

**Stewart M. Brooks
Veteran**

**Michael Russert
Wayne Clarke
Interviewers**

**Interviewed on May 16, 2006
Bainbridge, New York (Hometown)**

Q: Okay, this is a home interview in Bainbridge, New York on the 16th of May, 2006 at approximately 1:10 p.m. The interviewers are Wayne Clarke and Mike Russert. Could you give me your full name, date and place of birth please?

SB: My name is Stewart Marshal Brooks. I was born in Sydney, New York on April 6, 1923.

Q: What was your educational background prior to entering the Service?

SB: I went from high school to college and interestingly enough, I had a War Scholarship to Hamilton College (Clinton, NY).

Q: What do you mean by War Scholarship?

SB: Well, there was a competition in Chemistry, and I won first prize! And I was given this War Scholarship, that was in 1942. I was at Hamilton for almost a semester. One of my older brothers was in the Service, and I felt very uncomfortable being there and I Enlisted in December 1942.

Q: Okay, I have to go back for a second, do you remember where you were when you heard about Pearl Harbor?

SB: Oh yes, very well. And I remember the declaration of War. My Mother had just gotten a Philco Radio and I remember it came from the WGY channel in Schenectady and I heard President Roosevelt declare War.

Q: Do you remember your reaction when you heard about this?

SB: I was a junior in high school and I must say it didn't have all that much of a ring to it at the time. Although I'm sure it registered with a lot of people, I didn't think an awful lot about it until the next year when it started sinking in.

Q: You said you enlisted, did you enlist in the Army? Why did you select the Army?

SB: Yes. Through my brother, he was an Officer in the Signal Corps who said, "I think that you would do well and that would be a good place for you to go in." So I Enlisted in the Signal Corps, by the way, you could select your service. But if you were drafted, you couldn't so I thought that was another good idea to do that.

Q: Where did you go for your Basic Training?

SB: I was sworn in in Binghamton, New York at the Post Office. We took a train from Binghamton to Buffalo, New York in cold weather in December. At the Buffalo station we scrambled up on these trucks and were taken to Fort Niagara which was the Induction Center. Fort Niagara, the way I understand it, is the oldest fort in the United States. As a matter of

fact, it started out as a British fort, excuse me a French fort, then a British fort.

Then it was an Induction Center for a large part of the North East. We were there for maybe three weeks, but that was Induction. We went from Fort Niagara by train to, of all places, Atlantic City, New Jersey. At that time, the Army had taken over all of the hotels along the Boardwalk. (laughs) Some of these were quite elaborate. The group that I came from went into the hotel called Colton Manor, which was off the Boardwalk.

All the marching and that sort of thing was done away from the Boardwalk, but a lot of it was done in a place called Haddon Hall and Convention Hall along the Boardwalk. We used to march on the Boardwalk. We had most of our Basic Training there.

Q: How long were you there?

SB: I would say we were there about a month. I must throw in here that was quite a lot of testing and I did quite well. Three or four of us were selected to go to a civilian electronic school in Kansas City, Missouri. I remember the name of it was Midland Radio and Television School. At that time, you're talking about sixty-some years ago, radio was a "high tech" type of thing. Every town had their own radio repair and it was something to go into. But this was a civilian school and we were there for two months. That was the course.

Q: How many military men were there?

SB: There were different classes. As a matter of fact, the classes were held in the Power and Light Building which is still in Kansas City. It's the same building that Harry Truman had an office in. The school was up on the fifth or sixth floor and there were many different classes that you could be in. The class that I was in probably had about one hundred and fifty in it. The scuttlebutt was that if you flunked out, it was quite rigorous when you started out you had to know your math and that sort of thing, (laughs) and if you flunked out the idea was that you would end up in the Infantry! We used to laugh at that, but I guess there must have been something to it. After graduation, we took another battery of tests. Once again I was lucky enough to be selected to another school. This one was at Camp Murphy in Florida.

Q: Excuse me a second, when you were at the school in Kansas City, did you have to wear your uniforms?

SB: Yes. And once again, we stayed in a very nice hotel real close to the school. This was in downtown Kansas City. It was a really nice situation. After graduation, I was selected with about a half a dozen others. We went by train, everything was by train and always the curtains were pulled down. You never knew where you were going until you got there. At the time it was kind of a secret type of operation really. Everything was confidential.

Camp Murphy was right in the dunes, so to speak. It was quite close to the ocean about twenty-five miles North of West Palm Beach, Florida. We were there for about two months. Now you're talking in the year 1943. This was radar school and it was a hush-hush word. There were several types of radar used in the Army.

The radar that our group was trained on was called "LW Radar" which stood for "lightweight". It was the smallest radar. The idea was to be able to put this radar together, we had to put it together in the dark. It was all in boxes, you ended up with this contraption, which I understand cost around twenty-five thousand dollars, which was quite a lot of money. It was

housed in a tent and each Section had their own radar and there were twelve in the Section.

Later on when we finished school at Camp Murphy we went across the state near Fort Myers. We used to get down on the Everglades at night and in the dark put this thing together. The antennae came right up through the tent. (smiles)

Q: Now when you say lightweight, how large was it?

SB: Oh, it was in the vicinity of a ton or so. It was the smallest radar. To give you an idea, some of the other radars in the Army weighed up to about sixty ton. This LW Radar was designed for the Pacific. That's the idea of it because when they took over an island, you could set this thing up within hours for what they call "Early Warning". You used that until you got the larger radars which would complement it. Actually, it was what they call "Early Warning", it was the first type of warning that you could give by picking up enemy aircraft.

From Florida, it was in the fall, you never knew where you were going. We got on the train and lo and behold, we looked out after a while and we were outside of Taunton, Massachusetts which was Camp Myles Standish. It was a Port of Embarkation. Of course, by that time, everybody knew what was going to happen. That you were leaving from Boston. And when you left from Boston, you were going to Europe. We were at Camp Myles Standish for little over a month. From Taunton, we took another train to Boston and got on a ship called the Empress of Australia, which was a British ship. I think it took about two weeks through the Atlantic Ocean and ended up at The Firth of Clyde.

Q: Were you in a convoy or a single ship?

SB: It was a convoy and we ended up at Glasgow, The Firth of Clyde, Scotland on New Year's Day, 1944. And from Glasgow, I think it was the same day we got off the ship, we took a train to a place in England called Henley-on-Thames. Which is quite a well-known place really. And there, I went to another school called The Royal Corps of Signals. We had been transferred to The Royal Corps of Signals, a British outfit.

We were once again trained on the LW Radar. I must throw in here that the LW Radar was a British design. As a matter of fact, it was manufactured in England. We would go on maneuvers in various places in England. We had a fair amount of Basic Training, much more extensive than we had in the States, even to the point of throwing grenades. We thought, "Oh my gosh, we're not in the Infantry!" But they thought we should be equipped to that.

Q: Now, up to this point you had received no training with weapons?

SB: Yes, I must go back to Florida. We had quite a lot of training in Florida after I left the radar school. Matter of fact, machine guns, Browning automatic rifles. I would say pretty much like Infantry Training in a way, obstacle course. We also had more of this in England. But there we had a lot of dealing with, as I said, hand grenades, pistols, and all that sort of thing. We went around the English Coast a lot. We set up the Radar and tested it out. We didn't know exactly what was cooking. I don't think the idea about the Invasion, I wasn't too much aware of it right away.

Q: Now everyone you were working with there was English? So the Officers and the Instructors were?

SB: There were twelve of us Americans. And then there were other Sections that went with other British outfits.

Q: How did you get along with the British?

SB: Very well. Once again, we had quite a lot of Technical Training there. At that time, depending on the Company you were with, it would determine which type of Radar you were going to operate. Some of the Companies had large Radars. This LW Radar was the Company that I was with. I might add to this, I was in what they called the “555th Signal Aircraft Warning Battalion”. This Company was under that, but as I said, all of it was attached to The Royal Corps Signals. Sometimes called the “SAW Battalion”. I would say they had about one thousand members in it. There were all these different Companies that would specialize in types like “Intermediate Radar” or more sophisticated types.

Q: So basically then, when you were with the British, your whole Unit was never together, you were divided up?

SB: For example, I think the Company I was with under the 555th, I was in Company A. They changed it around a lot, but I was always with the 555th Signal Aircraft Warning Battalion. We would be attached to this Royal Corps Signals. Another Company may be with the Royal Corps too, but in a different location.

Q: What kind of weapons did you carry? American or British weapons?

SB: That’s a very interesting question. I had a Springfield rifle that I picked up in Florida. That was my issue. It was an ‘03 that we were issued. I fired that a lot on the range. I remember this Corporal in training who said “You know, you are quite good with this ‘03 rifle”. I don’t even own a gun today, but it is a beautiful rifle. It’s a collector’s item. That was what we were issued. Whereas later on you were given a Garand, or and M1 and all that sort of thing. I kept my ‘03 all through the war. And speaking of other things you fire, I remember in Florida firing a Thompson Sub Machine Gun, a 45- inch one. But I kept this rifle, I always had it.

Q: How long was your training with the British?

SB: January to April, I would say four months. Then the Battalion came together and we went to Wales around May in the vicinity of Cardiff. It turned out that Cardiff would be the Port of Embarkation for D-Day. I would say we were in Cardiff a good month because we got there in May and D-day was June 6th. We were within twenty miles of Cardiff, which is on the Bristol Channel for about four weeks or so.

Q: Did you have much contact with the British people?

SB: Oh yes, oh boy, lots of contact! Wherever I was, I was always with the people. We were in Henley and Oxford and London. My first brush with warfare or war, was in Hyde Park. This fella and I were coming out of a pub and ack-ack (anti-aircraft guns that made an ack-ack sound) guns were all over the place. It was around maybe, one o’clock, it was after midnight. All at once, the sky started to light up. It got lighter, and lighter, and lighter.

What they did first was drop incendiary bombs and flares so that they could see the ground. After this lighting mechanism, then you could begin to hear the roar of the bombers. They weren’t bombing every night, but you could depend on it. I remember I was really scared and this woman came up to me and said “Don’t worry, you’ll get used to it!” (laughs) This was in

Hyde Park. I was always with the British a lot. I had a lot of friends there.

Q: When you were with the Royal Corps of Signals, did you eat British food, or American food?

SB: British.

Q: What was their food like?

SB: I liked it. My favorites, I'm not saying the Army didn't have fish and chips, but if you didn't like it you could get it on the street. The pub food was wonderful. The Army food was okay.

Q: Tell us about your preparations for D-Day.

SB: I would concentrate mainly in May, in Wales. One of the main things there was waterproofing the vehicles. By that time, the LW which we had trained on putting it together in a tent or in a truck, we had a Ford van brought them in. All the equipment was placed in this van and the antenna came right up through the roof of the van. I have a picture of that, I don't know if you would like to see it? Is this my show and tell?

Q: Yes!

SB: (@22:57 black and white photo of truck is held up)

Q: If you hold it like this, Wayne can focus in on it.

SB: This is a British van. The van that we had was very similar. This was not the one I had, but notice the antenna. That is known as a Yagi Y-A-G-I which was of Japanese design. It looks pretty much like something you would put in your backyard and put your clothes on. This was collapsible, you would not have the antenna on and so forth. It would have been taken down and put in the van. But all of the electronics was in the van. And, as I say, this was called the British Lorry. Ours was a Ford van. This is what we went in on D-Day.

Q: How did you waterproof them?

SB: I really didn't have anything to do with the waterproofing. By the way, each of these LWs had what you call a Section. I was a Sergeant and the Head of the Maintenance. Of the twelve of us, there would be a guard, there would be someone for the engine to supply the power, there would be a cook. There would be somebody for this and that.

Q: How many of these LW Units were there?

SB: There were several. There was Company A and B that had these Units. And as I said, one of the main things of getting ready for preparation was waterproofing the vehicles and making sure you have all your equipment you're going to personally take in. I could make a list of all the stuff you were going to take on your body. I remember one thing that always stuck out was a package of Sulfadiazine. a gas mask, life preserver the type you blow up, maps, you would make darn sure you had all of that.

And just about a week before the Invasion, we were told where we were going. I hope I'm not getting ahead of the story too much, and I will answer your question about how many LWs there were. The 555, the Battalion I was with, the idea, I think, was that all of the Battalions were supposed to have been landed on D-Day. Which is a fair amount of equipment.

As it turned out, this is a funny one, as it turned out only fifty of the thousand went in on D-Day.

Actually on the beach. The others were out in the ships. I was among the fifty. There were two LWs that went out on the beach. The one I was with and one other. As far as I know, that was the only Radars that were in D-Day other than a British LW, I mean Royal Air Force. I did not know that until a year ago! I did not know that, where we went on Omaha Beach, that there was a Royal Air Force Attachment. I think they had about one hundred that came in.

And this is the interesting part, they came in on Omaha which was not a British beach. I think the reason they came in there was for some type of support. I did not know it at the time. Very interesting too, of this one hundred and fifty or so British that came in, they got in a traffic jam on the beach they could not get off the (@28:15 unclear) or exit from the beach. It was kind of really a traffic jam. This is in the afternoon around four o'clock on D-Day. They were trapped, and I think they lost something like forty men which is rather interesting because the Outfit I was with, I certainly wasn't a casualty and I know of no casualties from the fifty I went in with.

Q: What kind of craft did you go in on?

SB: We went in on probably an LST (Landing Ship Tank) which is kind of misleading because you could put all kinds of things on that. Then off the beach, well the Invasion means going onto the beach. It started at 6:30 in the morning. That's when the 1st Division, the 29th Division, went in.

There was Utah Beach, the American beaches were the Utah and Omaha. We went in on the Omaha. The 1st Division and the 29th went in there that started at 6:30. We went in on Omaha I would say about 4 p.m. or sixteen hundred hours Army time.

It was in that Section where we went in that the British were, all one hundred and some of them, that I did not know it at the time. They had this high casualty. And as I say our two LWs went in. The rest of the 555th were still out in the water.

As far as the actual mechanics of getting in, the LWs were on one ship, but the men were on another ship. I think I was on what they call an LCI (Landing Craft Infantry) which was quite large. We went over the side on ropes and got into Landing Crafts. I think the Landing Craft I went in was an LCVP which stands for Landing Craft Vehicle Personnel. That's a little fuzzy in my head because another type of craft took the Radars. Getting back to all the people that run this thing, they always had a Truck Driver. So I think the trucks came in one way, but as far as myself we were on an LCI. We got off going down the ladder onto a smaller landing craft. It probably was an LCVP, they call them a "Higgins Boat"?

Q: Yes.

SB: There were others too, smaller. There was one called Landing Craft Assault. When we got off the LCI into this LCVP, I would say we were about a mile out in the water. Then we came in and you could see these ropes had been thrown down. We got off in water that was about up to our neck. You had to grab these ropes and pull yourself in. I have pictures of the beach.

The beaches, all of them contained Rommel's Asparagus. What Rommel's Asparagus was

were log posts. They had log posts and log ramps and hedgehogs. These were pieces of steel in three pieces which were all in rows. (Stewart crosses his arms to describe these blockades.) Some of this was underwater. They wanted the Infantry to go in early when it was low tide, before the water started to go up.

The main thing is the mines on top of the log posts and log ramps were German mines. You knew it because they told you that. There was a sign "Achtung Minen!" meaning "Watch Out!" for the mines. That was even to warn them.

In addition to that, when you get up onto what they call the beach proper, there was actually a road that went along through there, there was Concertina Wire (razor sharp spiral wire). You really didn't know what you were going to walk on. I'll show you the pictures of the posts later.

Q: Were you under fire as your crafts landed?

SB: Yes, other than stepping on a mine or whatever. As I said, we went in around 4 o'clock. We had our own Private Ryan and his crew going in (Stewart laughs as he refers to the realistic-depiction film by Steven Spielberg) We went in around four and it was like encountering a gigantic traffic accident and coming out on the tail end of it.

At that time there were still mortar machine guns. But strangely enough something, a lot of people don't make much of is the Artillery gun. They called them 88's and they were hitting the water. They hit a Landing Craft next to ours and probably everyone was killed on that one. I didn't realize it at the time.

The Radars made it in onto the beach. But going back to what they had in mind, the whole Battalion was supposed to have been about five miles inland from the beach on D-Day. D-Day, even at night, we were still on the road along the cliff. These cliffs, *falaises* in French, run from one hundred, to one hundred seventy feet. So you are coming out of the water through six hundred feet of sand, or something like that, and then the cliffs went along the Omaha Beach. The length of Omaha Beach is a little less than four miles. Then you had these openings off the beach.

Of course you were not going to use these openings because the Germans had like thirteen major bunkers. Even so, that was the plan that the whole Battalion was to be about five miles in from the beach on D-Day. And as it happened there were only fifty of us there in the evening. Probably it was about three or four days later until we got where we should have been in the first place.

That night we made it up on the top and went through one of the exits (@37:08 term unclear) and characteristic of Normandy are the hedgerows. The French call it *bocage*. When you go there now you are not going to see that. My wife and I have been over several times, no *bocage*, they are gone.

But they were there then and it was a death trap because you never knew exactly what the deal was. So that night we spent in the trench with dead Germans, G.I.s., whatever. But the main thing was that we got the Radars in.

Q: Did you ever unfold the antennas on that day?

SB: The next day we had that in operation and we were picking up planes. There weren't many planes by the way come to think of it. The Luftwaffe (German air forces) had been pretty much taken care of. We had that going and I don't know if we were split up. I don't know where the other LW was at that time. They were some distance from us.

As a matter of fact, there were four Officers that ended up on one of these (@38:27 same unclear term meaning exit) coming off the beach and we got separated. Anyway, I don't know about the other LW, but ours was in operation.

Q: What was the range of one of these things?

SB: The LW could pick up, you could go to two hundred miles. Anyway, we were in operation. And as I have told my wife many times, I think about being scared and all that stuff, but I think what worried me which may sound strange.... As I said I wasn't in the Infantry so I don't know about that....but personally, I was so concerned that that thing would work. I was more frightened in a way that the thing would not operate than of anything else.

And also, on the beach proper, I may have mentioned this in the thing I filled this out - I don't know if you are familiar with this or not but what they call an "out of body experience"? Did you ever run into that?

Q: I've heard of it.

SB: Yeah, well I didn't encounter that until, I do so much reading, maybe this year. I had never really run into that until I read it in Discover Magazine I think. It had a big article on "Out of Body Experiences". It's kind of hard to explain. Roughly it's where you are here (Stewart moves his hands as he describes his feelings) and part of you is over there and watches what you are doing. That's as close as I can describe it, that does it for me. I've been asked this before "What was it like? What did you feel?" I could never really answer, but that's a good one. That lets me off the hook because going up that beach, as I say was about three miles long.

No matter where you looked it was just a mass of death, burned up hardware and a lot of Barrage Balloons (forcing enemy aircraft to fly higher). That was interesting and some of them were on fire. A lot of fire was going on, a lot of buildings on fire. There was a fair amount of gunfire and noise that way, but lots of smoke.

And I must point out, it wasn't a too bad of a day, I think the sun was out. It was very interesting because they were deciding they didn't know exactly which day to go in on D-Day because of the weather. The weather had been bad, and they predicted bad weather on June 4th and 5th. The intellectual hero of D-Day was probably the Meteorologist who said "You have an opening on the 6th". Eisenhower pinned him down and asked "Are you sure?" and was told "I think there will be an opening then." I recall the sun was out.

I have another picture. The reason I kind of like this one, it isn't too dramatic. But, I got this from a Radar Museum in England (@42:32 black and white photo of a landing group) You can see the trucks on it.

Q: Oh yes.

SB: This doesn't look too spectacular, but actually it's kind of unique. You can see the Rommel's Asparagus, the log ramps, and you can see how the trucks are all smashed. These were all American trucks. And you can also see a Landing Craft. Where we came in roughly looked pretty much like that.

I might point out that in Omaha, like I said, was slightly less than four miles long and divided up into Sectors-- Able, Baker, Charlie, Dog, Easy, Fox.... You were told which Sector you were going into. Then each of those in turn was divided up into Red and Green. It didn't turn out exactly, but we came out on the beach in a place called "Easy Red". Which was near the closest beach town called St. Laurent.

Anyway, we were on the air reporting. We were in Normandy maybe about a month until there was a breakout at St.(@44:46 unclear). We went south and worked our way towards Paris. Once Paris was taken, we went on a Pass. And by the way, all this time we were setting up our Radar and reporting the planes. By that time, this LW was working along with larger Radars as back up.

Then, in the summer, we worked our way through France and into Belgium. Then in the fall, this would be in '44 we're talking about, we were near a city called Verviers, five or six miles from the German border. Specifically in a place called Elsenborn. Belgium. You could look over that way and say "There's Germany over there!" like a mile away. (Stewart points his finger) But the nearest city was Verviers. The largest city nearby was Liege, and that's very important for what I am about to tell you.

We were about thirty miles from Liege, which is the second largest city in Belgium. It was near the German border. We set up our Radar there at, of all places, a former German airport. Our Mission was to report planes coming in along with our larger Radars for back up. I would say we set this up near the German border in maybe October of 1944. Then on December 16, lo and behold, was The Battle of the Bulge. (laughs) Once again, I wasn't in the Infantry!

But we were there and you had quite a panoramic view. We were just on the skirt of where the Bulge came through and not too far, to give you an idea, we were about ten miles from the Malmedy Massacre. But that was where the Bulge started. The edge of it was close to us.

When that happened, we had to move back to another location. When the Bulge came through, two or three of the Radars were taken prisoner. I didn't know about that at the time either. But we got out and went to another location.

Q: So they lost the Radar Units themselves? Were they supposed to destroy them or something if they knew they were going to be falling into enemy hands?

SB: Yeah, but I didn't know about that until later on. But yeah, they were captured and you had a deal where we had explosives to blow it up. We moved to another location not far away. No sooner had we got there, which was once again, about thirty miles from Liege, after we got set up the Radar Operator came in and said "I think there's something wrong with the Radar Set". That was interesting, the only one who knew the technical stuff was myself.

We had a Radar Operator, but that was what they were, they only operated the thing. He said "Look at the screen." The screen on our Radar was about six inches long (Stewart holds his

fingers about six inches wide) and about that wide (his fingers spread upward about four inches). And that was your scope. Then your miles were spread across the screen. The plane would appear as a Pix/Pic/Pip? (@51:19 - -plan position indicator). That's what we called them, and you could see how fast a plane was going by how fast it moved along the Baseline.

He said "I think there is something wrong with the Set." I asked why and he said "Well, look at that Pix". So I looked at it and I said "I guess you are right." meaning that it was going too fast, the Pix was moving too fast. Ordinarily, it didn't move that fast. No sooner had I opened up the special box where we had the circuits and all that and hoping I would find the right tool, the ground started to shake. And overhead went this un-Godly thing that looked like a glider with a blowtorch. It was my first contact with a Buzz Bomb (V-1 German unmanned missile).

They were being launched not far away and were headed to Liege. The next day we were picking up about one an hour. One day somebody clocked that they were sending over three hundred a day of these Buzz Bombs. Would you like me to say something about the Buzz Bombs?

Q: Yeah.

SB: They were landing in Liege. The Germans called them the V1. Does that ring a bell?

Q: Yes

SB: The V stood for Vergeltungswaffe, the "Retaliation Weapon". That's what Hitler called it. The V comes from, in German the V is an F. And the 1, because later on there was a 2 (eins and zwei). This V1, Hitler named it. It was roughly twenty-five feet long with a seventeen foot wingspan. It weighed about two tons. Half of that was a warhead, the bomb was up in the front. It has an acetylene fuel and compressed air and was quite sophisticated for the time.

It had a range of about one hundred and sixty miles. You could range this in such a way that you could range it a hundred miles, fifty miles and they had ranged it in such a way that they were landing in Liege. It was purely a terror weapon. We were able to pick these up on the radar and we were hooked into the alarm system in Liege. We could afford about a three minute warning. The bulk of this happened in January. Later on when I came home and out of the Service, our Outfit was given a special Citation from the Mayor of Liege because it was unbelievable, but no civilians were killed. Those three minutes were enough to get down to the shelters.

And the Buzz Bombs, the English called them Doodlebugs. The French called them (@54:15 French term?). But they had very little penetration. It was mostly that way (Stewart's hand indicate the bomb's impact went far but not deep) so if you were in the shelter you were okay.

Here's a diagram (@54:38 black and white plane image) of a Buzz Bomb. This is the body, here's the wing, here's the jet engine. Just as soon as that fuel ran out, see it had an odometer on it that they could adjust it to how much mileage they wanted. They could go one hundred and sixty miles, but they didn't have to. I would say we were about thirty miles from Liege, and we could pick them up so they weren't that far away. They made this un-Godly sound,

and when that sound stopped within about two seconds it went straight down and exploded. And here, (@55:46 b/w photo) the wife and I were together when we took this picture. It is the tail end of a Buzz Bomb. This is the jet part. This was in the War Museum in London.

Q: Okay, got it.

SB: And here is a map, well it is in a way, that was given to me by a friend who has a War Museum in Belgium. It is the center of the city of Liege. The black dots are where these Buzz Bombs hit. They had a record of where they were hitting. (@56:32 b/w aerial diagram of city overlaid with dots) This would be the center of the city and the dots gives you an idea of how many bombs they were sending.

As a matter of fact, there was a city that adjoined Liege called (@56:53 city name unclear) and this fella and I were on a Pass one day there and witnessed one of these Buzz Bombs. It was right overhead and when that motor stopped in two seconds, and that was what was interesting about it, BOOSH (Stewart claps his hands together). You could take out a block with one of them! By the way, they were first used in June of '44 in England. They were sending them over to London. They had been around awhile. They started using them in June, and my first encounter with them was in January.

After the Bulge, the War was over. By the way, I remember May 8th of 1945, is that right? (off camera we hear a lady's voice – Stewart's wife? - say Truman's birthday) Truman's birthday. We had this Radar, it was on all over the place, and this was in a farmer's backyard. I remember, with all of our equipment we had a radio and all that sort of thing, and the fellow that told me the War was over was the hired man on the farm.

I was in the kitchen you might say with the farmer's daughter (smiles) but everybody was in the kitchen and our Radar was outside and this hired man came in saying "Das ___ kaput!" (@58:47 German unclear) (laughs) And that's how I found out about the War being over. By that time you accumulated points to come home and you can imagine how many points I had.

Q: You never had any Leave Time at all?

SB: Oh yes, as I say we were pretty much on our own. We were only one Unit and then we were all split up all over Germany. After Belgium we went into Germany at different places. At that time, I could come home. I had quite a few points. As a matter of fact, a maximum of points. The Major of the Outfit 555 called me and asked "Would you be interested in staying in Germany for a couple of more months? We have a kind of interesting project you might be interested in."

Q: Okay, I'm going to stop you right here.....1:00:05 tape ends.