Interview with: Dave Cutting
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Interviewed by: Tom Maily, a volunteer with the Library of Congress Program.

To start with today, could you just kind of recap some of your personal data, like your birthday, where you were born and what branch of the service you were in and what rank you achieved and where you served and so forth. Well I'd be happy to Tom. I was born in Rome, New York April 22, 1922. Lived there with a ?.My father had been a ? class of '18 and of course all I heard was Cornell, Cornell. I moved for Rome to Syracuse when I was about 15. Went through High School in Rome was very involved in sports, played hockey, played soccer, and was president of my class in high school. I always worked. I always had a job. I was running a postal route in the morning??and on the weekends I worked at a country club, Dolans? Country Club, and I was on the ?Sunday and I learned to work and I think that's one of the good things about my life. I didn't work for one summer and the year??? I finished high school in January and went right into the mill and realized I didn't want to work in the mill the rest of my life. Now, I did make enough money to pay most of my first year at Cornell. I never had any money from my father at all for my education. My uncle did have $500 set aside. There again, I thought that was a good thing. I had to work for it. I came to Cornell in the fall of 1941, as a freshman in a school of Hotel? administration. The fact that I'd worked at the country club helped me get into Cornell and Hotel? School. I lived in one of the dorms in college town and of course vividly remember the summer sun of 1941. I was listening to a New York tour ? orchestra, doing my homework and of course the intrudtion into the news cast that Pearl

Harbor had been hit. Made me realize that I would have to do something. I had taken ROTC because at that time, being a ? school, Cornell, it was mandated that you took ROTC. I didn't like ROTC. I didn't like the shirt, it itched. I didn't like to be told where to stand, and I just decided I'm not going to do ROTC for 2 years. I probably won't graduate from Cornell, but I'm not going to do ROTC. With the strike on Pearl Harbor, everyone was eager to be in the Service. My father had been a Navy pilot in World War I, and I knew at Dunn ?? just give me a chance to fly his small planes once in a while, realized that's where I would really like to be, would be in the Air Core. I did enlist and I wasn't called till about May of 1942. Then I entered the Cadet program, we went to Atlantic City for classification. That was about three or four weeks of ? marching and al lot of exams, physical exams and mental exams. So many young men wanted to be in the Air Core. They didn't have any place to put us; they didn't have enough bases with airplanes. So we were sent to collegetrain detachments???I wound up back to Syracuse, New York. It's kind of interesting, they brought the whole group, perhaps 150 men in a big assembly hall and asked if they would end ROTC. Well, I never wanted ? ROTC so I went to the front row of the line and the Captain said, "and where did you where??ROTC Cornell, Cornell step up." And I immediately became an officer I was in charge with barics of 40 men. I could come and go as I wanted to, and so that was my start being in the Air Core. I worked form there, we did some flying, we had about 10 hours of flying in cuts??, which is a very small plane and it was interesting just at that stage how many young men were washed out. If you couldn't adjust to being in an airplane, they didn't want you in the Air Core of course. I went from Syracuse to Jackson, TN for primary we were flying open cockpits PT19's, it was a Fairchild. It had ? tripoded between the two

seats, open seats. It was put there so you wouldn't crash your head. I did most the flying, it was exciting, and we had primarily civilian instructors. They were delightful people, they loved flying, and it was just a joy to learn how to fly an airplane. I had Sister Jane, who was a wonderful diver, and could do a beautiful back dive, and I could never do a back dive. But, I went out one day and started to do loops and I didn't do very well, but I did get it in a full loop. Then I did about three more, and I thought "wow, isn't this exciting." I remember going into town that night with my class and everybody talks about what did you do today. "Cutting, what did you do today?" Oh, I was flying loops. What, you were flying loops? And so that gave me a running start on being a fighter pilot. It was interesting, I was reading a diary, a matter of fact last night, and early on I thought it would be good to be a multi-engine pilot, because after the war, perhaps that was something you could do as a career. But luckily I stayed as a fighter pilot. I went through basic training and my instructor there said "You are such a good acrobatic pilot, I'm recommending you for single-engine." I went to Craig Field, and in June 1944 graduated as a second Lieutenant and a pilot. Where is Craig Field? Craig Field was in Salem, Alabama. Good field and my class was 44 ? So I graduated in June of 44. I went from there to a ? school, ???, and they had signed me up to be an instructor of French Cadets. I remember going in to see the commanding officer, telling him I really wanted to be a fighter pilot, and I want to go to combat. They said OK, and he sent me to a P-51 school, and I took about 75 or 80 hours flying a P-51. It's interesting, Tom, there was no way to put two people in a P-51, so it was ground school, it was cockpit ?, you would sit in the cockpit and the instructor would tell you what everything was about. And I think of all the things in my entire life that put pressure on me the most was when we were

signing a P-51 to take it up for the very first time, all the upper classmen were down at the end of the runway watching you come in to make your landing. So I took a P-51 up, flew it for about an hour, got a little feel of it, came in and shot my prelandings at taxi it in. And I was really happy that I had accomplished something. I had flown a P-51, and needless to say it's like finding a beautiful woman. A P-51 I fell in love with the P-51, it was an exciting airplane. It was winding down; they did need about fifteen pilots to go over seas. I volunteered with a group of another fourteen men, and we shook out and went over seas. And they shook us out in a B-25, and people say "Have you ever been to Hawaii?" I said yes I have been to Hawaii. In the back of the B-25, we landed in ? Field, got out, went to the bathroom, got back in the airplane, and went down and landed in New Ginny. We were in New Ginny for probably three or four weeks flying AT-6's. They didn't have any fighters on the strip. What was happening was, they wanted to move us up to our squire group where we were assigned to. They were flying P-47's. And they wanted change from P-47's into a P-51 squadron, and the P-51's hadn't arrived, so I was stuck in New Ginny for probably two months waiting for the P-51's to arrive. When they did, we moved up as a group, there must have been twenty replacement pilots, all with 150 or 60 hours of P-51 time. And we moved off to an island called Iashema, which is a stone through from Okanowia. And there we joined the squadron and the group, the 348 fight grouping the Fifth Air Force. We tented, four in a tent, and one of the close things that you can do, what does happen to you is the closeness with the other pilots you are flying with. I did find out that the P 47 pilots didn't think much of the P-51, they didn't think too much of the P-51 pilots. I never knew that liquor was given out to combat pilots. You had a 2oz shot when you landed after a mission. Never once, and

I've had about twelve or fourteen missions, that I did a shot of liquor. It was the P-47 pilots that controlled the liquor cabinet, and I never got a drink. So that my missions were there primarily covering B-24's that were going up and bombing Japan, covering Catalina's which were used to, if a pilot had to bail out the Catalina would fly right in and pick him up. So the war itself I had about three or four missions scrapping, lying low, dropping bombs, and it does give you an interesting feeling when you see the flat coming at you by gosh they're shooting at me. So that was a part just a flying through the ? Up to Japan. I became an assistant adgegent, and was sent, and the reason why I became an assistant adjegent, every squadron had to send someone to Manilla to be briefed on how we were going to attack Japan, the homeland. So I was in Manilla for about three or four weeks being briefed on what would be happening, I had been made that assistant adjegent, you had to have that reign to go back to Manilla. I came back to the squadron, the war was pretty much over with, and I wound up really moving so many men that I will have you know the point system was involved then, Munson service, and so on. And we just depleted our squadron with all the older Veterans. So I had the P-51's left and some reenlisted men, and I became the adjegent of the squire which is really the number 2 position in the squadron. And moved the men up to Japan. Before we did get there, though, the commanding officer said "Cutting, I want to fly with you tomorrow morning, were going up to Japan." I think I was the first, with him; we both flew in P-51's, and landed in Itomie, which is right quite near Osaka. And spent about three days there looking at what the Japanese had, going into some of the caves to see the things that were stored in caves, including airplanes. And I realize that how lucky we were that we didn't invade Japan. It would have been a slaughter of the Japanese people. But I did move my

group up. I was the group mess officer, as well, and I was taking about 300 men. Then I was assigned to, cause I had been hotel school, a year and a half, to run a hotel. And that was for field grade and above captains, and I had about 40 rooms which I was in charge of. We were still flying surveillance missions though. We were still in the air; we were flying from Itommie, which is right near Socosa, that was the air strip, because what had happened in Berlin, the division, dividing of that city with the Russians and Americans, they didn't want that to happen in Japan. So we were fully armed flying surveillance missions they were called, and lucky we didn't have a problem with the Russian's in Japan. I was there for about four months in Japan, fully enjoyed it, fully enjoyed the Japanese people. When the Emperor said the war is over, it was over. General Macarthur had an iron hand on controlling the troops. I think our troops, I remember vividly that it came to us that a man had raped a Japanese woman and he was sentenced to 20 years in prison, we got the message. And I think Macarthur did a wonderful job in controlling the troops that moved to Japan. So I was there for the five or six months and then returned to the States and I came back May of 1946 and talked to my Dean of the hotel school, who said "Oh, we will be very happy to have you back coming to Cornell". What's a Catalina, by the way?

A Catalina is a flying boat that lands on water, there's a navy boat it has guns on the side, it's a very, you know we cruse at about 250 miles an hour, the Catalina's top speed was 130. So you can imagine flying above them you're just kind of s'ing back and forth. But they did a superb job, if someone got hit up in the bay in Tokyo or where ever it might be, and had to bail out, they had submarines, they had Catalina's and that man was picked

up. We lost very few pilots because of the wonderful success of the submarines and the Catalina's picking us up. No helicopters in those days? No helicopters.

What's the difference between a 47 and a 51?

One's a better plane, the P-51. Actually they are very similar, I would say this, I think the P-47 would be a better plane to be in if your low level scrapping, they're big radial engine, and they're a rugged airplane. For beauty, for class, for speed, for excitement, the P-51 for a combat fighter pilot, that's the plane you want to be in. And I felt very fortunate to be a P-51 pilot. I probably have a total of 230 hours in a P-51. Interesting is my son learned to fly and I agreed to pay part of a flight for him, an hour and a half of P-51 in Florida. The flight cost $3200.00 for an hour and a half of P-51 time, so I had a wonderful time in the P-51.

So Rob did a 51 flight on his own? No I shared the cost. No, No. Oh, they took out the radio equipment that they had and so it's a very tight two people in a P-51, but he had loved it, it was wonderful.

What succeeded the 51 in the air craft business, then you go to the F-36 or F-81 jets? Yes it is jets. So that was the last of the piston engine fighter planes, P-51? I would say it was that ? we had some wonderful airplanes. I have flown an F-8, our friend General Mike Hall, use to play hockey for me, he was my defense men when he was 13, 14, so we had been friends for a long time. When I ? the Empire games, we had all the athletes from all over the state, I picked up the phone and I said "Mike" and he said "I know what you want; yes I will bring you some F-80's." So to open the Empire games, in Ithaca, my call brought in four F-80's. He did a north, south pass and an east, west pass. At one of my final wrap up meetings he said casually, "Would you like a ride in an

F-80." And by gosh I went up to Syracuse; I have this all on a TV tape, and had a ride in an F-80. He did ? off the top. Then he said, "OK, you got it." And so sure enough we flew together for about an hour. I told him how we came in from a mission that we flew right over runway ? pulled it up in kind of a banana peal to get down fast. Well if you didn't call to towered ? and tell them he wanted to do a low pass and down he went right on the deck, pulled it up tight and it's funny, my squaking little wife said " That's just wonderful." Then he landed and so it was just a lot of fun then to go from basic trainers with open cockpits, and fly an F-80, which he let me do, I flew it up over? And had a nice flight.

How is it different at handling? They don't have the torks, you don't have to crank and rudder control. It's a very easy airplane to fly.

What's a ?? A? is a half loop. You pull it up in a loop and you're on your back, then you roll it out. And it was actually first used in World War I by a man by the name of ?, who was a German, and very effective. It was a defense strategy to get away? Basically a defense strategy, yes.

How did the flying in the Service affect your flying today? I know that up until fairly recently, you still fly ? do you? I don't, but we do, I have a very close friend and when I had to go to meetings in Detroit, he was a professor in the Vet school. He had been a B-25 pilot, his name was Dr. ?, and every time I wanted to go to Detroit I'd give him a call and I'd say can you work it out I need to go to Detroit for being on ? . "Oh, sure. And he'd just change his class schedule and he had a bonanza. One time he called me on the phone he said, "Dave they're going to come and take my Bonanza away." He was a bit of an investor and he was upside down at the bank. He said they're going to

come this afternoon, can you do anything. Well, I called a very close friend of mine, Bob Dean, and we met for lunch, and we both agreed to go to the bank and sign a note for $10,000.00 and we got ourselves a Bonanza. And Bob Dean's wife wouldn't let him fly, she didn't think it was a good idea, so I took over his share and gave it to my wife, Marcum. And so Marcum became a pilot. She now is a fully rated ? pilot. I have decided that all the paper work that goes into flying today, checking the weather, checking the ?, that I like the old days when you kind of free wheeled it. And so she is the chief pilot, I fly a little, but not very much. Is the Bonanza a single engine? Single engine, about 165 horse power 200 that it cruses at a good speed 150 miles an hour. And Rob flies that? And Rob flies that too. Does he have his own plane also? No, he shares that with, actually, Marcum owns the airplane, but we use it in business and it's worked out very nicely. It lets us ? about a car, but I don't have it in stock, but in New Jersey, a dealer has it and I can pick it up on the web, I get in touch with the dealer, call him, Oh, yes you can have the car. We will fly someone down there the next day, that evening we will have the car here for you. So it really has broadened what we can do, but not many automobilers that fly their own airplanes to pick up cars, it's worked out beautifully.

What effect do you think being in the service had on you as a person after the service, be a student, a business person, a husband? That's a good question; I would say basically it gave me confidence. When you can fly a fighter, when you can be on oxygen on missions were five, five and a half hours, I think that was probably the turning point of my life, the utter confidence that I had that I could really do anything. And when I came back from school, got back into school I should say, I found that the studying was much better, I was a much better student, not a top student, but a good student, and I think the

confidence that I had being in the Air Core, it's amazing, Tom, the number of pilots who were washed out along the way. Even when we were in Syracuse flying little piper cuts, some of them, young men, couldn't handle being in America, so they were washed out. In ?, they couldn't handle landings, perhaps or had a problem, they got washed out. Washed out means you're not going to be a pilot or you're not going ? and you're going to walk with a gun. So that was hanging over our heads, if you wash out, you're going to be a ?. So we worked very hard to stay in good shape physically, mentally, and work very hard to be a pilot. It was not easy, they had a lot of pressure on us, there are not very many open posts and you flew in some tough whether.

How did being a pilot, though, affect your approach to projects? I mean, does it affect they way you think about being mentally, does it help your decision making process? Did you get kind of subtlety trained to approach life and projects and issues and ? Yes, I think that I always felt that I could do anything, I have great confidence, I was very fortunate in marrying a very beautiful person, and we've had a wonderful life with four children so that has been a wonderful part of my life. Running a business, I came to Ithaca in 1941 in the fall. I worked in the mill to earn some money to come to Cornell and getting a job with the local Buick dealer who has a son my age, and we both drove taxi's and I would drive taxi's and I made a little money just being at Cornell. He was a very dear friend of mine, and when the war was over we both came back to finish the hotel school, we both graduated in '48. I went into the hotel business for a couple of years and then wound up in Syracuse as a sales manager at a large hotel. The dealer died, and I came to the funeral, for Mr. Pritcher, and at that service, Gordon, the son, asked me if I would consider coming to Ithaca joining him in the car business. Which I did,

happily. I brought my wife with me from Syracuse and my daughter, Jane who had just been born, and joined Gordon and we worked together for four years. He learned the business and I learned the business and we learned it by perhaps by making some mistakes along the way. A very tragic thing happened August 1, 1954, he was ground, he had been cleaning up a boat that he had owned and he dove into the water and we never found him. I was there three weeks trying to find him; we even hired a diver from New York City to look for him at the bottom. We never found him. And I told his wife if we do find him we'll just bury him in a cemetery, I don't really think we should be on the water any longer, and she agreed. About two weeks after that conversation, I made an appointment to see her, and I told her we have ? seventeen employees at the dealership, I wondered that if you would consider letting me buy the dealership, I have $3,000.00 in my Air Core money, I will use that as a base and I'll pay you off over a period of years. She said "Yes." That's all I've ever put in this business. We now have two dealerships, we have 55 people working for us and we do 25-30 million dollars a year in business. Yep, I would say the Air Core gave me a lot of confidence.

Have you stayed in touch with many of the people that you were in the Air Core with? Not too many. It's interesting, the fact the little picture I showed you, one man who bailed out by the ? in Korea and they took care of him and he came back to the squadron, didn't fly any more, but he did live. He has died. Another one in our tent was a roofer. He fell of a roof and was killed. So just one is left from my tent, his name was Loyed Gillerary, and he was an outstanding P-51 pilot. He made wonderful friends, though, and as adgegent of the squadron, I was very involved with enlisted men. Thouroly enjoyed working with them. I ran the mess hall for a time. I learned to work

with people and to be concerned about them. I've never been a boss. By that, I don't give orders, I just say, "What do you think about doing this," and get the input from my employees. I've had people work for me 30-35 years, and I think a part of that is you learn to be and work with people in the service. And I thought it trained me beautifully to be an antrapaneauer.

What did you learn about working with people ? Pleases I mean your fairly young at that point and all of a sudden you have 300 people working for you, under your ? I have stated that I had seventeen and now its 65, but in truth I. No I mean in the service. Oh, the service. Well there is so much of it that is by the book, you do things that you are told to do that actually has certain responsibilities. The head of the squadrons met with them. That was one of the things I thought we talked about missions, we were briefed beautifully before we did our missions. I think I did learn to work with a group of people, and one of the things you do working with a group of people, is get their input. And that's worked out well.

What was your relationship with you, and I don't mean this in any kind of strange way, but what was your relationship with your family while you were out, how did you stay in touch, and what did they think about what you were doing or what kind of feedback did they give you about the war and your service, and so fourth? Well, I did write lots and lots of diaries, I had complete diaries; I had complete diaries of my years in the service. I was in contact of course with my own family, certainly one a weekly basis. And yes the women in my life it was kind of fun to go ? and realized that probably three or four that I wrote to, quite continually, I think that was one of the things that being with a group of men was nice to know that you had ladies, young ladies that were interested in

your career. But what role did the girlfriends, if you will, play with the guys in the service? Was this something that was a great moral booster for them, was there a lot of conversation about the girls back home and things? Well, needless to say, when you're 21- 22 years old, women are a big part of your life; I think every one was writing to someone. And of course they had to use the canteens for the cadets and everywhere we went the local young ladies are dances. There was not the intimacy that you moved to later in life, but I think the dating was fun. Couple of the women that I dated at Cornell came to visit me on weekends. So, yes, women were a part of your life.

Had there been any particular ground action on any of the islands that you were stationed on? Where the planes were stationed out of. Had the Japanese attacked any of the islands where you had airplanes? Yes, we ? at Okinawa. That was one of the biggest battles we had, it was a ? on Iashema. I think the biggest thing that I was involved in, other than the flying, was we were hit by a Typhoon. And it swept through at about 120-130 miles an hour. It devastated our camps, our tents, our whole area was just devastated, and the poor Navy with their ships, the battleships, the crew that's over at Okinawa, I think they had more casualties, more serious injuries to people and more damage to their equipment in that Typhoon than any other thing in the war. It's funny I've never even seen a write up about that. I have that in my diary; it was a devastating, devastating wind. And it's interesting, that happened years ago, when the Chinese were going to be invading Japan, and it was called the Comacosi wind. And as you know, the Comacosi were the death pilots. These were the men that would auto in on a battleship, just dive straight into it. But the wind was called at the time while China was invading, the wind was called Comocosi, it was a sacred wind that blew the Chinese fleet away.

Here we are on those islands, ready, believe me, ready to attack Japan, and the Comocosie wind hit again, interesting.

You say when those things are coming; don't they try to get the airplanes off the island and at another base away from the Typhoons? That's a good question, I honestly can't answer that. What about that morning? I don't think we ? those planes. So they kind of survived the wind anyway? I would say they did, yep. That's interesting.

Are any of the people in your outfit or were you involved with any prisoner of the war? I've interviewed a couple of prisoner's of war that were in actually in Japan. No, I never knew anyone that was captured, and I never knew anyone who was shot down over Japan. We were very lucky not to ?, realized, though, that when we were toward the end of the war, the Japanese had so few airplanes, I never saw a zero in the sky. And our squadron of course kept a scoreboard of how many kills they've had. And the P-47 pilots, the older pilots, were fanatical about shooting down airplanes, fanatical. And I think the P-51 boys; we never saw a zero, so there was a whole different story for us. A kind of a John Wayne syndrome going on, the ? boy ya know. I'd say the P-47 guys they laughed hard, they flew hard and they drank hard. I mean they drank and then they'd have a fight, and the P-51 boys just didn't mingle with the P-47 pilots. You said you had landed in Japan once to look at caves and so forth, and you had saw some aircrafts that. What kind of equipment did the Japanese have? Did they have good equipment to do battle with, good airplanes, good armament? Well, believe me it was just a visual look, and no I would say the equipment was no where's near the caliber of what we had. It was interesting, though, there was, and I reiterate, there was no fear, and we were there probable a week to ten days after the surrender. We were the, the commander officer and

myself, were the first two in for our squadron, and there was no fear. I have some notes about what the women looked like, all baggy, they carried the loads, weather it might be on the farm. It was a primitive culture it seemed to me. Very few vehicles, they had some trucks. You didn't see cars that we have, we have them on the roads, even in those days, we had lots of cars. I was amazed that they could put up the tremendous fight that they did, with the poor equipment they had.

Have you ever talked to any Japanese fighter pilots, or Japanese pilots, or Japanese people that were involved in the war effort? No I haven't, but I have friends on the Cornell counsel that are Japanese, and in fact there was one young man who came to Ithaca we spent a lot of time with him, he went to the ad school, his father did all the refrigeration for the Olympic games in Japan, he does all the refrigeration all of the ships and vessels that are made in Japan. Japan is a very powerful country. They're very creative people and those that I have known on a first name basis have been friends.

How did you spend your free time in the service day? A lot of poker, a lot of bridge, we worked out physically, calisthenics, not a must, but they suggested that you do it, which we did. A lot of swimming, there was really wonderful ? they have a marker where ? was killed, and it was a great place to swim. I got to know some Navy people and I would be a mess officer I was able to get some refrigeration for my own group of people. I got some food, the Navy always had good food, I never was envious of being a Navy person, but boy they had good comesaries. They ate well, and once in a while they'd pass it along to me. Did ? a good relationship between the branches of the service, between the Navy and the Army Air Core? You know, we didn't see enough of that to really say that, there we are all doing a job together, and I'd say sure there's probably

excellent unity, and I'm sure the top nashalant they worked very closely on putting remissions together, seeing what the Navy was going to do. And of course the Navy had wonderful airplanes. That ? is one of the best planes that we've ever had, beautiful airplane. Did the Army Air Core maintain planes well? Did they give you good crew change, good ground crew; did they have the stuff needed to keep the planes in the air and in good shape? Ya, we had a crew chief, he was in charge of probable four or five men for each airplane. You had an armored person who had a radio person. You had an engine person, you had a prop person. When you've been in the squadron long enough, you had an airplane need to put your name on it. I never had my name on an airplane. That was an interesting time of your life, though. Oh, it was exciting. How come you, did you ever think about staying in the service? Never. You were never, how long were you in the reserves? Four years. Long enough? Long enough and very happy to have done it, very proud to have done it, and of course you came back after the war, and I was dating girls at Cornell and at Wells and it was very easy to get a date when you said you were a fighter pilot. "Oh, you were a fighter pilot." That there is a charisma about fighter pilots, and I think it is the same today. There is the charisma about being a fighter pilot and there's a confidence that a, happiness, perhaps, that you can feel that you could do almost anything you want to do, and that's a great feeling. Never stayed in the reserves? Never stayed in the reserves, no, And it was over? It was over. Now that's exactly the same when I got out after four years. It's the same thing. But you never, you just don't look back. Well you do, and as I said I have complete diaries and knowing that I was going to chat with you, Tom, I went through some of my diaries and relived the experiences, the excitement, of having the instructor walk away and tell you why don't

you take it up, do some flying and then come in and shoot through landing. And you're solo, you have the plane to yourself, and that's what I liked, I guess, about being a fighter pilot. That was my plane, that's the plane I'm flying. It was an exciting challenging wonderful environment, wonderful group of men, good backgrounds, mostly at least two years of college. It was a high point in my life.

Have any hard transition from service to Cornell? I mean or no culture shock coming from the islands? Not at all. The nice thing is I didn't have to take ROTC. So I left my three weeks of ROTC and that was it.

Where were you discharged from? Ah, Jersey City. Just kind of came back from the Far East? They were very good; I think we had some money that was given to us. I felt that we were very well taken care of by our government. I know the officer ? that we had that we work with, I had great respect for them, most of them were command pilots, that means you had to really, lots of hours. I think it was wonderful comradery and there wasn't with your crew chief and with the people working on you airplanes. There was never a feeling of your so in charge, you so dependent upon those people. You don't want to walk around, scrubbing around as mister big. That you're on a team, and you're the pilot, and you're a key person, not on the team, but that team that keeps you in the air, keeps you on as a very, very important part of that team. Ya.

Anything else you'd like to add? Well, I just cooled down a little in my business, because when I did take this over, one of the things I implemented was a monthly reading with my staff, all the staff, mechanics, sales people, parts department, and I did that for a number of years. I always had a Christmas, we always had a Christmas party, and we invited not only our employees, but their wives, their spouses

and all their children. And we have a picnic every year, doing the same thing. I walked through my shop every single day. I know my people in my shop. I think it's just wonderful to own a business that I can still be a part of. My son, Rob, is in great charge, but I come down every day, at 9, 9:30 and stay till about 2:30, 3. I guess I'm retired, but it's kind of fun putting my finger in the pie. Ya.

Do you run any Veterans organizations or anything like that? No. I'm a joiner. I was in a Fraternity here at Cornell, I'm in the rotary club, I've been there for many years, I've been in City club, very active in that. I like people, I always have liked people and I think that in my business I deal with people every day, and I through ally enjoy that. I think that part of that was the Air Core. You got use to working with people. When I became active. That's a very powerful position, in a squadron, and I thought that at twenty-two, twenty-three years old that that was a lot of responsibility. So that early on I had responsibility of the service. Do you think the A bombs drops were really the end of the war? No question about that. No question. I took Pam, my wife to Japan, oh, maybe five or six years ago, and we went to the bombed out areas and they've rebuilt beautifully. In fact we stayed with a Japanese family, and there was no animosity, but then we saw all the pictures of the devastation. There's no question, we would have attacked Japan, we would have slaughtered hundreds of thousands of Japanese, we would have lost thousands of people. There's no question that people can say what a terrible thing to do. It was a terrible thing to do, but had we attacked Japan the slaughter of the Japanese would be much more than those Atomic bombs. Ya, it's a war that's still vivid in a lot of people's minds. I mean there are still a lot of people that have strong feelings. Oh, certainly. If you are a professor sitting in a University, what a horrible thing to do.

If your life is on the line, you're going to attack Japan that was a wonderful ?. Ya, I agree. It saved us. Ya, no it is, it really was a defining moment, that it was a terrible way to bring things to closer, but it was a defining moment. The job for me, they would have had pitch forks, they would have had everything, they would slaughter their population. A tremendous number, if we attacked.

Anything further? Ya, nice to chat with an old friend. Thank you Dave, thanks for the great time. I think it's a great interview and I'll see that you get a copy of this. That'll be fine, thank you.