

**Stanley Goldstein
Veteran**

Interviewer not named

**Veterans History Museum
March 8, 2009**

SG: Stanley Goldstein

I: This is an interview at the Veterans History Museum with Mr. Stanley Goldstein who served in the United States Army Air Force in World War II. Today is Sunday, the 8th of March, 2009 at about two o'clock in the afternoon. Mr. Goldstein, thank you very much for participating in our Program. Can you tell me, were you drafted or were you enlisted in the Service?

SG: I enlisted.

I: Where were you living at the time?

SG: In Brooklyn, New York.

I: Why did you join?

SG: Well, there was a combined history. I was always interested in flying and even had there been no war, it was my intention to go into the Cadet Program. I had read a book written by Charles Lindbergh (American aviator) in which he discussed these things and I became very interested. But the other half was, it started with the Italian attack on Ethiopia when I was about thirteen years old. I got concerned with what was happening.

Then it continued. It was the Spanish Civil War and then the start of World War II. I was working at the Brooklyn Navy Yard, and some of the British ships came in including one that had gotten torpedoed. All these things were important to me. My brother had already enlisted in the Air Force, he is three years older than I am. He ended up in a B-24 (Heavy Bomber by Consolidated Aircraft) as a Radio Operator in the Pacific. I guess the kind of patriotism that I had related to things like President Roosevelt's Four Freedoms (Freedom of Speech, to Worship, From Want and From Fear).

It all came together and finally the Air Force changed its age requirement. I was only nineteen and a half when I enlisted. You had to be twenty prior to that.

I: So you went into a Cadet Program? And at the end of the Program, you would be Commissioned?

SG: That is correct.

I: Do you recall your first days in the Service, tell us about that will you?

SG: Very clearly. (laughs) We got off the train in Nashville, Tennessee and they marched us into this big building. They told us to drop our pants, and we were checked to see if we had any venereal disease. That was kind of strange. Then they marched us to a barracks and gave us some food and told us about the hours when we would go to various tests to be done. The function of the Nashville Center was to decide if you would be a Pilot, Bombardier, or a Navigator, or dropped out of the Program.

That was on Saturday, on Sunday we had our first Inspection. I was a former gymnast and could launch from my back. A Colonel came along and tapped my stomach and said "Is that all yours Mister? I broke out laughing. When he left our barracks, I was jumped by two Officers who said

"You never laugh during an Inspection! And besides, your clothes don't fit, and you didn't shave well!" This was my first real encounter with military discipline. It still struck me as funny then.

So they told us to clean up and we went through a series of testing. Some of it was math, some of it was history, written exams. Then we went into the equivalent of playing a game with a machine where you could shoot down an airplane. They were testing our coordination, etc. Then there was something called ARMA (Attitude Regarding Military Aviation). The psychologists wanted to know "what would we do if..." You were the Bombardier and the Navigator is bleeding to death would you gun down the target? And, of course, there was no way you could answer these questions.

At the end of a few days, a number of people had been washed out. Then one day they called a group of us and said "you qualify for Pilot Training." Which was what I wanted. But we also qualified for Navigation Training, which they were short of. They said we could appeal, (@6:05 unclear) which was true because when I came back from overseas, they sent me to Pilot Training, but at that time they sent me to Navigation Training.

The food was awful! We did not know how to heat the stoves, and this was in January. We were all city kids with no idea how to start up a stove. So we froze, they stuck needles in us. It was a horrible experience. (laughs) But it ended.

I: And you got through it okay? Was there a graduation ceremony?

SG: Yes, I got through it. No graduation, they just shipped us out because there was such a shortage. They told us to get dressed immediately, and we were off. We went to Ellington Field in Houston Texas, which was the first time I saw airplanes and people with wings. I had never seen that. Beautiful food, beautiful barracks, interesting subject matter, we just went to school. Socially, we had time to go to town, Houston, where I met some nice people with who I then spent weekends with to fill up the void of their son who was in the Service, I had his room. It was just a good event.

From there we went to San Marcos Army Air Field in Texas where we met Navigators who instructed us. The barracks were awful, the food was terrible. But we did get to fly. It was the first time I ever sat in an airplane. For my Boy Scout/First Class, we had to do a map. And so (@8:09 name unclear) the airport, for that field. We were both interested, he later became a B-40 (Boeing YB-40 Flying Fortress Bomber) Pilot, and was killed.

I: What kind of airplanes were you flying?

SG: There's a picture of it there, it was a Beech Aircraft- AT-7 (Interviewer flips through Stanley's binder of his war journal and photos)

I: Was it called a Texan?

SG: It seated three Navigators, a Pilot, a Co-Pilot /Instructor. If there was no Instructor, he was the one who did a form of navigation by looking out the window. He would have to sit in the Co-Pilot's seat. Most of the Pilots around us had some flying time.

I: A black and white photo of the aircraft is held to camera and described as an AT-7 (Advanced Trainer)

SG: Flying in that made everything worthwhile. But the interesting thing was at some point we were called in and told the Crew did not meet the Standards. They were taking a dollar a day out of our pay for food. They refunded the money to us. I saw things done there that showed me we did not have a lot of bright people. For example, we were left standing out in the sun, and people were passing out waiting for our money from the Payroll Guard. The next day, the Officer in charge was on a train to someplace else. We were treated well, everyone in my class had two years of college. They were fairly well disciplined, all volunteers. I think there was an understanding of that.

From there you graduate, and we got orders sending us to different bases, or some stayed on the same base. Now you were a Second Lieutenant, and you gave a dollar to the first one who saluted you. We had a delay in route, and got home and I impressed my family in my uniform and everything. Then I took a beautiful train trip across the country to Geiger Field in Spokane, Washington where we joined a Crew.

Being part of a Crew is, well I guess every Military person feels this way about his particular Crew, you get very, very close. Right now, I am the last man standing of that Crew. I spoke to the wife of the last man who died. It was a good Crew. We were flying B-17s and boy, that made you feel on top of the world! (smiles)

The training, once things got organized, one thing I think I should point out is The Air Force had gone through a tremendous, rapid expansion. The aircraft were not as good as you would find today. The maintenance, I mean people who were maintaining the aircraft had very little experience. The Pilots had five hundred hours, where today you couldn't (@13:16 unclear) for the most part we (@13:26 unclear). If you look at the statistics, we lost twenty five thousand people by accident by aircraft. A tremendous accident rate.

Anyhow, should I just continue on? I wanted to mention one thing, when I was a brand new Second Lieutenant, and I didn't know how you dealt with Crew members who were all Sergeants. How do you bond, or not bond?

They told us the name of our Crew people, they were out in this field and they described who my Pilot was so I could go over and introduce myself to these people who were standing there. As I walked over, I heard the guy who was the Pilot whose name was (@14:55 unclear Steve's last name?) was balling out the guys and said "Guys, when the Major is with us, you can't call me Steve!" And that kind of answered the question. Most of us called each other by our last names, I was "Goldy". Our relationships were very close, there was no discipline. But everyone knew their job. But looking back, none of us knew our job well! (laughs) But we had confidence which grew very quickly in each other doing their job. That was a unique experience.

We finished at Geiger Field and went someplace in Nebraska where there were many, many Crews. Incidentally, a close friend of mine from Brooklyn, New York was also down there in

Geiger Field and I put in one of the pages there (he points to his booklet) the official record of when he was killed. Anyhow all of a sudden ten Crews from this massive group were pulled out and told we were going to Langley Field (@16:37- 54 unclear) and we thought "Oh my, we must have failed out, we're not a good Crew, they are not sending us to combat."

Major Hightower Smith, I remember his name, called us in and said he doesn't know why we were sent there since the Navy was taking over most of the work against the submarines. He had no idea why we were assigned to him. The Crews we met there were really over-trained people for what they were doing and you could see they were awful.

Three days later he called us and said there was a mistake. We were not assigned, we were attached. And being we were attached, the first thing he said was he did not have to supply us with housing. He did find housing for us and a dining room that was full of cockroaches. He told us we were there to learn something about radar.

I: This was in Langley Field, Virginia?

SG: Yes. Interestingly later on it becomes a training ground. But at this time, they did not know what to do with it. They were using a different kind of radar to pick up subs. So we went there, and again, it was it was not a very encouraging period. We did very little flying. We flew in a B-17E (Boeing Flying Fortress Heavy Bomber) You could not get over ten thousand feet if you tried, but it had a very nice nose which I could ride down on and enjoy all the concrete below. I've always enjoyed that about flying, looking out.

Anyhow, on the final day, we were flying in a B-17G with new radar. One of the passengers was a PhD Physicist who was supposed to show us something about this equipment which we would then fly

overseas. We got to be friendly and he is one of the people who wanted me to go on and study Physics and become an Engineer, which I did not want to be. The Engineers at that time did not do anything of the Physics work. The radar was done all by Physicists.

Well, there were ten Crews, we lost part of one Crew when they had a bad engine fire. A lot of people bailed out and then they got the fire out. But the people went into the Bay, this was near Baltimore, and froze to death. Those were the first losses we had experienced. Finally, it was time got ready to go to Mitchell Field in Long Island, New York. We flew over my house, did a three-sixty turn and buzzed and no one would pick us up. We stayed there two or three days while they got us ready to go overseas. I got to go home, for one night, it was nice.

Then we took off overseas and at that time of year, you took the long way. The aircraft could not fly across the ocean. So you started out at Mitchell to Morris Field, Florida. I have a map actually (Stanley's binder contains a well-documented route showing each stop from Mitchell-Morris-Venezuela-Brazil-Africa). We went to Trinidad, then the middle of the dessert. They gave us emergency kits with machetes and everything else. From there you went to (@22:25 unclear)

We flew over the Equator. From Dakar, (Africa) we went to Marrakesh (Morocco). You had to go through (@22:46 unclear) which at the time was not very well mapped. There was a Pass. Let me tell you about the weather, which was bad. We were going through the Pass and there was a, I think it was a B-27, there was a plane in front of him that went into the

mountain at which point my Pilot, by agreement started climbing up, we did not have oxygen with us, we flew back and got permission to fly around the mountains, but there was a Spanish part of Africa, so we had to miss that.

There were a couple of good experiences. Good in the sense that I was very proud at that point to be an American. We went into Marrakesh, they had a bus going in and they took us into the French Quarter which was gorgeous! That was the day of (@24:09 unclear) and that was awful. When we got back to the Base, I went up to the Officer's Club and I noticed the people who were driving our trucks spoke Italian. I did not realize they were Italian P.O.W.s (Prisoners of War) and they had real freedom. They did all the work, etc.

I got to talking to someone about this who said, "Buy some food and come with me." We went down to a barbed wire fence which separated the American Base from the French Base. In the French Base they had a big awning and under it were about sixty Italian prisoners sitting with no place to go and nothing to do. They were the Italian prisoners that on our side had one way of handling prisoners, and on the French Foreign Legion way. And I felt, as I think we all did, very proud of what we were doing.

I: Of how well you were treating the prisoners?

SG: Yeah, I would see people on my side of the fence throwing food over to the Italians on the other side. There were some Americans who spoke Italian who were talking to them. So little things like this remember from the war.

The other thing I remember is we were asked if we would agree to overload our aircraft and put oranges on board and bring them to England. The English children were suffering from lack of citrus. So we, and every other American Bomber said "Sure".

Stanley asks for a break. Camera continues @ 26:40 -

I: We are back with Mr. Stanley Goldstein and he has told us before that he was among one of the first B-17s with radar that were brought into England. Tell us more about your arrival in England?

SG: We got into the West Coast of England and they put us up in a nice hotel, it was just pleasant. Oh, one thing I did not mention, when we were flying across the ocean, you go through a very vicious front. We could not, as you do today, just fly over things. We had to go through it and it got extremely rough. My Pilot, we did not find this out until later, had torn some back ligaments while trying to contain the aircraft and asked me to take the aircraft. It was the first time I had seen St. Elmo's Fire from an aircraft (a weather phenomenon). By the time we got to England, he was pretty well strapped up.

From there we went to Alconbury. The first thing they told us was to get everything off the aircraft and get into a truck. We went to the Squadron Headquarters and met Major (@28:23) who was very nice and thanked us for bringing the aircraft. We thought, okay, we were just transporting it. Then he said to the rest of the Crew except to the Navigator, oh by the way part of the Crew went by boat, "Get back on the truck which will take you to your Air Base". The Navigator stays here. "Here" meant that they had been where the Air Base where the first American radar bombing took place.

The equipment they used was called H2S. At one time I knew what it meant, it had a joke to

it. "H" meaning "home" to "something". Okay, they used H2S, which was fair for navigation, and very, very poor for bombing. Up in MIT (Massachusetts Institute of Technology Radiation Lab in Cambridge) a group developed what we called H2X which was what was on the aircraft that we brought across. But this group, which was the only group that started in England, every other group had come across as a group, they had been started with the purpose of becoming a Path-finding group. The symbol used was "PFF" - Path-Finder Force (RAF target-marking squadron). I believe this was a term the British used for them.

(@30:18 unclear) the night before the Crew would fly with the H2S equipment to the Group that would be leading the Division. The Division is usually about three hundred aircraft. There were three Divisions - First, Second, and Third. The Second was made up of B24s, the First and Third were the B17s. They would fly these aircraft, and those aircraft would lead the Missions.

We were going to be trained as B17s H2X Crews. They would sometimes have the nickname of "Mickey" and we became "Mickey Operators". Over the years it would become "Mickey 2". Our formal names were "PFF Navigators" (@31:23 unclear) "PFF Bombers". Anyhow, of my original Group that went to Navigation School together, there were four of us in that Group. So, although we had lost our Crews, and our friends, at least four of us were still together.

By this time, you felt very much a part of the Air Force. So you were not living with strangers, you were living with people who lived your kind of life and that makes a difference. Anyhow, there were four of us and a lot of Navigators who had combat experience who were waiting. So the first Class were mostly people who had been waiting there and one of our friends Ed (@32:25 last name?). He finally finished and left his (@32:34 laundry?) with me and went on his first Mission and he got shot down. On his very first Mission! I met Ed a couple of years ago, he did survive.

I: He survived? Did he become a Prisoner of War?

SG: Yeah. Now there are three of us. One of us washed out, so that left two of us. We finished and graduated. Then someone said "Boy, have I got an opportunity for someone who likes to fly!" The British had given us six Mosquito Bombers (DH-98 Mosquito wooden-built aircraft) and we have a need for four Mickey Operators who want to fly a Mosquito.. I thought "Wow!" so me and the other guy who was left volunteered to fly the Mosquitos.

Radar maps are completely different from regular maps, and they did not have good maps. The idea was to use the Mosquitos to do mapping. Well four of these Mosquitos were kept at Alconbury, and two were with President Roosevelt's son Elliot, who was in charge of a Photographic Unit. We went out to see where we were going to sit. It turned out you had to sit in the Waist. You were physically lifted up and slid underneath onto a board. (Stanley uses his hands to indicate how he was inserted into the plane) A pinewood backing was put in. The door was shut and it was black except for the radar settings on the side. But before much happened (@34:50 unclear) A second Crew flew, when they came to the Atlantic, the Pilot remember, these were American Pilots in British airplanes, meant to pull up the flaps, but pulled up the gear. That was the second airplane. Then Grusen (@35:20 spelling?) that was the guy still from my class, his plane caught on fire and crash landed. They got out, but unfortunately, they went back to pull out the Pilot because he could not get

out by himself. At this point they gave up on the idea. I had made two good flights in the Mosquito, which was just the kind of flying I wanted to do. Then they decided to give up that idea. They did try it again after, and what they found was that the radar was using too much power and caused the fires.

Anyhow, all the other guys that had graduated with me had gotten out into Bomb Groups. Here I was once again stranded. I was the only one from the original Group. Then they decided to try (@36:33 unclear) at night taking photographs. I went along as a regular Navigator and fortunately, nothing happened to me. I went to Poland and back again, two different routes.

I: Was it Poland?

SG: Poznan, Poland. Just taking photos on two different routes. The other plane, which had a Colonel on board, had the Germans track them as they went on their route. But we did not see anything. When we got back, we found out that we now have a Crew from the 466th Bomb Group. And I was now a member of that Bomb Group, and we picked up a B-24. My old plane was a B-17. The B-17 Radar Operators sat in the middle of the aircraft, right next to the Radio Operator. In that position, you saw nothing. So when I heard I was going into the B-24, I protested. But then when I got into it, I saw that you sat right in the back of the Co-Pilot and at any time I could just turn around and look out the window! (laughs)

I: Let's show a picture of the B-24. (He holds up a great black and white photo of Stanley's plane and Crew with the text: "Godbout Crew Returns from Division Lead Mission to Karlsruhe, Germany")

SG: This, by the way, was my station (Stanley flips the booklet page to a photo of his Control Station). I was a "Mickey/Radar Operator". Here is a photo of a B-24 and a B-17 (Another page in this booklet titled STANLEY'S WAR which shows impressive black and white photos of the aircraft he flew in)

I: Here is a picture of Mr. Goldstein. (This Page is titled "8th Air Force People" and has a variety of black and white photos). So now you were assigned to a Combat Aircraft and a Combat Crew?

SG: Not an Aircraft, (@39:19 unclear) did not fly the same aircraft. The reason being was this radar would sometimes work, and sometimes not. It was all new. The technicians were still learning on it. Anyhow, I was assigned and started flying Combat Missions with the "Godbout Crew". Eugene R. Godbout was the Pilot, and I think I wrote in my memoir he was the "finest man I ever met in the Service." He hated wars and enlisted. He hated the Military and did whatever was necessary. After he finished his tour, (@40:20 unclear) back to the States. On an Airbase in combat, you do not have the same kind of discipline, you have order. It's not the same. You could even use the word "chicken". (laughter) By the way, the Crew itself had already completed sixteen Missions when I joined them. So the Crews was experienced, but the Radar Navigators were not. We just gained experience as we went along.

I: Can you tell us, did you have very many casualties in your Unit?

SG: I think, by the end of the war there were about five who were killed. But our Group had come over later. There were some Groups that had two thousand casualties.

I: Can you tell us about some of your most memorable experiences?

SG: If I may refer back to my book? I discussed three different Missions. What I was trying to do using three different Missions was to show how you, and other people, would react to the Missions. The first Mission, we were a Wing Lead which means basically we had about one hundred aircraft. Usually, you flew with the Division until you came close to the targets. Then the Wings would separate and they might be one hundred miles apart. This kept the German Fighters scattered, and it was a good defensive kind of a thing.

But then you, yourself might be anywhere as a Wing Lead, and this was the first time I had been a Wing Lead, there might be eighty to one hundred aircraft. Three Groups make a Wing, and three Squadrons make a Group. And then the Wings, went according to the size of the Division. So I was leading, the Navigation with radar was beautiful. It was easy. You had to keep working at it because the equipment varied in quality.

Bombing, on the other hand. I have read reports, Technical Reports by the people that designed the equipment felt that the only way it would work was if enough planes dropped on the same marker that something would hit right. So you always felt awkward on that. When you dropped your bombs, they had trail markers, white gas. So you could see where other Groups bombed and you bombed when you came to that marker.

Anyhow, we went to Ulm, Germany. It was a good flight, everything went well, you were made to bomb by radar. Which meant I would have to do the bombing. Here is where tension comes in, it's interesting. I've talked to other people. I don't think any of us were conscience of danger in that sense. I really do not believe so. I think sometimes, when something happens suddenly you get startled, or frightened but this was not (@44:41 unclear)

And so, when you knew you would be dropping bombs, and thirty other people would be in your Group, because you would usually bomb by Group. Each Group had its own Radar Navigator. You would be dropping bombs and peoples' lives were at risk and you might hit nothing. The average circle of error for radar was five miles. In other words, on average the bombs could be five miles away from the point you were aiming for.

Anyhow, we bombed, we did not see anything. The Group that was supposed to have its own Mickey Operator, had their equipment fail so they dropped the (@45:37 unclear) bombs. So now we had two Groups bombing my marker. I was not leading my Group, I was leading the other Group. My Group was supplying the Lead for the entire Wing at this point. My Group did not bomb for whatever reason, to this day I do not know.

When we got back, we landed, went to sleep not knowing, "Did I hit anything?" Early in the morning, two people I bunked with, both the Pilot and what we called the Pilot's Navigator. We had three Navigators on board the Lead Aircraft. His job was to help the bombardier visually. Anyhow, as I was waking up, he rushed in and said "We hit it! We hit it!" They had photographs. So that is the best that happens.

The second Mission I described is the worst one I was on. It wasn't because we had the most losses, it was because we did not hit anything and had losses. The most loss was once when we got hit by Fighters, we lost four aircraft out of our Group. They hit about twenty-seven airplanes. That is a heavy loss. We used to go up the day before for lunch, and there was a list of which group would be flying the next day.

We would have a three-day pass, we weren't supposed to start until the following day. But if you were not scheduled, you would get an extra day. We weren't listed and so the Crew kind of scattered. I was with a friend of mine from Navigation School. I was sitting there playing bridge. This is described in my book by the way.

The Squadron Commander came over and said "Stan, your Crew is flying. | I said "They are scattered." He said "Okay, I'll give you my Jeep, I'll take your bridge hand and you find your Crew. He was also killed later. Anyhow, I got everyone but two Gunners, well one was the Engineer, and one was a Waist Gunner. We were flying thirty in a Group. As I mentioned before, our Group supplied the Lead airships for the other Mickey Operators. Sometimes we would eat together and talk about the aircraft we were flying. We were always concerned about the equipment and how it was. We usually flew the day before, but in this case, we had not. The guy who was the Lead for the Wing Group was really a great Mickey Operator.

So we talked about the equipment, the next morning we went for the briefing and found out we were supposed to go with the Secondary (@49:48 unclear) we knew where the flak was and the best route into the flak to avoid it. I can't recall the original town, but (@50:10 unclear) was the backup. Let me back up. The Lead Crews had a first briefing and a second briefing. I'm mixing things up a little. For supper, we just spoke in general. Then we went to the briefings. We found out that the targets were such and such at (@50:44 Salzburg?). We met with our Command Pilots and discussed what to do if we had to go a second time.

The first target was just due West of (@51:03 Salzburg?) but the best route into (@51:06 Salzburg?) for us was to come from the South. And we discussed with my Command Pilot but not the Command Pilot who was going to be the Lead, he was not there yet. We all agreed we would head South, break up into Groups that way, right now we would be in a Wing Formation and would bomb from the South. Well, we took off (@51:43 unclear) and were headed due East. I got my Command Pilot to call the Wing Command Pilot and tell him of my concern. He said "Well, (@52:00 unclear) make it clear".

A few minutes later (@52:08 unclear) and again, it may be clear. Well, we came across (@52:20 Salzburg?) heavy, heavy flak. I could see the first Group Wing Lead. (Stanley uses his hands to show positions of planes) By the way the Wing Group is here, the second Group flies high right, and the third Group flees low left. And that is the way the Groups are, and in each Group, the Squadrons are the same way. Anyway, I see aircraft get hit and goes down.

We finished our bomb run and now we are on our way home. I felt the bombing had to be off. Because, first of all, we were bombing with the whole Wing rather than by Group. On the way home we heard we had to fly over a small gun battery of four guns on the ground. I jokingly said to the Group "Boy, this is going to be easy compared to where we have just been!" About two minutes later, we got hit.

Two of our people got hit onboard, the Waist Gunner and the Tail Gunner. We were now out of danger and the Command Pilot agreed we would take the Group home. We could not contact our Deputy Lead to take over. So we asked the Engineer, who sat up in the top turret to wave at them to get them on the inter-phone. He got (@54:23 unclear) flew up over the target and the plane behind us went down. (@54:35 unclear) The kid was in the hospital, and one of them died later in the States. We hit nothing.

I write in my notes in that book that my original reaction was feeling livid. Usually, the Command Pilot would do what that Mickey Operator tells him to do (@55:09 unclear) because he does not have the foggiest idea of where he is most of the time. I thought about it later and said "Well, the Command Pilot thought there was a chance of "visual" target if we bombed with radar and a five-mile error. If we did not hit the target, we would kill a lot of civilians. So it becomes his decision.

Later on, I write that I was on a Mission where the weather was very awful. All of a sudden, the Division was split up. We were waiting, and then the Wings split up. Now we were just a Group and it was a special Mission in that we were not going after a town, we were going after a place where the Germans had munitions stored. They did not use radar, they had a new device that might work called GHR or something. Now we are just a Group flying to this target.

All of a sudden, the Lead Group veers off, the second Squad goes left, and we are flying alone as the ten aircraft. I did not bomb that target, but I looked at my map and there was Munich, no not Munich, it was Munster. By the way, one of our favorite targets by radar was (@57:03 unclear) yards. They were out near civilian centers and were a target you could take out parceling. I decided to take a Crew and fly, I asked my Command Pilot, and as I write in my Memoir, he said I was risking one hundred lives for something which wasn't great. The only explanation I had at the time was "well, we did have bombs." That was it.

As we were flying the ten planes, all of a sudden, we see flares. By the way (@57:52 unclear) don't even have fighters so you don't worry about that. One plane was flying, who had the special equipment, was on the bomb run by himself. So our ten planes joined him and at least we stood a chance of hitting something.

The last Mission I wrote about is where I said "nothing happened." We bombed the Primary, we bombed by radar, we dropped bombs on farmers' fields a lot. We got back, and in our final interview the Pilot said "Nothing happened."

I then follow with two stories about two of the young Crews that were in our Group, and their experiences. My point was, we were a couple of hundred feet apart, and yet they had a different war. The second one was badly hit by flak, that was in France. The third Crew was on their first Mission. They saw the flak and the guy who was telling the story prayed. He had never seen anything more horrible. This Crew was the last B24 in Europe to get shot down. It's a long story about what happened to him. These are just some of the war stories. (smiles)

I: Thank you for sharing your book with us which we will also make a part of the Archives. Now, before we continue to talk about the awards you received, we noted that you never became a Prisoner of War although as you pointed out some of your friends did. You were awarded The Distinguished Flying Cross, The Air Medal with Four Clusters, The European Theater of Operations Ribbon with six Battle Stars, and the American Theater Campaign for your Anti-Submarine work.

Also, the World War Two Victory Medal. You mentioned that more recently, the French Government awarded the Normandy Campaign Medal to you and those of you who served during that time.

You have already told us about some of the experiences you had related to you receiving these Awards. Can you tell us a little bit more about your life when you weren't flying and your life in England? For example, can you tell us how you stayed in touch with your family?

SG: To answer the last one first, I was a very poor correspondent. I once got a cable from my father that said "If you are alive, please write." Okay? (laughs) I was very bad at that, so that question is answered. From the day I landed in England, I felt at home. I really did. The English people had a rough time. They had been at war since September, 1939. This was five years later.

You had young women growing up, for example, who had never dated or done what the average adolescent girl goes through. That whole generation missed out on that. Their health was not the greatest, you noticed this in their teeth. But they were as welcoming a people wherever I went.

I felt welcomed and very secure there. It was just so positive.

We had Red Cross presence where I would go very often. They had music, you could spend the night there. We could go into town, there were pubs. I drank a tremendous amount drinking off duty. So that in 1946 I had my last drink! (laughs). By the way, I mentioned while I was in Africa, I went to Marrakesh. That was during my twenty-first birthday. I liked it there. I have a son living there permanently now and we have gone a number of times.

I: I have another question I'd like to ask about something we discussed earlier. Were there times when you felt any particular pressure or stress?

SG: Yes. I think every Crew member felt mostly the stress of in some way failing the Crew. In our case, failing the Group or the Squadron, whatever, if you were leading an important thing, that was a real stress. I don't think it was the kind of stress a guy in the Infantry felt. It was a completely different kind of stress. We would get out of bed, not a warm bed, you dress, go to the Mess Hall and eat. When the Mission is over and you come back the next day you read (@1:05:30 unclear). It's a completely different environment.

I don't know what I would do as an Infantryman. I never saw a dead-mangled body. When an aircraft goes down, you lose your friends, but you don't see them die. We had wounded on board, we visited them the next day. Which was interesting because they were in the Enlisted Area. You see, the hospital was divided. (@1:06:20 unclear) and the next time we went up there the Infantry guys were surprised that the Officers visited our guys. Because in the Infantry, that was not done, but we were friends.

I: Was there anything in particular that you did for good luck?

SG: Yes! I had two things for good luck. One was a scarf. This scarf had been given to me by an African who had finished his tour. It had been given to him by someone who had successfully completed his tour. So I had that. Then I wore two religious medals. My Aunt (@1:07:15 gave me a Jewish star and her friend gave me a Saint Christopher medal. I promised them I would wear it, and I wore it. My Aunt Kate was my favorite aunt. The scarf was because I was superstitious. I think most people had a quark of that kind.

I: Can you tell me how people entertained themselves? You did mention the Red Cross,

was there other entertainment provided?

SG: We had movies which we used to invite the kids from town to see. On the way over, I went to a number of USO Shows and in Alconbury, England, I saw the actor James Cagney. At my last Base we had the band leader who died about a week later, Glen Miller. And my Pilot (@1:08:48 unclear) so we saw him.

I: You mentioned you were at the Red Cross when you were on leave?

SG: The Red Cross was a good place to stay. But, again when I went to London before (@1:09:10 unclear) I went to the Royal Albert Hall for a concert. (@1:09:50 unclear)

I: Can you tell us about any humorous, unusual events or pranks that you would pull on each other?

SG: Oh sure. We were on our way back from a Mission. One of the problems people have on an airplane is urinating. They used to have "relief tubes". But the relief tube used to get cold, and if you accidentally touched it with your skin!....., so no one used the relief tube. The more common way was to pee on the Bombay doors. Now the Bombay doors on a B-24 are corrugated metal, and you would pee on there, and of course it would freeze. You would see airplanes flying with their Bombay doors sprung and the reason they were sprung was because they had frozen. They could not drop the bombs unless the doors were open, so they had to leave them open ..those kinds of things.

By the way, passing of gas was a real problem because you are flying at a high altitude and the pressure was low so the smell of gas was a very natural thing. We also used to have Regulator Boxes. The Engineer used to like to go by the Radio Operator's Regulator to release his gas.

He was a good artist by the way. His name was (@1:12:03 confirm name) and I have a painting of his that we had on our jackets. (Interviewer holds a black and white image of a naked female posing in front of a bomb drop @1:12:21). This was pretty typical, there is a book with hundreds of these "Nose Art" photos. I also got to play Bridge.

I: You have provided us with some photos here which will also be included in the Archives, of course. I think you have already answered this question. What did you think of the other Officers and the rest of the Troops that you served with?

SG: I would say that I never once saw a fight between two Crew members, or when I was with those ten Crews. We were living together very close. I believe we each knew when there was a problem. By the way, we had Chaplains. At the 466th Base we had a Catholic Chaplain. When the Crew had a rough time, he would get the Crew together and where he got this, I don't know, but we had a steak dinner. (smiles) And he did other things. He would work the bar. There was a visit from another Congregation that was more concerned with what couples did outside when we had parties. He fought, and lost, when he wanted to turn the lights on outside so they wouldn't be making out! This was after the dark out. (laughs)

I: Can you tell us what you remember when the war ended and talk about when your Service ended?

SG: One other thing I should interject. I got aboard the boat to take me home, and the next day, the war ended. We could not go ashore, but we could see Liverpool lighting up. It was so sad that we could not be a part of that celebration. It was a beautiful thing to see.

I: Then you returned back to the United States?

SG: Right. You went for rest and recuperation at Atlantic City, New Jersey. Then I went to Boca Raton, Florida, by then they had developed better radar. Then I went to Pilot Training in San Angelo, Texas.

I: The war in Japan was still going on?

SG: The war in Japan, oops wait a minute, I made a mistake. From Boca Raton, I first went to Maxwell Field in Alabama. I had a good friend who had a car, and as we drove into Montgomery, Alabama the war had ended that day. People were diving into the fountain in Montgomery, Alabama at the end of the war! (smiles) Then I went to Pilot Training.

I: Did you become a qualified Pilot?

SG: Nope. I soloed, and then they told us in order to stay in training you had to go into the Reserves. I was not in the Reserves, I was in the Army of the United States. And I wanted to go back to college.

I: You mentioned once you got out, then you did return to college?

SG: I went back to college and got my Bachelor's Degree from Oklahoma University and that was where I met my wife. She was a freshman.

I: You got your G.I. Bill to help you support that?

SG: There was a number of things in the G.I. Bill that I used. From a Veterans point of view, I don't think there has been anything that matched our G.I. Bill in any other country.

I: Can you tell us about the rest of your career?

SG: I eventually got a Doctorate in History (@1:17:16 unclear) I stayed at Hofstra University as Faculty for three years. Then when I retired, they had an interesting job for me. We had a program with China, so I got to go there for ten weeks. When that was over, there was another interesting offer in connection with the "Race" question you asked earlier. So I wrote up a Grant, and I did that for two years, it was a State Program. After I did that, I was still working with my (@1:18:15 unclear) students. Helping them to find tutors and things. I taught Physics for a few more years.

Then my wife said "Stan, you are just never going to leave this place. Where would you like to move? A place with river and a mountain" (@1:18:43 unclear) So we came up here. We had always done a lot of backpacking and canoeing. We moved up here which was a great move.

I: Can you tell us how your Military experience has influenced your thinking on war and the Military in general?

SG: I am what I guess you could call a Peacemaker. I think the war we fought, World War 2, we did not have a choice at that point. I felt we should have gone in earlier. After that, the world divided in a way that wasn't fair. The Russians/the U.S.S.R. was our Ally, and also there were these two sides. And I saw wars that resulted in a lot of dead people and I don't think that is the way to go. I think our soldiers are great people. I think they do what they are told to do and they do mean well. I just think too many people die in war.

I: You mentioned that you made good friendships with some of the folks you served with. Were you able to remain in communication with them? Do you go to reunions or belong to

any Veterans organizations?

SG: I belong to the 8th Air Force Historical Society. I belong to the 2nd Air Division. I belong to the 466th Bomb Group. I belong to The Southern Wing Chapter of The 8th Air Force. I do not want my Veterans' Group to be involved with any politics except Veterans' Benefits. I don't want Veterans to be involved on Veteran political issues. I think we are citizens who support Veteran Groups for Veteran needs. Too many Veteran groups are just too involved in other things as Veterans versus citizens.

I: Is there anything else you would like to share with us?

SG: There is a movie that at the end, I forget the name, it's a story about young people in the military and they wonder why they were so nostalgic about it. One of the answers they come up with was "We were so young then." It was the friendships, the relationships. In my day, it was a war we had to win and a tremendous transition for me from a kid growing up in Brooklyn in a school district that had one non-Jewish person. I do know people who worked in a factory (@1:23:30 unclear)

As I mentioned before, when I lost my Crew in England, I still felt like we were family. And that relationship is something I think is extremely important.

I: I'd like to ask you one other thing if I could. The Jewish members of the aircrew that flew over Germany faced a particular threat, did they not? Could you tell us a little about that please?

SG: A number of things about that was, was there a sense of a threat? Yes. On my dog tags it said "Hebrew". I never found myself to be a religious person. I was conscience of it. But I also felt I was not going to leave it off. The Jewish people who I knew were shot down, and there were quite a few of them, reported no problems whatsoever. There was one case in which the decision was made, and I don't know what Base....by the way, the prisoners were kept in prison with their Air personnel and the Officers were by themselves. This one place, the word went out, had separated the Jewish prisoners and the Commanding Colonel of a famous fighter group, whose name won't pop up, he told the Commander he refused to do that. And he did everything to make everyone's life hell. (@1:26:00 unclear)

There is one story which is a different kind of a story. I mentioned one of my Boy Scout friends who was killed. Well there was another one who became a POW. in Africa. (1:26:28 clarify name) friend was killed alongside him and he took his dog tags. Enlisted men were allowed to be put to work. He lived in Paris as this other person until about 1942 at the end of the war,. He was released and came home. The people were told "Your son is here." but they said "this isn't my son." (@1:27:18 name above) could not remember who he had been. But he did remember he had a friend (@1:27:27 name of man who died and the rest is unclear) and his sister came out and there he was.

That is the only story that I know of where that happened. I know many stories where guys bailed out.

Another friend, who taught at Hofstra, bailed out. He was a Co-Pilot and was beaten so badly that he had a steel plate put in his head. I know many, many people who were killed. As a matter of fact, I just read one of these documents, and the Crew got murdered. Another one of my Navigation friends, Hamilton, he went down. He was wounded and beaten up. But not because he was Jewish.

I: Thanks for clarifying that. And thanks so much for sharing your story with us.

SG: Thank you. You've been a good audience. (Stanley shakes hands with the Interviewer and smiles.