

**Admiral Nimitz Historic Site-  
National Museum of the Pacific War**

**Center for Pacific War Studies  
Fredericksburg, Texas**

**Interview with  
Bob Batterson  
USS Bennington  
VF-1 – F6F Pilot**

**Mr. Misenhimer**

My name is Richard Misenhimer. Today is April 27, 2004. I am interviewing Mr. Robert E. Batterson aboard the *U. S. S. Lexington* museum. His home address is 7114 Pharaoh Drive, Corpus Christi, Texas 78412. His phone number is area code 361- 991-1435. This interview is in support of the National Museum of the Pacific Wars, Center for Pacific War Studies, for the preservation of historical information related to World War II.

**Mr. Misenhimer**

Bob, I want to thank you for taking time to do this today. Let me start by asking when is your birth date?

**Mr. Batterson**

The 5<sup>th</sup> of May, 1921.

**Mr. Misenhimer**

Where were you born?

**Mr. Batterson**

Mason City, West Virginia.

**Mr. Misenhimer**

Did you have brothers and sisters?

**Mr. Batterson**

No.

**Mr. Misenhimer**

What was your father's occupation?

**Mr. Batterson**

Oh, he liked to work on the river. The last job he had was an engineer on a ferry boat.

**Mr. Misenhimer**

You grew up during the depression. How did the depression affect you and your family?

**Mr. Batterson**

Well, I remember it very well. We had problems getting enough to eat. Squirrels and rabbits were a premium. I just remember that I wore the same jacket for about five years. It was just difficult for anyone to get a job. And one of the big events in the early part, was when a carload of flour came in and everybody went down to the railroad station to get their flour. And that was provided by the government. But that's all that we got in those days. There were no food stamps, or what we see today with various government programs.

**Mr. Misenhimer**

Where did you go to high school?

**Mr. Batterson**

Wahama High School. That was for three districts – Wahama, Hannah, and Mason. Wahama, it was not Indian. It was the derivative of three different districts.

**Mr. Misenhimer**

And what year did you finish high school?

**Mr. Batterson**

1938.

**Mr. Misenhimer**

What did you do after you finished high school?

**Mr. Batterson**

I went to work in a boat building plant in Point Pleasant, West Virginia. My mother had remarried. My folks were divorced when I was 5. I went with my grandmother and aunt and uncle, and then Mother married a fellow who was in Gallipolis, Ohio, and he happened to be foreman of a boat

building plant, so I got a job there when I got out of high school. What I really wanted to do was to go to college. And my mother said, no, I've put you through high school; now, if you want to stay here while you are saving money, it's going to cost you room and board. So, I thought about that a while, and told her, I think I wanted to join the Navy.

**Mr. Misenhimer**

So, when did you go into the Navy?

**Mr. Batterson**

In November of '39.

**Mr. Misenhimer**

How did you choose the Navy?

**Mr. Batterson**

Well, on the Ohio River I really had fun playing with the tug boats that would go up and down the Ohio River. We were a group of guys, and we would have a lot of fun holding onto the barges for a ride, or riding the stern waves, and we would have a lot of fun. And I guess I got closer to the big boats that way. I always liked the Navy. Remember the newsreels—it used to be you would go to a movie on Saturday, and it would always have the Fox newsreel. And they always showed these battleships in line. And I thought wouldn't that be wonderful to be aboard one of those! So, I think that had an affect also.

**Mr. Misenhimer**

When you were working at the shipyard, what were your wages?

**Mr. Batterson**

Twenty-five cents an hour, ten hours a day. Nothing else. No health benefits, nothing.

**Mr. Misenhimer**

Then, when you joined the Navy, how long did you sign up for?

**Mr. Batterson**

Six years.

**Mr. Misenhimer**

What was your pay when you first went in there?

**Mr. Batterson**

I remember it was \$18 dollars a month in the old days. \$18 or \$21. I don't remember, but it was pretty low.

**Mr. Misenhimer**

But then, everything else was furnished?

**Mr. Batterson**

Oh yes. Oh yes, such as it was.

**Mr. Misenhimer**

And where did you join at?

**Mr. Batterson**

Cincinnati, Ohio. And then I went through boot camp in Norfolk. And that's when people still had signs in their yards, "Sailors and Dogs Stay Off".

**Mr. Misenhimer**

"Keep Off the Grass", huh?

**Mr. Batterson**

Yeah! Then, after I finished boot camp, I went to the West Coast and was assigned to the *U. S. S. Philadelphia* CL 41, one of the new cruisers.

**Mr. Misenhimer**

A heavy cruiser?

**Mr. Batterson**

No, it was a light CL.

**Mr. Batterson**

Let's go back to your boot camp. Tell me about what it was like in boot camp. What all did you do there?

**Mr. Batterson**

Well, it was basically just training. I served as a mess cook for four weeks, and that was pretty tough. I'll never forget this one morning we were breaking eggs in a big tureen, and one of the fellows broke open an egg and said, "Ugh, this is rotten", and the cook said to throw it in there, nobody will ever know the difference. And I stopped eating eggs there after that. And then I was selected to lead the battalion exercise drills. As the leader, I would get up on a stand and the band would play, and I would lead five minutes of physical drill, part with a rifle, all standardized. I enjoyed that. That was my first tour where I got out of the ranks for a few seconds. But I enjoyed that.

**Mr. Misenhimer**

How long was your boot camp?

**Mr. Batterson**

It seems to me that it was about four months, three or four months, I don't remember which.

**Mr. Misenhimer**

Did you have any type of rifle training or weapons training?

**Mr. Batterson**

Very little. And we got a little gas training, exposed to tear gas. But no, we fired very little. It wasn't a major event.

**Mr. Misenhimer**

A lot of marching?

**Mr. Batterson**

Oh, yes. A lot of marching.

**Mr. Batterson**

Did you have to tie knots?

**Mr. Batterson**

Yeah, we had to do some of the basic knots. And we certainly had to watch our appearance. We had an inspection every day, and if the inspecting officer didn't like it, you could expect to do a little extra marching. So, it was a good experience. It think they were tough, but they were fair.

**Mr. Misenhimer**

And what did you live in there?

**Mr. Batterson**

Big barracks.

**Mr. Misenhimer**

In other words, an old base?

**Mr. Batterson**

Oh yes. And, of course, we had battleships, and cruisers at Norfolk, and we all had a chance to visit them while going through boot camp. And I always liked the battleships.

**Mr. Misenhimer**

At that time they were the queen of the fleet.

**Mr. Batterson**

Yes indeed. That WAS the fleet. Everybody was there to support the battleships.

**Mr. Misenhimer**

Anything else you recall from your time in boot camp?

**Mr. Batterson**

No, nothing significant.

**Mr. Misenhimer**

Other than rotten eggs, anything funny happen there?

**Mr. Batterson**

No, I can't remember anything.

**Mr. Misenhimer**

No humorous incident?

**Mr. Batterson**

No, no.

**Mr. Misenhimer**

So, when you finished there, then you went to the West Coast. Did you get a chance to go home when you finished boot camp?

**Mr. Batterson**

No.

**Mr. Misenhimer**

And how did you travel to the West Coast?

**Mr. Batterson**

In an antique train. It was, I think, the worst class that existed. We were crowded into the cars. There wasn't much space for relaxing. And it sure wasn't air conditioned. I remember how hot it got. But, it worked out all right. We survived.

**Mr. Misenhimer**

About how long did that trip take?

**Mr. Batterson**

About five days.

**Mr. Misenhimer**

Was this a special troops train?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

All sailors on it?

**Mr. Batterson**

As far as, that's all I saw. At that time they were just beginning to build up the fleet and there were a lot of sailors going out, because the Pacific Fleet, of course, was the one that was getting the attention. That is why there were so many sailors going west.

**Mr. Misenhimer**

That was in 1940 and that's when they started the big buildup.

**Mr. Batterson**

Yes, oh yes. You could see that when we went aboard the *Philadelphia*. There weren't bunks for everybody, so we had to live in a hammock for about three months. That's fun!

**Mr. Misenhimer**

And when you got to the West Coast, did you go straight to the *Philadelphia*?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

You didn't stay there any time at all? Straight to the *Philadelphia*?

**Mr. Batterson**

They had the orders set. When we left Norfolk, we knew where we were going.

**Mr. Misenhimer**

Since you were on a cruiser, and not a battleship, did you feel disappointed?

**Mr. Batterson**

Not really, because it was a good ship, almost new, only a couple of years old. It had a lot of the comforts that the older ships didn't. I went aboard an old cruiser, the *Marble Head*, and I couldn't believe how they lived. We were in hog heaven, compared to the *Marble Head*. But it certainly

doesn't compare with what these sailors have today.

**Mr. Misenhimer**

You mentioned that you had to sleep in hammocks? They had bunks for most people, is that correct?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

And then where would you put your hammock?

**Mr. Batterson**

Just stow it. We had a locker for it. We would take it down in the morning at reveille, roll it up and put it in this storage area that was alongside the bulkhead.

**Mr. Misenhimer**

And then where did you put it up at?

**Mr. Batterson**

In the mess hall.

**Mr. Misenhimer**

In the mess hall? So, when someone wanted to eat, you had to put it down?

**Mr. Batterson**

Well, of course. we took them down at reveille. and then we put them back up after the mess deck had been secured, swabbed, and all that; then, we could swing our hammocks.

**Mr. Misenhimer**

Is this at night or is this in daytime now?

**Mr. Batterson**

Oh, this would be at night, in the evening, around 6.

**Mr. Misenhimer**

And what all did you do on the *Philadelphia*? Well, let me ask you. Did you have any special

training in boot camp for any special job?

**Mr. Batterson**

No. I was offered corpsman. And thank goodness, I didn't volunteer for that, because those guys, I found out, they went right into the Marine Corps. And you know, those fellows had the highest casualties. I don't know how high that percentage was, but those guys took a terrible beating.

**Mr. Misenhimer**

Yes, the corpsmen were fantastic. They took a lot of risk and took a lot of casualties.

**Mr. Batterson**

They did. And they received recognition for that. And now they are right back there, doing the same thing, in Iraq.

**Mr. Misenhimer**

So, what was your job on the *Philadelphia*?

**Mr. Batterson**

Well, I was assigned to the first division. That is a deck division. We had responsibilities for all that area of the ship, which included the anchor equipment, and the first turret. And we manned the first turret. We had three six-inch guns. And altogether there were five of those turrets. And my general quarters station was powder man on the middle gun. The powder was fixed, and it weighed about 70 pounds. And it was my job to get that powder dropped into the breach as fast as I could, after the previous round had been fired. But this was after the projectile was in place. As soon as that was dropped, then I put in the powder. I had better do it fast, or I would catch hell. The turret captain, he watched. We had to get our timing as well as we could, because we were in competition for the gunnery E. The big red E. And every split second was important.

**Mr. Misenhimer**

Now, the powder was in a bag, is that right?

**Mr. Batterson**

No, it is in a fixed container.

**Mr. Misenhimer**

A cannister of some sort?

**Mr. Batterson**

It was. It was fixed. Just drop it into that breach. Sometimes the fingers would get in between and oh, that was painful. That hurt!

**Mr. Misenhimer**

You didn't have to pick it up and put it in there?

**Mr. Batterson**

No, I never dropped it. You just flip it in. It was just like standing here and then right in front of me was the breach. It came down, and just as soon as I dropped the powder then it would be rammed. Bang!

**Mr. Misenhimer**

One powder container?

**Mr. Batterson**

Yes. One powder container. Not two or three, just the one. And we never won the E, and I was looking for another way to spend time. I didn't want to stay in that deck force, especially when I had the tour as a mess cook. Then I got three months of side cleaner, and then this old bo's'n said, "You're Batterson? What job do you want next?" I said, "What's available, bo's'n?" "Side cleaner or mess cook!" Well, I transferred to the S Division, which was the Supply Department with repair parts, general mess, retail sales, disbursing, etc. I made third class the first time up. And that also was indicative of this buildup that was going on. Because two years before that, if a guy made third class in his first cruise, he was doing beautifully. And so I made it in less than two years.

**Mr. Misenhimer**

Third class what?

**Mr. Batterson**

Storekeeper. And then what happened that the ship was in excess of SK's, of storekeepers. And all this time...I will go back a little bit. We were in battle condition most of the time. We were trained how to operate day and night under battle conditions. We were in a darkened ship. We would strip ship. We were getting ready for the Japs. And that's why it was so difficult to believe that they caught us the way they did. But, as soon as I ...well, important point. Not too long after I went aboard the *Philadelphia*, the fleet was assigned to Pearl Harbor. And that's when we saturated that

part of the world. There were sailors all over Awahou. Liberty was one out of eight. I mean, it was a mess for a while. But, getting back to making the rate. I made the rate, and shortly afterwards I got orders to go to the Naval Station at Pearl Harbor, the 14<sup>th</sup> Naval District. And another guy made third class. He actually went to the *Marble Head*, and as far as I know, he was killed because the *Marble Head* was out there in west-Pac with our Asiatic fleet that we had. I think she survived, but a lot of men lost their lives.

**Mr. Misenhimer**

Let me go back to when you first went to the *Philadelphia*. Did you all leave California right then, or did you stay around there and practice a while?

**Mr. Batterson**

No, we stayed there about four months, I would say.

**Mr. Misenhimer**

Would you go out, what, every day, or ever so often go out?

**Mr. Batterson**

Well, we would go out usually during the week, and then come back for the weekends. And we would hit the pike in Long Beach, or go to Los Angeles, or Hollywood..

**Mr. Misenhimer**

Did you see anything particularly in Hollywood? Any stars or anything?

**Mr. Batterson**

No. When I went to Hollywood, I went to the Palladium with the dance bands. I love to dance. Big names– Tommy Dorsey, Benny Goodman. Those were the days!

**Mr. Misenhimer**

You were 17 or 18 at that point?

**Mr. Batterson**

18. And then at the Naval Station, that was also the barracks for the enlisted personnel who were attached to the Naval Station, and we berthed on the third deck. And I was assigned to the Commissary store. I worked in the office. We had charge accounts for active duty military. I handled all of those accounts, and also got involved in inventory management of the items we carried.

**Mr. Misenhimer**

You said charge accounts? So they would buy things and charge to them?

**Mr. Batterson**

And if they didn't pay within 15 days after the 1<sup>st</sup>, they got a letter. The letter was sent to the Commadant. Poor guys. If they got one of those in their record, they were hurting.

**Mr. Misenhimer**

Was this mainly married men that were doing this?

**Mr. Batterson**

Yes. Oh, yes.

**Mr. Misenhimer**

Now, when you left California, did you go straight to Hawaii on the *Philadelphia*?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

Did you go over in a convoy with other ships, or just yourself?

**Mr. Batterson**

No, we were with the ships—battle wagons, cruisers, destroyers. I didn't see a carrier.

**Mr. Misenhimer**

In that big migration they had to Hawaii from the West Coast? And when you got there, did you tie up in Pearl Harbor or Ford Island or where?

**Mr. Batterson**

Oh yes. If the ship got a berth alongside the dock that was great. A lot of them had to anchor out around the other side of Ford Island, on that part of Ford Island opposite Battle Ship Row.

**Mr. Misenhimer**

Of course, they were not really prepared for that large a fleet at that time.

**Mr. Batterson**

I haven't seen that place in years and years. I wonder what it is like now?

**Mr. Misenhimer**

Hawaii?

**Mr. Batterson**

Well, that River Street.

**Mr. Misenhimer**

Hotel Street?

**Mr. Batterson**

Hotel Street. I don't know what it is like now. It had quite a reputation.

**Mr. Misenhimer**

Now, back when you were in California, did you seen any USO shows?

**Mr. Batterson**

No.

**Mr. Misenhimer**

And Hollywood Canteen? Was that open then? I don't think it was.

**Mr. Batterson**

I don't know. I never looked for USO's. I knew what I wanted to do.

**Mr. Misenhimer**

Now what else did you do there in Hawaii?

**Mr. Batterson**

Well, I got a job at the Officer's Club every evening. I posted the officer's accounts. They would charge and I would post. And I made extra money doing that, and was able to buy a car, and so I was having quite a good tour. It was a beautiful island. It was crowded. But with a car, I'd get a couple of my buddies and we would go around the island, to places that weren't so populated. We had a ball. But then, it all ended. All that fun ended when those Japs came in on the 7<sup>th</sup>. But prior to that time, we were having drills. Not me personally, but the Army Air Corps, the Army, the Marine Corps, and the Navy were having drills all the time. They would have attacks, mock attacks. And there was no way that I could ever figure that they would be able to sneak in when we were doing all of these things, and aboard ship, as I said. And this is over a year before the Japs hit Pearl Harbor. We had darkened ship. No movies. Night maneuvers. General quarters.

**Mr. Misenhimer**

Were they defending against an air attack or a ground attack?

**Mr. Batterson**

Where, at Pearl Harbor?

**Mr. Misenhimer**

Yeah, all this training, was it against an air attack or against a ground invasion?

**Mr. Batterson**

Well, it seemed to be, by what I could see, it was to take... What I saw at Pearl Harbor, they would come in to defend off attackers. If somebody got through, you know, shoot 'em down. But then, what they did around the island, I am sure it was for invasion purposes. Aboard ship, it was strictly to come in contact with their fleet and do 'em in. I don't think they ever expected the Japs to hit Pearl Harbor. But they went through these exercises, and I am not sure how much of that tied in with other kind of training they would give, not necessarily for Oahu, but say, for Wake Island or for Midway, or where ever. So, I am sure that was all part of a package, but still, there was enough that we all felt secure. We would joke about the Japs. Well, we will beat their butts in four months! We should worry about them? How wrong we were! How wrong we were!

**Mr. Misenhimer**

So, December 7, where were you when the raid started?

**Mr. Batterson**

I was in the receiving station, the third deck, which was forward and west of Personnel. And we were sound asleep. We heard this noise. One guy woke up and he said, "Those bastards are holding a drill again! Why do they do it Sunday morning?" Then one guy got up then said, "My God, come here." And he said, "These are Japs!" Out the window we saw Jap torpedo planes. We could look across and see Richardson Center. That is where the big enlisted recreation center was, where they had the Battle of the Bands the night before. To the left and we could see Battleship Row less than a mile away just perfectly. There is a road from Honolulu to the main gate and the Japs came in just as if they came in right down that road, right past the receiving station. They were at our height, and that was about their torpedo drop height also. They came down very little after they flew by us. And the first one I saw, I saw that big meatball and the pilot and the gunner intently looking forward at the targets, and then about every, say, every 5 seconds one plane would go by. And I will never forget. I was watching one, and he went by, and then suddenly in just a huge flash he was gone.

Somebody hit that torpedo. That was the best looking Jap plane I saw all day. But we could see the Japs just peel off and go for their targets. They knew their targets, they knew full well what they were going to do. The *Oklahoma* happened to be right in line. I saw her take five torpedoes, and she, of course, capsized. One of the first. Then I could just see the torpedoes hitting the other battle wagons, and then suddenly the *Arizona* just heaved up. A sickening sight. And then, at the same time, the dive bombers were coming in, and that high altitude bomber is the one who dropped the bomb that hit the *Arizona* armory. So, it was just unbelievable to think that was happening. Then, what in the hell should I do? We went down to the first deck and were waiting for somebody to tell us what to do. We could go outside and watch, or we could stay in. And at that time, survivors were beginning to come up in their skivvies and we started to take care of them. And then the word was passed for us to fall in outside, and we found out we were going to the *Cassin* and the *Downes*. They were afire. Two destroyers. They were in dry dock. They had been hit and they were on fire. So we went outside, and were getting into the truck when we were strafed, the only time I was shot at all day. It was a Zero, because later, when I went through aircraft recognition as an aviation cadet, I remembered that aircraft. He had made a run on a ship, you see, and he just couldn't bring his nose down enough, and all his bullets went over our heads. Then we went down to the *Cassin* and the *Downes* and got the fire out. It was almost out when we got there. It was near the end of the second strike. And then that was it. It was just the ships burning— a ghastly sight. Flames. Guys still coming ashore needing help. Then that night, the *Yorktown* sent six planes in. All of us had guns by that time. All the soldiers and Marines, everybody had guns, and you knew they would be trigger-happy, and we could hear these planes. We didn't know whether they were friendly or Japanese. Suddenly, one guy fired and the sky just lit up. And I think we got— I say "we", but I didn't fire at the time— but half of the guys were shot down coming in and it was stupid for them to come in that night. I don't know why it happened, but it did. Then, the next day, we were just getting into a routine, trying to find out what we should be doing, and get acclimated. It was the next day that the radio station came on and started to play music. And when we heard that, it was just a different world. It made us relax. Well, we knew if they were broadcasting, they weren't worried about the Japs. We didn't know. We heard rumors that they had landed, and that they were on their way, and it was quite a night, as well as the following day. But, the real big event was when the radio station

came back.

**Mr. Misenhimer**

It gave you all a sense of security?

**Mr. Batterson**

Yes, that made us feel much better.

**Mr. Misenhimer**

I understand on that first night there were reports of Japanese troops coming in from the water.

**Mr. Batterson**

Oh, yes. There were all kinds of rumors. And we went out with our 3030's. We challenged anybody that came by. And this one civil service employee said, "Hell, I volunteered to come out here. I didn't have to come out here tonight. And this is the fifth time I have been challenged." So, it wasn't too organized initially. But again, we didn't know what was going to happen.

**Mr. Misenhimer**

Now, the attack started about 5 till 8. And what time was it over with then?

**Mr. Batterson**

About, it seems to me, around 10 a.m.

**Mr. Misenhimer**

Did you stay in your barracks until 10, or...

**Mr. Batterson**

By the time we got to the *Cassin* and the *Downes* and finished that, the fire was under control. It was over then. There were no Jap aircraft around.

**Mr. Misenhimer**

And what did you do with these two destroyers?

**Mr. Batterson**

Fought the fires. The *Pennsylvania* was in back of the *Cassin* and the *Downes* in the same dry dock. She got hit once by one bomb.

**Mr. Misenhimer**

Did you help to rescue any of the people that were in the water or anything?

**Mr. Batterson**

No, I wasn't down at the water. No, we initially started helping them to get cleaned up, and got clothes for them. Then we went down to the *Cassin* and the *Downes*. I think the worse thing, other than seeing those guys get killed, I did see them strafe guys in the burning oil. Those Japs were sort of like these Al-Qaida terrorists, only not that savage. These guys we are fighting now are...I shouldn't compare the two, but...

**Mr. Misenhimer**

You were talking about strafing men in the water?

**Mr. Batterson**

Oh yes. And then this is after they murdered guys who were aboard ship who were in their bunks, and never had a chance. There was one thing that hit pretty hard with the *Arizona*. The night before Pearl Harbor, Saturday night at the "Battle of the Bands" at Richardson Center, there was a lot of entertainment for us. During the "Battle of the Bands", the best band was saluted as the first in the Fleet. And the *Arizona*, as I recall, came in second. And the next day every one of those *Arizona* musicians was killed. Just think. Those guys were really playing good music about ten hours before the attack.

**Mr. Misenhimer**

Then, like on the third day, what did you start doing then?

**Mr. Batterson**

Well, we were getting back to routine, back to the regular job. And about six months later the Navy issued a new policy which opened up flight training to enlisted personnel. And I put in for flight training just as soon as I could. And it was in late '42 that I was selected to go into a flight training program, into the V5 Aviation Cadet program. And I started that in January of '43. I started at the University of Southern California for training, physical training and academics, and then the University of New Mexico for flight training in a Taylor craft. That was called War Training School. I lived in the University of New Mexico under the stadium, which was okay. We soloed there and then we went to Del Monte, to what they called the pre-flight program. It was academics and more physical training. I got out of there two weeks early, because I made some pretty good grades. It was rough. And then I started flight training at the elimination base at Hutchinson, Kansas in the

winter. And there is nothing like Kansas in December, and January, and February in an open air cockpit. That's where most of the guys wash out, as it was an elimination base. Then I went to Corpus Christi and went through instruments, and advanced training. I finished up the training at Waldron Field where I was a Cadet Battalion Commander. I was a cadet LCDR and I thoroughly enjoyed it. And then when I got the wings at the main station, I was assigned to Daytona Beach to F6F training.

**Mr. Misenhimer**

The main station was where?

**Mr. Batterson**

At Naval Air Station Corpus Christi. Waldron Field was a few miles away.

**Mr. Misenhimer**

Were you commissioned at that point, then?

**Mr. Batterson**

Yes, I was commissioned in September, 1944, as an Ensign, USNR.

**Mr. Misenhimer**

So, when you joined originally, you were regular Navy. But now you are reserve?

**Mr. Batterson**

Yes. They discharged me from the regular Navy, special order discharge, and picked me up in the Navy reserve as an aviation cadet.

**Mr. Misenhimer**

At the same day?

**Mr. Batterson**

Yes. Well, the next day.

**Mr. Misenhimer**

You were discharged one evening and commissioned the next morning?

**Mr. Batterson**

Oh no. It was just a matter of being given a commission on a certain date in the reserve. Because I was in the V5, that was a reserve program.

**Mr. Misenhimer**

So, had you been discharged from the regular Navy before that?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

Like, when you went into V5 when you got your discharge?

**Mr. Batterson**

That's when I got discharged.

**Mr. Misenhimer**

Oh, I see. Then you went into the V5 in the reserve. Okay. I understand. Now, let's move back up a little. About your training. You took your first training in a T Craft?

**Mr. Batterson**

A Taylor Craft.

**Mr. Misenhimer**

Had you ever flown before that at all?

**Mr. Misenhimer**

No.

**Mr. Batterson**

What was it like, the first time you flew there?

**Mr. Batterson**

Oh, I loved it. But I tell you, that plane couldn't take the wind. There were many times we made landings there in Albuquerque and the guys had to be out there to grab the wings before we were blown away. We had to bring them in full power, and then we couldn't ease off on the throttle until they had those wings. But we soloed. That was the big thing.

**Mr. Misenhimer**

How did it feel to solo?

**Mr. Batterson**

That was a thrill! It is almost as much a thrill as the first carrier landing.

**Mr. Misenhimer**

Okay. You went from there to where?

**Mr. Batterson**

To Hutchison, Kansas.

**Mr. Misenhimer**

Now, this first training in the Taylor Craft was where?

**Mr. Batterson**

Albuquerque.

**Mr. Misenhimer**

Then you went from there to Hutchison, Kansas? And what kind of plane did you fly in there?

**Mr. Batterson**

The old N3N. Open cockpit. We have an N3N aboard this ship. (*U.S.S. Lexington*)

**Mr. Misenhimer**

Now, N3N...okay, what is the AT6?

**Mr. Batterson**

That's the more advanced trainer. That is the SNJ. It had 550 horsepower. The Taylor Craft had 75, as I remember.

**Mr. Misenhimer**

And now the N3N, is that a low wing, or is that a bi-wing plane?

**Mr. Batterson**

It's a bi-wing. And we have one of those. Open cockpit. And I will never forget this. Doing aerobatics by myself.

**[end of side 1 of tape]**

**Mr. Misenhimer**

Okay, so you had accidentally opened your safety belt during snap rolls?

**Mr. Batterson**

Yes. I started to slip out, and then I got the nose down and was able to get back in place and hook up my seat belt again. There was one guy who bailed out and he lost one of these real nice boots, leather and wool-lined, and he had to trudge for a mile or so to get to the road. And he got back to

the Base and he thought he would get some sympathy, and the CO looked at him and saw that he didn't have his boot. "So, what happened to your boot?" He said, "I lost it." "That's 50 demerits" A lot of sympathy! He saved his life, but he lost his boot.

**Mr. Misenhimer**

Lost his airplane, too.

**Mr. Batterson**

Oh yes. But it was really silly.

**Mr. Misenhimer**

Is the N3N, is that the Steerman?

**Mr. Batterson**

Yes. They call it the Yellow Peril, also a Steerman. Good plane. Very acrobatic. You could do anything in that.

**Mr. Batterson**

They put a float on them?

**Mr. Misenhimer**

Yes. I flew one in Pensacola with a float. I had a lot of fun. You would bring it in real slow and just kiss it on.

**Mr. Misenhimer**

Anything else you recall about the time in training?

**Mr. Batterson**

You mean, before I got my wings? No.

**Mr. Misenhimer**

Then after you got your wings, what happened?

**Mr. Batterson**

Well, then I went to Daytona Beach. That is where they had their fighter training squadron, VF100. And that was a thrill, to take that out solo, from an SNJ with 550 horses, to the F6F with 2800 horses, but it really worked out just fine. I loved it. I did very well in gunnery. But we did all kinds of overhead runs, side runs, low side, high side and we had navigation, night flying. Then, when we finished there, we went up to the Great Lakes, to Glenview Naval Air Base, to make first carrier

landings. They had the *Wolverine* and the *Sable*. They were converted ferry boats. So, I got my two landings, and on the first approach, the old engine blipped on me and I thought, "Oh, my God, I'm going in." And then it caught right up. And that was the only unusual thing that happened there. Everything went just fine. Except when we were there, there was a lot of snow. Six of us took off to go out and make our landings and then we came back. Two of the guys didn't make it to the runway. They dug their wings in on these drifts. It was the darndest thing. But they said, "You guys have got to fly. We've got to get you out of here. So, we went out and we got our landings.

**Mr. Misenhimer**

Let me back up. Now you mentioned a while ago about the first time you made a carrier landing. How was that first carrier landing?

**Mr. Batterson**

Well, you know, it was the first carrier landing I made aboard an aircraft carrier. This was...I don't know how to put it...sort of different. I didn't have the same feeling about it aboard the *Wolverine* as I had landing aboard a carrier. I guess I was more concerned about just making it, than I was about what I was doing. Just get this thing around and get it on the deck, and take off, and do it again.

**Mr. Misenhimer**

Now, the two guys that caught their wings...were they will killed or anything?

**Mr. Batterson**

No. One was banged up. He couldn't fly for a couple of weeks.

**Mr. Misenhimer**

Anything else from your time with the Great Lakes, then?

**Mr. Batterson**

I loved Chicago. No, there wasn't anything else, other than the bitter cold and all that snow. That's the only time we flew, just to go out and get two landings. Then we waited on our orders to go to the West Coast.

**Mr. Misenhimer**

So, you went from Florida up there, and about how long were you up there at the Great Lakes then?

**Mr. Batterson**

A couple of weeks.

**Mr. Misenhimer**

That's all? Way up there to do that carrier? They didn't have any boats out there you could do?

**Mr. Batterson**

It was a good way to do it. You didn't take an operational carrier out of the fleet for training purposes. These were ferry boats that weren't missed. It worked out very well.

**Mr. Misenhimer**

And how did you travel from Florida to Chicago, Illinois? Did you fly up or go by train?

**Mr. Batterson**

We actually flew. We were flown up. And then, we went by train out to the West Coast.

**Mr. Misenhimer**

Crowded up in a troop train again?

**Mr. Batterson**

Well, it wasn't that bad.

**Mr. Misenhimer**

But now, you are an officer, of course.

**Mr. Batterson**

It was a little different. A little different. Then, we went to the training squadron which was COM NAV AIR PAC. Then we were sent out to...we actually operated out of Long Beach. They had a naval air station there. And we went out and made carrier landings several times, not at night, but during the day. And when we finished that phase, we were sent out to Twenty-Nine Palms for rocket firing and more dive bombing. And it was hot. I remember that. And we had to be careful when we taxied, because the heat could be so great that the brakes would actually seize. So, we had to be very careful. And it was at Twenty-Nine Palms that I almost became a statistic doing rocket firing. We were supposed to go in about 45 degrees. I was consistently under-shooting. So, I said, the heck with this, I am going to go straight in. So, I went straight down. And I wasn't paying attention, but that old air speed went into the red and I said, uh-oh, I had better get out of this, and I tried to pull back on the stick and it was frozen. I couldn't move the stick, I couldn't move the rudder. They

were just as tight as this deck is. And I remembered what a seasoned pilot had told us about a week before. He said that his controls had frozen on him, and he hit the trim tab. It is a little trim tab that has the trim on the elevator, and I hit that and it worked. It broke, it came unfrozen, and I pulled out. I clipped the top of a tree, and this guy who was observing the rocket firing said, Blue 4 you are too damn low! And my heart was still up here. I didn't say a thing. But that made me more aware of what can happen if you have got your head up and locked. But we got all that in.

**Mr. Misenhimer**

Had you lost anybody along the way in training from accidents?

**Mr. Batterson**

We lost a couple in Daytona and during flight training there was one or two that I knew of. There is always that attrition. But, we did our practice dive bombing at Salton Sea. They pulled targets and we dove on those. It worked out well.

**Mr. Misenhimer**

Are you still in VF100 at this point?

**Mr. Batterson**

No, that was in Daytona. I forget what they called us at Long Beach and at Twenty-Nine Palms. Then, after we finished that phase, we were sent out to Barber's Point, Oahu, where they had replacement pilots for the dive bombers, torpedo planes, and fighters. This was the pool from which the guys were taken to go out aboard ship if they had attrition. They could send a team, two teams, or one man. And we flew two to three hops a day and it got pretty monotonous. And then, the Army Air Corps started to come in from Europe. You know, the war had ended. They started to fly through and we started to have dog fights with them. I had dog fights with a P38 and the P47 and my F6F was better than either one of them, except the P47. Once we hit 12,000 feet, that guy, he could pull away. He had more power. It was a great plane. The higher it went, the more effective it was. But then, one of the Army Air Corps guys and one of the Navy guys hit head on and that was the end of that fun. They started to send people out every day to observe anybody caught dog fighting and that was it. He was through. Then, our team was selected to get special training in spotting. We went through artillery spotting. And this was to give us the added ability to go out aboard a carrier. And we could be assigned to spot for a battle wagon, a cruiser, or a destroyer.

**Mr. Misenhimer**

You are still in an F6F?

**Mr. Batterson**

Yes. So, as far as I know, we were the first team to receive that training and to be deployed. I have never looked into that historically. I may do it someday. But, after we finished that training, we were sent to the *Bennington* to VF1. And that was in the latter part of June, 1945.

**Mr. Misenhimer**

The *Bennington* was what number?

**Mr. Batterson**

CV20.

**Mr. Misenhimer**

It was a full-sized fleet carrier?

**Mr. Batterson**

Well, she is a sister ship. She was an Essex class carrier, the same as the *Lexington*.

**Mr. Misenhimer**

A sister ship of the *Lexington*?

**Mr. Batterson**

Right. There were 24 of the Essex class built. As a matter of fact, the second hop...oh, the first hop, we were sent up just for a combat air patrol. And that was about a six-hour flight. Just flying around to make sure if any Jap came around he would rue the day.

**Mr. Misenhimer**

Now, where were you at this point?

**Mr. Batterson**

Off Honshu.

**Mr. Misenhimer**

Off Honshu in Japan?

**Mr. Batterson**

Yes. And when we came back, this would be our first landing aboard the *Bennington*. We came in low and slow because we had done this just off small carriers. And our flight leader got chewed out

for being too damned slow, it took too long to take us down, and they damn well better use a throttle next time, so we did. Because we just weren't accustomed to the big aircraft carrier.

**Mr. Misenhimer**

And this was your first time on the *Bennington*?

**Mr. Batterson**

The first time to make a landing on the *Bennington*.

**Mr. Misenhimer**

How did you get to the *Bennington* yourself?

**Mr. Batterson**

Well, we were flown out. This is where we went, to Midway, Saipan, and Iwo Jima. And from Iwo Jima we were taken out to the *Bennington* in a destroyer. And while we were aboard this destroyer, we were told about when the invasion would be. And we thought everybody in the fleet knew that. And when we went to the *Bennington*, we talked with the fellows, and said that the invasion is going to be around 1 October. and again. our flight team leader. LTJG was called up and he was really queried, "What the h—was going on?" We knew this. The commanding officer knew it, the key people. But noone else knew it. And within ten minutes everybody on the ship knew it after we had started talking. We had no idea.

**Mr. Misenhimer**

They hadn't warned you it was confidential?

**Mr. Batterson**

No. And they were very concerned then that aviation personnel might be captured, tortured and divulge when we were getting ready to invade. That's what the concern was. But, when Truman dropped the two bombs, well that took care of that.

**Mr. Misenhimer**

Now, when you got on the *Bennington* it was in June of 1945 and you were off of the Japanese coast most of the time?

**Mr. Batterson**

I flew as a spotter, a stand-by spotter for the *U.S.S. Massachusetts* when she was bombarding a steel mill in Kamishi. The steel mill was behind a hill, the water was out here, and the ships would go

back and forth and fire. The battle wagons were about 20 miles out. And their aircraft had been shot down. The *Massachusetts* had lost their seaplane. And they called me in and okay! Boy, this is great! I started to take my position above this steel mill just nice and leisurely and I heard this pop, pop, pop, pop, pop, and I thought, "Oh, my God, my engine is missing." The gauges were okay, and I looked out and here these old AA's were coming up on me. "You stupid guy," I thought. So I gave throttle and got up high enough where they couldn't hit me, and then we got in communication with the ship, and they would tell me when they were going to fire, you know. And then they would say, "Splash" and then two seconds after "Splash" their rounds would hit, and they fired one round for effect. That was over. Fired another one for effect. It was short. Now, they said, "We are firing for effect." That meant broadside. Because, with the corrections I gave them, every round, nine rounds, went right into that steel mill. Deadly. Deadly accuracy. Then we did that for about 30 minutes. And occasionally they would say, "Smoke", and I would know where they were. Other ships were firing at the same time, so when he said, "Smoke", I would know where her rounds hit. And then he said – I think I was Blue 4 or Blue 3 or something like that– he said, "Blue 3, we are going to shift targets to the bridge in the city." And there was a big bridge over this body of water that was about a half mile. And they said, "We are firing for effect." And then, splash, and then seven of those nine rounds hit that bridge, and I told them, of course, what they had done. And they said, "Thank you, Blue 3, thank you for your assistance. This is all." And that was it. But that was quite an experience.

**Mr. Misenhimer**

Was there somebody else spotting for the other ships, that were flying?

**Mr. Batterson**

Oh, yes.

**Mr. Misenhimer**

So there were several of these spotters out there?

**Mr. Batterson**

Oh yes. Every ship. Except the destroyers. They went in close. And they worked over the waterfront. They worked over the huge cranes. You could just see them. Just popping those rounds in there. They didn't need a spotter. They could see what they were doing on their own. But the

battleships, they were doing the long range, and the cruisers and destroyers were working in pretty close.

**Mr. Misenhimer**

Did you ever meet any Japanese airplanes?

**Mr. Batterson**

Never. That's one thing I regretted. Because they were not flying...they were coming up then, they were holding them. We would go out, the photo planes would go out, and locate aircraft that were parked under trees or whatever. Then we would go out and go after them. But they had a lot of aircraft left for that invasion.

**Mr. Misenhimer**

You did a lot of strafing or bombing with those kinds?

**Mr. Batterson**

Yes. And we had six 5-inch rockets. And I never did hit the target with a rocket. Just short. I don't think they were very good rockets. It wasn't my fault. But we were within weeks of invading that island. Thank God old Truman said to drop the bombs. I don't think I would be here today if we had invaded. Because those guys, those Japs, had a lot of firepower left. They had a lot of aircraft left.

**Mr. Misenhimer**

I understand something like 4,000 airplanes and I am not sure how many suicide boats, several thousand of those.

**Mr. Batterson**

I have heard those figures, but I have never known if we could verify it. I am sure we could.

**Mr. Misenhimer**

Now, you mentioned Truman dropping the atomic bombs? How did you heard about that?

**Mr. Batterson**

We knew about it almost immediately. Our squadron commander told us that this had happened. The first one, when it was dropped, I wasn't with them when they went on this particular sweep. But what he did was he flew over Japan and said, "Fellows, I am going to nose over and pull out at 9,000 feet and you drop everything you've got," and then he went back. Because, he felt with the first one

it was over. And he was right. But he had to fly one more, and he did the same thing.

**Mr. Batterson**

Just on Japan.

**Mr. Misenhimer**

Yes. Just Japan. No specific target. They didn't go to go in to get shot at. It was over.

**Mr. Misenhimer**

Oh, I see. That was his decision to do that.

**Mr. Batterson**

That was his decision. But I am sure that he wasn't the only one.

**Mr. Misenhimer**

What outfit were you with on the *Bennington*?

**Mr. Batterson**

VF1. They called us the "High Hatters". Initially, they were all enlisted squadrons, many, many, many years ago. And then when the war started, they made it a regular squadron, officers.

**Mr. Misenhimer**

Now, how far up in Japan were you all when you heard about the bomb dropping?

**Mr. Batterson**

Oh, say, about five hundred miles.

**Mr. Misenhimer**

And when the second bomb dropped? What did you think about that?

**Mr. Batterson**

Well, we knew that with two of them, that was it. We all felt that way.

**Mr. Misenhimer**

Then, on the 14<sup>th</sup> of August, when they finally made the decision to surrender, did you all have a big celebration?

**Mr. Batterson**

Well, not really. It stayed subdued. We were just thankful, thanking God that we had won, and we had survived. Then the next day was that big flyover. We weren't a part of it. Hundreds, and hundreds, and hundreds of planes flew over the fleet. That was the celebration. The flyover. The

Flyover of Victory.

**Mr. Misenhimer**

Then September 2, when they had the surrender ceremony on the *Missouri* in Tokyo Bay, where were you then?

**Mr. Batterson**

At sea. We didn't take part.

**Mr. Misenhimer**

You weren't a part of that? They had a big flyover that day, also. Hundreds of planes flew over the *Missouri*.

**Mr. Batterson**

As a matter of fact, we were a special team—the flight team, six aircraft. We went to this squadron, the VF1, and we weren't what you would call an integral part of that squadron. We had not been assigned to it before. We were sort of additional duty, but we reported to them. The old man was our boss, of course, and told us when to fly, and so forth. Then, when the war ended, our team was given orders then to leave the ship and return. We returned to Hawaii and we were not aboard the *Bennington* when this peace was signed on September 2, 1945 on the *Missouri*. We had already left, on our way back to the States.

**Mr. Misenhimer**

How did you come back?

**Mr. Batterson**

Well, we went back to Iwo Jima, and then we were flown. We flew back to Pearl.

**Mr. Misenhimer**

You took a ship back to Iwo Jima?

**Mr. Batterson**

Yeah. We did it. And then an aircraft took us back to Pearl and we stayed there about a week and then went back to San Diego and waited orders. And I went to Corpus Christi as an instructor, and shortly after starting instructing there, Pensacola wanted 24 aviators (those instructors there) to go to Pensacola to get into multi-engine land instruction. And that was a plum. We all wanted that. So, we get to Pensacola, and they put us into the PBY's—multi-engine seaplane. Going from a

fighter to a PBY killed my joy of flying.

**Mr. Misenhimer**

That's like from a Thunderbird to a Model T!

**Mr. Batterson**

Gosh, yes. You see, I was in the reserve, okay. And I was active reserve, flying just as any other aviator, reserve or regular. The Navy opened up transfers from reserve to regular Navy. They had opened that up before the war ended. I didn't have enough time then to put in for it. But, then I put in for regular Navy as an aviator, but there were 25 applications for every vacancy, and since I was an ex-enlisted man, and I didn't have a lot of medals, there was no chance. But I got a nice letter saying, "You can stay on active duty, reserve status, as long as you like." Of course, it is always at the pleasure of the President. But, I put in for the Supply Corps, since I had been storekeeper and knew something about the supply business, and knew what it was about. I went before a board and took some tests, and then I transferred into the Supply Corps, regular Navy. Then I went through the Supply Corps school, went to a tanker, went to Marine Corps Air Station El Torro. I spent most of my time with aviation, like the Aviation Supply Office, a Supply Demand Control Point. With the augmentation, when reserve officers were augmented, there was a Holloway plan put into effect which would provide ex-reserve officers about the same level of education as an Academy graduate. In my case, I received seven terms at Ohio State, which was equivalent to about 2 ½ years. At Ohio State, I took a heavy load, got credit for some courses I had taken in community college, and credits for courses that I had completed in the Navy. I got my Bachelors of Science in Business Administration.

**Mr. Misenhimer**

What year did you get that?

**Mr. Batterson**

1955. And then later, after I had finished a tour aboard the *U.S.S. Galveston*, which was the first Talos guided missile cruiser, I was selected for the post graduate school at Monterrey and earned a Masters in Management. So, I was very fortunate. And I guess what I never will forget are the six years I spent in Washington, D.C. on two different tours, which is an environment that one must experience to be able to understand it.

**Mr. Misenhimer**

Now, what did you do in Washington?

**Mr. Batterson**

Well, I worked with the Bureau of Aeronautics in inventory management control. And then I was with the Bureau of Supplies and Accounts as the Aviation Supply Office program officer, and got experience of working with politicians, and the different kinds of pressures. Anyone who is assigned to Washington is subjected to a lot of different pressures that you don't get anyplace else. It is truly a different experience. I am glad I had it, but I would not want to go through it again.

**Mr. Misenhimer**

Were you at the Pentagon?

**Mr. Batterson**

No, but I used to go over there quite a few times.

**Mr. Misenhimer**

With the naval headquarters there?

**Mr. Batterson**

The Bureau of Supplies and Accounts was in the Navy annex, and the Bureau of Aeronautics, they were out at an annex near Alexandria.

**Mr. Misenhimer**

What rank did you have then?

**Mr. Batterson**

On the first tour, I had just been selected for commander, and my pay started after I got there. I needed that! Boy, that is an expensive place! And then the second tour, I had just been selected for captain. So, I finished out my time at the Naval Supply Center in Norfolk as the exec. Then, I had a tour at the Defense General Supply Center in Richmond, and there is where I retired.

**Mr. Misenhimer**

What was the highest rank you got to?

**Mr. Batterson**

Captain.

**Mr. Misenhimer**

How many years were you in?

**Mr. Batterson**

Counting my enlisted time, 35 years.

**Mr. Misenhimer**

And you retired when, then?

**Mr. Batterson**

1974.

**Mr. Misenhimer**

When did you get married?

**Mr. Batterson**

1945. Married 55 years, and my wife died of cancer. I have remarried. Things are going very well.

**Mr. Misenhimer**

You got married in 1945 after the war was over?

**Mr. Batterson**

Yes.

**Mr. Misenhimer**

So she was with you in Washington and all like that, your wife was?

**Mr. Misenhimer**

Oh, yes. She was a great wife.

**Mr. Misenhimer**

Let me ask some other questions. What all ribbons and medals did you get?

**Mr. Batterson**

Oh, let's see. The China Service, all the Defense, you know, the regular standard ones.

**Mr. Misenhimer**

The Asiatic and Pacific medal? The National Defense Medal?

**Mr. Batterson**

And the DSM.

**Mr. Misenhimer**

And what did you get the Distinguished Service Medal for?

**Mr. Batterson**

That was in DGSC in Richmond for performance as Planning Officer. The one that I want to get before I pass on, is my Good Conduct medal. I earned one, but I never did get it.

**Mr. Misenhimer**

Did you get any battle stars?

**Mr. Batterson**

Oh yes. I have three of those.

**Mr. Misenhimer**

What is this ribbon that you have on here now?

**Mr. Batterson**

Oh, this is for the number of hours working aboard the *Lexington*. Others have to do with training and courses.

**Mr. Misenhimer**

Did you get home with any souvenirs?

**Mr. Batterson**

No.

**Mr. Misenhimer**

Now, in April of '45 President Roosevelt died. Do you recall hearing about that and where were you then?

**Mr. Batterson**

Well, at that time I was at Barber's Point..

**Mr. Misenhimer**

And what was the reaction to that?

**Mr. Batterson**

Oh, it was sad, very sad. Because we all felt very close to him. A great man. A great man. You know, he had five of these Essex-class carriers under construction before the Japs hit Pearl Harbor, Invaluable lead time that man gave us, his country.

**Mr. Misenhimer**

Did you have an experience with the Red Cross?

**Mr. Batterson**

No. I never had any experience with them.

**Mr. Misenhimer**

Now when you were aboard ship, could you get some mail with any regularity?

**Mr. Batterson**

Well, as best as they could do, under the circumstances. Mail does not get the priority that weapons and personnel shipment do.

**Mr. Misenhimer**

But mail is one of the best morale boosters they had, though.

**Mr. Batterson**

It is, but I think they did the best they can.

**Mr. Misenhimer**

Did you ever hear Tokyo Rose anytime?

**Mr. Batterson**

Oh yes, yes.

**Mr. Misenhimer**

And what did you think, listening to her?

**Mr. Batterson**

I wanted to strangle her. Just strangle her, like somebody else I knew in this country, of the same ilk.

**Mr. Misenhimer**

Did you ever listen to Armed Forces radio?

**Mr. Batterson**

I did. I listened. During the war they had a broadcast. I don't know what it was called then.

**Mr. Misenhimer**

Armed Forces Radio used to have all the big bands and they would make these different records, and they would distribute them around, and they would play them over the radio and all. Did you ever

have any reunions?

**Mr. Batterson**

Yes, the *Galveston*. I went to several. And then just dropped out.

**Mr. Misenhimer**

Did you use your GI bill any? Or did you get the GI bill? I am sure you did.

**Mr. Batterson**

Oh, I used it for a house, buying a house. That is about the extent of it.

**Mr. Misenhimer**

What did you think of the officers you had over you?

**Mr. Batterson**

I had some excellent officers, especially, when I was an enlisted man. I had a division officer I really respected, and he was very fair, and he showed me what a leader should be. And he was an ensign. He made Admiral.

**Mr. Misenhimer**

So after the war, didn't you instruct in here? Tell me about that.

**Mr. Batterson**

I did for a short time, then I got this opportunity. We were offered this chance of going into multi-engine land structure duty in Pensacola. When we went there, we were put into PBV's, multi-engine seaplane.

**Mr. Misenhimer**

But, you did instruct here for a while in the SNJ?

**Mr. Batterson**

Yes, then I instructed almost a year at Pensacola in PBV's.

**Mr. Misenhimer**

And after that, did you fly much more?

**Mr. Batterson**

No.

**Mr. Misenhimer**

And that was what, '46 when you did that, '47? [end of tape, side 2]

Martha Zapata/Crown Transcription

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