

**The National Museum of the Pacific War
(Admiral Nimitz Museum)**

Center for Pacific War Studies

Fredericksburg, Texas

An Interview With

**Joseph H. Gallimore
Glider Pilot**

March 26, 2002

Interview With
Mr. Joseph H. Gallimore

Mr. Richard Misenhimer

My name is Richard Misenhimer and today is March 26, 2002. I am interviewing Mr. Joseph H. Gallimore. His address is P. O. Box 593, Alice, Texas 78333. This interview is in support of the National Museum of the Pacific War, Center for Pacific War Studies, for the preservation of historical information related to World War II. Joe, I want to thank you for taking time to do this interview today. Let me start by asking you, where were you born?

Mr. Joseph Gallimore

I was born in a little town of Farmersville, Texas. I was born July 17, 1917.

Mr. Misenhimer

Did you have any brothers and sisters?

Mr. Gallimore

I had 5 sisters and 4 brothers.

Mr. Misenhimer

Were any of your brothers in World War II, also?

Mr. Gallimore

Yes. All except one. They youngest one didn't go.

Mr. Misenhimer

Did they all come home?

Mr. Gallimore

Yes, thank goodness.

Mr. Misenhimer

What were your parents' names?

Mr. Gallimore

My father was James E. Gallimore and my mother was Minnie E.

Mr. Misenhimer

What was your father's occupation?

Mr. Gallimore

In his early life, he was a farmer, and later on, just before he retired he worked for Southern Minerals.

Mr. Misenhimer

Where did you go to school?

Mr. Gallimore

I started to a little country school of Lara - down west of here, between San Diego and Alice. Then we moved closer to Alice and I started going to school here. Must have been 1924 or 1925. I graduated from High School here in Alice in 1935. You know they only had eleven grades then.

Mr. Misenhimer

When you finished high school, what did you do then?

Mr. Gallimore

I got married on my 21st birthday and I worked different jobs. The main one was Brown Express back then, before I went to work for Central Power and Light. Then I went into the service in 1942. They had a program that sounded very exciting. It was a Glider Program. It sounded really exciting and it really was, too. I was already married and everything. My wife said, if that's what you want to do. She was very understanding. So, I got into the program, which consisted of 3 months of training here in Alice. Ground school and flying light planes out here. Arthur Knolle had small planes out here on the old Fal Highway. We flew them - Aeroncas and Cubs and Taylor Craft and all that stuff. I graduated from here. Most of us did and went to San Anton. We were sworn in. This here wasn't included in our military record. That didn't start until we were sworn in, in San Anton. It was in '42. This program would get hot and cold. Hot and cold. They sent us all over the country - Texas, New Mexico, Arizona. Finally, after a long time, it got straightened out and we got back on it. I graduated from advanced glider - well, we flew light planes and sail planes and gliders - We started that (light gliders) in Arizona. Then the HCG 4A's, which were the heavy gliders - that was all in Lubbock. All the flying was done there as far as we were concerned. Anyway, that's where I went to fly the heavy gliders. We graduated from that and got our wings and

we were flight officers. It was my understanding that it was an appointment, not a commission. An appointment and a special deal for them, because you got your warrant officer, junior grade. They were brown and gold bars and these were blue and gold bars. Special deal. So that's where we were after we graduated. We had all the privileges of an officer, but it was just a special deal.

Mr. Misenhimer

What kind of pay did you get?

Mr. Gallimore

We got the same pay as a 2nd Lieutenant. But, when we went overseas, they were very envious because we got 20% over seas pay and they got 10%. All commissioned officers got 10%.

Mr. Misenhimer

When you were taking your training here, did you ever solo?

Mr. Gallimore

Oh, yeah. Sure. I got a licence here. Old Arthur Knolle. Course, I knew him. I never will forget the first time I went up. We got up about 3500 and he said, Remember one thing. You got to be careful and watch your air speed 'cause if you don't (see, he was lulling me to sleep) he says this is what will happen. He was ready and he stalled and we went into a spin straight down. I said, man oh life, I don't know whether this is for me or not. And, within 3 weeks after that, I was doing it myself.

Mr. Misenhimer

What kind of plane were you in?

Mr. Gallimore

This was a Taylor Craft.

Mr. Misenhimer

With all this training, did you fly anymore? Or were you strictly in a glider then?

Mr. Gallimore

Oh yeah. We flew light planes everywhere we went. We even got some copilot time on some C47's. This is jumping a head, but when the war was over, the night it was over, I was flying copilot on a C47 and we had picked

up a load of American flyers. They had been shot down and prisoners for a long time. I mean, we had a load of them. Our own troops were so happy that night that they were shooting at everything and we got hit in the air. I said, That would be a terrible thing to have those boys shot down after being prisoners all that time. When that started, we landed at an auxiliary landing field and checked it all out and got things squared away.

Mr. Misenhimer

That was some experience.

Mr. Gallimore

Oh, boy.....

Mr. Misenhimer

Now, on your training here. You would fly twin engines and things like that, too?

Mr. Gallimore

Yes, as copilots. We didn't fly in those things by ourselves - just the light planes.

Mr. Misenhimer

You were also training in gliders?

Mr. Gallimore

Oh, yeah. We trained in the small - actually the small gliders were nothing more than a small plane with the engine all removed from the front and the nose extended out - In Arizona, we got a lot of that. I have some pictures of my old buddies. I hardly know any of them that are still alive now.

Mr. Misenhimer

In your training, you were in a number of different places? What did you live in? Barracks? Tents?

Mr. Gallimore

We lived both - barracks and tents. In Roswell, New Mexico we were in tents. In Arizona, it was little barracks. About the only place I can remember tents was in Roswell, New Mexico, oh, and Big Spring, Texas.

Mr. Misenhimer

When Japan bombed Pearl Harbor, do you remember where you were then?

Mr. Gallimore

December 7th, 1941. I wasn't even in the service then. I was working for Brown Express. Harry Brown said, Fellows, if you stay right here, we're hauling ammunition and this and that, and you'll never be drafted. That isn't what I wanted. Gung Ho, you know.

Mr. Misenhimer

You went in, in '42?

Mr. Gallimore

Right. The Army Air Corps at that point.

Mr. Misenhimer

Then, when did you finish all this training?

Mr. Gallimore

To the last bit - flying the heavy gliders? There was a lot of space in between. See, it was on and off. On and off. But, we finished that and it wasn't very long till I went overseas. We went to Laurinburg, North Carolina. Things started happening there. We started moving on. Got to New York. Heck, we didn't fly over. We rode a damn boat over seas. We landed in Prescott, Scotland, I believe. Here we got on one of them trains over there and we end up in England.

Mr. Misenhimer

When you left from New York Harbor, do you recall the ship you were on?

Mr. Gallimore

It was a freighter. It wasn't fancy. There weren't that many of us. There were quite a few, but compared to some of those other ----

Mr. Misenhimer

Were you assigned to an outfit at this point?

Mr. Gallimore

I just can't remember right now. I messed up. It was the coming back that I rode the boat. We flew over in a C54. When we came back, it was on a freighter. It was a bright moon light night and I didn't care how slow it was going, as long as it was going in this direction. Oh, Harry Friday and I would lay out on the deck... that old

moon shining up there. It was enjoyable, I'll tell you.

Mr. Misenhimer

So you flew over in a C54? That is a 4 engine passenger plane?

Mr. Gallimore

Right. We left out of New York and made a stop pretty soon on that island and went on to Scotland. We took a train on back to our base in England. It wasn't too long until we ----- It was my understanding, I found out later, that when we got there they already had a glider loaded in our name. That would have been something. After a delay of a few days, we did go.

Mr. Misenhimer

You went in on D Day then?

Mr. Gallimore

D Day + 1 or 2. We operated with the 82nd, 101st, and the 17th. We operated with them, too. We operated mainly with the 82nd and the 101st. Crossing the Channel, I didn't even have a copilot. I had a PFC Air Borne sitting there next to me. And, I had a jeep and some ammunition and 5 or 6 guys. I never will forget, when we hit that Channel, the fog set in. You couldn't even see 10 feet of your tow rope in front of you. Boy, you'd get vertigo. Any how you had to watch that tow rope. That's all you could do. This little PFC in the copilot seat when we hit that over yonder (and there were only 4 tow planes). They had gotten lost in that weather and passed the DLZ - designated land zone and flew on and getting shot all to pieces. Then, they discovered where we were and made a turn. Then, we had to go back through all that stuff. This little old PFC - you'd hear a noise and a big old hole would come in your wing. A machine gun fire - that's how low we were - and it'd come rat-a-tat-tatting across you wing. So, I saw the LZ. You could see where gliders had landed and a tow plane burning over there. These instructors, the ones who had never been any place in their lives, said, When you get ready to release from tow, you release, establish a normal glide and glide and all that crap. Well, it don't work that way. We were being shot by the infantry down there. They were giving us heck. There big trees around there. So, I just released from tow and I nosed that thing down. I went way over the red line. I pulled out right above them trees and I was moving on. They didn't have time to shoot at me. I got over there and started on my down wind leg and I just laid that thing

up - looked like it was pivoting on that wing. When I finally made the final approach to land, you had to just look for a place, I picked me out a spot. I got down there real low and I pulled the spoilers on, and I was holding it off, holding it off, and there was a barbed wire fence down there. I hooked my tail wheel on the top wire to help jerk me back a little, and landed. I didn't realize it, but one of my tires on that glider had gotten shot off and soon as I lost flying speed and set down, it started plowing up the dirt. My nose went down and I was kind of sweating out that jeep coming lose and running right over me, but it didn't. I didn't have to tell them boys to get out. That's for sure. Seemed like every landing, it was something like that.

Mr. Misenhimer

On you glider, did you have any kind of instruments?

Mr. Gallimore

Oh, yeah. You had your bank and turn indicators and your air speed indicator and the artificial horizon and all that stuff. We could tell we were straight and level, even in the fog.

Mr. Misenhimer

You didn't have flaps, but you had spoilers?

Mr. Gallimore

Oh, yeah. Spoilers are just on top of your wing to break the air flow. It will slow you down. We had brakes, too.

Mr. Misenhimer

So your men got out okay. Did they take the jeep with them?

Mr. Gallimore

Yeah, sure. You know, out of all, four landings I guess I made, I never got a man hurt while he was in my glider. I am telling you, I was so thankful for that. Now when they got on the ground, I'm sure a lot of them did. When you get down, you've got your objective - your assignment. We were just another soldier when we got on the ground. We had our combat clothes. We had our side arm. I had a machine gun. When you were sent up you had maybe a 30 caliber air cool machine gun or something like that.

Mr. Misenhimer

Where was this first landing?

Mr. Gallimore

It was in the hedge rows over there. Not really close to a town. 1 or 2 days after D Day.

Mr. Misenhimer

What outfit were the soldiers in that you took in?

Mr. Gallimore

I'm pretty sure it was the 101st, but it could have been the 82nd. I don't recall anything on the 17th, until later on.

Mr. Misenhimer

So, after you landed there, what did you do?

Mr. Gallimore

You had your objectives. Of course, we were kind of screwed up on the location, but we got our outfits together - it just took a little longer. I forget how long we stayed. What we would do, after an area was cleared, they'd try to get us back to home base to get ready for another one. So, I did that a few times, too.

Mr. Misenhimer

But, you were infantry for a short while?

Mr. Gallimore

Oh, yeah. Just the same as a regular old paratrooper.

Mr. Misenhimer

How long were you there this first time, until you got back?

Mr. Gallimore

It's been so long - 58 years - some of it runs together.

Mr. Misenhimer

Where was your 2nd one?

Mr. Gallimore

Let's see. I know we had Holland and southern France and the last one was on the Rhine River. I never will forget. We talked to some of the foot soldiers. They said that day they were up there at this bridge on the Rhine and they couldn't get across. They'd been stymied there and couldn't get across. They said they could see us when

we crossed back to their left, over the Rhine. When we flew over the Rhine in our glider, I think we only flew 7 miles, they (the Germans) came out of there with their hands up, giving up. After that, they didn't have any trouble crossing the Rhine. I think we were there about 3 nights and days. Then, when ever they would break through to us, we'd go back through that corridor. Come back to the Rhine and come across on boats or skiffs or what ever was there and get on back to our home base to get ready to go on another one. Fortunately, that was the last one, the one over the Rhine, we had to go on.

Mr. Misenhimer

Tell me about the one into Holland?

Mr. Gallimore

I lost some good buddies there. I lost 2 good friends there. Old boy by the name of Ralph Lowly. And, there was another one. He trained over here and I believe it was just before we went to New York to got over seas. This guy was old, compared to everybody else. He wasn't really old and he had just gotten married. They called him Ensign. They told him that, due to your age, you don't have to go over seas, 'cause we need some instructors here. He said, Look. I've been with these boys all the way through. I just as soon stay with them and go all the way. And you know he got killed there in Holland. He had just landed and was still rolling and they shot him right between the eyes.

Mr. Misenhimer

Was that the one they called Market Garden, when they were trying to capture the bridge at Arnhem?

Mr. Gallimore

Yes, I guess it was. I remember that. It was a rough one. I was one of the few that got cut off. I will never forget that night. We were dug in there and there weren't very many of us. We got orders to just lay low, because, man oh life, we didn't have enough to do anything there. During that night ... it was dark; we were in a forest like ... we had our deals pretty well camouflaged and they did come through there that night. I could have reached out and grabbed them by the leg. Fortunately, they didn't know we were there. I was very fortunate. To go through all that and come out.

Mr. Misenhimer

When you went to Holland, did you have troops?

Mr. Gallimore

Every time I went I had a jeep and ammunition and a few troop, because they always took the jeep. One time I had a Howitzer and the ammunition for that. You could haul about 15 fully equipped troops in that CG4A, but I never did have that many, because I had one piece of equipment.

Mr. Misenhimer

In Holland, how long were you there before you were able to get out and back to your base?

Mr. Gallimore

It was never any great length of time.

Mr. Misenhimer

Did you get in to any fire fights with the Germans?

Mr. Gallimore

Oh, yeah. I know we got lost one day. Well, we weren't lost; we were dug in around there. This column of troops were coming. You could hear them for quite a ways - like they were drunk actually. We were dug in, in a kind of horseshoe deal, but they had sent word for us to move back. Well, there were 5 of us that didn't get the word. Finally, we discovered we were there by ourselves, so we started moving out. Couldn't find them. Didn't know where they were. Got down there and a German tank came out and started shooting at us. He'd shoot and that damn thing would hit that close. We were kind of angling away from them and got out. That trench started getting shallower and shallower. We got down to the end and he was still there. I told the fellows, let's give him a free shot here. There was no place for us to go. We had to run sideways. And we did. There was a house down there and a garage. I said, Let's go. We started out, but don't stick too close together. Don't let him get us all with one shot. We started and were staggered all across there. I was the second one. The first old boy was trying to crawl under a fence, and I said, To hell with that. I ain't going to get shot in the rear end crawling through this fence. I got up there and I just dove over it and rolled and kept going. Went on down there and we didn't know where to go, so we decided we'd go in that old house. Went in there and they had an old rug there. Under that rug was an entrance to an underground cellar. We opened that up and went down there. There were 2 three quarter

beds, so we said, we'll just stay here. There's no place else to go. That tank figured, once we got to that house and got it between us, we were scooting away. So we just stayed down there. Everybody was just worn to a frazzle. Tired. Tired. Tired. We stretched down on these beds and one of the boys snored like the dickens. He'd go right to sleep and start snoring. We'd wake him up and wake him up. Finally, we heard somebody walking around up stairs. We figured, well, there's some old Gerry's over here. He came walking down those steps. Oh, Lord. I was watching him there. That door opened and I guess he heard that old boy snoring. He just kicked that door all right you so and sos, you get out of there - all in English. I said, Oh, boy. Was I ever happy to hear somebody say something in English. He was very cautious so he started backing up and we followed him up stairs. He was asking a lot of questions and we gave him the right answers. So, then he told us where our outfit was and we headed in that direction.

Mr. Misenhimer

Did you have guns with you?

Mr. Gallimore

Oh, yeah. We had to leave our 30 caliber air cool over there in the trench when we started moving out.

Mr. Misenhimer

Did you have a rifle?

Mr. Gallimore

Yeah.

Mr. Misenhimer

What rifle did you have?

Mr. Gallimore

The old M 1.

Mr. Misenhimer

The others had the same?

Mr. Gallimore

No, I didn't have an M 1. I had a Thompson, but most of them had an M 1.

Mr. Misenhimer

Your rank is still a flight officer?

Mr. Gallimore

This all happened - it wasn't very long. I was still a Flight Officer.

Mr. Misenhimer

What were the other people?

Mr. Gallimore

We were all glider pilots. We were all Flight Officers.

Mr. Misenhimer

Then you got back to your outfit?

Mr. Gallimore

Yeah. Finally. It wasn't long before they broke through to us. We started walking through that corridor. There's a lot of stuff in between those missions and it's confusing to me. It's just been so long - so long.

Mr. Misenhimer

Tell me anything you remember.

Mr. Gallimore

We didn't have any fog when we went to Holland. Matter of fact, it might have done us some good if we'd had a little.

Mr. Misenhimer

How high were you flying when you came across the Channel?

Mr. Gallimore

About 1500 feet. That's about how high we were when we cut loose, because that's how high the tow pilots were pulling us. Man, that's when I nosed her down. I said, I'm getting out of this. I look over and the other guy did the same thing that I did.

Mr. Misenhimer

Did you get shot the second time coming into Holland like you did on D Day?

Mr. Gallimore

Oh, Lord, yes. We got shot at every place. And over there on that last one over the Rhine River, Wiesel, Germany, I was coming in hotter than the dickens, but real low. It was better to get low and fast and get out of that fire up there. This old boy ahead of me - all of a sudden, he hit a high line and it looked like a roman candle. I wasn't too far behind him, and just as soon as that happened, I released my spoilers and ballooned on the way up. If you go up pretty fast and release them spoilers you really balloon up. I ballooned up and just went over the top of him and then grabbed them right there at the end. I found me a spot down there. You'd be surprised where you can land one of those things. I was still rolling and we were getting fire. We discovered it was coming from a 2 storied house. There were 2 or 3 snipers in there. They were giving up fits. We were still rolling, and I told those guys, okay fellows get out of here. I got out and you could find no place - they'd been plowing that field. I ran and they were shooting at me, hitting my trousers, hitting my clothes, my jacket... just pop pop pop. I dove in one of those furrows and I stayed there and him kicking the dirt off the top of my back. Golly, that's a funny feeling. I was there quite a while because every time I'd move, they'd start again. Finally, some of our boys got behind that house. I heard some rat-a-tat-tatting over there and that stopped the fire on me. I have a bunch of pictures. He was a 1st lieutenant in my outfit. He took his camera every where he went. I have a bunch of pictures - some a little bit gruesome. See an old boy there, been hit in the face with a 50 caliber - looks pretty bad.

Mr. Misenhimer

1st one was D Day. 2nd one was Holland. Where was the 3rd one?

Mr. Gallimore

There was southern France.

Mr. Misenhimer

Where in southern France?

Mr. Gallimore

There's one name that keeps sticking in my mind - Gretania - but I don't know where it fits in.

Mr. Misenhimer

How did the landing in southern France go?

Mr. Gallimore

Okay. I'll be honest. My landings were all pretty good, I considered. Except for the shot off wheel and things like that. I never worried about landing. I always felt like I could get it down in and in there safe. Like I say, I never got a man hurt in the air. Out of 4 times, twice I had a copilot and twice I didn't. I had a 1st lieutenant as a copilot for me one time. He was a big old tall boy. He was copilot for me over the Rhine River. He was one that got separated down there with me catching all the firing and all. He was the one who led us.

Mr. Misenhimer

Were you always at the same base in England?

Mr. Gallimore

Yeah. I was. We only had one mission from England. We got moved over to southern France. We had a base over there. I know when things got slack one time, we even got to go into Paris. Me and an old buddy, Harry Friday. He was a little younger than me. He had lived in San Antonio. He died several years ago. You know you form a cheque - I had Harry Friday and Tom Warner and Ralph Lowly?. Ralph is the one that got killed on the last one.

Mr. Misenhimer

Did you get any medals or anything?

Mr. Gallimore

All I got was the Air Medal with a Cluster. The French gave us a medal and the Victory Medal.

Mr. Misenhimer

Did you ever get wounded?

Mr. Gallimore

Nothing I'd even report. You know Audie Murphy? He was my 1st cousin. His mother and my mother were sisters. Of course, he was a little younger than me. He was something else. He was a small guy. He was something else.

Mr. Misenhimer

How about your commanding officers? How'd you feel about them?

Mr. Gallimore

I had no complaints. None what so ever. We just did our job and they didn't give us any problem.

Mr. Misenhimer

How was the food?

Mr. Gallimore

Our food was fine. I can't say anything about it.

Mr. Misenhimer

When you were in England, did you get to go to London or anything like that?

Mr. Gallimore

Yeah. I went to London. Nothing particular there. I went to one or 2 shows, but they weren't that impressive.

Mr. Misenhimer

Did you ever see any USO shows?

Mr. Gallimore

No. I never did. It just seemed like we didn't have too much time for things like that.

Mr. Misenhimer

How about the Red Cross? Did you have any experience with the Red Cross?

Mr. Gallimore

No. I'll tell you the one that I really liked was the Salvation Army. I'll guarantee you, they were the greatest. We ran across the Salvation Army (of course it wasn't at the front) giving out food and this that and the other. The Red Cross was charging for some stuff. The Salvation Army wasn't. You ask any of the boys from back then and they'll tell you. The Salvation Army that's the one.

Mr. Misenhimer

How about mail?

Mr. Gallimore

Yeah. Actually, it's a funny thing. See, I was only overseas about a year or a little more. We had our 2 sons. They were young. My wife missed one day of writing me a letter. She missed one day. I'll tell you, that is

something else. We didn't have any problem getting letters. We had a slight delay of course, but I thought it was pretty good.

Mr. Misenhimer

When did you finally come home from over there?

Mr. Gallimore

I came back in '45. I came back before Japan surrendered. I wasn't worried because I had more points than I needed, but a lot of those guys didn't. And, they were sweating it out when we were coming back about maybe going right on to Japan. But, fortunately, they didn't have to. I just don't want no more of it. In fact, there's going to be. Always had and always will be. But, I'll tell you, it's a young man's fight. It's not no place for an old man - that's for sure.

Mr. Misenhimer

You say you came back on a ship?

Mr. Gallimore

Yeah. Came back on a Norwegian Freighter. Let Le Havre, France on a Norwegian Freighter and that's when old Harry and I'd lay out on the deck and look at the moon. I didn't care how long it took. We landed in New York and then went over to Camp Kilmer, New Jersey. They made up troop trains and started coming all the way down through the United States. Some of them would get off and head other directions. I guess I was almost one of the last ones. I got to San Anton and I got a bus and came on down to Alice. My wife and my dad and my youngest boy - he's 59 now - I got off the bus and walked over to the car. He was looking at me. He wouldn't have anything to do with me. It was 3 days before he'd have anything to do with me. My wife said that's your daddy. He point at that picture on the wall and my wife had to tell him I was his daddy.

Mr. Misenhimer

Did you notice much change in the country when you got back?

Mr. Gallimore

Well, I don't think there was that much really.

Mr. Misenhimer

You grew up in the Depression. What kind of effect did the Depression have on everything?

Mr. Gallimore

I tell you. I don't want no more of them. We lived on a farm up there in the country. We came down here when I was just a little tyke to Kingsville. My dad worked for the King Ranch and my uncle worked for them. He tell them how to feed in the dairy. They had a dairy back then. My dad would just do what ever needed to be done. But, he always like to farm. He got a farm out here west of Alice. We left Kingsville at night. It was raining. We were in an old Ford touring car with high running boards and a canvas top. There wasn't a road just a trail through the brush. Same thing from Alice to Lara. We wound up at a 1 X 12 unsealed house. And, that was home. Old man Charlie Martin was our neighbors. The next morning, here comes old man Charlie and his son, Clarence, they were our first friends.

Mr. Misenhimer

Have you ever had any reunions of your outfit?

Mr. Gallimore

They have them all the time, but I haven't never been to one. They're always a long way. I had this buddy who put out that magazine I showed you, but he passed away. His wife sent out a news letter saying that was the last one. She was going to shut it down.

Mr. Misenhimer

Now, on these landings. The things I've seen said over half of these gliders crashed. Is that right? Did you see many of them crash?

Mr. Gallimore

You know a lot of them did. I don't know if it was due to structural failure or something that happened to them in the air or what. I could have been pilot error, too. Oh, yeah. Like I say, in my case, I had lost a tire and lost speed and dug up dirt. But, it didn't crash and it didn't wreck. Things like that could happen and you don't know.

Mr. Misenhimer

What was the glider made out of?

Mr. Gallimore

It was made out of tubing and canvas. Of course, you had plywood in it.

Mr. Misenhimer

Joe showed me a picture of one here. It is a Waco CJ4A - combat glider World War II. Joe is a member of the National World War II Glider Pilots Association.

Mr. Misenhimer

In 1945, when President Roosevelt died, do you remember hearing about it or any reaction?

Mr. Gallimore

I remember hearing it. People thought a lot of him. Being a glider pilot was really something different. That's what made it sound exciting when you are young. My wife and I came to Alice and she had never been in a plane. I went out to the airport out here. They had a - I forget what it was, but it was a tricycle - side by side. I had never flown one. This old boy out at the airport that I knew said, come on. I'll check you out. We took off and we came around and he landed. Then he said, okay. You take it. I made a round and landed and he said take that thing and go on. My wife wanted me to take her up. She came running out to get in there. She got in there and I took off. My folks live in Agua Dulce. I went by and buzzed their house and had them all out there. We came back over here and came back to the around 3500 or something like that. I started in and I just lay that thing over there. She hollered It didn't bother her, she didn't pay no attention. I don't think she'd ever been up before. Anything I did, she trusted me.

Transcribed by:
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