

Crow: Hello this is Tim Crow, a volunteer with the Library of the Chathams. What follows is my sit-down with Roger Went, a World War II Veteran. He was in the Navy as a dive bomber pilot and we will be hearing of his recollection of his service to our country before, during and after the war.

Roger, what brought you into the war?

Roger: Well, since the war was declared in December of 1941, and I had registered for the draft, and thought, "I don't want to go into the army, I want clean sheets and more meals." I had one uncle who was in the career at that time, and I had another uncle who was five years older. He had had two years of college, and he dropped out and joined the navy. And he was telling me how great it was and decided that I better get moving or the draft was going to get me and I would be in the army. Another Uncle of mine, Uncle Freddy had served, I don't know when, but he had entered to serve in the navy and he said let me see we what we could get for you, and of course he's got to talk them into big deals. We had to go to New York which I thought was odd.

Crow: You were in Illinois at the time?

Roger: No, no I was in Jersey. I was born about six miles from here. He took me over and we signed up and we sat down with the officer who was recruiting and he said why don't you go into aviation? He signed me up so I spent the whole day going through tests and papers and stuff like that and the navy had these aviation programs: v 5, v11. They signed me up for v11 and I was like no that isn't what I want, and they said oh we made a mistake, come back tomorrow. So I went back over. Spend the whole day and the guy said come back tomorrow and I said you fellows better hurry up. What happened was a guy who lived near me; he and his brother were drafted. I got home that night and there was a drafter and the guys said don't worry we are in the navy now. And I said wow okay.

Crow- you were able to just discard that draft notice because you were already in the navy at that point that is good news.

Roger- Here is an autobiography I did. I did this because I didn't know anything about my parents really. I didn't know their history. I mean I knew a little. But I decided if the kids are interested I will lay it out. And you know it will be lost. I thought lets put it on paper and so I did. And when I signed up I lived in Millburn which is right at the border of Chatham. I lived in the far side of Millburn and our mail went through Maplewood. I said if you send it through Millburn they are going to send it back to Millburn and

I got it on Monday and I had to be and when I signed up they recommended that I take a course in physics. It was strongly recommended and that means do it. I took a war training service and what they had – with that in mind- my sister got me a tutor. It was wonderful. Sat down with this guy and I couldn't understand him he had a thick German accent and I was young and I wasn't really trying to understand him. That was in August when I signed up. So I went back to the high school and took a post graduate course in physics. Then I got orders to state teachers college in Pennsylvania for this pilot training. No one had heard of it and so I called the newspaper. The school was 20 miles from Erie Pennsylvania. It was Monday afternoon when I got my orders.

shows pictures to Crow

My instructor was good, he was understanding I would say but my other instructor was stricter. We used an orange station wagon to the air college. At the college we had a ground school. It dawned on me after the war that we didn't have any insurance.

Crow- the navy wasn't taking care of any insurance? Wow.

Roger- Not then. The only time I was out of the state was in Scranton so really I hadn't been anywhere. We were all eager to go home for Christmas. We made our plans and the 15th came around . We didn't have formations , when we had to be somewhere we just all went. I didn't know how to swim, and of course this was a big thing in the navy. I was trying up there. One of the guys had been a lifeguard somewhere, he was trying to help me. He said go ahead kick. I kicked and went backwards! I couldn't figure it out. My swimming there was a waste of time. The physics course went to the same point in the same book that I had taken in high school. I started to learn it. It was the same material. So anyway my older brother came up and we had fun for Christmas and we had fun but we couldn't really do too much. I was placed on active duty on December 15th of 1942. So when people say how long were you in the navy, I signed up in August even though I wasn't on active duty.

Crow- so from Penn. youre on active duty now how does it progress .

Roger- in January we got orders to go to report to New York for further orders. The navy had never informed me I was not supposed to drive an automobile. Well here I am and I had to drive and I was ready to come back but now I was up in Pennsylvania and I am ready to come back but I don't have enough gas or steam to get back. The professor dug around and found stuff that would probably get me

back. The battery in my car was dead and I got a push and drove it around to charge it up and we started back with Thomson from New York. And we were making fair time. But remember the speed limits 35 at this time. We had to take route 6 all the way along Pennsylvania. Its night and we had to sleep and my visibility was terrible. i didn't have much gas. And there was a dairy along the road and I was talking to the farmer and I told him I don't think I have enough gas. We had to get on home. When we got home we had left at about 5 or 6 in the afternoon and we got home the next day around 3. It was a long night a long drive. We dropped the car off and we got the train and went to new york. And they took me aside and they were mad and they wanted to get things rolling. They said drive the car. I looked at them and said if the navy had followed my instructions and sent the mail to the right place I would have had time. But since they goofed I needed to dive and the miserable conditions made it late! Here I am yacking at the officer. Later on I would have never. He looked at me and then he thought about it and said well we have to take disciplinary action. Now we are allowed to go and we get home and we had to be back in the morning, and so I took the train home and my brother hadn't picked up the car yet. The next day I went back over to new york with luggage and everything. Actually well I guess we took it new york the first time. They put us on a train and the destination was university of north Carolina via ohio. We got to Washington and they put us on a railroad car. It must have been ww1. It had wooden seats and some of us had to stand from ohio to another train hub to catch a train east again. When we got to Chapel Hill we were beat. We got there at 9 or 10 in the morning. They immediately gave us a written exam. I mean these guys have been standing on a train all night but we still had to take the exam. What it did was break us into groups. There were a lot of them. It put you in the group that you were going to be in I forget what mine was.

Crow- up until this point were you assigned to any group.

Roger- No. we weren't in any organized group. It was a group of 20 guys but there was no designation. The training in North Carolina was broken down into ground school, code recognition, morse code of course, and drills and marching and all that military stuff. And forced athletics. I thought it was going to be great, it wasn't. They stood over you and if you didn't put in 100% all the time, they would hit you with a wooden rifle. They took all of the fun out of it. One guy threw a pass, and I was behind the receiver, and I saw the ball was going to go over his head, an interception would look real good. In practice we use sneakers because cleats were made out of rubber and you could only wear them when you were playing a game. Then I hurt my knee. It kept getting bigger and bigger. And my coach was just like oh okay when I showed him. I told my platoon guy. And the platoon leader had been a football coach. His name was Winnegog. I don't remember his first name. He took pity on me and I didn't need to march or keep step. Then it came time for the swimming test. I got down to the pool and thought I wonder if I can fake this. The guy said you don't know how to swim do you? Instead of kicking with a board he tried to teach me how to float. I took a deep breath and sunk right down to the bottom of the pool. He said do that again. I did it again. He got the other guy and he said I am sorry son you will never learn to swim. And then he walked off. He made me mad and I thought dammit now I am really going to

learn how to swim. So this guy Winnegog and took me down to the pool whenever we both had free time and worked with me. He took us down to the deep end and said jump in. so I jumped in and he was an excellent swimmer, smooth. Well anyway he worked with me and going back to Edinborough I got friendly with another man and he and I hung out. There wasn't much to do. There was a drug store a bar and that was really it nothing much to do in spare time. There was a duckpin alley. I didn't have much money. He beat me. He said lets do it again and beat me and said he was a duckpin national champion later on. In talking to him, he worked with me. When it came time for the swimming checkout you had to swim and they had a nice pool in Carolina and you had to swim the width of the pool and back 4 different strokes. And then you had to finish a total of 25 laps. Dick came around and said he was going to introduce me to a guy. And he moved me to a place where I could just stand. And this guy was watching me. I did alright. He told me I swam backstroke 6 inches underwater. But I just passed it! I think I stopped once in the middle and took a quick breathe and then kept going but he didn't see that.

Crow- where did you first serve abroad? Was North Carolina the jumping point

Roger- No no. This was January of 43 to April of 43 I was in NC. We left there and then went to Glenview Illinois. Here went into the yellow parel. The n3n was made in the naval aircraft factory in Philly somewhere and one of my trips in Glenview , we were flying these n3n's- they are really good planes- but we had to do air batics, spins and everything and the instructor would sometimes cut the throttle and you had to find a place to land. Then you go down and pick a place. Another one was they had a circle, I am flying at this time, in the backseat, and you would cut the throttle there was a circle on the ground and you had to land in that circle. The wind was crazy so it was tough. On my way back home the train stopped in Pittsburgh and a gal got on the train. We were sitting together and we rode along for awhile and she was sleepy and when she woke up we started talking. We exchanged addresses. She wrote to me for the rest of the war. I got more mail from girls then I did from home. I took a day off and went to visit my sister. When I turned 21 I had been able to go in bars when I was 18 and never was asked how old I was. I think because I had a heavy beard and they took me for older than I was. The flight tech went up and I had a good flight. We came back – it was a morning flight- and the instructor said that was good. It was a beautiful calm day and he asked if I wanted to fly again and I said yeah I felt good. I had to get two up's. Went out in the afternoon and had another really good flight. From there I went to Corpus Christi that was in July. In 1943. At the Navy we had a long training program. Guys who washed out in the Navy went over to the army. They were flying in Europe when I was still training. The navy was tough, they had to be though. Had to learn lots of operation. Dive bombers are typically more accurate. So we are still in Corpus Christi and on the way down we had to change trains in Houston. While we were there the wind was blowing and we are standing on the street corner and a gal was walking on the street and her skirt went over her head. We got to Corpus Christi and we sat for three days. There was a hurricane out there but it circled around. They cancelled everything because the wind was everywhere. They had 3 or 4 fields and we were flying the SNV. It was called a "multi-vibrator". This was the first time we had flaps on an airplane. This was a metal plane and it had flaps that you put up

and down for landing. It was a fixed landing. I went up and around and they demonstrated. On my first flight I took off and I forgot to raise the flaps and everything from there went to pot. But I made it through alright. Have you had of the King Ranch in Texas. It surrounds Corpus Christi and we were not allowed as cadets to go into Corpus Christi in a private vehicle. We had to go on a navy transportation and there was a circle around Corpus Christi and a band around a restricted area we had to stay in. Here the Mexicans were here and they were poor so if you wandered by yourself you were going to get mugged. After I took a week off and came back there were 6 empty bunks around me. The guys had washed out. I was like oh man this isn't bad. It was disappointing but anyway I had the second bunk and I pushed up on that knee and it went again. That held me back for awhile. We are flying in Texas at ground school again and I would say the physics part of it was what I learned again. So I had it three times! At the institute of banking where I went later on there was a gal that I worked with who was smart but was having trouble so I helped her out since I had been taught it three times. So I hurt my knee again at Corpus Christi. I saw a bus get stuck on a lump of mud. Anyway we were playing football and it was slippery and there went my knee again. Went over to the doctor and he asked what I was doing playing football with a knee like that. I also learned to fly – we got into port mason flying there and no dive bombing yet. And then they used the snj it's the same as the at6 in the army. It's a great training plane. The letters indicate the manufacturer. North American made that plane it was beautiful it had retractable gear and of course flaps. It was great for instrument flying. I believe the Japanese zero was a copy of this plane beefed up. They use snj in the movie Toro to represent the snj. I really love the snj. They would pick us up and the instructor would be in the front seat and they would put a hood over your head and they would take you to airport beams and you would use the radio when you came to a beam. I had a good up. That was teaching just on instruments alone. I enjoyed it but I was scared I was going to goof it up. But I passed that fine. We did get a lot of flying time and I got down there in July but I didn't graduate until January. My knee gave me a touch time flying but I did it. And we had a lot of foggy weather in December. I didn't get much flight time at this time. Well in December I actually did get good flight time. Oh in November I lost three weeks. I was actually in Commission in February of 44. My uncle went into the marines . now in a family of navy people, you don't go into the marines. He figured he would advance faster. He was a captain when he came out so he might have gained a few months but not that much. We were given five choices of what to fly. So I chose Bolta engine training. I figured after the war maybe I could get a job with the airlines. Multi engine, the ones on the battleships, fighters, torpedo and dive bomber. So I put that flight engine training first and scout second and so on. So you know what I got. I didn't get my first choice. From there we were designed to go to Florida and we had a week to get there. Forty miles north of Orlando and west of Daytona beach. On the way there we had to stop over New Orleans and we ate in some famous restaurant. New Orleans is interesting to look at it. Some day we will be there underwater. I went to Sanford and my father' brother had moved there when he was a young man. They call him Molly I don't know why. I never found out why. I stopped over to see them at their house and spent the night. their daughter had married and they were down in Miami and I left my stuff at their house and hopped on the bus and met them in Miami. Her husband was a jolly chubby guy and he took us to a racetrack. In Chapel Hill there was a fellow who was gambling. He bet anybody on anything and he always won. I said I bet I can jump up and quickly and he bet \$5 and that was a fortune for me and I went along with it. He handed me the \$5 and I said I cheated and he said no you didn't you did it. You said you would do it and you did. In Capital Hill I lotted

the maximum amount they allowed. Before I went in my first job was \$14 a week. Before I left I was making \$28 a week. So he said why don't you watch the first four races so you can get an idea in your mind of how things work. I picked the first four winners and was like hey I am good at this. Then I lost the next four. These were horses. I didn't know about dogs until I moved there. I had a good time there in Dolan.

Crow- so you had two main instructors in Dolan.

Roger-yes we were flying the spd the same one they used in the Battle at Midway. It was a good airplane, easy to fly, and I was assigned with a gunner that time. He was with me. We did dive bombing, we had gunnery.

Crow- and this was the first time you ever practiced as a dive bomber.

Roger- we had a guy from Montana who was a good golfer but he had no one to play with because he got mad because he was a perfectionist. I almost got a hole in one. So we got orders from there to go to Norfolk, Virginia. Oh back to Dolan. One thing that happened there- we were coming back from dive bombing in the ocean and thunderstorm moved in so we diverted to Sanford. I got up following the other guys and I looked up and there is a tree in front of me. That was my first by brush. When we got to Norfolk they sent us back to Glenview. Glenview is the best station out of all of them. Glenview was my favorite because of the food. As a cadet you were between an officer and an enlister. I met a girl from Plainfield in Corpus Christi, and we got talking, and we got a soda together. A date. They gave you a menu, they asked you what you wanted didn't write anything down and they never made a mistake. The food was terrific. Glenview was after Chapel Hill to clarify. They got chefs from New York into the Navy, they might not have made as much money though. But they served terrific food, but we were only there for four days. There was a swimming test, this test, you climbed a tower with a shirt and pants and you jumped in. The idea was to swim 25 lengths of the pool any choice of stroke. I took side stroke because it was the most restful for me. Well I went in and started and I was going a man came over to me who remembered me as a cadet and he said how are you doing and I said this is getting tough. He said I will tell him you have to make a phone call. And I looked around and guys were finishing. I finished okay. I don't know how many laps I did, most of them but I didn't do them all. That was my last swimming test. I was much slower than they were. This area is a housing development now. And then I went back to Norfolk. My orders were to go to Wildwood in New Jersey. I thought oh boy I am going to be close to home! That quickly got dashed when I found out the only way to get from wildwood to Newark was to fly or take a bus- not an easy trip. I did it once. The trouble with that was I had no way to get to Philadelphia. At every bar from Wildwood to Philly we had to stop and have drinks and I couldn't

do that! I did fly and I flew up to Newark and that was quite a trip too. I couldn't get a hold of the tower. In the SB2C1 plane. These planes were used in a fleet. This is a dive bomber. I read in a book that the SB2c destroyed more targets than any other bomber in the world. I got four three year medals. I didn't know whether I would be eligible for an Atlantic campaign because I flew.

shows Crow pictures

Roger- We had quite a big squad by the time we got out to sea we were down to 25 pilots and 15 airplanes. We had 36 airplanes and I think 50 something pilots. You have to be associated with an airplane for quite a while to know the airplane so that you know what things are going to happen and what things are going to happen in certain circumstances. A lot of people didn't like the commanding officer but I respected him and liked him and he respected me. We lived in Cape May, we lived at the Atlantic Hotel and they had a truck that would transport us from there to Rio Grande where the airport actually is. The county airport that we used. The training at Wildwood was good. My dive bombing was bad, they had these little smokebombs that would drop and I was having a bad day. My gunner was with me and I pulled out too low. I never blacked out. The target was from Cape May up, up near the bay side. Im pulling back and pulling back and finally we get low enough. And I looked out and wow we were close to the water. I got back to the base, landed, and the officer said Mr. Went! What did you do to this airplane look at the wings! 11.5 G's I pulled. I don't know why I didn't black out. The limit on that plane is 9. You're diving with an airplane that has folding wings. Can you imagine the engineer involved with having these wings stay there? On the Cape, life is getting better now. We went up there in July so we are on Cape Cod, what more could you ask for? I had never been there before. We didn't have orders because this is an army base so we had to go into town and I don't know where the enlisted men went. We had to go into town and rent houses. I went with three or four other guys and we rented a house. There was a grocery store, a post office and one other building in the town with the house it was small. I enjoyed my stay there. They broke us up into groups there were two different flight times. I was in the afternoon group and the other guys were in the morning. I met a gal and she ended up making my breakfast for me often. Never went on a date because I never had a car we couldn't go anywhere but very nice gal. one night I started feeling a pain. The next morning I went out and our flight surgeon was a nutrition and he was – I don't want to offend people- he was a deli guy- I went to see him and he said well why don't you go over to the army base they have better guys there. I had no clothes and now they are operating on me and the hospital wards were a single story wooden building. The next day a kernel comes in and he was real nasty and I got on my high horse again. I told him I didn't have a chance to gear. And he said have someone get it for you. While I was there one of the nurses had gone to England and I told her my sister went to England. She said they might have been on the same ship but I never found out. We did dive bombing in Wildwood. The fighters were over in Atlantic city. When we were all operating as a group that was fun.

Crow- were most of the fighter bombers filled by people who came from a fighter background?

Roger- some were dive bombers they just took guys from the airgroup. The fighter plane total went up and ours went down because they use them differently. While we were there three guys bought a car a Packer and they took it up and that's how they got around. The rest of us got rides sometimes because we had to go up to the base every day and we had to get our own transportation. I wasn't flying and I was afraid I was going to get dumped. Well I had a few carrier landings I still had to make. I had done some up in Lake Michigan. We had to land twice. I was mainly the assistant engineering office and while I was there they were getting new planes for us. We were getting 4's instead of 3's. I got three other pilots and we had to take 3 planes over and bring 4 back. One guy had to ride in the rear seat and I had never. I wanted to but I was in the back. We flew over to Quantum Point it was a beautiful landing. They had ammunition mounds and we hit one of those, and I looked down and all I could see was water. We landed flat. I shook my head and got out and checked to see if the pilot was ok and he was getting out. A guy from Quantum Point gave us some paper work and we got out and took off up to the field. We were grounded for 24 hours after getting in an accident is what a lady told us but then said eh but no one is paying attention. There was a swimming hole with a raft in it and we started playing king of the raft. We had fun with that. His name was Stockholm B. Strong but they called him Bernie because I guess his middle name was Bernard. We had a night flight. Strong took over the fighter bombers. Right from the beginning me and the executive officer of our squad were opposites. Strong was aloof but if you engaged in conversation with him he was ok! We took off and we had never done night flights. I went after a star thinking that it was an airplane. We were so bad that the flight was cancelled and we just landed. I was flying once and I flew below another plane and the whole group in the plane made a pass on the Statue of Liberty and im flying down and I looked up in front of me and there was a big blur and I almost hit the Statue of Liberty. You know things happen in your life that are humorous. Now we were ordered to Norfolk again. But because I was assistant engineering officer and there was one plane they were still working on, I stayed. They guys left their own Packard there and now I had transportation I had a lot of fun riding around and exploring. It took a couple days before they finished the plane and now we were all in Norfolk. By the way the wing damage was the first damage that I had ever done to a plane. the sp2c is not like the spd its tougher to control and its bigger. You had to fly it all the time. They called the sp2c "the beast". Son of a bitch second class is what those letters stood for. I don't know who started that but it was all through the navy. It was a plumber's nightmare. The problems they had with that airplane held them up for about a year. I had 14 landings on the USS Charger. Also, I was fortunate; I never got seasick or airsick. But anyway we had two destroyers but we lost one of them. I had a fire plane with me one time and I had missed part of the briefing. I flew around and I was like we have to get back. So we started back. There was a cruiser and destroyer that were going to join us. We landed once at an airfield- the army airfield- and we had a Lieutenant commander with us. Here are some pictures of us in Trinidad.

Crow- what is a shaked down cruise?

Roger- to get the crew working together on a ship they are necessary. Its getting people used to their jobs. We used rockets for the first time down there. And ,my first carrier landing when you opened the wood, it winded up theres a little notch on this thing and the hood came up and it hit me on the back of the head with my hand on the throttle.

Crow- how could you have avoided that

Roger- that delayed me because now the plane had to be prepared.

shows Crow more pictures

Roger- We went back to Norfolk and were there for a short time and then we left and then I went home and then back to the ship we took off at the Panama Canal and that's where I did this little triangle. And then the army knew that we were coming and so we were going to practice our dive bomb on the canal. They didn't know what direction we were coming from but they knew that we were coming. And then my wallet got stolen. I was late getting back one night and so I just hung my pants up on a locker door. We were only in Hawaii for a couple weeks. We stayed in Maui for a month, they were using our ship to train other airgroups.

One time I decided to ditch because fire really scared me. I had to fly 95 to keep the wings up, so I am going pretty fast. I inflated my life jacket , and paddled over to a guy who might've hurt. We could not find him. So we just had to sit there. But I was so confident I just sat down and relaxed. Then they got us aboard the hospital ship and they checked us over and we were both ok. But the other guy in the torpedo plane was badly burned so I really felt bad that I couldn't get over to help. We got picked up in three hours. Shortly after we got off the hospital ship it was kamikaze. The next flight that I had was at the same target. On that target we lost four planes. I didn't know the fighter pilot or the torpedo crew that got shot down. We had the lightening bolt tail – I loved that I thought it was the greatest. That flight that got shot down was on april 29th. Someone called me and asked where were you april 29th 1945? I said well I was swimming in the Pacific Ocean where were you? He said so was I and then he told me who he was. We saw each other at reunions but I didn't know about him.

Crow- did bombers ever see casualties or was it more target oriented?

Roger- when we were flying over Okinawa, I was looking for a target to strike, and there was a dog in the middle of the road and we hit the dog. Another guy said he wanted to find kids having a picnic to kill them, that's how much hatred was happening at this point. You're supposed to just go for your targets. There was a young kid from Pennsylvania who was a loner, and I was a loner, we were two loners together.

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Crow- did you have an assigned number of missions to fulfill and then you were done with your time?

Roger- when the airgroup is relieved then that's it. I flew 19. I probably could have gone more but I couldn't get any communication with the people on the deck. Then we went down to the Phillipines, and I liked Admiral McCain, he was the grandfather of Senator McCain. He died – he was relieved- because we had two typhoons. They didn't know how to track the typhoons, and they didn't know where they were going. If McCain guessed wrong, then airplanes would get lost and they would get washed overboard. He died shortly after we got back to the states of a broken heart. Something went wrong with our executive officer once , I don't know if the war was getting to him or something but he just wasn't himself. And he just kept circling.

In Tokyo Bay, we were supposed to go up and fly down but we started way farther north. And macArthur said where are the planes? Macarthur was not our favorite.

Shows Crow more pictures

Roger- I ended up on the north end of the island and the other guy was over in here so the plane came in here and then taxied over to me. After the war ,, oh on the way back we were on the ship for awhile and we took off and another airgroup took off at the same time and it took us probably about a month to get back the west coast. The first thing we ordered was fresh milk! And then fresh vegetables. The gunner that I told you about that was never captured.

Crow- Afoona was a dark dark terrible place as a camp. That's where they would take off

Roger- the guy I was telling you about, he wrote a book that I have a copy of but I didn't bring it unfortunately of his experiences after the landing it was almost day by day. I don't know how he remembered it all.

Crow- how was civilian life after?

Roger- we went to San Diego and I got a plane ticket to come home, and I am walking through the station I got off in Pittsburg . I caught the train in LA. Got off in Pittsburg spent two nights there – it was a very smoky city then- I understand its nice now. Then I came on home and was payed 20 dollars a week for 52 weeks. My family at that time, my sister was still in Europe and my brother got my old job and my father was in charge of maintaining the buildings. Not a janitor but the construction of the buildings and stuff. My father inhaled a lot of dust, no lawsuits those days. I still say that's what eventually killed him. He lived to be 75 and also was a smoker.. I was kind of lost I didn't know what to do my family sat down and I said lets move to florida. I liked florida good weather, cheaper living – even then NJ was so high . so we decided we would move to florida, I had ordered a new car and was on the waiting list. I ordered it November of 45 and I got it in 46 and it wasn't even what I ordered. I wanted a business car and that's not what I got. My brother couldn't

get into service and that killed him but got a good job that he was happy with. But then he had a health exam and they wouldn't keep him because of his asthma. He was torn between living here and going there. I was caught in between, had to wait for the car. I took the 52/20. I never really got into the flow of what was going on. We moved to Florida. Before we went down, Ethyl the girl we started getting serious. Winterpark florida. We liked it because it was like 50% northern. So that worked out well. My father was self employed for a lot of his life and my grandfather was a builder. My father worked for him and the building business was dead so my grandfather basically went out of business and my father had to find carpenter jobs so he didn't get his quarters in time for social security. Winterpark came in the early part of 46 or 47. We stayed up here though and my mother and my father went down and then we all ended up down there and ended up in this little tiny place. Probably 18 miles from Winterpark.

Crow- how do you feel about the military in general

Roger- I was busy. Except for the year I took off I had a house to finish in Florida, I got married in 47, so in 8 months time all of that happened. We were in florida for 4 years and had twin girls in 1950 and my son was born in Morristown. I didn't go back to Stanley Tools. My brother went from office work but said he could never get up the speed again to make real money.

I tried to compare what we did to what is going on now and its so different. I don't think I could live with a jet plane, they go so fast and you cant see anything. The joy of flying is looking to the ground! The f6 was a fire plane. Its fighter, the 6th model I think. That got me thinking, it was so easy to fly! You have to know an airplane to really fly it. I flew all over new york and new jersey. I had a good time. Got back to Fort Bennet and landed. Landing was fast but it was a good landing I didn't bounce so it worked out but the dumb things that you do when youre young.....

Crow- thank you for listening.

Transcribed by Caroline Hoffman