

Marin, F. Joseph Interview 3-6-91

[Speaker 2]

Testing 1, 2, 3, 4, 5, 5, 4, 3, 2, 1. 1, 2, 3, 4, 5, 5, 3, 2, 1. Over.

This is Stanley H. Tinsley speaking. This is the sixth day of March, 1991.

[Speaker 1]

And today I'm interviewing Mr. Marvin A. Joseph, 319 Suburban Road, Knoxville, Tennessee.

[Speaker 2]

Okay, let's keep going.

[Speaker 1]

Well, after Mobiley, Missouri, they sent us to St. Ambrose College in Davenport, Iowa, with CC uniforms and all.

[Speaker 2]

With CCC, huh? Yeah. I never heard of that.

I have to do with all that.

[Speaker 1]

Here's a picture of... There were only ten of us in this outfit. Uh-huh.

And then we flew in that... in those Taylorcrafts or... Yeah, it was terrible weather, but we flew in it.

And that's where the Palmer Institute was, the chiropractic studio. And then when we finished there, they now put us back into the... they put us into the Navy program, cadet program.

Incidentally, in Mobiley Junior College, three months, and St. Ambrose, three months, we got no pay. So we were there six months without pay. Finally, when they moved us to Iowa City, University of Iowa, they...

they started paying us. We got, as I recall, I think it was \$50 a month for a cadet. Yeah, it was...

Something plus half pay for flight pay. Iowa City was a muscle-building school. Ground school plus athletics.

I mean, everything... I don't know how you did it in the Army, but this was all obstacle course in football, basketball. You had to do everything.

Very little, very little liberty. You could hardly get out. This was basically graduation.

Right. That's me. Then we went to...

Then they sent me to Pensacola. I have very few pictures of Pensacola. Oh.

After you finish the flights... Excuse me, Otomo, Iowa. From Iowa City, which is pre-flight, they send you to Iowa City to fly Stearman's.

And then they start giving you the regular Navy program and aerobatics and night flying, formation flying, everything else. When you finish that, then to either Corpus Christi or Pensacola, I got sent to Pensacola. How many hours did they give you at that second CPT school?

The second one, about 30 hours. I think it was 60 to 70 hours. That's it.

I could check my logbook.

[Speaker 2]

I think that's it.

[Speaker 1]

And they gave you about another 50 hours in intermediate. I think you had close to 100 hours when you got down to Pensacola.

[Speaker 2]

That's it.

[Speaker 1]

Pensacola, then you go to more ground school and into your... the type of thing that they assign you to. They assigned me to VOVS, which is observation scout, single-engine seaplane.

Some guys, if you requested fighters, a lot of people wanted multi-engine. A lot of them wanted fighters, but you didn't get what you want. Actually, what I wanted to do, I wanted to go to navigation school.

And I figured the closest thing to navigation would be the VOVS, because we had plotting boards. Navigators to find out where you are and find your way back. Well, anyway, I graduated from there.

They gave you a seat in report orders. We went to... and assigned us to Jacksonville, Florida for operational.

Operational VOVS, which is OS2U's Kingfishers, if you ever heard of that. I have a picture running there. After we finished another two months of there, they sent us to Fort Lauderdale to qualify and catapult off of a little ship at sea, in a single-engine seaplane.

You finish that, then you got liberty. You got maybe two or three weeks, you got to go home, and you had orders. I had orders to report to Oregon, Astoria, Oregon, VS50, a scouting squadron, and they didn't put us in seaplanes, they put us in dive bombers.

SBD Dauntless.

[Speaker 2]

Yeah, I remember that one.

[Speaker 1]

And we flew out at sea with bombs and depth charges, and we would challenge shipping, mostly Russian shipping. And they would have to put up a flag hoist for the day, because they wouldn't let anybody come near there. Because 15 miles from Astoria, Oregon, was the bombardment from a Japanese sub.

I don't know if you ever heard of that, but in Seaside, Oregon, they actually shelled Seaside, Oregon. I didn't know that. And so they took scouting squadrons along the coast all the way up to Canada, straight to Juan de Fuca.

We were at Astoria, Oregon. It was at the mouth of the Columbia River. And we...

Jacksonville. These are pictures from St. Augustine. Jacksonville.

Oh, here we are. Here's some... Well, this is...

You never actually were trained in that SNJ. SBD.

[Speaker 2]

SNJ it was.

[Speaker 1]

SBD was... You just checked out in it and started flying. Then you got...

After that, they gave me orders to report to Hawaii, Sochu 1, which is in Pearl Harbor. We got to Pearl Harbor, and then they had... So we went there, and we did some more training, especially spotting gunfire.

Our main purpose was to spot gunfire and scout. And eventually when we got out to sea, we were to pick up downed airmen. What month and year was this when you got to Hawaii?

Oh, well, I can go back. Let's see. I was there in November of...

November of... November of 42. I was at Nobile.

I got in in August of 42. Started out in January. Then I went to...

I remember in Moberly, January to April at St. Ambrose. April to... University of Iowa.

Then June to September at the Tumwa, Iowa, which was E-base. They call it Elimination Base. And then Pensacola from September of 43 to January 44 when I graduated.

I went to Jacksonville for three months. And then in June, I got out to Astoria, Oregon. Stayed there three months or so and then traveled to Pearl Harbor about two months.

But I got aboard the USS Alabama in November of 44. Then I served on the USS Alabama at the end of the war and then some. December 1st of 1945 is when I got out.

We operated in the Pacific. I got out there for the Philippine campaigns. Iwo Jima.

Not Iwo Jima. Okinawa. Iwo Jima, we went home for a yard period.

Back to Okinawa and then the Philippine campaign, of course, and then into Tokyo. And we bombarded Tokyo. And I was in a little island called Nanami-do.

And all I did was spot some of the stuff. In fact, I was supposed to spot over our bombardment of Tokyo. I was on the backseat of a carrier plane, but the weather was so bad they didn't send the planes off.

They did it by radar. We did just as well. But ours was mostly spotting and going out and picking up downed aviators.

Scouting. The most exciting thing I had was I saw a whale and I thought it was a submarine. And they checked on it.

I held it back and they said, check again and see what it is. I'm near depth charges, which I did, but it turned out to be a whale. And they said, when I got back, they said, I didn't think whales were in that area.

But I said, well, it's either a whale or a submarine. And we got it. We were right next to the Enterprise when Kamikazes came.

That's the scariest thing that I ever went through, is Kamikazes coming at you. I've heard that it is. I imagine it is.

We all spotted a downed aviator. Did you just report his location or did you actually find him?

[Speaker 2]

No, you have to go in.

[Speaker 1]

You didn't try to land and pick him up? No, you land and pick him up.

[Speaker 2]

Oh, you did?

[Speaker 1]

Mm-hmm. See that picture there? That painting?

Yeah, yeah. It's one where he picked up a couple people in Truk, Truk Island.

[Speaker 2]

Yeah.

[Speaker 1]

I never did it, but we practiced it. I did it, but we got sent out on one, but another ship picked up a guy. That's as close as I ever came to picking up an actual downed aviator.

Then they started with PBVs. They eliminated this type of deal.

[Speaker 2]

You land and take off with those things at pretty high seas, right?

[Speaker 1]

You could, yeah. In fact, the higher, the rougher, the better. Mm-hmm.

All you needed was a little speed and break the seal. See, they became almost obsolete toward the end of the war.

[Speaker 2]

Mm-hmm.

[Speaker 1]

In fact, one time, Admiral Byrd came aboard and he called me up. He used to walk on the Admiral's Bridge, and I was sitting there talking, visiting. He was an old aviator, so he always wanted to talk to aviators.

He wanted to know what I thought of it, and I told him. I said, I don't think they need us. They could do stuff with PBYs or helicopters or our submarines were picking them up and destroyers were picking them up because we were closer in.

And he said, yeah, that's probably right. Then eventually, they dropped this type of plane, this scout observation because, well, see that prop there?

[Speaker 2]

Yeah.

[Speaker 1]

That's from a TDD called Target Drone Denny. We used to shoot them off and off of a little catapult with a 12-foot wingspan and give the gunners an opportunity to shoot at it for target practice. Well, now they use drones like that for spotting mines, exploding mines, you know, over there in Saudi Arabia.

[Speaker 2]

Did you happen to see that thing last night on all the missiles, on wings? It didn't come until 11 o'clock. It was about all the missiles they're using.

[Speaker 1]

No, I didn't see it. Oh, everything is fascinating as far as I'm concerned. It was, you know, generally they do, you know, various different airplanes every week, but this one they had it on, you know, the cruise missile and all the others, right on up to the biggest and down to the smallest.

[Speaker 2]

It was fascinating.

[Speaker 1]

This is an RS-2U. That's what we first flew when we were on the Alabama. Then, after the, after the, whoops, the art period, they put, after the art period, they put Curtis Wright SC-1s on it, and that's what we flew on the second tour.

Yeah, here it is. Now, Don and I, we're going to go visit, we visited with these people still. Out in Oregon.

We're going to have our ninth annual reunion in Seattle, Washington, in September. I see. Where was the Oklahoma on the P-77-41?

Was that at Pearl Harbor? Probably at Pearl Harbor, yeah. That's an old one.

Is it? Might have been sunk. No, let's see.

[Speaker 2]

It should be wrong. Was that Pearl Harbor?

[Speaker 1]

Alabama. Alabama.

[Speaker 2]

Okay, Alabama.

[Speaker 1]

Alabama was in Europe. Oops, sorry. In the North, in the North Sea.

That's right. Okay. The Alabama went to the, went to the, very, very easy, three North Atlantic, British Home Fleet, South Pacific, Gilbert Islands, Nauru Islands, the Marshalls, Marshalls, Polo, yeah, Truck Raid, that's a truck, yeah, Germany, Philippines, yeah, I was in on this one.

All of this, the rest of it. That was commissioned in 1942. Yeah.

So it's going to, next year is going to be our 50th anniversary.

[Speaker 2]

It was a new warship at that time.

[Speaker 1]

Yeah, there's a, it was what they called the Siam class. You ever hear of the South Dakota?

[Speaker 2]

Mm-hmm.

[Speaker 1]

Halsey was on the South Dakota. Yeah. The Siam, his S is South Dakota, Indiana, Alabama, Massachusetts.

That's the way you remember the class. Like the next class up is the Iowa class, which is Iowa, it's a wind W, Wisconsin, Iowa, Missouri, I don't know what the other one is.

[Speaker 2]

No, that's the way they did it.

[Speaker 1]

They had four of them in that class. Two of them are out, they're all still, still working now, those last four.

[Speaker 2]

That's right.

[Speaker 1]

Yeah, I see. There's a picture of every, every division.

[Speaker 2]

Well, that's really interesting. I had never met anybody that flew seaplanes before.

[Speaker 1]

Oh, is that right?

[Speaker 2]

Yeah.

[Speaker 1]

Yeah, they're a lot of fun.

[Speaker 2]

I bet they are. Oh, yeah.

[Speaker 1]

I bet that's a good flying. This was stuff in Hawaii. Oh, yeah.

About, yeah. I got some good pictures. This is Tokyo.

I took these right up, um, right above Tokyo. I didn't know that we had any ships over there bombing Japan. I mean, Bombarding?

Bombarding. Well, it was the last of the war, toward the end, it was the last. Hitachi, Hitachi works is what it was.

The, this is Tokyo. This is my wife, Jenny.

[Speaker 2]

Hello. How are you?

[Speaker 1]

Nice to meet you. Oh, I've got the coffee ready, I didn't pour anything. You want some coffee?

No, I'm fine. Would you like a Coke or something else? Uh, I'm, I'm just fine, thank you very much.

I don't want any, that's the boho in Hawaii. Oh, yeah. Yeah, I've been there.

Oh, that's the Philippines. I landed there in the Philippines. I wanted to take a picture.

What?

[Speaker 2]

Mm-hmm. Yeah. I interviewed one fellow, that, oh, was on the Philippines when, on Corregidor, when he was, Oh, is that right?

[Speaker 1]

Yeah, but he didn't surrender. He slipped out into the bay, and went way up a river there, Hitachi took him up, and he spent the rest of his time in the Philippines as, fighting the, you know, rear guard action, or what do you, the guerrilla action, he used to do, until Americans came back. Our little association, see, the Alabama is in Mobile, Alabama.

It's a, tourist, attraction. We usually have our, reunion once a year, in Mobile, but, this year, because there's a new submarine called the Alabama, we're going to go up there to, maybe meet her. Absolutely.

This is, this is the crewman's association. You know what? Now this is the pictures I took.

This is the Nagato, in Tokyo Bay. That was a ship that, the fighter pilots bombed the heck out of.

[Speaker 2]

Mm-hmm.

[Speaker 1]

And, see, not a week ago, but, comes out about twice or three times a year. This was, a group, these pictures, this is reversed. This should be down here.

That's right. This is a bunch of, we were the flag. So we pulled, going into Tokyo Bay for the signing.

[Speaker 2]

Mm-hmm.

[Speaker 1]

And these are the, back in San Francisco, put in here, and take off. Mm-hmm. Maybe take that train and put us in there, and we could take off, and fly around there.

This is, visitors day, open house, when we got back. Mm-hmm. It was a big celebration.

Right. So we had a, I was the, O.D., and, and the fan tail. A lot of other pictures, but I don't know, what else you, maybe in here.

This fellow Diffley, he's retiring. He's in charge of the, Bama.

[Speaker 2]

So let me, let me find my list here, and I'll ask you a few questions. Let me put this off for just a second. Let's see, yeah, it's not.

When did you join the service?

[Speaker 1]

Just, August, August 31st, 1942. Okay. My official date of entry.

[Speaker 2]

And, why did you pick the Navy?

[Speaker 1]

I really picked Naval Aviation. Right. So they had a big deal, \$27,000 regime.

[Speaker 2]

Okay.

[Speaker 1]

How old were you when you joined the service? Twenty-two. I signed up, I signed up, but I got that six-month deferment.

They gave me a deferment because I worked for a defense plan. Any other member of your family in the service? Yes, my brother.

And, he was in World War II. My older brother, my younger brother was in Korea.

[Speaker 2]

What branch of the service was your older brother in?

[Speaker 1]

He was a, a Navy officer, PT boats.

[Speaker 2]

I see. And your younger brother?

[Speaker 1]

My younger brother was a Marine Sergeant. I see.

[Speaker 2]

In Korea?

[Speaker 1]

In Korea. I see. Okay, and tell me again the different places that you trained, because I don't think that's on the tape.

We'll just start over sort of in the beginning. Do you need dates or anything? Not, just the proctor.

First place was CPT, Moberly, Missouri, as a cadet with no pay. Then, St. Ambrose College for intermediate training, no uniforms, no pay, but as a cadet. And then, as a cadet to University of Iowa in Iowa City.

Then to Elimination Base, E-Base, flying at Ottumwa, Iowa. After there, sent to Pensacola, where I graduated in January of 1944. They sent me to operational in Jacksonville, and also for qualification on the USS Epsicon in Fort Lauderdale, Florida.

After leave, they, I reported to VS-50, a scouting squadron in Astoria, Oregon. From there to Pearl Harbor, Sochu-1, a scouting and training unit in the forward area. Then I reported aboard the USS Alabama, and I stayed on it in the Pacific Theater, through the Philippines, Ulithi, Okinawa, and at the end of the war, Tokyo.

We were at the signing. And then, we came home, and I got out. November of 1945, and terminal leave to January of 1946.

[Speaker 2]

Where were you discharged?

[Speaker 1]

I had to report to Great Lakes, Illinois, and went back to St. Louis, which was my home, St. Louis, Missouri. What do you remember most about time overseas? Oh, I guess flying around.

Oh, I had many, many things that happened, little things that happened in the forward area. I guess the most memorable and scary deal were the kamikazes coming at me, at us.

[Speaker 2]

I don't see how you could forget anybody.

[Speaker 1]

I guess that's what I remember the most. We had about three kamikaze raids. You all didn't have any occasion to take any Jap prisoners, did you?

The Marines did, and they took some of them back. The Marines did, and they took some of them back aboard. I had to go to Tokyo, and they went in there, and they took some, I don't know if they were prisoners, or whether they were refugees or what, but they were aboard ships.

You didn't have, did you have any I didn't have any contact with them, no. Okay, did you have any contact with any of the Allied personnel when you were overseas, British, Dutch, or anybody? We operated with the British.

The only contact I, well, you always see them when you're ashore, like at Mog Mog Island, you see some of them when you're ashore, Recreation Island, or in Pearl Harbor, but the most interesting deal when I was in Tokyo, we ran into civilians, British civilians, journalists, and people who were in Japan as guests of the Japanese, not guests, I mean, they were prisoners. Okay, well, I was in Japan I think it had a psychological effect. I think I was one among millions that just went to war.

It was a completely different type of an operation, different type of feeling in those days than it is now. Everybody wanted to go to war. I mean, it felt bad if you weren't in.

Do you think being in the service changed you? No, but it changed. I think it injured me with three and a half, four years of them having to catch up.

I was twenty-eight years old before I finished school and had to start all over.

[Speaker 2]

What do you remember most about coming home?

[Speaker 1]

Everybody wanted to feed me. I remember that. And my mother wanted me to go back to every relative that we ever had.

I guess it was just a joy, a joy of coming home and getting back into the swing of things. I really wanted to go back to school and I did go back to school.

[Speaker 2]

When did you graduate?

[Speaker 1]

I guess the first real basic job was I was on a management training program with J.R. Watkins Company in Memphis, Tennessee. And then they transferred me to Winona, Minnesota, the home office. My basic background, then I got into, well, I was active in school.

I was with an advertising agency and that was my first job. Eventually I went to the advertising agency in Minneapolis, then in Chicago, and then my own. How did you end up down here in Tennessee?

Knoxville? My wife wanted to come down to see the Smokies. She'd never seen them.

We came down here a couple years just to see the beauty of it. We sort of liked the place. She was sort of tired of her job and I had a triple bypass and she said, well, let's go get out of Chicago where we were.

Too cold, I said, fine. So we went and looked around Sevierville. We almost bought a place there, but we've been in big cities most of our life.

I said, well, let's go to Knoxville. We took five days and we found this place in a lot out of a village. So we were going to build out there, but she liked this so well we sold that lot and just stayed here.

[Speaker 2]

What year did you all live? What year was that?

[Speaker 1]

That was October 1987. I had had a triple bypass that earlier that year.

[Speaker 2]

Last question here, and this is one that I get to your answers to. What could we have done better during the war?

[Speaker 1]

And I think there we talked about, you know, your training or actually in active duty or I don't know, anything you want to comment.

[Speaker 2]

What could we have done better during the war?

[Speaker 1]

think they say an unhappy ship is the one that isn't bitching. I don't know. I was never at the level.

I ended up as a Lieutenant J.G. on my way to Lieutenant. I don't think I was ever at the high level to make any difference. If I said anything, it would be oh, bitching about an individual or two that had no effect on the war.

As far as the master plan itself, I don't know. I think of course everyone criticized. I didn't like MacArthur and I didn't like the way Halsey operated.

So I don't know what I could do about that or anybody. As far as I'm concerned, I think you only remember the good things. You don't remember the bad things.

That's so true. How did you find the Japanese? Oh, they were friendly.

We had seaweed. I don't know if you can see what we were carrying. We were bargaining with them.

We had cigarettes and soap and candy bars. Money, we only got 30 yen for two dollars. And I went to the Imperial House and blew 20 of that for a meal.

So money was nothing. You had to have bargaining stuff. That's one thing.

I don't know. This is good, yeah. This I thought was interesting.

I sent this to them. This was an order. This is an actual copy of the deal.

Battleships and leg troops prepare to launch a 12-threading recovered flare. Planes remain ahead of task groups within 30 miles. As we were going into Tokyo, they wanted us to scout.

I see. We rebelled. How long after the war were you going in?

Well, the signing was September 2nd, so this is probably September 1st. Well, they wanted to see where you were going to get fired on or not, didn't they?

[Speaker 2]

Well, they wanted to see one here.

[Speaker 1]

This is September 4th. September 2nd. We were two days after the signing.

We were floating around there, and we were going to come in there. Now, this was actually a copy of a telegraph with the report of the bombardment of Tokyo. The night before, last night, they this to my mother.

Here's a bombed-out Tokyo. don't know if this will help you. See, I sent this to John Paper, and he copied a lot of this stuff.

And I got, please return. See it? Here's bombed-out Tokyo.

I took these pictures. I was flying over Tokyo. Oh, yeah.

Absolutely sightseeing trips over Tokyo. Yeah, here. Here's some more pictures.

Here's some more pictures. Here's pictures. Here's some more pictures.

Here's some more Here's some more pictures. Here's some more pictures. Here's some more pictures.

Here's some more pictures. Here's pictures.

[Speaker 2]

Here's some more pictures.

[Speaker 1]

Here's some more Here's some more pictures. Here's some more pictures. Here's some more pictures.

Here's pictures. pictures.

[Speaker 2]

Here's some more pictures.

[Speaker 1]

Here's some more pictures. Here's some more pictures. Here's some more Here's some more Here's some more pictures.

Here's some more pictures. Here's some more pictures. Here's some more pictures.

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[Speaker 2]

Here's some more pictures.

[Speaker 1]

Here's some more pictures. Here's some more pictures. Here's some more pictures.

Here's some more pictures. Here's some more pictures.

[Speaker 2]

Here's some more pictures.

[Speaker 1]

Here's some more Here's some more pictures. Here's some more pictures. Here's some more Here's some more pictures.

Here's some more pictures. Here's some more pictures.

[Speaker 2]

Here's some more pictures.

[Speaker 1]

Here's some more Here's some more pictures. Here's some more pictures. Here's some more pictures.

Here's some more pictures. Here's some more pictures. Well, I wasn't there, so I'm not going to fly over it.

This is what we had every plane in the sky, I think. Ooh, we're going into Tokyo. This was going into Tokyo.

We had a full format. I knew we were getting ready to shoot off here. It's spinning up.

[Speaker 2]

See, the main runway's new.

[Speaker 1]

There, look at that. I'm glad I got this out. I've been looking through these pictures for three weeks.

I was down visiting a friend in Florida. And there was one of the big bosses that I used to call on. Lives right in the area.

So I went and talked to him. He said, have you seen Nona Swanson? I said, are you going to kid him?

I said, yeah. He said, he lives down here, too. So I said, gee, then.

And I got some pictures of him. He might be interested in some pictures. I don't know.

What does he do? Take copies and just record them?

[Speaker 2]

Yeah, what they'll do, they'll have a file up there with your name on it.

[Speaker 1]

This will be in there, plus this tape. This, I think, is one of the most impressive photos of all.

[Speaker 2]

Yeah, that is good.

[Speaker 1]

Yeah. Took this from our fan cafe. We're all the big ships.

The big ones, the Wisconsin probably, South Dakota, Massachusetts, Indiana, Iowa. This was what happened. All these still aren't damned.

See that? We land heavy. We landed heavy.

The aileron was buckled. We took a picture of it and sent it in to Gear Aeronautics. They're always patching these things.

They weren't supposed to. Not to be used. Fujiyama.

Oh, God, does that describe it? It only would have had a color. It's impossible to describe what this, hence Fujiyama.

Who would describe what that was like? That's nice. I love that picture.

Boy, if I don't get that back, I'll be bombed. You can come up there and find me. Here is that original.

I gave you a copy of it?

[Speaker 2]

No, we haven't.

[Speaker 1]

Here's the other one.

[Speaker 2]

I made one of these. I sort of like the receipt. And then I need to use it.

I have marked here various photographs of all to be returned.

[Speaker 1]

That's not a gift. No.

[Speaker 2]

All to be returned.

[Speaker 1]

You'll take copies now. Right. The copies will be the gift.

Exceptions. There is an exception. It says to be returned.

Okay, let's put that in there too. What does this say? Is that the same thing?

Yeah, this is what I was giving you. This is the receipt.

[Speaker 2]

You keep it. I put this in serving receipt. Just put that on there.

Signed by me. Yeah. Now I'm going to come up there.

All to be returned.

[Speaker 1]

This returns the tape. All right. So I understand it.

[Speaker 2]

Well, I've been doing this about a year. I haven't lost any yet. So I won't lose yours.

[Speaker 1]

You get any good ones?

[Speaker 2]

Oh, yeah. Yeah, I have some.

[Speaker 1]

I'm really interested. Yeah, mine isn't really of any interest outside of people who are over.

[Speaker 2]

Well, it is. You know, what you get when you've done a bunch of these things is you're getting a real good cross-section.

[Speaker 1]

Well, I got some good photographs there. You know, I might be able to use them. But you know.

Sophia pictures are sort of one of a kind. Most of the people that I do have been around people for some reason or other in Europe. Oh, is that right?

[Speaker 2]

And not too many in the Pacific. So we need a cross-section. And of course, I've talked to Wasp and Waves.

Some Red Cross and Red Cross. I've got some pretty good cross-sections.

[Speaker 1]

I never did call them back once. I got the feeling from those other deals that they would want to see people on. I think they started out that way.

But, you know, it really doesn't make any sense to do it that way. I mean, what we need, and I think you failed to realize this, was, you know, we need people here now. No matter where they came from.

We don't have many aviators who flew single-engine seaplanes. No, you're going to be the only one.

[Speaker 2]

I can just about guarantee that. I can just about guarantee that.

[Speaker 1]

No, they're just personal. I was the advertising agent. That was the adult party.

[Speaker 2]

I see.

[Speaker 1]

And now Swanson, we're going to go visit him. I'll be looking for those pictures. That's a good program.

You know, how often do you have a reunion? I'm sorry? How often do you have a reunion?

Every year. Every year? Please.

Yeah, the Hook Pilot Association.

[Speaker 2]

I think I've got everyone here. I'm going to leave.

[Speaker 1]

All right.