Raymond C. Deitz
Veteran

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Interviewers

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Q: Could you give me your full name, date of birth and place of birth please?
RD: Raymond C. Deitz, place of birth Brooklyn, four nine twenty three.

Q: What was your educational background prior to entering the service?
RD: Just high school.

Q: Do you remember where you were and your reaction when you heard about Pearl Harbor?
RD: [unclear] sitting on the front porch reading a book. My father come pounding down the stairs and it's war, it's war. What war? Japanese attack. Where? Pearl Harbor. Where's that? [unclear] . . . oh and I went back to reading my book, I didn't you know, way out there . . . that didn't go bother me, a year later I found out, but at the time it seemed so [unclear]. Didn't seem as though it was of any importance at all.

Q: How old were you when it . . . this thing . . .
RD: Seventeen not quite eighteen.

Q: Did you enlist or were you drafted?
RD: I enlisted.

Q: Why did you select the Army Air Corps?
RD: I like ships and boats, but I figure the boats, the ships can go down but when I come back up . . . up there you're going to come down one way or another and I like machinery. There was another aspect to this too, they were so anxious to get draftees to get you know, volunteers in the service. They said if you're in your last year of high school, if you join up we'll automatically graduate you. All you . . . what these tests is that you have to take its core in New York State says Regents and I'm ugh geesh, I wasn't

much of a student and I don't want those things. This really good excuse to get away from all of that, so I went in November and I would had graduated from high school in June which I did, my mother was there I wasn't.

Q: They still gave you your diploma?
RD: Silly thing.

Q: Where did you . . . where were you inducted and where did you go for basic training?
RD: I was inducted in Jamaica New York and they sent out to Camp Upton, [unclear] way out on Long Island someplace.

Q: What kind of basic training did you receive?
RD: Only four days and then we shipped down, on a train and went to Miami Beach. And we got basic training and put some runs of schooling down there, that lasted for a couple of months when you had to do a lot of aptitude tests to see what you were good for. And then from there, they sent me down to mechanic school in Amarillo Texas, just general basic airframes and whatnot and I lapped the stuff up like [unclear]. I didn't like school in general in high school I didn't like but this was different you know, machinery and stuff. Then I got sent up to Seattle Washington to their Boeing factory wow, a big B-17's coming down the line there you know, just like cards coming out every [unclear] . . . come out of the doors.

Q: That must have been something to see wasn't it?
RD: Oh yeah, and that correlates to I think three months and I think they said the top four of the class will fly out of here and there on a brand new plane. Well I wanted to fly so bad I taped it, so I studied and stayed up night to study and I learned how to use a slide ruler and every other darn thing you know. I flew out of there on a brand new airplane . . . it was the first time I ever flown. I flew down to . . . modifications and I came some place in Wyoming, Cheyenne Wyoming. And then from there I went to gunnery school and that was someplace else in Boondocks in Utah, out in the desert. And then I got attached to a crew down and got sent to Florida, attached to where they made up a crew. We spent the next six months flying around together and really what we were going to do.

Q: Did you all stay together . . . pretty much during the war?
RD: Yeah, just for that very time. When we went overseas we were together and, but we didn't get any [unclear] . . . when you finally get over there to Europe you get another months of training, well we didn't. We arrived on a Sunday night and Tuesday morning we're up and over Germany you know what I mean it was a short thing.

Q: How did you get overseas?
RD: We flew a plane over.

Q: Where did you go, the southern route?
RD: Yes the southern route. Down to Trinidad, down Brazil, across the De Caro, across the desert to Casablanca where a guy tried to sell me his wife for five dollars in a car and cigarettes, not for the night to keep her . . . I mean it was a real education seeing these places you know and then up daily you know.

Q: Did you keep the same plane?
RD: No, we also got it taken away from us that took it away from us so we got our own dog.

Q: Did you ever name a plane?
RD: No, [unclear] it already had a name on it and to tell you the truth I don't remember what it was. Later on we were on a plane on Air and Sea Rescue called the Searching Virgin, but I don't remember what the plane it was in . . . 169 was the dog, it wouldn't it just didn't have the get up and go that most of the planes have and whenever the group would take off with twelve 500-pound bombs or five 1,500-pound bombs we always carried one less. And I remember one mission we were on the outside of a turn and the whole squadron was turning and we couldn't keep up, we fell behind and German fighters were jumping at and . . . next time we got into a situation like that we start dropping the bombs so that we could stay in with the formation. One time we got the one, I don't remember where the target was at the time we got there instead of twelve we only had two left, but least we managed to keep up with them. But anyways eventually a crew came in with a brand new airplane and we've had enough seniority by that time to get the new airplane, so we gave them the old number 169, and on their very first mission they never came back with it I don't know what happened to them. It's hard to keep track of what happened in the battle, there's too many things going on you know.

Q: What were your duties as a mechanic on the plane, how does the flight engineer . . .
RD: When the flight engineer, when we were flying non-combat [unclear] I often flew up in the cockpit . . . the combat crew already had an engineer but the ball turret was [unclear] so was the tail gunner so I took the ball turret it seemed interesting. It was scary, but it was an emotional challenge too.

Q: Was that the lower turret or the upper?
RD: No, that's the lower one, this little thing down here. You'd be the last man out of the airplane I suspect in case of trouble.

Q: Did you wear a flak jacket in there at all, a flight suit?
RD: There wasn't room for it.

Q: Did you [unclear] . . . your shoot you had to leave off too?
RD: I had to leave the shoot off too, I had to leave the shoot up in the airplane. I remember one [unclear] we got it almost in a mid-air collision with another plane and we tipped over sideways and upside down, by the time we got straightened out my shirts gone out the window somewhere and they didn't even have it . . . this ball turret was thirty six inches [unclear] and I was a skinny little kid I could fit in there but you had two machine gun in there too, the ammunition was in a couple of canisters up on inside the airplane and if we hadn't got into a long long fight, one of the guys in the [unclear] . . . you're getting low stop stop [unclear] . . . so I hold still and they'd throw in another seven rounds in the can up above. There was fourteen machine guns all together in that thing, .50 caliber big ones, when they were shooting at us with 20 millimeter and I shot from a distance of two or three hundred feet, [unclear] . . . business shooting from miles away didn't exist at that time. Sometimes [unclear] attacked from the front and of course the planes were stepped up in these little groups you know, and there one of the planes, German plane one time came in and hit the, it was in a mid-air collision was a plane next to us and took off ten feet as a wing, the whole [unclear], stabilizer back here and rudder, and bent the propeller blades on number four back or, the plane came back.

Q: Wow that was damaged.
RD: Couple of the guys were gone, they jumped out because it was out of control and they didn't think it was going, they didn't think they were going to make it, but they got it under control and brought it back. You could tough airplane, then we get a lot of holes we came back lots of times with three engines, once we came back on two, one bad day with a lot of flak we came back with its either eighty six or sixty eight holes in the airplane, just in one mission.

Q: Is anyone seriously injured?
RD: No, this was generally the case either everybody was fine or poof. When a plane went down we would watch it and try to count the parachutes coming out. But lots of times there weren't any, whether it be two come out, in fact, I was looking right at a Commander's plane one time, Colonel [unclear], his plane got hit and I don't remember now whether this was before or after the bomb run but anyways I caught fire so he pulled off to the side and I was looking right at him, when it's just boom it's gone. [Unclear] . . . four big burning things in the engine that I presume, the rest of it was all blown into little pieces too small to see or vaporized or whatever. I mentioned in my book that in the burial services it talks about the, the dead shall rise again incorruptible from the grave, nothing left to rise, one would question that. The other thing that was bothersome from it has been ever since, we never had any funerals or memorial services

or caskets, you would never hear and they were gone and if a crew went down or one of the crew went down, a little crew would within the next day or day after would take their place, we had a good supply line coming through from this country. And going along with another [unclear] . . . making three or four hundred planes a week to replace the losses you know, but some of the [unclear], some of the ones like that old 169 which you wouldn't flown that plane in this country but we needed them bad so we fly it anyway, even though it was kind of beat, very beat you know.

Q: How many missions did you fly?
RD: They gave me, I got credit for fifty but I actually flew thirty eight. But like I said eleven on those were places like Ploiesti and Regensburg, you know where Ploiesti was the oil fields over in Romania, I went there three times, and all together the Air Force went there eleven and, a long ways out with like seven hundred miles just to get over there. At that time we didn't have fighter escorts that would go all the way, P-47's, P-38's, what we get two-thirds of the way there and they'd have to go back, of course the German fighters they could land in any other place with the losses are always very heavy with that, we finally destroyed it so that by the time of the D-Day invasion they didn't have much gasoline, the Germans.

Q: What would you say were some of your most difficult missions?
RD: Regensburg and Ploiesti, Regensburg was a Messerschmitt factory, it's in southern Germany over near Salzburg and, I don't know we just lost a lot of planes, on one Regensburg mission we lost twenty four planes all together, one group put up, one squadron put up thirty eight planes and got back fourteen, just that one day. It's like, it makes you I don't not mad about it but I wonder about some of the missions that the Air Force flies today or the Army, this is jeez we lost a plane, a plane but of course it was bad days back then when they lose thirty, forty, fifty of them, sixty planes went down one day between the 50th and 8th Air Force all in one day, and [unclear] . . . thirty percent, rest of it didn't make it.

Q: What do you think was, could you describe your most difficult flight?
RD: I think Ploiesti because of the length of time, no the difficult one was the time [unclear] . . . didn't work, it was up in southern France, trying to think of the name of the city in southern France. Anyway it was an eight- hour mission and we had particularly heated suits but they were not like a heated blanket, had electrical wires in them but they weren't all a lot efficient and some places like the elbow where the wires got bent so many times, and they give out. [Unclear] . . . when I gave out the suit the body did, there are little plug in for booties and plug in for the gloves so I couldn't do anything about it except that try to keep my hands and feet warm, and funny all of the suddenly the boots gave up, the booties so I took the clothes off and put them on my feet cause I could put my hands inside my jacket to try to keep them, and I managed to keep

from freezing. But we didn't have such enemy action, was it this was cold, fifty six below zero, very very, very very cold.

Q: Did you ever get frostbite at all?
RD: No tried to I managed to, I managed to avoid it. I couldn't walk when we got down, the guys had to [unclear] for a while, but we did have a number of people you did get frostbite though. There was one man whose hand got shot off, there's a tail gunner, stuck his hand out the window and let it freeze and [unclear] he got back.

Q: Putting it out kept the blood from?
RD: It froze, so he didn't bleed to death. His story appeared in the *Stars and Stripes* you know. Another mission I talk about the one where the guy wet his pants, it was one of these things where it was a combination of errors and terrors and all that all mixed up together, first thing happened we run out, mission was delayed. We got all ready to go and this happened every once in a while, you get out to the plane, you're all suited up and psyched up ready to go and do it, and then come around and say I got a hold for two hours or something, an indefinite trade. And I would always discourage him because you're cranky and your irritable, you want to go and get over it. But anyway, this one day we finally did get doing, and we were up probably fourteen, fifteen thousand feet and I had to go, I had to urinate and we had not gone far into the mission, I know it had to go sooner or later so I had the [unclear] if I could use the relief tool, it was a rubber hose with a little funnel on the end of it in the bomb bay, so he said well hurry up so I got out of the ball turret and went up to the bomb bay and used the thing and I yanked the zipper on myself, placed it up and got a little piece of the skin caught in the zipper. The radio man leaning around the corner and is laughing at me, of course he's telling all the rest of them over the intercom what's going on, hahaha, big joke. [Unclear] I got back in the ball turret and we went on and we had no one any action actually, and then when we got over the target that day we were carrying a hundred incendiary bombs, they were small about this long, [unclear] full of gasoline in [unclear] magnesium chips and when they dropped them there was one caught on the bottom, it hung [unclear] . . . on the back didn't release and three more fell on top of it and there they stood you know in the bottom when it hung down far enough so little propeller the fuse came off so it was alive. I could see that from the ball turret, and the bomber tried pulling the door shut and slamming it open, didn't make any difference, the stupid thing wasn't, wouldn't part. [Unclear] . . . pilot said well somebody got to do something you got to get it out of there so the engineer went on the catwalk which is about this wide, and straddled a catwalk in the far side and managed to get rid of one or two and then he passed out because he was from lack of oxygen, we were using little walk around bottle, then he fell on the catwalk and the guys in the radio room dragged him into there and hey this guy wet his pants, so they announced that we are all laughing cause he wet his pants. Pretty some politics, for god sake somebody get out there and do something so one of the waist gunners said I'll

do it, so he put down his parachute and he goes out to the bomb bay and he got rid of all of them, came back in and discovered in excitement that he'd forgotten to fasten the leg straps on his parachute so we went into gales of laughter again, you get into a hysterical situation which it wasn't funny but when you look back at it but it seemed funny at the time.

Q: In the form you filled out that you thought Daily Life was [unclear], what did you mean by that?
RD: We were living in tents with no floor, tent just out in the field. We had a, sort of a, there's no electricity, no lights, first it was no showers either but they dig finally [unclear] up, the engineers [unclear] up something. We had a stove, we burn one hundred octane gasoline to keep the place warm, we made the stove out of oil drums, but it was just out in the country you know. I've seen these pictures of an [unclear] Air Force and they have a dance in the hangar and all that stuff, [unclear] . . . anything like that because they build [unclear] . . . most days we flew, the weather is much better down in Italy than it is up in England and of those thirty eight missions I flew that probably flew, fifty times. If you didn't go to the target or you didn't get there, it didn't count, so a lot of the times we got up at three or four o'clock in the morning, had a briefing, got aboard the plane and went heart rate at some place, turned around and came back but that wouldn't count. Even though a couple of times we ran into a huge weather front and the planes into mid-air collisions, I was at down in my turret and I saw just a wing of it, that's a picture in the front of that book, just a wing of a plane fluttering through the air, where they lost four that day and it didn't count.

Q: You said also that one of the experiences that left the greatest impression was refuge Jews, what do you mean by that?
RD: Well to back up a little bit I don't . . . Hall, Secretary of State Hall the Secretary of State when the war started and a lot of Jewish refugees tried to get out of Europe and come to this country, and under the guidance of Secretary Hall they said no, unless you had a relative, you had a grandfather, a husband or something you could come but a. A lot of Jews came and were denied entrance, I remember in 1941 I think it was, a ship came and docked at Philadelphia and had about a thousand or two Jewish refugees and we wouldn't let them in, they had to go back to Europe, they disappeared into the concentration camps. Well anyways by 1944 they began to recognize it's a real problem, nobody knew about the concentration camps earlier, and so when I finished that combat tour this was July of 1944. They drove us over to [unclear] to go back to the states for reassignments, was about three hundred of us airmen, about five hundred very badly wounded infantrymen, and six hundred Jewish refugees out of an Italian concentration camp. And a, the first night abroad that ship, they said we aren't going to have two meals a day because of crowding and I like to eat so I said I'll volunteer for the kitchen duties, [unclear] where the food is. So my job was to stand there and hold a GI mess kit

and hand to the people coming in. I open the door and people started coming in and they saw the food, the steam table and the men and the older boys went wild, pushing the women and kids aside and [unclear] . . . all over and screaming and yelling. Some of them are up on the steam table scooping the food with their hands, it was a very distressing thing to see. I didn't grow up in any situation like that, didn't know how to cope with it. Anyway they shut the thing down, and we gave everybody an apple and a loaf of bread, then the next day they appointed a soldier to go with every person to help with the folding [unclear]. By that time they realized that there was enough food for everybody, starvation is not a nice thing to see. At our camp, sometimes Italian civilians would come into the camp and beg for food. One day we had pork chop which was rather rare, we usually had canned stuff, but anyways going out of the line was some Italian adult standing there holding out tin cans and bottles for any scraps we had left for, rather than throw them in the garbage you give it to them and I had a couple of pork chop bones, just the bones so I held it out to an old white haired gentlemen I held it out towards him and a younger fella jumped for it and they both grabbed for it and they knocked the thing on the ground. These two old, two adult gentlemen are on the floor, on the ground punching and fighting each other for these two bones. Wow, people don't do that, but when you're hungry enough you'll do it. Anyway, this ship was in Naples and it took us thirty one day to get from Naples to New York, zigzagging in a slow convoy all the way across and the only exciting thing that happened there was one night in the Mediterranean I woke up and the shipper saw smoke. I had no duties I was just a passenger way down in the bottom, smoke [unclear] smoke so I [unclear] fire and I ran for the stairs and got up on the deck and on the deck there was more smoke. And then I suddenly realized that I had a flashlight in one hand and [unclear] . . . and not a fit of clothes on so I [unclear] . . . finally got nerve enough to run back down and get my pants and what they were doing there, they were trying to lay a smoke screen but the convoy was moving so slowly the smoke didn't roll off and guess we've got sucked down into this [unclear]. In any way, we didn't get bombed, we didn't get sunk, you know you don't know what's happening in situations like that. I know Jewish came to this country, I got to know some of them in that month at sea. They were sent out to an old CCC camp in Oswego, and there is a story about it just been put up in the last few months over at the New York State Museum, pictures of that. The big problem was most of these refugees, they didn't have any papers, the enemy had taken everything, they had no driver's license, no birth certificate, no nothing no documentation. And so what they did was they sent them up to this place in Oswego, and there they were free to write or call relatives or friends or anybody right in the United States and if somebody would sponsor them and then they could go which they did. That was the first ship that came, that was 1944 July, before that we didn't have it, Jews are not allowed to come into the country.

Q: After you returned to the states, what was your assignment?

RD: Oh I had three weeks furlough, there was a friend of mines he was on furlough too, he's on the [unclear] Air Force. We had a good furlough, [unclear] hit the girls and went to Jones Beach with, one day we were talking [unclear] . . . he said I feel terrible about being here when my buddies are still over there. I got to go back and I said yeah me too, so we did and he, he turned up missing he's gone and, then I got attached to an Air Sea Rescue outfit which was a B-17 with a [unclear] on the bottom of it. We trained down in the Caribbean in there, yeah the Caribbean. The idea was to go out and find, a raft or people floating in the water whatever and drop in this [unclear] . . . parachute down there. So we went through the [unclear], at one point they took us out in the, the Coast Guard took us out into the Gulf of Mexico and left us sitting there floating around in a rubber raft so we know what it was like, sharks out there too. And a, then . . .

Q: How long did they leave you for?
RD: Several hours, we were had to wait for a plane to come out and find us you know, they didn't tell them where we were but it was hot and we wanted to go swimming and nobody wanted to get into the water. But the lifeboat was completely equipped with everything necessary, it came down on the three parachutes or four rockets, [unclear] . . . to the four directions of the compass with corks on it so the rope would float, a long rope fifty yards long. And so he didn't land right at the people, they think you get a hold of the rope and pull themselves to the boat hopefully. Put it all, to it all sort of didn't turn out to be too much, and from there I got sent to the Aleutian Islands, place called Shemya way out in [unclear], by that time the war had long past the Pacific Theater so there was nothing going on there. We spent our time being ready to rescue somebody if they needed it, and we also flew out to drop food supplies to a couple of weather stations that were over on [unclear] Island and up in the Aleutians.

Q: So this was after the war ended?
RD: No this was, the war was still going on, was the action they all moved. It wasn't, there wasn't any more action up in Alaska, the Japanese had been conquered at Attu and they had left. If you recall your history the Japanese invaded Attu and Dutch Harbor, and we fought them off at Attu, and at Dutch Harbor, they came in with ships and submarines, [unclear] . . . took all their people off, when we went to invade, no Japanese left. And that's what I was out in the Aleutian Islands when the war ended, and also I [unclear] . . . you were supposed to have so many points depending on your military experience, I had enough points to go home, but I wasn't being sent home, just waiting out there and waiting. They were looking for new recruits, so I signed up for another three yeah hitch. They said we guarantee you we'll have you home in a week and a half and you are going to have another three months furlough. When I was going out the end door to the office, somebody said hey Deitz your names on the board to be shipped home tomorrow. I went back in the office and found those papers and took them [unclear], otherwise I'd been in for three more years, I just wanted to get out of

that place. I don't know if you've ever seen a map, but Shemya is so small that they didn't [unclear] . . . half a mile by two miles. It's an interesting place but the sun only shines three days of the year up there, it's fog and rain, and rain and fog, but [unclear] was flat, it didn't have any mountains on it so it made a good airfield, even for ILS landings, you know.

Q: When were you discharged?
RD: Three years till the day I went in. I went in 11/12/42, and got out 11/12/45.

Q: When you got home did you ever make use of the GI Bill?
RD: Yeah, signed up to go to college but it was too much of an emotional switch I only stayed for a couple of months. It was, it was hard to adapt to civilian life [unclear], when you come home people are talking about the movies and this and that and you've just been over there in a fighting experience, I didn't sit good at all, I didn't adapt to it well. So I didn't stay [unclear], I got a job as a mechanic, what they trained me for.

Q: Did you ever make use of the 52-20 Club?
RD: No I don't know what that is.

Q: It was like an unemployment, 52 weeks you received twenty dollars a week.
RD: No.

Q: Did you ever join a veteran's organizations?
RD: No, no. Mostly we lived in small towns, you know they were around I just never did.

Q: When President Roosevelt died, you remember your reaction to that?
RD: Yeah, I had voted for him for his last term. Trying to think where I was back, I guess I was at Aleutian Islands and everybody felt pretty bad about it.

Q: Do you remember your reaction when you heard about the dropping of the atomic bombs?
RD: Puzzlement nobody knew any details, what's an atomic bomb. They used the word, the atomic bomb was coined and it was broadcasted over the radio but nobody understood what it was, at least nobody where I was. Then we begin to get report that this one bomb would do what twenty thousand ordinary bombs would do, and of course they didn't have television. Finally you get to the theater and later on you'd see the newsreels and pictures and that sort of thing. It didn't take much of a, didn't make much of an impact because it didn't know what it was.

Q: Did you ever stay in contact with anyone?

RD: No I should have over the years you know, I went on [unclear] . . . magazines or paper you're see that there's going to be a convention of the 15th Air Force down at Miami Beach or Los Angeles and some place. I just never had to [unclear] to go out to those things. But this time I married and got family and kids, I never went to any.

Q: Have you seen any USO shows?
RD: Yes, our briefing were held in a barn in Italy and we didn't see Bob Hope or anyone famous like that, but they had some belly dancer from North Africa came up and entertain us one night. Wow everybody went wild, except I wonder [unclear] . . . probably from Toledo Ohio but they were acting like Egyptian dancers you know, entertaining the troops.

Q: How do you think your time and service changed or affected your life?
RD: I always had as an adult a great feeling for, the freedom in this country. I was, when Martin Luther King organized the voters march, I was very upset that, to find out that black people couldn't vote simply because they were black you know. So I went down to Selma Alabama 1964 or 63 somewhere in there, been a couple weeks down there living with a black family, got arrested and going to [unclear] jail for walking down the street with a black man. In fact to get there, I flew down to Atlanta, I was trying to get a flight over to Birmingham, and the flight ticket agent was very uncooperative, holding [unclear] . . . Yankees from up North. They said there's no planes available, maybe there really weren't I don't know, [unclear[. . . scratching my head wondering what to do, Martin Luther King and his [unclear] walked into the airport lounge so I went over and shook hands with him and he says where are you headed for. I said I'm trying to get to Selma, [unclear] . . . I got a little plane [unclear] . . . there's room for one more if you want to come. So I went with them from Atlanta to Birmingham, and when we got off the plane there he pulled me aside in the lobby over by a bunch of [unclear], and the secretary says I got him on the phone Dr. King. He says I'll be with him in a moment, and he says to me now, you got to be careful you're in dangerous territory, you still got sixty miles to go to get to Selma. He says don't get in the car with any white people, listen education itself, so he talks along [unclear] that there's plenty of good save black folks around back and forth settled on over there. He finished talking with me and we shook hands and he said good luck, then he turned around picked up the phone and said yes Mr. President. I'm thinking he's standing there talking with me and Lyndon Johnson cooling his heels [unclear] . . . anyway I was very disturbed but that's a whole, need for the civil rights movement and very relieved to see that it has come as far as it's come because black people in those days didn't get very much. And it's still, it's still true not just with blacks but with others and that's not what this country fought for we, all men are created equal we're trying to say.

Q: Did you happen to notice any kind of discrimination while you were in the service?
RD: Oh sure.

Q: I know the blacks were kept in separate units for the most part . . .
RD: One time somewhere in the state I was stationed in a lot of places in the state I don't remember just where it was but, one of the other guys in my crew and myself went to the movies one night, and we were standing outside the theatre on a line waiting for the theater to open. And Ronnie said I'm going over to the PX to get some cigarettes hold my space will you and I said sure. So he came back in a few minutes and just as he came back there was black man stepped in a line where a buddy was saving a place for him, two or three people ahead of us, and Ronnie who was from Texas, what is this [unclear] you black bastard you cannot get in the line ahead of me. And I'm pulling on my friend Ronnie and saying what are you doing what are you doing I let you into the line, that's different, I'm white. Not nice.