440

Anyway, that's a... My buddy John, he didn't stay in.

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00:03:44,440 --> 00:03:45,300

Oh he got out?

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00:03:45,320 --> 00:03:52,620

Well he came here to Wright-Patt coincidentally, back then in '63 and then he got out.

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00:03:52,620 --> 00:04:05,280

I, after basic training I stayed there a little extra, because I cut my foot in the pool. Someone had broke a pop bottle in there and I had to go up to like Wilfred Hall for a couple of weeks.

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00:04:05,280 --> 00:04:19,340

So that put me back. So then when I did get out of there I went to Amarillo, Texas for technical school, aircraft maintenance technical school on B-47s there.

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00:04:19,340 --> 00:04:37,780

And I stayed there from, well, I think left Lack in August or September. Anyway, I stayed there until early in '63 and then I was transferred to my first duty assignment in Grissom Air Force Base in Indiana

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00:04:37,780 --> 00:04:51,660

at the 305th Bomb Wing on B-58s. SO I went there of course. And of course, I went... It wasn't too far from Grand Rapids.

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00:04:51,660 --> 00:05:07,020

I was there for 4 and a half, 5 years the first time I was at Grissom and I used to hitchhike to Grand Rapids and my wife -- then my girlfriend -- Carol lived there

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00:05:07,020 --> 00:05:16,320

and we started becoming... Actually, before I left I became kind of good friends with here. We worked together at Big Boy out there

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00:05:16,320 --> 00:05:28,040

and we were pretty good friends and she wrote me letters at basic training and they kept getting more and more you know, intimate so to speak.

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00:05:28,040 --> 00:05:41,900

So we started kind of a relationship by mail and then when I went home we kind of got together and then we got married in '63, September, yeah.

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00:05:41,900 --> 00:05:50,760

And then she came back down and we lived in Kokomo, Indiana for a number of years. No, yeah, we lived in Kokomo.

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00:05:50,760 --> 00:06:00,380

But when we first got there lived in a little apartment by the railroad tracks. So we lived there for the whole first time I was there

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00:06:00,380 --> 00:06:14,420

and I stayed there doing... I was a maintenance man, I was an assistant crew chief, I was a crew chief, kind of evolved over the years that I was there.

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00:06:14,420 --> 00:06:31,300

And from there I got an assignment to Guam in '68, '63, yeah 5 years and I went to Guam.

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00:06:31,300 --> 00:06:43,500

Carol came over about 6 months later and joined me there. She went to Grand Rapids with her parents and lived and... Oh we had a son, my son Kevin had been born

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00:06:43,500 --> 00:06:59,140

and also my son Douglas had been born there at Grissom Air Force Base during that time. I think Kevin was born in '65 and I think Doug was born in '67

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00:06:59,140 --> 00:07:12,640

and I went to Guam in '68 and she came over, because I was there 24 months. So first six. She was there 18 months with me.

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00:07:12,640 --> 00:07:13,320

Okay.

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00:07:13,320 --> 00:07:20,720

About 6 months after... 9 months after she got there we had our youngest son, Chris. He's a Guamanian, he was born at the Naval Air station.

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00:07:20,720 --> 00:07:21,780

Oh wow.

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00:07:21,780 --> 00:07:39,500

So yeah, I had... I was there from '68, '69, and '70 and it was an interesting time. We flew a lot of missions. I was on B-52 D models back then.

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00:07:39,500 --> 00:07:49,880

I was everything from a flight line expediter on North Ramp 3 to... and before she got there, Carol got there we were on 12 hour shifts.

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00:07:49,880 --> 00:08:01,060

It was 12 on, 12 off every day, every day and I you got one day off, but we got used to doing that.

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00:08:01,060 --> 00:08:17,680

But I was flight chief, recovery chief, but we did launch a lot of airplanes out of there through 19... before I left. So we were there 24 months.

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00:08:17,700 --> 00:08:28,900

So a lot of bombing out of there and that place was full of bombers and also back then they had KC-97s, it was an older aircraft over on the other ramp.

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00:08:28,900 --> 00:08:42,420

But I know when I came back in '68, I went right back to Grissom Air Force Base. Well the B-58s were gone and they had tankers. So I became a tanker troop.

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00:08:42,420 --> 00:08:43,040

Okay.

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00:08:43,040 --> 00:08:53,460

I was a crew chief on tankers for a number of years. But shortly after that, 1970, I got tasked to go back to Guam on a TDY.

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00:08:53,460 --> 00:09:03,520

That was during Linebacker 2, I believe it was called. Yeah, back in there and for that I was there for just close to 6 months.

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00:09:03,520 --> 00:09:09,860

They call it 179 days, because they don't want it to be 180 days for some reason. Anyway...

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00:09:09,860 --> 00:09:11,800

Stretch your overseas deployment, right?

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00:09:11,800 --> 00:09:26,100

But that was an experience. They had both D models and H models then, but again, I worked North Ramp 3 and I did

about every jobs you can think of there.

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00:09:26,100 --> 00:09:39,840

I think I made tech sergeant, finally, during that time. But I was there 6 months. The I came back to Grissom and finished up there.

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00:09:39,840 --> 00:09:48,180

I did a number of jobs there. I was a mobility chief, I was a crew chief, I was a flight chief, whatever.

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00:09:48,180 --> 00:10:02,700

And then I went to... I transferred in 60... '74 I transferred to Eielson Air Force Base in Alaska.

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00:10:02,700 --> 00:10:05,020

Okay.

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00:10:05,020 --> 00:10:16,180

And I was up there on tankers, up there at the tanker task force that was up there and I started out there as a flight line chief

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00:10:16,180 --> 00:10:37,520

and my old boss from Grissom was there, he was a flight chief there and he put me charge of support brands that did everything: de-icing, towing aircraft, repair of aerospace ground maintenance,

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00:10:37,520 --> 00:10:48,360

delivering specialists to flight line. It was kind of a cool operation and I think I made master sergeant there and then I transferred up to...

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00:10:48,360 --> 00:10:54,780

We really liked Guam, though. That was a good time. We were there 5 years. I mean -- Guam -- Eielson.

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00:10:54,780 --> 00:10:55,580

Eielson.

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00:10:55,580 --> 00:11:06,620

We were up there for about 5 years and long, cold winters and short summers. It was always daylight. In the summer I'd be out there working on the car

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00:11:06,620 --> 00:11:13,440

and Carol would say "are you coming in?" and I says... she says "it's 11:30" and it's still kind of light out, you know.

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00:11:13,440 --> 00:11:21,660

I'm thinking "oh, okay, I'll be in". Anyway, we stayed up there for that 5 years and I was trying to thing of something.

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00:11:21,660 --> 00:11:30,740

We did a lot of camping up there, I remember that, that was a lot of fun. Made a couple forays over into Canada.

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00:11:30,740 --> 00:11:45,660

Let me think. The I took over as the chief of quality control office with all the inspectors that inspected the rest of the wing.

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00:11:45,660 --> 00:11:56,140

I made a couple of trips out to Shimea, which is out in the middle of nowhere, out in the ocean, pretty close to Russia.

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00:11:56,140 --> 00:12:05,720

I don't know if it's close to Russia, but we had the RC-135s, which were reconnaissance airplanes and they flew out of there

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00:12:05,720 --> 00:12:14,280

and we'd go out every 6 months and inspect their operation out of quality control, but they were very interesting.

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00:12:14,280 --> 00:12:25,120

They used to fly, they'd take off and when they knew there was a missile launch out of Russia they would normally come down in the Kamchatka Peninsula.

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00:12:25,120 --> 00:12:33,920

That was their re-entry point. They would be up there photographing it, all the information you know, infrared or whatever they used.

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00:12:33,920 --> 00:12:44,220

In fact it was said that that was Kissinger's airplane, because he got a lot of his information on multiple entry warheads they were using and things like that

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00:12:44,220 --> 00:12:55,200

that he used in his negotiations. So he used that as a lot of his information. In fact, when they would fly along on their missions they were right on the airspace

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00:12:55,200 --> 00:13:06,740

and MiGs would be right there with them, Russian airplanes and they had to be very careful that they didn't stray over into the zone, so.

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00:13:06,740 --> 00:13:18,560

That was pretty interesting, but I really like Alaska. Too many mosquito in the summer and very cold in the winter, but it was enjoyable.

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00:13:18,560 --> 00:13:28,000

I came back to... after I left there... Oh traveling up there was kind of interesting. We drove the ALCAN Highway.

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00:13:28,000 --> 00:13:38,940

I had a fold-out camper and a '71 Pontiac and I had my wife and Carol, her sister, our 3 boys, and a dog and that was fun.

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00:13:38,940 --> 00:13:43,840

Man, that... every night we'd have camp. It took us about 10 days to get there

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00:13:43,840 --> 00:13:44,340

Oh wow.

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00:13:44,340 --> 00:13:50,660

A couple of times that camper was covered with mud. We'd have to wash it off to open it up and use it, but

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00:13:50,660 --> 00:14:01,720

that was a lot of fun. Coming back was a lot easier to camp, because we came down the inland passage on a boat, on an inland ferry with our camper on it.

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00:14:01,720 --> 00:14:08,800

That, then I had a class C motor home, which wasn't a big one, but we came down to Seattle.

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00:14:08,800 --> 00:14:18,800

When I was transferring to Offutt Air Force Base, Nebraska I went to the aircraft engineering division there

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00:14:18,800 --> 00:14:26,180

and I think, on the way I got a call to call back to somebody and he says "well you made senior master sergeant". I says "cool".

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00:14:26,180 --> 00:14:27,000

[laughing]

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00:14:27,000 --> 00:14:38,860

So when I got there I really enjoyed that job. I was 17 years in that division. We did a lot of projects around,

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00:14:38,860 --> 00:14:54,840

all over strategic air command trying to solve problems and I worked with the air logistic centers a lot with their engineers to come up with solutions to issues that maintenance was having.

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00:14:54,840 --> 00:15:03,700

I remember one time, it was really -- and we used to fly on the T-39s a lot when we traveled to different ALCs.

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00:15:03,700 --> 00:15:11,020

I remember on time we were going... we were having trouble with the B-52 hydraulic packs on the D models

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00:15:11,020 --> 00:15:28,580

and it was made by a company in Kansas and me and a chief senior had driven down there to do an inspection to kind of find out what was going on

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00:15:28,580 --> 00:15:37,520

and we found out some interesting stuff. We came back and our 2 star general wanted to go down there bad.

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00:15:37,520 --> 00:15:46,200

I remember seeing him, I can't remember his name. Anyway, he was kind of a pushy guy to say the least.

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00:15:46,200 --> 00:15:56,520

So me and this other EA, we got on on a T-39 with him and two 2 pilots and somebody else and he could fly if he wanted to.

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00:15:56,520 --> 00:16:04,000

But we were headed down there and he went into... we came across a line of thunderstorms and they could not get through.

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00:16:04,000 --> 00:16:11,380

t-39 didn't have radar on it and we couldn't fly over pr around it and boy, he was bound determined that he was going to go through

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00:16:11,380 --> 00:16:20,920

and the captain was of course the aircraft commander and he says "sir, we are not flying through that"

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00:16:20,920 --> 00:16:28,780

and after we got back and we finally came back to Offutt after hanging around out there for a couple of hours.

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00:16:28,780 --> 00:16:37,940

And then he came back in of course, the general stomped off to his car. The captain, we come up to the captain, "thank you for not listening to him".

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00:16:37,940 --> 00:16:48,400

We'd have been dead. I don't know, maybe not, but and he was hot. He says "man, he acts like he's mad at us". I says "no, he's always that way.

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00:16:48,400 --> 00:16:52,700

So it has nothing to do with you". So that made him feel better, I guess.

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00:16:52,700 --> 00:17:01,700

Anyway, I was there 7 years, did a lot of... I could go into a lot of details, but it was an interesting time trying to solve all of those problems

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00:17:01,700 --> 00:17:14,600

and travel all over the different SAC bases and doing different issues with tire inflation, starter cartridges storage, engine issues.

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00:17:14,620 --> 00:17:27,760

Just any number of engineering issues that needed someone to go in and take an engineer with them and try to solve the problem over some period of time.

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00:17:27,760 --> 00:17:52,860

And we did a lot of good stuff. And then I got transferred to Offutt Air Force Base in '89, no wait '89, '86, sorry. I was at Offutt from '79 to '86

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00:17:52,860 --> 00:18:00,640

and it was such a good job that I could not turn it down, it was called the Blue 2 Visit program.

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00:18:00,640 --> 00:18:07,040

It was with the Air Force coordinating officer logistics research, which had a 2 star in charge of it

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00:18:07,040 --> 00:18:19,000

and we were at, in the area B over here and called aeronautical systems division then, systems B and we took teams of contractors and you know, they were from Boeing

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00:18:19,000 --> 00:18:36,140

and from Lockheed and any number of other aerospace companies and we'd take engineers with us and program managers from the acquisition world

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00:18:36,140 --> 00:18:49,720

and we'd go out to... we'd take them out to different bases for a week and we'd go to like 3 bases and maybe an air logistics center and we'd go out on any number of subjects

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00:18:49,720 --> 00:19:00,240

and try to get the maintainers view of reliability and maintainability on airplanes and get their point of view on what could have been done better

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00:19:00,240 --> 00:19:15,520

with this that or the other, which was very interesting. We did about 6 trips per year. There was like 3 of us that kind of alternated in doing that

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00:19:15,520 --> 00:19:31,020

and we would go out and do things like aerospace might be one theme one time, one time might be engines, one night might be air frame, another time might be avionics,

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00:19:31,020 --> 00:19:47,340

and that would be the theme, the subject. We would go, we would actually do 2 trips to those groups and kind of set up the program, a scenario to each organization or

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00:19:47,340 --> 00:19:56,660

or work center that we were going to visit and tell we want you to put together the things that... and ask them certain... that gives them some information

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00:19:56,660 --> 00:20:05,540

that would help them make better decisions in the future and you know and designing and logistics, planning, and things like that.

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00:20:05,540 --> 00:20:15,100

So we would go out and we would do like 3 bases. We'd end up at an air logistics center that kind of covered that particular discipline, you know.

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00:20:15,100 --> 00:20:29,320

Engines might be at Tinker Air Force Base at the air logistics center there. You know, hydraulics might be at... that was at Kelly Air Force Base then, in San Antonio.

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00:20:29,320 --> 00:20:37,960

But any number of places we would go to, we would end up there, but what we called the depot point of view. They were called the depots.

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00:20:37,960 --> 00:20:45,920

That's where they had the depot work. We did stuff. Organizational maintenance was like the crew chief and stuff that did something.

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00:20:45,920 --> 00:21:01,180

Intermediate maintenance was like hydraulic shop, the engine shop, the fuel cell shop, the avionics like bomb nav, radar, and those people.

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00:21:01,180 --> 00:21:06,900

Those were intermediate maintenance and they... but certain things that were beyond that level was a depot maintenance.

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00:21:06,900 --> 00:21:16,560

So some things could be fixed at the local level, but most units probably had to go to a depot for overhaul or repair.

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00:21:16,560 --> 00:21:21,380

So that was kind of our logistics chain.

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00:21:21,380 --> 00:21:24,200

So who were you talking to?

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00:21:24,200 --> 00:21:24,700

What do you mean?

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00:21:24,700 --> 00:21:26,880

Were you like interviewing enlisted people, the actual mechanics working on things?

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00:21:26,880 --> 00:21:35,740

Yeah, we were going to the shops and work center saying "look guys" and we'd kind of go through things with them and say you need to tell them,

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00:21:35,740 --> 00:21:48,540

give them a good list of items that kind of could be better and that's.... What I hated to do was go through there and when we'd go to a work center

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00:21:48,540 --> 00:21:55,440

and this work center supervisor would say to the bunch "well what do you want to know?"

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00:21:55,440 --> 00:22:04,520

And I would kind of say "they're here to know what you know. Maybe the guy that I talked to was on leave or something, I don't know.

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00:22:04,520 --> 00:22:14,140

But that would make... It didn't happen a lot, but sometimes it would happen and I'd kind of have to go back and says "you talked to them about what you need to tell them about.

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00:22:14,140 --> 00:22:22,720

They want to know what you... they're trying to hear from you". So and I did that for 2 years and...

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00:22:22,720 --> 00:22:25,380

Do you feel like that made a difference? Did the generals...

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00:22:25,380 --> 00:22:26,280

Oh heavens.

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00:22:26,280 --> 00:22:27,880

... and the contractors listening?

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00:22:27,880 --> 00:22:35,100

Oh heavens, yes. Oh my goodness, yes. Oh yeah. I know that... I think one of things I...

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00:22:35,100 --> 00:22:45,180

Engines used to have, aircraft engines used to have to be covered with safety wire. Safety wire's that stuff that holds bolts together and keeps them from backing off.

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00:22:45,180 --> 00:22:53,300

The engines were covered with them. I think one of the things ended up getting the systems to do...

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00:22:53,300 --> 00:23:01,620

Engines now hardly have, if they have any, they probably have no safety wire on them. They have fasteners that don't need it, they just don't...

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00:23:01,620 --> 00:23:15,820

It's just better hardware that doesn't need that and that's a big thing in both man hours -- it takes a lot of time to safety wire all around the whole, the shroud of the exhaust thing.

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00:23:15,820 --> 00:23:26,120

You know, on the engine. It's just a lot of bolts and stuff. Each one has to be safety wired. But anyway that was one of the things.

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00:23:26,120 --> 00:23:28,940

I know I've kind of given you a quick tour here, but...

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00:23:28,940 --> 00:23:29,820

No that's fine.

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00:23:29,820 --> 00:23:37,480

If you want to revisit anything... I'm trying to think of thing that might be important, but you know...

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00:23:37,480 --> 00:23:41,620

Well no, I mean that's a great summery. If you're kind of...

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00:23:41,620 --> 00:23:46,240

If you want me to go back and sort of talk about details in any given area I can do that.

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00:23:46,260 --> 00:23:52,040

Yeah I mean I've got a couple questions that we kind of breezed over that I want to go back into.

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00:23:52,040 --> 00:23:57,600

So first off, you and your buddy joined the Air Force. Why did you pick the Air Force?

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00:23:57,600 --> 00:24:08,340

I don't know. We were out goofing off, running around, driving around town in Grand Rapids doing something and for some reason we just kind of had this thing,

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00:24:08,340 --> 00:24:13,640

"well you know what, that'd be cool to do that" and so we did.

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00:24:13,640 --> 00:24:14,600

[laughing]

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00:24:14,600 --> 00:24:27,520

We just went down and done it and ended up 26 years in the Air Force, but it's just one thing led to another.

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00:24:27,520 --> 00:24:42,400

You know, like my first enlistment they had a re-up bonus, which was like \$1,200 and that was big bucks to me back in 60 whatever it was.

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00:24:42,400 --> 00:24:43,040

'66, yeah.

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00:24:43,040 --> 00:25:01,100

And I says "oh my god". I said to Carol, I says "you know we can really use that money". Well you know it was back then, I got like \$40 every 2 weeks and she got a separate check for \$95.

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00:25:01,100 --> 00:25:03,000

They always payed the wife separate.

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00:25:03,000 --> 00:25:04,200

The housing allowance?

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00:25:04,200 --> 00:25:15,480

Yeah, all that, because to make sure that money got there and we made do on that. She got a part time job in Kokomo there at Montgomery Ward's I think

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00:25:15,480 --> 00:25:28,240

and that always helped. I think I got a part time job too. We weren't spendthrifts. We were very... We didn't need a lot to entertain and we just entertained ourselves, you know.

167

00:25:28,240 --> 00:25:30,720

Did you guys usually live in base housing?

168

00:25:30,720 --> 00:25:41,540

No, actually, the first to hitch at Affutt, we did not. We rented in Kokomo in a couple different places there.

169

00:25:41,540 --> 00:26:01,520

When I came back from Guam and on Guam we lived downtown in Mongmong near Agana in a little... it was a house, it was a 2 section house that kind of raised up, had blocks under them.

170

00:26:01,520 --> 00:26:13,060

You know, they were nice little houses. I think I, to separate bedrooms I put up sheets and blankets or something. I had constructed some kind of system in the house.

171

00:26:13,060 --> 00:26:21,800

We lived there for a while and then we got base housing and moved down to the base and they were really nice houses.

172

00:26:21,800 --> 00:26:35,660

Except everything was so muggy there. The temperature was like, it was so constant, it was like a low of 79 and a high of 84 everyday, something like that

173

00:26:35,660 --> 00:26:46,840

and it was raining somewhere all the time. You could go out and look over Patty's Point and look out over the ocean there's be a rain squall here, be one over here, one over there.

174

00:26:46,840 --> 00:26:55,800

You could be in base housing or on the flight line, you could be on this side in the revetments raining like hell on you and over there it ain't raining at all.

175

00:26:55,800 --> 00:27:05,020

So when you'd first get there you'd run to get out of the rain and after a while you just "oh, this will be a minute" and it'd be gone.

176

00:27:05,020 --> 00:27:15,380

But everything was humid and moist and a lot of geckos. They were funny little animals. Anyway, yeah we really enjoyed that.

177

00:27:15,380 --> 00:27:24,080

I had what we called a Guam bomb. It was a Nash Rambler. I can't even remember the year it was. It was pretty old.

178

00:27:24,080 --> 00:27:40,500

I think I payed 400 bucks for it, but you could see the roof... the street through the floor. I went and got some fuel sealant and some tin and I sealed that up so that you couldn't.

179

00:27:40,500 --> 00:27:53,480

You know I made kind of a floor in there with fuel cell sealant and tin. You couldn't open the back doors. They opened like this and I had them shut so you couldn't open them,

180

00:27:53,480 --> 00:27:56,840

but the kids would get in out of the back seat through the window

181

00:27:56,840 --> 00:27:57,360

[laughing]

182

00:27:57,360 --> 00:28:06,680

It was really funny. I had that sucker all the time we were there and I sold it for \$400. I mean, you know.

183

00:28:06,680 --> 00:28:10,260

Now I mean was there any other way to get a car other than buy it?

184

00:28:10,260 --> 00:28:20,580

No you could get one. In fact, when I was there, when we came back I ordered one through... you could order a car through Avis then

185

00:28:20,580 --> 00:28:30,500

and I ordered a brand new 1971 Pontiac that I picked up at Pontiac Michigan when we went up home, coming back. I went there and picked it.

186

00:28:30,500 --> 00:28:39,380

Never buy a car and pick it up from the factory, because you'd be surprised how much dealer prep goes into a car.

187

00:28:39,380 --> 00:28:48,040

I had a lot of issues that finally got fixed, but... and dealers that didn't sell it to you don't want to mess with it you know, even though it's under warranty.

188

00:28:48,040 --> 00:28:59,840

So yeah, anyway, it was interesting. It was a nice car. I think I sold it up in Alaska. That's when we... No, that's... Yeah, that's the one we drove to Alaska.

189

00:28:59,840 --> 00:29:01,520

Yeah, it was a nice car.

190

00:29:01,520 --> 00:29:13,820

Huh, alright. Did any of your siblings... were any of them in the military?

191

00:29:13,820 --> 00:29:29,780

My... no, my son Douglas, he's my middle one. He joined the military when we were at Offutt and we were coming, we were transferring here, Wright-Patt

192

00:29:29,780 --> 00:29:39,020

and he come in... it wasn't, we weren't transferring yet and he come in and says "well Dad, I joined the service". I said "what?" He said "I joined the Marines".

193

00:29:39,040 --> 00:29:49,420

I said "oh my god". He says "yeah, yeah". Well he got in pretty good shape. He joined the Marines and went to... he was a California Marine.

194

00:29:49,440 --> 00:30:04,300

He went to Sand Diego, the training camp there and then, after that, he transferred to Pendleton, which is right up the road, toward Los Angeles.

195

00:30:04,300 --> 00:30:19,560

He was a field MP, he was a field MP there. It was kind of neat. I, on one of my trips out that way, I had some... a trip in San Diego or no, in San Antonio.

196

00:30:19,560 --> 00:30:35,560

Well he had gone to tech school, all the cops tech schools are in Lackland and they have a Marine quadrangle there that and he was there

197

00:30:35,560 --> 00:30:43,380

and I was there and I says "I'm going to come visit you Doug, when I get down there". He says "ok, but Dad, wear your uniform" I said "alright".

198

00:30:43,380 --> 00:30:52,200

Well they you know, that was a lot of stripes for an E9 to be... It's a funny thing you know, you go on the base at Lackland

199

00:30:52,200 --> 00:31:01,560

and the airmen would kind of... you're kind of a scarcity at Lackland. Here you see them all over the place at Wright-Patt, because of the headquarters,

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00:31:01,560 --> 00:31:13,240

but going there, airmen would not... it seemed like they were... didn't want to come my... it seemed like they'd cross the street or something and it was funny.

201

00:31:13,240 --> 00:31:25,000

But when I got to the Marine area, as soon as I got to that certain spot there was a young marine looking me in the face, "sir, can I help you?"

202

00:31:25,000 --> 00:31:34,100

He was right there and I asked for Doug Worm and he said "oh he's with Gunny, blah, blah, blah". So I went over there and introduced myself and we went to the chow hall.

203

00:31:34,100 --> 00:31:41,160

He really enjoyed that, sitting there with me at the chow hall, with this guy with all these stripes, you know.

204

00:31:41,160 --> 00:31:48,100

Even Gunny didn't have near that many stripes. So it was fun though. I enjoyed doing that with him.

205

00:31:48,100 --> 00:31:49,140

How long did he end up serving?

206

00:31:49,140 --> 00:31:59,740

He actually injured his... he didn't quite finish up. He injured... he had an accident with a motorcycle back back on the range and he injured his foot pretty bad.

207

00:31:59,740 --> 00:32:14,180

It never could get healed, seemed like and marines don't, at least the troops, don't deal well with someone who can't be fully... you know, they don't deal...

208

00:32:14,180 --> 00:32:24,500

And so he eventually, he had to quit. I think he was in 3 years, but he could not stay in the whole time. He had to get out.

209

00:32:24,500 --> 00:32:33,160

I mean he's okay. He lives in Maryland now he's a pretty good troop. All three of my boys are pretty good people. They're great.

210

00:32:33,160 --> 00:32:42,580

Yep, one lives in Columbus, one lives in Ellicott City, Maryland, the other lives in Lancaster, Pennsylvania.

211

00:32:42,580 --> 00:32:43,420

Oh wow.

212

00:32:43,420 --> 00:32:43,920

Yeah.

213

00:32:43,920 --> 00:32:44,900

All over

214

00:32:44,900 --> 00:32:54,220

I know, we'll get together here this year sometime. So we try to get together once in a while. I always see the ones in Columbus.

215

00:32:54,220 --> 00:32:55,200

Yeah. [laughing]

216

00:32:55,200 --> 00:32:59,020

They live in Westerville. They're called the Westerville Worms.

217

00:32:59,020 --> 00:32:59,900

That's a nice, easy drive.

218

00:32:59,900 --> 00:33:03,580

Yeah, they'll be here this weekend.

219

00:33:03,580 --> 00:33:18,280

Okay. Okay, so when you first got to boot camp how did you adjust to the military life? What was the hardest part?

220

00:33:18,280 --> 00:33:34,760

Well you know, it was kind of neat. We're on this bus there was, I remember it was kind of dark and these marines were getting in our face and I mean the T.I.s, getting us off there.

221

00:33:34,760 --> 00:33:45,180

We're kind of shook up you know. Oh my god, you know and it's kind of a really hard adjustment, especially in July in the heat in that area.

222

00:33:45,180 --> 00:34:01,220

I thought I adjusted pretty well. You know I can follow pretty well you know, when I... It's funny, guys change so much when they finally get their -- back then anyway, when they had a lot of...

223

00:34:01,220 --> 00:34:08,580

They'd have a big pompadour and all that stuff and they were... This one young short guy

224

00:34:08,580 --> 00:34:17,040

and when we went to that -- it was either the next day or the day after -- and got all that hair cut off, he shut up and you couldn't hear him.

225

00:34:17,040 --> 00:34:32,280

It was like Delilah sheered Samson. He was just, he wouldn't say nothing and it's funny what young people do like that when they have a nice head of hair and then they don't have it anymore.

226

00:34:32,280 --> 00:34:39,420

It's part of their lions mane, I guess. You know, it makes them meek. After it's gone, I don't know, but I adjusted pretty well.

227

00:34:39,420 --> 00:34:53,080

I, like I said, that cigarette was the thing I remember and then of course, getting laid back and up in amp, I still was in Wilfred hall for a long time listening to all the

228

00:34:53,080 --> 00:35:02,860

stabblings on the San Diego radio at night, but or San Antonio and it was kind of neat and then I'd come back down there.

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00:35:02,860 --> 00:35:14,180

I had to... they wouldn't really let you recover. I had to go back again, because I got cellulitis. Kept having to march the best I could.

230

00:35:14,180 --> 00:35:23,700

But I got cellulitis in that ankle, because I was up in the air all the time with it and I had to go back and they had to treat cellulitis. I had to keep it up in the air.

231

00:35:23,700 --> 00:35:33,120

So when I finally went back, the doctor put something as: "this guy will not march" and I became kind of a dorm chief.

232

00:35:33,140 --> 00:35:47,820

I was kind of the airman in charge, because I'd been there so long, you know. Oh wow. In fact, when we went to San Antonio I was the only one that had one stripe.

233

00:35:47,840 --> 00:36:00,000

I mean when we went to -- San Antonio -- when we went to Amarillo, Texas to tech school, we took a bus from there and I was airman in charge.

234

00:36:00,000 --> 00:36:14,840

I had all the meal tickets and on the orders it said "airman in charge" and I said "whoa" and half way up there we stopped in this oh, roadside cafeteria

235

00:36:14,840 --> 00:36:25,300

or whatever, the bus did and as soon as we got in there one of the waitresses, "okay, who's the airman in charge?" and I said "ope", she says "give me your vouchers".

236

00:36:25,300 --> 00:36:35,760

So everybody ate and then we went on up, but tech school was interesting. I like that. It was different. Yeah, Amarillo is really different, because it can be...

237

00:36:35,760 --> 00:36:46,620

I remember in the middle of December it was snowing like hell and all of the sudden for 4 days, we were in t-shirts. The sun was out, blah, blah, blah

238

00:36:46,620 --> 00:37:00,900

and then it hit again. We were right back in the cold here. It was funny. Yeah, but I enjoyed all the learning that I've got in the Air Force that I really enjoyed.

239

00:37:00,900 --> 00:37:05,320

So speaking of that, what exactly was your first job?

240

00:37:05,320 --> 00:37:13,040

My first job was at Grissom Air Force Base, was on a B-58 ground crew member. I was a ground crew member.

241

00:37:13,040 --> 00:37:14,520

Okay.

242

00:37:14,520 --> 00:37:16,940

I was a ground crew member.

243

00:37:16,940 --> 00:37:20,180

And would you explain what a B-58 is.

244

00:37:20,180 --> 00:37:33,500

A B-58 was made by Condor. It was the first supersonic bomber. It was a delta wing with 4 J-79 engines on it. It would do mach 2, twice the speed of sound.

245

00:37:33,500 --> 00:37:34,460

Oh wow.

246

00:37:34,460 --> 00:37:45,380

It's a bomber and it had a big pod in the middle of it that had fuel in it, but also it only carried nuclear weapons. It was meant as a deterrent.

247

00:37:45,380 --> 00:37:54,540

We had on the wings, when we'd go on alert and we were on alert all the time. It was always so many on alert on the Christmas tree.

248

00:37:54,540 --> 00:38:02,920

There were coming out. They could come out, hit right the runway and take off. When the clacks would go off we would scramble the air...

249

00:38:02,920 --> 00:38:15,080

Anyway, I was on... I was a ground crew member on the B-58s and of course I became an assistant crew chief later and then a crew chief on trainer bombers, so,

250

00:38:15,080 --> 00:38:20,060

which was one that didn't... that had a trainer. It was a different layout for training.

251

00:38:20,060 --> 00:38:26,840

Well if we can, let's go back to the B-58s. So you were... how old were you when you started working on them?

252

00:38:26,840 --> 00:38:34,480

Gosh, I must have been 21 or 2. I think I joined the service when I was 21.

253

00:38:34,480 --> 00:38:34,980

So...

254

00:38:34,980 --> 00:38:36,840

I was a young person yet.

255

00:38:36,840 --> 00:38:37,980

22's still pretty young.

256

00:38:37,980 --> 00:38:39,200

Yeah, I guess.

257

00:38:39,200 --> 00:38:42,740

And you were working on nuclear bombers?

258

00:38:42,740 --> 00:38:53,780

Yeah, that's when... and that's what... yeah they had under each wing we had 4 under each wing and then one was in the upper pod.

259

00:38:53,780 --> 00:39:01,260

There was on inside the pod that they would drop if they, you know. But yeah, there were 5 nuclear weapons on each one of them,

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00:39:01,260 --> 00:39:04,780

5 nuclear bombs on each one of those.

261

00:39:04,780 --> 00:39:07,880

So how aware were you guys of...

262

00:39:07,880 --> 00:39:21,160

I don't know, I don't know how where... One of the things that comes back to me is I remember I was in crawl way changing the batteries between the defensive.

263

00:39:21,160 --> 00:39:30,580

It had a pilot sit, they were tandem with canopies that went up and a big stand would be on the side for each one to get up.

264

00:39:30,580 --> 00:39:44,260

The pilot and navigator and defensive systems operator and they had a Gatling gun on the back -- I want to say it was 90 millimeter -- on the back.

265

00:39:44,260 --> 00:39:52,340

It was a... oh it was... it'd fire a thousands rounds a second, a minute I mean. But it was monstrous.

266

00:39:52,340 --> 00:39:57,900

Anyway, that was their defensive, because no ones going to be in front of them or on the side of them, they'd be behind them.

267

00:39:57,900 --> 00:39:58,840

Yeah.

268

00:39:58,840 --> 00:40:11,040

And they had chaff that would you know, that they'd dump. It was all aluminum particles and if they were threatened by some type of a ground fire or something,

269

00:40:11,040 --> 00:40:17,200

they would you know, it was the seeking an object they'd do the chaff and it would confuse them.

270

00:40:17,200 --> 00:40:18,600

It confuses the radar.

271

00:40:18,600 --> 00:40:24,360

Because the whole sky would be full of aluminum so they couldn't... That was part of the defense.

272

00:40:24,360 --> 00:40:34,240

Anyway, I remember I was in the crawl space changing the battery. My crew chief come up and he looked, he says "hey Worm, come up here a minute".

273

00:40:34,240 --> 00:40:43,360

So I went up there, he says "president Kennedy's been assassinated". "You're shitting me?" I said. "No, he's been

assassinated".

274

00:40:43,360 --> 00:40:51,540

You always remember where you were at when Kennedy was assassinated for some reason, you do and I did of course.

275

00:40:51,540 --> 00:41:02,020

And I remember that part of it, but it was kind of a neat... We used to on alert duty, on the B-58, we would spend one week on and one week off.

276

00:41:02,040 --> 00:41:09,920

That's on the first part and it was good duty to go on alert duty. You'd be over there all the time. My wife would come, we'd meet in the parking lot down there

277

00:41:09,920 --> 00:41:17,100

and visit you know, after certain hours just outside the gate of the alert area.

278

00:41:17,100 --> 00:41:25,980

But you'd be in that area all the time and when the Klaxon went off you had to scramble, you had to scramble to your airplane.

279

00:41:25,980 --> 00:41:36,780

There'd be you... if there was two of us on each airplane, assigned to each airplane, a crew chief and an assistant, that may or may not be their airplane.

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00:41:36,780 --> 00:41:45,180

It could be. Most of the time it was the crew chief and assistant on that airplane, but it could be someone else stumping for the other one. It doesn't matter.

281

00:41:45,180 --> 00:41:59,600

They all knew what to do and you would hustle out. Each aircraft had a big stand in front of it, but you'd hustle out get them up into the cockpits and get the stand out of the way.

282

00:41:59,600 --> 00:42:10,160

They'd start their engines and you'd start them taxiing and they'd hit the... and head off and they'd runway and hit afterburner.

283

00:42:10,160 --> 00:42:18,600

That was called a cocoa, that's when you'd taxi, hit afterburner, went to the end of the runway, turn around and come back.

284

00:42:18,600 --> 00:42:27,120

And they would all do that and then a bravo was where you just went out and started engines.

285

00:42:27,120 --> 00:42:31,100

Did you guys know ahead of time that it was drill or just the sirens going off?

286

00:42:31,100 --> 00:42:37,440

Nope, never knew, never knew it was drill. They don't tell you it's a drill. It's always for real.

287

00:42:37,440 --> 00:42:42,060

Any given day when that siren went off, that could have been the start of a nuclear war.

288

00:42:42,060 --> 00:42:44,940

It could have been the start.

289

00:42:44,940 --> 00:42:46,940

What did that feel like? Was that..?

290

00:42:46,940 --> 00:42:54,960

I don't know. You know, when you're in the middle of it you really don't think about it that much. I mean it's... you're just at your job.

291

00:42:54,960 --> 00:43:07,280

You know, you do what you've got to do and I always enjoyed it. I don't know if I'd ever... back then, I don't know if I'd ever been able to go and work the same place every day and punch a clock,

292

00:43:07,280 --> 00:43:13,120

come home, go back the next morning, punch a clock, come home. You know, I don't know if I'd been able to do that.

293

00:43:13,120 --> 00:43:20,800

So I enjoyed doing that kind of work. So I mean back then I didn't realize how good it was.

294

00:43:20,800 --> 00:43:27,840

But I mean, we worked hard. We didn't... we had certain things we had to do everyday, we had to pre-flight.

295

00:43:27,840 --> 00:43:39,300

But when you're on alert they fed you good. Oh my goodness, they fed you good on alert and we played a lot of poker, shot a lot of pool, played a lot of ping pong.

296

00:43:39,300 --> 00:43:46,200

You know and there were mole holes. I mean there were... they have some over here at 445th when SAC used to be here.

297

00:43:46,200 --> 00:43:52,820

They had an alert area over there. It's kind of an... it's not all underground, part of it's underground with tunnels coming up.

298

00:43:52,820 --> 00:44:01,220

If you were in your quarters you were underground. If you were dining it up you were above ground in the building.

299

00:44:01,220 --> 00:44:09,800

But a lot of the quarters were underground, but then you'd come up those tunnels and head for your airplane running.

300

00:44:09,800 --> 00:44:23,260

Well and then if you had to go somewhere on base we had trucks called 6 packs. They were you know, extended cab: four doors in a pickup truck

301

00:44:23,260 --> 00:44:38,560

and every place on base had alert parking and you backed in, you backed into alert parking and if the Klaxon went you hustled back and got back as quick as you could.

302

00:44:38,560 --> 00:44:47,580

But one of the crew was always... now sometimes the crew would be gone, but on of you... both of you couldn't be gone off the same airplane.

303

00:44:47,580 --> 00:44:53,520

I mean three of you from three airplanes could be gone, but you had to have someone there to respond.

304

00:44:53,520 --> 00:44:54,340

One man for each plane.

305

00:44:54,340 --> 00:45:04,760

Yeah and you knew when your flight crew was gone. If they had to go somewhere, you knew your flight crew was gone. But as soon as they got back you were ready.

306

00:45:04,760 --> 00:45:10,360

So how long did it take from the time the siren went off to the planes ready to take off?

307

00:45:10,360 --> 00:45:22,720

Oh my god, not long. We were... not long, not long at all. I don't know, I really don't know. It didn't take long. It was minutes.

308

00:45:22,720 --> 00:45:23,620

A couple minutes, wow.

309

00:45:23,620 --> 00:45:36,700

Oh it was minute. I don't know, a couple. The hardest job there was the security police. Each one of those had a cop standing out in front of it, standing all day.

310

00:45:36,700 --> 00:45:38,580

Because they were armed sitting on the runway.

311

00:45:38,580 --> 00:45:46,320

Yeah, no and they're there. They may not be right in front, they may be off to the side, but they were patrolling that.

312

00:45:46,320 --> 00:45:55,300

I think they had 8 hour shifts, but they had security cops for each revetment or each alert shelter.

313

00:45:55,300 --> 00:46:03,360

They were tin, they were roofs like this and they were long and that's what they set, the airplanes did

314

00:46:03,360 --> 00:46:14,240

and they patrolled that everyday and of course, they had a flight chief out there running around checking everybody bringing them water,

315

00:46:14,240 --> 00:46:24,000

giving them a potty break, because he'd would always have a spare guy. But I always felt, when we'd go out and we'd sit and chit chat with him and try to take him out some goodies or something,

316

00:46:24,000 --> 00:46:31,160

because I felt sorry for the security cops. Man, that was a hell of a place to be out there.

317

00:46:31,160 --> 00:46:33,940

Well the planes had a bomb on it?

318

00:46:33,940 --> 00:46:35,940

They had 5 bombs on them.

319

00:46:35,940 --> 00:46:37,560

They were loaded at any time?

320

00:46:37,560 --> 00:46:39,240

They were loaded. When they're on alert they're loaded.

321

00:46:39,240 --> 00:46:39,980

Wow.

322

00:46:39,980 --> 00:46:44,100

They're ready, they're going to war. That's what they're there for. I can't remember how many we had on alert.

323

00:46:44,100 --> 00:46:51,600

2, 4, 6... I want to say 8 at a time.

324

00:46:51,600 --> 00:46:53,880

So there'd be 40 nuclear bombs sitting right there?

325

00:46:53,880 --> 00:46:55,580

Yeah, oh yeah.

326

00:46:55,580 --> 00:46:56,160

Wow.

327

00:46:56,160 --> 00:47:08,180

Yeah, they were... oh yeah, that was a lot of firepower. Oh we could annihilate and we're not the only ones. There was b-52s on alert.

328

00:47:08,180 --> 00:47:09,260

On the same base?

329

00:47:09,260 --> 00:47:11,940

No, on a B-52 base.

330

00:47:11,940 --> 00:47:13,240

Oh wow.

331

00:47:13,240 --> 00:47:24,980

B-52 base and some of the B-52s, they'd have a hot bomber all the time that like at Plattsburg -- Plattsburg? -- they always had a hot bomber out on the

332

00:47:24,980 --> 00:47:26,980

[tapping the table]

333

00:47:26,980 --> 00:47:42,840

out on the... this was later on, but I remember them having a hot bomber so the satellites could look down and see them, that they were out there, ready to go.

334

00:47:42,840 --> 00:47:50,240

So, I mean that one would be gone. They'd still have some more to go. We never really had any... Yeah we did. There was a couple times.

335

00:47:50,240 --> 00:47:57,900

We had an increased activity, we would put a couple of bombers out on the... I mean they were out there.

336

00:47:57,900 --> 00:48:04,600

The crew was inside for a period of time. You know and they'd take turns, but yeah.

337

00:48:04,600 --> 00:48:05,500

Wow.

338

00:48:05,500 --> 00:48:15,980

But it depended on what they call the DEFCON :defense condition, 1,2,3,4, whatever it was. Yeah, it was interesting.

339

00:48:15,980 --> 00:48:23,180

So what do you think now in hindsight, now that you have gone through the 80s and the Cold War's over?

340

00:48:23,180 --> 00:48:31,960

I don't know, it was all... it's all kind of interesting. I really... I;'m glad I did it.

341

00:48:31,960 --> 00:48:41,760

You know, I'm not sure if what could've happened any other way you know, given the Cold War you know, scenario.

342

00:48:41,760 --> 00:48:53,700

I don't know, I suppose Russia had the same stuff over there, you know. So but yeah, it was surely different, yeah.

343

00:48:53,700 --> 00:49:04,260

Okay so let's go back to during Vietnam when you were in Guam.

344

00:49:04,260 --> 00:49:05,620

In Guam.

345

00:49:05,620 --> 00:49:08,260

You mentioned operation linebacker. Can you tell us about that?

346

00:49:08,260 --> 00:49:15,980

Yeah, Linebacker 2 -- there was a Linebacker and a Linebacker 2 and I don't remember their dates. There was also a Bullet Shot.

347

00:49:15,980 --> 00:49:25,300

I don't remember all those dates, but I think Linebacker 2 was there when I went in '72, which was...

348

00:49:25,300 --> 00:49:34,980

I remember one time and when I went back, not the first two years, but when I went back in '72 I remember one time...

349

00:49:34,980 --> 00:49:45,820

See, on Guam when you launched you had what we called ballgames. They were 2-3 ships cells and a spare.

350

00:49:45,820 --> 00:49:59,160

You had an unmanned spare and a manned spare. Every hour we launched another cell. Every hour out of Guam, every hour 6 airplanes left.

351

00:49:59,160 --> 00:50:09,960

Over Vietnam 6 B-52s left every hour of the day. I don't know what they did with all those bombs, I can not...

352

00:50:09,960 --> 00:50:20,380

They were normally... I think they had 500 pounders on the wings and 750s in the bomb bay. That's a lot of ammunition.

353

00:50:20,380 --> 00:50:30,640

And remember you'd have a, every hour you'd have a... and maintenance was different there, they'd always have roll call

354

00:50:30,660 --> 00:50:38,760

and they would... job control would come... maintenance control would come down and tell you the line up of airplanes that were most ready to go.

355

00:50:38,760 --> 00:50:55,480

And that was the next ballgame, because you had a 3 cell and they'd give you the line up and you'd have -- maybe it wasn't. It was a 3 cell and a... I'm trying to think.

356

00:50:55,480 --> 00:51:07,520

Anyway, you'd have 1 and 1 plane running and 1 that just had a crew. They had a lot of flight crews and every hour they'd come down, they'd give you the line up and

357

00:51:07,520 --> 00:51:16,400

they'd tell you what ballgame you were going to be in. You had to be ready for that ballgame. You took a lot of short cuts to get there,

358

00:51:16,400 --> 00:51:27,900

because as soon as the plane'd land you'd be, of course at the bottom of the list, you'd put it in the revetment, turn it around and start going on and you'd start.

359

00:51:27,900 --> 00:51:36,060

You'd usually try to fix the engine problems first. If and when we... the first thing you do is refill, fill it full of fuel.

360

00:51:36,060 --> 00:51:43,280

If you had a engine problem on the outboard side you wouldn't fill that tip tank, keep that engine up in the air on that up,

361

00:51:43,280 --> 00:51:51,580

because when you run an engine it really tears up. If you've got it down like that and you're running all the time in there, especially if you go into mill power,

362

00:51:51,580 --> 00:52:00,360

you can do some damage to the concrete or to the revetment surface.

363

00:52:00,360 --> 00:52:01,100

Oh wow.

364

00:52:01,100 --> 00:52:14,660

And so you'd do that, you know. Bomb crews always had the priority. When you knew a bomb crew was coming, they had priorities no matter what.

365

00:52:14,660 --> 00:52:25,600

The flaps went up, they'd open the bomb doors and split them so they could go way up. They couldn't do it and then they'd bring their jammers, that was these,

366

00:52:25,600 --> 00:52:32,780

oh these carts with wheels and they'd have long arms that lifted and that and they'd have bomb on them.

367

00:52:32,780 --> 00:52:40,620

They'd jam from a... they drove from a truck, come over and jam it up into the... And then there be two guys up there and they'd jam another one up there.

368

00:52:40,620 --> 00:52:46,200

We called them jammers. So they had priority. When they were coming everything else stopped.

369

00:52:46,200 --> 00:52:58,980

You had to let the bomb... the munitions guys load when they came. They took priority, always. And when they got loaded you go back to all your other stuff you know, working and stuff.

370

00:52:58,980 --> 00:53:07,880

You'd figure out... there three types of conditions. A red cross was you... and they put them in there forms.

371

00:53:07,880 --> 00:53:17,300

A red cross was you couldn't fly with that item. If it would have a red diagonal it was flyable, but you'd tried to fix it.

372

00:53:17,300 --> 00:53:27,480

And then there were a lot of note items that [tapping on table] you know, they're mostly cosmetic, but we flew with a lot of...

373

00:53:27,480 --> 00:53:37,180

If you had any downtime at all you tried to get on those items that were red diagonals. You'd fix as many things as you could at flight safety.

374

00:53:37,180 --> 00:53:43,400

But sometimes... if you came back in good shape, your ass is going pretty soon.

375

00:53:43,400 --> 00:53:44,120

Really?

376

00:53:44,120 --> 00:53:44,640

Oh yeah.

377

00:53:44,640 --> 00:53:45,160

Like..?

378

00:53:45,160 --> 00:53:56,440

It... the condition of the plane was what the priority that they were and they kept the priority... and they'd keep juggling as conditions changed.

379

00:53:56,440 --> 00:54:03,980

They'd always call a roll call out. They'd call a roll call, oh they'd come out with a... they'd call it a roll call

380

00:54:03,980 --> 00:54:15,620

and all the trucks that were on the flight line would come back and do a roll call and they would say "copy bomber 1, copy bomber 2, copy bomber 3, copy bomber super"

381

00:54:15,620 --> 00:54:21,800

and then someone would come on and say "copy Russian trawler", because there's trawlers out there spying.

382

00:54:21,800 --> 00:54:36,740

Anyway, it was funny. And they would then come up with an new line up and we had a big board right here in the truck that was lit up and you did it with colored grease pencils

383

00:54:36,740 --> 00:54:47,880

and as you put stuff on it would glow and you'd erase it all and you'd do this one here and you'd put another mark over there and red mint this, green mint that.

384

00:54:47,880 --> 00:54:57,180

The aircraft tail numbers would be there, the ones you were in charge of, the tail numbers. On North Ramp 3 I had so many tail numbers I was in charge of

385

00:54:57,180 --> 00:55:06,400

and I knew their condition and as things got fixed I would erase it, as something else came up, I'd add it.

386

00:55:06,400 --> 00:55:13,620

If somebody was... I'd know who's coming out to the airplane. They'd have hydraulics on the way, they'd have electricians on the way. They'd tell you,

387

00:55:13,620 --> 00:55:24,860

"they're coming here, here, and here". "Okay". So a lot stuff, I don't know how we kept them damn things together, because we had rivets, rivets, rivets.

388

00:55:24,860 --> 00:55:35,720

We were always... because those wings on the D-model would go like this. They would... but a B-52 took off like this, nose down and then it'd straighten up

389

00:55:35,720 --> 00:55:42,120

and it'd go over Paddy's Point and it'd be so heavy that they'd go out of site and they come back up.

390

00:55:42,120 --> 00:55:42,800

Huh.

391

00:55:42,800 --> 00:55:53,020

Off going, because north, yeah, when they go off over Paddy's Point, which was a big cliff going out over the ocean and they'd drop in out of site

392

00:55:53,020 --> 00:56:00,780

and then they'd come up and they'd take off, but 3 would take off, then 3 more would take off.

393

00:56:00,780 --> 00:56:06,760

If one of them couldn't go the hot one went. If one of the other ones had a problem the one on standby would start up.

394

00:56:06,760 --> 00:56:18,360

The cold... the one on standby would start up. So we very rarely missed a ballgame, very rarely, because there was always...

395

00:56:18,360 --> 00:56:29,860

That was just full. Those ramps, we had a north ramp, a center ramp, and a south ramp; planes, planes, planes. It's unbelievable the planes that were there.

396

00:56:29,860 --> 00:56:39,880

I remember when we did Linebacker 2 at one time, we launched everything, launched everything. No planes on the ramp.

397

00:56:39,880 --> 00:56:52,760

I says "you've got to be..." Except a couple of really bad ones. All were gone and it was so quiet there and I remember then they all came back.

398

00:56:52,760 --> 00:57:01,140

We'd park them nose into the revetments just to get them in, out of the way as it went down.

399

00:57:01,140 --> 00:57:11,980

Put them all in the revetments. There wasn't a place necessarily to park them all, because you've got think, over a 24 hour period, there's 24 bombers at least, in the air, at all times.

400

00:57:11,980 --> 00:57:14,540

I mean that's a 12 hour mission out of Guam.

401

00:57:14,540 --> 00:57:15,040

Okay.

402

00:57:15,040 --> 00:57:22,580

12 hour, in fact, we always that gunner sitting all the way... On the D model there was a gunner in back. He was in back.

403

00:57:22,580 --> 00:57:30,640

He had a crawl space, he would get up... But we'd always give him extra urinals to... Poor guy.

404

00:57:30,640 --> 00:57:37,860

But I remember that when we'd just... and then we'd slowly tow them and back them around and put them back in the revetments.

405

00:57:37,860 --> 00:57:43,520

But that one time we emptied the ramp, I don't know why, it was some big push.

406

00:57:43,520 --> 00:57:46,460

About how many planes do you think were..?

407

00:57:46,460 --> 00:58:00,180

I have no idea. I... If I gave you numbers they'd be wrong. I'm trying to certain things about that, but I really it was a lot.

408

00:58:00,180 --> 00:58:03,100

But we launched every hour, every hour on the clock.

409

00:58:03,100 --> 00:58:06,280

Wow. For how long did that last?

410

00:58:06,280 --> 00:58:16,860

Well it... They didn't launch... When I first got there they weren't launching quit as much. I don't remember how long it lasted.

411

00:58:16,860 --> 00:58:25,620

I know during that one push time, when I started coming back, we were almost doing nothing on Guam in '68.

412

00:58:25,620 --> 00:58:38,320

We had planes on alert duty in '68 when I... Oh, in '70 when I came back. The second time I went was a lot busier.

413

00:58:38,320 --> 00:58:43,240

They really were jamming. So that was in '72.

414

00:58:43,240 --> 00:58:50,880

Well and do I remember correct, Linebacker 2 was when they opened up bombing on North Vietnam, right?

415

00:58:50,880 --> 00:58:52,280

That maybe, yeah.

416

00:58:52,280 --> 00:58:53,160

Okay.

417

00:58:53,160 --> 00:59:05,860

Yeah. The only time I left Guam, I went and left Guam twice. I went on a little R&R to Okinawa and did a shopping trip.

418

00:59:05,860 --> 00:59:13,760

You know, got back all kinds of stuff, but my wife said "bring me back this, bring me back that, I want one of these, I want one of that".

419

00:59:13,760 --> 00:59:21,760

I all kinds of crap. The funny thing, when we got on that tanker, the tanker was coming back, it was loaded. It would've had already been loaded...

420

00:59:21,760 --> 00:59:31,300

... to the shop and I remember it was coming back from Thailand, it was already loaded. When we got on there this was full.

421

00:59:31,300 --> 00:59:45,460

The whole center was full. I had my feet on a rickshaw and I remember they go into water, the tankers do when they --- the older ones, the other ones have fans now, but the water was increased thrust.

422

00:59:45,460 --> 00:59:52,020

They'd inject water into the engine and it really increased the thrust a lot.

423

00:59:52,020 --> 00:59:52,520

Huh.

424

00:59:52,520 --> 00:59:58,600

Water injection's what they call it. Makes it smoke like crazy. But we were in water.

425

00:59:58,600 --> 01:00:07,480

I remembering him taking off and going down runway... This was loaded. [mumbling] I says "you know, we're fixing to run out of water".

426

01:00:07,480 --> 01:00:15,480

And just before we ran out of water he rotated and got us off the ground. Oh, I said "oh my god".

427

01:00:15,480 --> 01:00:24,300

But we were loaded. He had to be overloaded. The only other time I left was on a typhoon evac. We had some typhoons. They would tear you up.

428

01:00:24,300 --> 01:00:33,420

I had to leave. We took a whole bunch of bombers to Thailand and I had to go there for several days.

429

01:00:33,420 --> 01:00:45,340

And actually, that's the reason I've got the Vietnam thing, because we flew over Vietnam airspace during wartime.

430

01:00:45,340 --> 01:00:54,560

So if you flew over that airspace, even though I was never on Vietnam I qualified for a Vietnam ribbon.

431

01:00:54,560 --> 01:00:57,480

So even sending all the bombers over Vietnam..?

432

01:00:57,480 --> 01:01:03,760

Well if you just stayed on Guam you didn't qualify for no Vietnam ribbon at that time.

433

01:01:03,760 --> 01:01:18,200

You know, that was a like a vacation spot. Gee whiz. Those grunts in the jungles there and traipsing through the marshes and getting shot at and watching everybody head blow off,

434

01:01:18,200 --> 01:01:33,360

they'd give anything to trade with you. You know, I wasn't complaining. I was always helping out a lot, but I always counted my blessings that I was there and not in country.

435

01:01:33,360 --> 01:01:37,020

I'd hope that many bombers helped something.

436

01:01:37,020 --> 01:01:49,460

They must have killed a lot of foliage. But you know, when I think back on that I look at us trying to solve the ethnic and problems and religious problems

437

01:01:49,460 --> 01:02:01,060

that are caused in Iraq and Afghanistan. I says "we can't win doing that". I don't think we can win there.

438

01:02:01,060 --> 01:02:10,140

There's never going to be a win. It's going to be at best, a stand-off and then when we leave the country's going to become what the country is,

439

01:02:10,140 --> 01:02:19,460

regardless of our perception of what it should be. It's going to be what it is and we just need to leave it the hell alone.

440

01:02:19,460 --> 01:02:29,240

The only problem is I don't want them blowing up anymore towers. So, that's the only thing I think about is well, if it keeps from that then so be it.

441

01:02:29,240 --> 01:02:37,320

You know, if that's what it takes to keep us from being bombed in our cities, I don't know.

442

01:02:37,320 --> 01:02:45,900

Yeah, anyway, Guam was good. By order of the base commander [laughing] as we all have the saying.

443

01:02:45,900 --> 01:02:50,880

So how about buddies that you had while you were in?

444

01:02:50,880 --> 01:03:10,020

Oh my god, I had all kinds of buddies, I mean... Some of them I remember well. I even worked... even I am in a camping group with Robey Farmer who was with me at Grissom Air Force Base back in --

445

01:03:10,020 --> 01:03:17,700

I can't remember what time I was there -- but he lives here, he lives in Fairborn.

446

01:03:17,700 --> 01:03:24,140

He was... he worked in the F-15 school and tech orders for a long time, as a civilian after he retired.

447

01:03:24,140 --> 01:03:34,800

So, but I remember him from back there. Every once in a while I run into somebody that knows somebody that I knew, you know.

448

01:03:34,800 --> 01:03:43,660

There's a guy that I left that I was a Grissom with the first, John Kissinger. He lives in Kokamo yet.

449

01:03:43,660 --> 01:03:54,820

I haven't seen him. He's got muscular dystrophy pretty bad. So I haven't seen him in a long time. But you keep running across people you knew,

450

01:03:54,820 --> 01:04:14,120

you know from time to time. I belong to the B-58 Hustler Association. I don't go to their conventions too much, because it's mostly officers and crew-dogs, you know.

451

01:04:14,120 --> 01:04:23,880

So that's alright. On Guam we used to call them tea drinkers. Oh, when they'd come into the aircraft, when the crew would show up, we'd say "tea drinkers at 611".

452

01:04:23,880 --> 01:04:24,840

[laughing]

453

01:04:24,840 --> 01:04:33,900

That was the code: "tea drinkers at 611", you know or whatever the airplane was. That was the code. When the pilots were there, tea drinkers were there.

454

01:04:33,900 --> 01:04:35,900

What did they call you guys?

455

01:04:35,900 --> 01:04:45,060

I don't know what they called us. Those things they put in the urinals you know, to make them smell good were crew cakes. That's what we called them, was crew cakes.

456

01:04:45,060 --> 01:04:56,140

It's funny, but you have all kinds of... we had codes over the radio also on Guam and I can't remember what they were.

457

01:04:56,140 --> 01:05:01,420

One would be "copy", one would be -- I can't say what some of them are.

458

01:05:01,420 --> 01:05:03,300

[laughing]

459

01:05:03,300 --> 01:05:07,640

Like one of them would be "big fucking deal" or something like that. It was code, 301.

460

01:05:07,640 --> 01:05:17,120

"That's a 202, that's a..." and you knew what they were, they just didn't have to say it all and some of it could be cussing. It didn't matter.

461

01:05:17,120 --> 01:05:19,480

They weren't cussing, they were just saying numbers.

462

01:05:19,480 --> 01:05:20,300

[laughing]

463

01:05:20,320 --> 01:05:35,020

So there was a code system that you kind of knew that... I remember, they had so much beer... actually pop cost more than Budweiser did there, I think

464

01:05:35,020 --> 01:05:47,420

and it was... and I remember getting some cans of Budweiser that had rust on the bottom. I don't know why. I always think of that.

465

01:05:47,420 --> 01:05:50,160

Man, that stuff's been around for a while.

466

01:05:50,160 --> 01:05:52,160

Yeah in old steel cans.

467

01:05:52,160 --> 01:05:58,760

Yeah, but yeah, it was a real interesting time.

468

01:05:58,760 --> 01:06:05,700

Okay so what made you finally decide to retire?

469

01:06:05,700 --> 01:06:16,020

Oh I guess it was age. I was getting... I was in my 50's and I says "well, I don't want to quit, quit".

470

01:06:16,020 --> 01:06:24,120

I says "I need get out while I'm still young enough to get another job". I figured well if I stayed until I'm 30, I'll be in the 60's.

471

01:06:24,120 --> 01:06:36,900

How hire-able am I at 60-something? I don't know. Fortunately, I told my boss a year, no...

472

01:06:36,900 --> 01:06:46,580

I told my boss when I there, the colonel, I says "sir, I'm going to be leaving in 1988". This was in '86. So he said "okay".

473

01:06:46,580 --> 01:06:58,680

Anyway, one of my last blue 2 visits was a software blue 2 visit to Dyess... one of the things was Dyess Air Force Base, Texas

474

01:06:58,680 --> 01:07:07,260

and we usually land at DFW and we'd drive out there, which was an hour and a half one way and an hour and a half back to the desert.

475

01:07:07,260 --> 01:07:20,380

And I had with me an SES, which is a senior executive service guy and our assistant, which she was a 14, GM14, which is pretty high up,

476

01:07:20,380 --> 01:07:31,580

just under SCS. And I was kind of their chauffeur. I was the chief, but I was still... I was the team chief for that blue 2 visit.

477

01:07:31,580 --> 01:07:43,880

I was the team chief for all the blue 2 visits I was on and I made sure they happened right. But I was kind of their chauffeur on their way to and from DFW out.

478

01:07:43,880 --> 01:07:52,160

And we talked, talked, talked, and this general or SES said to me, he says "what are you going to do when you get out?" I says "I don't know".

479

01:07:52,180 --> 01:07:59,220

I says "I've got some thoughts, I've got a couple irons in the fire". He says "would you be interested coming back civil service?"

480

01:07:59,220 --> 01:08:14,880

I says "sure." He says "okay, we'll look into that". So shortly after I got back his chief up that worked up at personnel came down and started asking me some question.

481

01:08:14,880 --> 01:08:27,420

I says... he says "the 2 star wants you to... might want you to come back into aeronautical systems as a logy or as some function.

482

01:08:27,420 --> 01:08:44,220

So sure enough, I said "okay". I did retire, a really nice time and I got a job with Aeroquip Corporation up in Jacksonville, Michigan, but I worked out of my house here.

483

01:08:44,220 --> 01:08:56,940

I was kind of their government liaison to... I took them to the ALCs and they did a lot of metal; they did a lot of tubing repair work and other fastener work for the Air Force.

484

01:08:56,940 --> 01:09:04,480

And I knew them before by their products and that being engineer division. So I went to work 6 months out of my house.

485

01:09:04,480 --> 01:09:13,300

They paid me like a contractor. So I mean so many hours, so many dollars a day and I usually tried to work 10 days a month.

486

01:09:13,300 --> 01:09:19,620

I didn't work... I kept track of my hours. I mean I worked 3 hours this day, 4 hours this day, 5... It was really nice.

487

01:09:19,620 --> 01:09:33,800

But I got a call right after that saying "well we want you to come in for an interview". So I went in for the interview and they says "well we're going to make a GS-346-12.

488

01:09:33,800 --> 01:09:48,780

Set 12 is pretty good to start, damn good. Oh yeah. I said "okay". So and I didn't have to go back early. The personnel guy was glad that he didn't have to do a lot of paperwork,

489

01:09:48,780 --> 01:09:56,660

because you're not supposed to go... You're supposed to be out 6 months before you come back in. Then officers couldn't, but enlisted had to.

490

01:09:56,660 --> 01:10:05,080

Officers had kind of a problem coming back. They don't anymore, in the civil service, it was I don't know, something.

491

01:10:05,080 --> 01:10:19,240

But I was sure glad to come back and I was a logistics manager specialist in reconnaissance in the black world. I really enjoyed that, that was fun.

492

01:10:19,240 --> 01:10:30,260

And then after that I was... they had a rift, they cut back a lot of 346s. We had a lot of logies which was 346s and my...

493

01:10:30,260 --> 01:10:39,340

they had just gotten me and I had to work about 6 years and finally I ended up getting a top secret clearance to do...

494

01:10:39,340 --> 01:10:48,900

We worked on... back then I.. After that I transferred to program that was in a vault. Everybody was in a vault. You couldn't take notes out, you couldn't bring new stuff in.

495

01:10:48,900 --> 01:10:54,920

What was there was there and when you went TDY you couldn't take nothing with you.

496

01:10:54,920 --> 01:10:55,960

Wow.

497

01:10:55,960 --> 01:11:07,120

You couldn't take notes and bring them back. It was really hush, hush. He finally got my top secret SCI, which is special compartmental information

498

01:11:07,120 --> 01:11:15,120

and that takes... Finally got my... and then this thing came out. I was excessesed. He was fit to be tied.

499

01:11:15,120 --> 01:11:22,020

"You son of a..." he says "you know how much it took me to get a top secret for that guy and now you're..."

500

01:11:22,040 --> 01:11:29,680

So then I went on this thing where they evaluate you in different areas. I got evaluated at the... in different areas.

501

01:11:29,680 --> 01:11:44,280

I got restoration at the museum, airplane restore -- which would've been a good job -- and several other things and I got picked up in transportation management up in headquarters AMFC.

502

01:11:44,280 --> 01:11:56,100

So I went up there and my boss says "you know there are more people qualified than you for this?" I says "no shit". I says "but guess what? You're stuck with me.

503

01:11:56,100 --> 01:12:07,460

And he said "yeah I know". In civil service you can hardly fire them guys. You know, anyway, I said... and I worked hard for him, he wasn't disappointed.

504

01:12:07,460 --> 01:12:17,520

I mean I can learn anything and I've got a great work ethic and that was so... It's easy excel in civil service after being in the military.

505

01:12:17,520 --> 01:12:26,160

It's easy to be a excellent civil servant. I know some that don't do anything, but I enjoyed it. I was in transportation management.

506

01:12:26,160 --> 01:12:36,180

Vehicle management specialist was my main job, but I really enjoyed that. And then in 2005 I gave it up for good.

507

01:12:36,180 --> 01:12:47,780

I bought me an RV in early 2005 and on my birthday, June 30th -- which was yesterday -- I went out the door in 2005

508

01:12:47,780 --> 01:12:56,060

and got in my RV and have been all over the US of A and Canada and Alaska. Got a lot of miles on that vehicle.

509

01:12:56,060 --> 01:12:56,580

Huh.

510

01:12:56,580 --> 01:13:05,700

And still driving it. We still go places when it's cold, but I really enjoyed it. I stay active though. I used to be the agitent here.

511

01:13:05,700 --> 01:13:11,140

I don't stay as active in VFW, I stay active with Military Order of the Cootie. Do you know what that is?

512

01:13:11,140 --> 01:13:11,780

No I don't.

513

01:13:11,780 --> 01:13:21,440

That's the honor degree with the VFW. Our main job is hospital work. That's Cooties there.

514

01:13:21,440 --> 01:13:22,060

Okay.

515

01:13:22,100 --> 01:13:31,340

That's the ladies. The men are back there, see those men? My picture's up there as the... called the seem squirreled, which is kind of the commander of the pup tent,

516

01:13:31,340 --> 01:13:40,220

which is the group that's within the... and each post doesn't have one. There's a pup tent and several people from different posts belong to it.

517

01:13:40,220 --> 01:13:53,560

We've got a pup tent 83 here and I work with them a lot. I used to be the seem squirrel, now I'm the blank-a-bum, which I can't get into...

518

01:13:53,560 --> 01:13:58,440

The treasurer is called a CCDB, which is a Custodian of the Crumby Duffel Bag.

519

01:13:58,440 --> 01:13:59,940

[laughing]

520

01:13:59,940 --> 01:14:10,000

I'd have to kill you if I told you all our secrets. We have all these codes and stuff, you know, it's like grand poobahs and things like that. It's fun though, it's a lot of fun.

521

01:14:10,000 --> 01:14:18,720

Fun and frolic is what we call it and my biggest job is with the Air Force Sergeants Association. I really enjoy working with them.

522

01:14:18,720 --> 01:14:28,060

I'd stayed busy with them, I'm kind of their ops guy now. I used to be their president. That's many years ago. I've done every job for them since the 80's.

523

01:14:28,060 --> 01:14:35,180

You know, but I really enjoyed working with them. We do a lot of stuff. We're an international organization they are.

524

01:14:35,180 --> 01:14:38,300

So they have chapters all over the world.

525

01:14:38,300 --> 01:14:39,200

Oh, okay.

526

01:14:39,200 --> 01:14:40,340

Yeah, so...

527

01:14:40,340 --> 01:14:43,880

So what made you want to join the VFW?

528

01:14:43,880 --> 01:14:57,580

I don't know, my dad was a VFW man. He was always their top poppy salesman. He was a great guy. Everybody loved him.

529

01:14:57,580 --> 01:15:06,540

Dick Worm, that was his name. Open the door Richard. Anyway I joined the VFW in Grand Rapids with him

530

01:15:06,540 --> 01:15:16,020

and I stayed a member of that club because he was a member of that post and his son was in the Air Force and I stayed.

531

01:15:16,020 --> 01:15:23,380

I was in there for the whole 26 years, I was a member of that. Even when my dad passed, I still was a member of that VFW

532

01:15:23,380 --> 01:15:32,940

and I sent them my dues every year. And then Larry Peters, which is part of this post, he was my friend.

533

01:15:32,940 --> 01:15:44,000

Well I knew him at Auffit, he retired there as a P Mail guy, a chief. He retired there and he came here.

534

01:15:44,000 --> 01:15:54,800

The next year I came here, but I was still on active duty, I still had 2 years to go. But when I got here I said "I think I'm going to join a VFW here".

535

01:15:54,800 --> 01:16:02,400

So I went to the one in Fairborn on Funderburg and it's kind of a little hole in the wall and it's okay.

536

01:16:02,400 --> 01:16:10,140

Larry Peter's invited, "why don't you come over to me and Brenda at our VFW", which was up here where the hole is now, that's where it was.

537

01:16:10,140 --> 01:16:12,140

It was a big, it was like a 2 story building.

538

01:16:12,140 --> 01:16:12,740

Oh wow.

539

01:16:12,740 --> 01:16:21,440

This wasn't here. This was just a field and I joined there and we started making friends and man, we just never looked back.

540

01:16:21,440 --> 01:16:31,680

I just stayed a part of this group and built this building -- it's been a long time now -- and tore that one down.

541

01:16:31,680 --> 01:16:38,400

So I've been with this bunch a long time. I belong to the Legion in Fairborn and I go there once in a while

542

01:16:38,400 --> 01:16:49,800

I mainly take our ASFA people there when we... we host one month a year we host a Fairborn chamber chat at the Legion there, because each...

543

01:16:49,800 --> 01:17:00,340

We're Fairborn members, chamber members, so as an organization that belongs to the chamber, we host one a year. Each one hosts one a month.

544

01:17:00,340 --> 01:17:09,000

So, but I stay active with them a lot, but I've really enjoyed being a part. I've done every job here except commander.

545

01:17:09,000 --> 01:17:19,400

I said "I'm not going to be commander here". It's a hard. Butch has a hard time and he's good for it, he's good for it.

546

01:17:19,400 --> 01:17:32,100

I hope to see him. I'm not sure. Tommy may take over. Tommy is not doing well. He has his problems. I think he's got some kind of cancer too.

547

01:17:32,100 --> 01:17:38,840

So I don't know, but he's... and he wont quit smoking. He should've quite smoking. He wont quit smoking.

548

01:17:38,840 --> 01:17:46,880

So it's getting where his voice is kind of raspy, you know and he's a nice enough guy, but yeah.

549

01:17:46,880 --> 01:17:55,580

But anyway, that's... and I belong to a lot of organizations, but those are the ones I do most with, you know.

550

01:17:55,580 --> 01:18:00,800

I should join up or volunteers anonymous, you know.

551

01:18:00,800 --> 01:18:01,680

[laughing]

552

01:18:01,680 --> 01:18:05,520

Yeah, I'm Chuck, I volunteer. Yeah.

553

01:18:05,520 --> 01:18:07,720

That would just give you one more organization to be in.

554

01:18:07,720 --> 01:18:10,000

Oh yeah. [groaning]

555

01:18:10,000 --> 01:18:12,460

Alright, well we've got time for one more question.

556

01:18:12,460 --> 01:18:16,360

Okay, I've got time for one more answer. I probably talked too much.

557

01:18:16,360 --> 01:18:24,860

No, this is perfect. Okay, so this video is going to be in the library of congress and future generations may see this.

558

01:18:24,860 --> 01:18:35,780

What's one piece of advise or one thing you've learned that you want later generations to know?

559

01:18:35,780 --> 01:18:40,480

Lead, follow, or get out of the way.

560

01:18:40,480 --> 01:18:42,080

[laughing]

561

01:18:42,080 --> 01:18:49,640

Do one of those things. Don't do anything else. Just lead, follow, or get out of everybody's way.

562

01:18:49,640 --> 01:18:58,460

That's the three things you can do and the secret, the biggest secret is to knowing when to do any of them.

563

01:18:58,460 --> 01:19:03,580

Sometimes I can lead, sometimes I don't mind following, sometimes I need to get the hell out of the way.

564

01:19:03,580 --> 01:19:08,180

I guess that's kind of... I don't know if that's a big thing. That's the way I feel.

565

01:19:08,180 --> 01:19:11,900

The second part, I like that. That's good.

566

01:19:11,900 --> 01:19:13,900

Yeah?

567

01:19:13,900 --> 01:19:18,760

Alright, well is there anything else? Anything we missed or anything else you want to add?

568

01:19:18,760 --> 01:19:32,480

You know probably. My life has been so full of things, I couldn't possibly.... And now, it seems like I remember more yesterday than or 7 or 8 years ago

569

01:19:32,480 --> 01:19:46,220

than I do yesterday. You know, but that's the way old folks are. And my take on the past is probably somewhat, I don't know, tainted by a lot of things.

570

01:19:46,220 --> 01:19:57,880

I may not have remembered it exactly right, but I think I've still got the gist of it. So enough to... and I really enjoyed my service life. I really did.

571

01:19:57,880 --> 01:20:08,500

The Air Force has been super good to me and I try and that's why I still think I belong to the Air Force [inaudible], because I get to deal...

572

01:20:08,500 --> 01:20:20,240

I get to be involved with the Air Force active duty and most of those people have such a great work ethic and honor system

573

01:20:20,240 --> 01:20:29,640

that I really feel comfortable with them you know, as a opposed to -- nothing against civilians, but I just think we have a different code.

574

01:20:29,640 --> 01:20:38,760

I guess that is what the service is and I'm glad to be associated with that. I think that's what keeps me you know, feeling good is being with them and

575

01:20:38,760 --> 01:20:45,100

I think that's why I stay involved with them, with that group and I enjoy messing with...

576

01:20:45,100 --> 01:20:55,240

I'm the veterans... I'm the VA volunteer services representative for ASFA in the chapter here.

577

01:20:55,240 --> 01:21:05,760

So I attend their quarterly meetings and kind of feel what's going on out there. I've got to tell you -- I'll show up and pop popcorn once a week in the lobby --

578

01:21:05,760 --> 01:21:14,080

I talk to a lot veterans. I don't hear any bad stories, I don't. Now, I'm sure they're out there.

579

01:21:14,080 --> 01:21:25,700

I think I hear a lot of this. I hear politicians say stuff, I hear the newspaper stuff, I listen to this report that Channel 7 is

doing now,

580

01:21:25,700 --> 01:21:37,060

that kind of to make their report seem... they glamorize or they enhance what they're saying. They bring people that have grudges. I hear them.

581

01:21:37,060 --> 01:21:46,260

But I don't think... At this VA here, I know the director, Kausty, Glenn Kausty. This guy is one of the best people I have ever met.

582

01:21:46,260 --> 01:21:58,440

He is such a good person. I can't imagine him being... and he... in fact they're sending him to Phoenix to take over until they get a permanent...

583

01:21:58,440 --> 01:22:05,320

But he said he's coming back here. He's the guy going to Phoenix to kind of get them over the hump.

584

01:22:05,320 --> 01:22:16,120

And I think this VA is one of the best ones. I can't speak for Cincinnati, Cleveland, or any of those, but this is a good VA here, for the most part.

585

01:22:16,120 --> 01:22:26,580

When you talk about a government agency, it probably don't get funded enough, it's loaded with civilian government employees.

586

01:22:26,580 --> 01:22:34,020

I'm telling you that they're doing a fairly good all and all. Yeah, and we've got a lot of veterans that need help.

587

01:22:34,020 --> 01:22:44,860

I think there's things that the government can do to make it better, but it's going to take more than just the VA administration to do it.

588

01:22:44,860 --> 01:22:57,220

It's going to come from... See I had mixed emotions. Anytime the US government gets involved in a program it doesn't always come out good.

589

01:22:57,220 --> 01:23:05,940

And anytime they start a program it always seems to get its own legs and never goes away, even when it's not needed anymore.

590

01:23:05,940 --> 01:23:18,740

But anyway, those are all things that we live with. So you know, the things you can change and the things you can't, so and live with all of them.

591

01:23:18,740 --> 01:23:21,780

Anyway, that's kind of my story.

592

01:23:21,780 --> 01:23:22,300

That's...

593

01:23:22,300 --> 01:23:24,160

Nothing glamorous, but it was a lot of fun.

594

01:23:24,160 --> 01:23:26,560

That is a fantastic story. Thank you very much.

595

01:23:26,560 --> 01:23:27,240

Alright, thank you.