

*National Museum of the Pacific War*

*Nimitz Education and Research Center*

*Fredericksburg, Texas*

Interview with

**Mr. Frank D. Barger**

Date of Interview: June 14, 2010

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## **Fredericksburg, Texas**

### **Interview with Mr. Frank D. Barger**

Interview in progress.

Interviewer: This is Mark Cunningham, volunteer oral historian for the National Museum of the Pacific in Fredericksburg, Texas. Today is June 14, 2010. I'm getting ready to interview Mr. Frank D. Barger. Mr. Barger is at his home in Las Vegas, Nevada, this is a telephone interview. He was a pilot with the 4<sup>th</sup> Combat Cargo Group flying cargo from India, Burma, into China. He was a member of the Army Air Corps Air Transport Command.

Interviewer: Alright lets start right at the beginning, what is your birthday?

Mr. Barger: August 26, 1921

Interviewer: Okay so that makes you,

Mr. Barger: 88

Interviewer: 88 years old, okay. And where were you born?

Mr. Barger: Ah, I'll tell you it was in a what's that town, a big town down in Tennessee?

Interviewer: Nashville?

Mr. Barger: What?

Interviewer: Nashville?

Mr. Barger: No

Interviewer: Memphis?

Mr. Barger: Memphis I think.

Interviewer: Okay, and your parents?

Mr. Barger: Ah, I have no idea they must, I got adopted.

Interviewer: Oh okay.

Mr. Barger: I was 3 years old when I left them. Only thing I know is their name. Dad was named Frank and, dang, I forgot what my mother's name was.

Interviewer: Are you going by your ah, is your, ah, last name your adoptive parents?

Mr. Barger: Yeah

Interviewer: And where were you when, where were you when the war broke out, Pearl Harbor Day. What do you remember about that day?

Mr. Barger: I was in the service.

Interviewer: Oh you went in before the war?

Mr. Barger: Yeah I went in 14<sup>th</sup> of July, I'll get it in a minute, December, 1939, '40, I think it was '40.

Interviewer: Okay so you'd been in a while. Now what made you go into the Army?

Mr. Barger: Well, I wanted to fly airplanes.

Interviewer: Alright. Had you had any college, or any, did you finish high school?

Mr. Barger: No

Interviewer: Well tell me how you got into the college group?

Mr. Barger: Into the college?

Interviewer: Yeah

Mr. Barger: Well first they sent me to the airplane mechanic and that was about a while, don't know how long, and, ah, they sent me from Illinois out to California and

I had small hands and I could get them into places other mechanics couldn't so I become very very valuable to them.

Interviewer: Okay let me back up a minute. Where did you enlist or where did you go in?

Mr. Barger: Ah, in Galt, Illinois is where I talked to; I think that was the name of the town was. Ah, it was my hometown and I think he was stationed there and I told him I wanted to fly airplanes and he took me in as a mechanic.

Interviewer: And you went to mechanic school, is that correct?

Mr. Barger: Yeah yeah

Interviewer: Where did you take that where were you there?

Mr. Barger: Chanute Field, Illinois

Interviewer: Chanute Field, Illinois

Mr. Barger: Yeah

Interviewer: And where is that in Illinois?

Mr. Barger: That's up in the northern part.

Interviewer: Was it during the winter time?

Mr. Barger: Lets see, ah, lets see, yeah, December I got in.

Interviewer: So it was good and cold up there?

Mr. Barger: Yeah

Interviewer: You went thru basic in the upper Illinois winter?

Mr. Barger: (laughter) Yeah

Interviewer: Wow.

Mr. Barger: It never did get bad. Then from there I went to ah, California.

Interviewer: When did you start get your actual, when did you actually start getting trained to fly planes?

Mr. Barger: Well lets see, in ah, 1941 they finally I got shook around and I got a Master Sergeant to help me and we had to keep it under the cover because I was flying for cadets and he got me thru this physical and I took all the tests and passed all those and they sent down our statement saying you could go way back someplace in ah, no we had a 30 day leave of absence that's what it was. And me and another guy jumped on a plane here in California and we come back to Tennessee and got off he went his way and I went my way because my former folks lived in ya know southern Illinois.

Interviewer: Right

Mr. Barger: Then I come out there to California and I got a job working at one of their ya know where they put all the Japanese in a camp.

Interviewer: Now you were in the army?

Mr. Barger: Yeah

Interviewer: Yeah

Mr. Barger: I was on leave see and I got this job up there in this camp where they had the Japanese and I was there about two weeks I guess and then I went back in and they sent me down to Santa Anna, I think, to prep school to get ah, get ready for, ah going into primary.

Interviewer: So you were an Air Cadet, is that right?

Mr. Barger: Yeah

Interviewer: Okay and and then how long did that take you to get through the primary?

Mr. Barger: Ah, I think it were about three months I guess, two months, two and a half something like that.

Interviewer: Alright now then did you go to advanced training?

Mr. Barger: No went to second number two, they had three classes, three, I went to Bakersfield to get the basics and then I went from there, ooh, I do have a little story I could tell you, I don't know if you want to take it down or not (laughter).

Interviewer: Go ahead.

Mr. Barger: Well in primary first, third day, I think it was on Friday and ah, my instructor said Frank I want to talk to you after afterward, after dismissed everybody so I went in he said; "I hate to tell ya frank we're going to have to wash you out." And I says; "Well if that's how ya feel about it, I'm going to talk you out of it." He says; "Well you can say whatever you want." And what it was was so fast on when he told me to do something I was so fast I was jerking the the the ah, I don't even remember what you call the flying stick.

Interviewer: The controls?

Mr. Barger: Yeah the controls and ah, and he tell me to turn left and I (laughter) before we got to the left I was already on it and it was kind of rough and I said; "I've got to fly airplanes some way or other." And he set up and looked me straight in the eye for a good two minutes and he says; "Well Frank one thing this has got to be strictly under the table and if it goes out I'll kill ya (laughter). He said; "I want you, I'll get a pass for ya for tomorrow and Sunday. You go out and have a good time but you bring back a quart of bourbon with ya and hide

it so nobody can find it. When you go to breakfast Monday morning eat breakfast then you back to the barracks for your shoes and you take about a regular drink”, ya know, it’s not what you call those little cups?

Interviewer: Little jigger.

Mr. Barger: Jigger. Yeah, that’s what he said; “Take a little jigger of liquor and be sure you got that where nobody can find it and come on down”.

Interviewer: So take a drink before you get on before you start flying airplanes? (laughter)

Mr. Barger: Yeah (laughter)

Interviewer: He wanted to calm you down a little bit?

Mr. Barger: That’s it.

Interviewer: Yeah.

Mr. Barger: And boy I went thru there with flying covers and to make a long story short I graduated not in, they wouldn’t tell you which, one but in 10, top 10 of the class. And the instructor he found out where I was going for advanced, that was over in Arizona, and he was there met me at the (unintelligible) airplane.

Interviewer: Wow.

Mr. Barger: And he was my instructor there.

Interviewer: Now what kind of planes were you flying in advanced?

Mr. Barger: Well they were pretty high powered, two engine planes.

Interviewer: So you were trained in two engines?

Mr. Barger: Yeah, and well in the beginning was single engine and then then ah, basic it was single engines and then we got into ah, advanced it was two engines and one of them was I think was part of the name was Night and it was the

damnest thing you ever seen you could get up there in the air and you just touch that control to lessen your altitude, ya know, and to get and boy it was practically turn a nose dive. Man it was touchy.

Interviewer: Now were these C47s or C46s?

Mr. Barger: No they were small

Interviewer: Two engine aircraft?

Mr. Barger: yeah and their normal what they call now, ah it was strictly for training. Get you into get you used to two engines cause I was going to take P38s and then I got in the P38s and

Interviewer: That's a single engine right, or is that no that's two engine also isn't it?

Mr. Barger: That's that double slider.

Interviewer: Right so you were trained in the P38?

Mr. Barger: Umm humm

Interviewer: Now after you got out of your advanced training where did you go then?

Mr. Barger: Well I went to another training, advanced advanced training and there they didn't have much help, they couldn't find enough people to take care of the planes and we were losing at least one person a day to fly the planes. And ah, I was about, I think it was five days one up and all five days I had a problem with the plane.

Interviewer: And this was the P38?

Mr. Barger: Yeah and ah like I told you were losing a pilot at least one a day.

Interviewer: Guys getting killed in training?

Mr. Barger: Ahhh haaa



Interviewer: Good gracious!

Mr. Barger: And ah so last time I headed I come in was the right engine smoking and ah, I just come in like I generally do on P38s we had to make about (unintelligible) runway. Make a sharp turn to the right, gain altitude, go right around and make another right turn, come down and land. So I'd done that and that thing was just a smoke'n you wouldn't believe it and I was in hopes it would blow off because I wanted to save the plane but it didn't then smoke always where I wanted to park and I looked and I was looked number of planes setting on the ground and took it over the left and got up close into it as I could and was hope'n I'd blow en all up.

Interviewer: But it didn't'.

Mr. Barger: No and I shut it off and someway it did not catch completely a fire it was just smoke, smoke, smoke. When I stopped man it just kind of billowed way up and ah I set inside of it and made up my papers. I got out and ah, the firemen was out there blowing water on it and I asked the driver take me back to the barracks. I asked him to take me to the commanders office. He did. I walked in and said; "I don't need this." "You telling me, what you're gonna tell me." I said; "Well I guess so." And he explained to me and apologized he was losing 10 people a day, I mean a week, and he didn't like it and said; "My son's going to come in here in about three months, I hope to God we can have enough maintenance by then." And ah, I told him I'd do I want out of it, I can't take it. He says; "Fine son don't you worry about it." So he sent me down to Los Angeles to some kind of ah, deal there where you they took me

on was supposed to take care of sending planes out to pick up anything that was not kosher, ya know. I would call, call as the planes went out to this area.

Interviewer: Yeah, so you were ferrying planes?

Mr. Barger: No I was telling them where to go.

Interviewer: Oh okay.

Mr. Barger: Over the phone. And ah, finally I went to the boss and said: "Can't you get me out of here? I got to get somewhere where I can fly." So he transferred me out to right there in California.

Interviewer: When did

Mr. Barger: What?

Interviewer: Now when did you go overseas?

Mr. Barger: Oh that was quite a while. We had to go thru two trainings one on 47s and then they took us after that and put us on 46s and

Interviewer: C46s and C47s?

Mr. Barger: Ah, C47 and C46.

Interviewer: Right.

Mr. Barger: And ah, the ah, Commander he outranked me about two weeks and his Commander of the whole organization was his stepdaughter and he come down, the stepdaughter come down, and gave a little speech and asked anybody's ever flown, no this was back in the 47s, that's what it was, and 47s I had told somebody that the pilot had let me, ya know, get on the controls and play around a little bit when we was up in the air and I had little enough sense

to tell somebody that, and ah, when the Commander asked if anyone had any experience in C47s I kept my mouth shut and this son of a gun raised his hand and said; “ Lieutenant Barger he had stick time while he was crew on a C47.” And CO just turned around and said whose, I stood up, and he said; “I want you to go check yourself out and then you come back and check Ray out.” That was my Commander there in the squadron and I asked (unintelligible). So we went thru training on the C47s and then we went in training on the C46s.

Interviewer: Yeah so when did you get assigned to the combat cargo group?

Mr. Barger: That was combat cargo group.

Interviewer: That was it.

Mr. Barger: Humm

Interviewer: Alright now and when did you go overseas?

Mr. Barger: Well ah, let me say this, when we got all thru with the training on the C46 and we were transferred overseas.

Interviewer: Okay

Mr. Barger: We went then to Indiana and we went from there to transferred overseas, because they were trying to set us all in planes and fly’ em over. Well when I flew over my group was supposed to take off he come to me, we were playing poker, he come to me and didn’t even ask me to get up or nothing just told me right in front of these other guys; “Well we can’t use you Barger you’re not going with us.” Turned around and walked out. So I went next morning I walked into officers and says; “What happened.” Well we decided that we

didn't want you on it. We're going to send you back to, down to place near Austin, Texas and you will be training people to fly P46s, and ah also, you will have the job of all pilots coming back from overseas you have to check them out to make sure that they haven't gone crazy over there and still know how to fly a plane."

Interviewer: Wow

Mr. Barger: And ah, finally I went I met this doctor, out drinking somewhere, and I was telling him I was getting tired of staying this I'd like to get overseas. My dad he thinks I'm ah, chicken shit. So he went to somebody and he got me transferred overseas. And guess who come out and picked me up from the plane that dropped me off?

Interviewer: The guy that bumped ya off?

Mr. Barger: Yeah and yeah, he picked me up and took me into the main office and wouldn't ya know it ah, the guy talked to me for a little while and says; "Man you need a man you just take this guy." and that was it. Now I was back with the same son of a bitch.

Interviewer: (laughter) Okay now tell me about how did you go overseas?

Mr. Barger: I flew over. I didn't flew personally I rode in a plane.

Interviewer: Okay, did you go which way did you go?

Mr. Barger: From Indiana went thru ah, east coast, east coast up to Greenland

Interviewer: Oh boy you went the northern route?

Mr. Barger: Yeah and then ah, I forgot what the route was we had to go up that way and then cross the ocean and go down to south part of Africa and then had to take

another plane from Africa cross the south part of Africa and then go back in from there to at that point in time it was India.

Interviewer: Right, now when you got, where were you stationed in India?

Mr. Barger: Ah, I can't even remember the name.

Interviewer: Okay now but that is correct you were stationed in India, right?

Mr. Barger: Yeah

Interviewer: And you were flying C46s?

Mr. Barger: Yeah

Interviewer: And tell me about that were you flying, were you going into Burma and China or where?

Mr. Barger: We went into Burma and took our men supplies. And while they were pushing the Japs down and pushing them out of the country. And lots of stories I can tell ya, one of them was, well actually, first trip over ah, we landed, ya know and got around, parked jumped out of the airplane, ya know, they started unloaden and all of a sudden there was rattttattt tattattatta bluurrrrrrr, ya know, what is that they are firing out there they're pushing those Japs back out a here and I hollered my three men ya know and get this stuff out a here we unloaded that plane in nothing flat and got out a there.

Interviewer: Alright now you were, and then you flew back to India right?

Mr. Barger: Yeah

Interviewer: So you were picking up all your cargo did you fly troops as well?

Mr. Barger: Ah well yes, later, ah when the war was over we flew the Chinese back over and get their equipment they wanted to take home with them.

Interviewer: Now when was this, what how long were you there?

Mr. Barger: Well we was in ahhh, India ya, India for quite awhile and we transferred from there for Burma. So then from the Japanese got pushed out we moved into Burma and went from there.

Interviewer: And then you were flying into China is that right?

Mr. Barger: Yeah

Interviewer: Do you know how many missions you made, did you keep tabs of that?

Mr. Barger: Ah, I made 165 no 159 missions and son of a bitch grounded me.

Interviewer: Why?

Mr. Barger: For 22 days because 155 trips and you were issued a metal and it was they were getting ready to change it. So he grounded me for 22 days until they put it up to 175 and he told me I could fly again. The war was things just about ready to blow up anyway and everybody was going out so I didn't get very many.

Interviewer: Did so totally how many did you have 159?

Mr. Barger: Well at that point in time I think I got about 10

Interviewer: So had almost 170 missions sounds like?

Mr. Barger: Yeah

Interviewer: That's a lot of missions.

Mr. Barger: Yeah

Interviewer: Now when you were flying these, how many of a crew on C46?

Mr. Barger: Four myself and 3 others.

Interviewer: That would be a copilot and the radio guy?

Mr. Barger: And an engineer.

Interviewer: An engineer.

Mr. Barger: Crew chief.

Interviewer: Yeah well tell me about flying the C46. What kind of a plane was it?

Mr. Barger: Well it was a nice plane. It was nothing basically you couldn't find a thing, I couldn't, wrong with it. It done its job and everything.

Interviewer: Now were, did you fly over the northern route of the Himalayas or were you all over the southern route?

Mr. Barger: Well ah, I was more or less in the middle of the, of the, Burma and we flew over that sometimes we'd go a little bit south sometimes we'd go north. And ah, one time I got in a tremendous storm and it was at night time and ah, my instincts told me that it was pulling us out overseas so I made a turn and went backwards. And ah, we were flying against that wind so much that we were practically setting still, but yet flying. And ah, when we run out of gas we back into over the ground I'd say maybe a hundred miles and run out of gas and had to bail out.

Interviewer: Oh now that should have been a great experience.

Mr. Barger: Well we had two jeeps and a whole bunch of other stuff

Interviewer: Now this was at night you bailed out?

Mr. Barger: yeah and we ah, we were going to the east coast China and it took us about two weeks to get thru. We had to take a sampan down to the (unintelligible) and then we got a plane that picked us up to take us where we was going and I

was fortunate enough I saved all the paperwork there, secret stuff. I had that with me, about 200 pounds of it.

Interviewer: When you jumped out?

Mr. Barger: Yeah, and the plane didn't burn. There wasn't any gas in it to burn. Only thing I regretted was it hit a real small village and killed a grandpa and his grandson.

Interviewer: But you had no idea that you were anywhere close to a village did ya?

Mr. Barger: No no

Interviewer: Alright, when you jumped out of that, that was at night, in the middle of a storm

Mr. Barger: Well we had got still windy but wasn't that windy we had gotten back behind the storm.

Interviewer: Now where did you go, where did you jump out of the plane from, what the cargo door or what?

Mr. Barger: Cargo door yeah.

Interviewer: All four of ya?

Mr. Barger: Well we did 3 of 'em didn't jump, they got pushed out (laughter) and I jumped and grabbed the side of the damn door and pulled myself back in and thought maybe I'd get this thing down. At that point in time the left engine went out I can't do nothing now so I jumped out. I looked didn't open up the shoot because I'd be quite away from the other boys so I just looked around, ya know and by golly I'd better pull the rip cord. I'd pull the rip cord and I couldn't counted more than three when my feet I hit the ground.



Interviewer: So you were at a pretty low altitude when you jumped.

Mr. Barger: Yeah, 6000 feet. I remember that.

Interviewer: How long did it take you to walk in?

Mr. Barger: Two weeks.

Interviewer: Two weeks. Two weeks on the ground. Where did you end up, where you in China?

Mr. Barger: No, yah we were.

Interviewer: You were over China when you bailed out right?

Mr. Barger: Yeah

Interviewer: Yeah, okay. Now was the plane full of cargo or was it empty?

Mr. Barger: Yeah it was, still had the two jeeps in it and all the other stuff. I got out with two hundred pounds of ah, of ah, papers.

Interviewer: The next morning did you go to the crash site?

Mr. Barger: Yea

Interviewer: And is that that's when you got the papers out?

Mr. Barger: Got the papers. Two jeeps come thru the front of the airplane and I couldn't drive either one of the jeeps I don't know what happened but the front axel on both of them broke. I don't know if they were broken before they were put in the plane or not.

Interviewer: Okay now what about ah, I had a question there, oh when you once you got down did you get back together with the other crew members?

Mr. Barger: Oh yeah ah I wasn't close enough I hollered a couple of times but nobody heard me. I woke up the next morning and there was a group of Chinese

about, oh I guess, a good fifty yards away from me in a circle around me and that's what happened to the other three guys. There was a circle around them. They never made a move until we woke up. And I was about three hundred yards away from them.

Interviewer: But you all were fairly close together really?

Mr. Barger: Yeah

Interviewer: Sounds like.

Mr. Barger: They were real close together. They got together to sleep.

Interviewer: Now did the Chinese help you?

Mr. Barger: No they

Interviewer: Just looked at ya?

Mr. Barger: and one got everything together they motioned for us and we walked over to a little town there. And nobody could speak English but we got by and one thing is we needed water and we couldn't get any water because they don't drink water over there. They have to distill it somehow and ah they did make us some though and they cooled off we got to drink water and we always got to sleep in the big shop surrounding and we had good food.

Interviewer: The Charlies helped you with the food?

Mr. Barger: Oh yeah and they and we had to ride on sampans back down the (unintelligible) it took us about five days. I can't remember.

Interviewer: Let me ask you somethin' how many more flights did you make after you had that crash? Was that at the end, er

Mr. Barger: Well it was pretty close I think that was before he grounded me and

Interviewer: And he grounded you at 159?

Mr. Barger: I think 159, yeah.

Interviewer: Right. Alright well I was I trust that was your most memorable experience, right?

Mr. Barger: Oh no, I got more.

Interviewer: Oh yeah

Mr. Barger: Let me tell you about one. We were in stationed in Burma and they needed some supplies and they needed ice. They sent me back down to India to get this stuff. I got all the stuff and took off and god damn left engine blew out on me just as I got up in the air. And I struggled with that thing to try and keep it in the air and I did get it up above roof top. And I went around and I come back in and landed and they pulled it in and to see what was wrong. And ah, ah, this big rubber thing on top of the carburetor had busted lose on one side. And we had some help so we pushed the gas forward and it would the engine would give a little help and then that thing would stop it and we would pull the thing back and that just went on all the way around. Anyway we got there and got that fixed and ah people, we had I think fifteen people get back in the plane. Rest of us just trucked around thru the mountains they had was being transferred over there. And I got in, got the plane down everything and the boss told them to bring me to him, I was afraid, ya know, my commander. Boy he chewed my ass up and down.

Interviewer: Why?

Mr. Barger: Because the ice melted.

Interviewer: Now why did he chew you out?

Mr. Barger: What?

Interviewer: Why did he chew you out?

Mr. Barger: Because some of the ice melted.

Interviewer: Oh, oh

Mr. Barger: That was the main thing he sent me over there for to pick up ice.

Interviewer: Right, okay. Well, don't want to get yourself killed over a bunch of ice do ya?

Mr. Barger: No, I didn't (laughter)

Interviewer: Let me ask you something else now.

Mr. Barger: All right

Interviewer: Where were you when the war ended?

Mr. Barger: When the war ended?

Interviewer: Ah, huu

Mr. Barger: In Burma ah,

Interviewer: That must have been pretty exciting too, right?

Mr. Barger: Well no, it was only thing exciting about it was that was get'n ready to. We had a little time to do this before we come home. Get stuff I don't know what for, but ah, when Bray he got his papers like the day and all the rest of the guys technically several in each group that hadn't gotten their papers yet and he there was a First Lieutenant in one of the other squad rooms. He outranked me by two or three weeks and he transferred me to that squadron so I could not be promoted. Stayed in his squadron because I would have been promoted

instantly when he left. That's what kind of a guy he was. Well anyway, I didn't get into trouble over in the other one and two days later I got my papers.

Interviewer: To go home?

Mr. Barger: I was out of there the next day and I'll be damn Bray still was waiting. We had to go back by ship he was still waiting for someone who he could ride with and I got on there and beat him home. That's the only good thing (laughter)

Interviewer: How long did it take ya to get home by ship?

Mr. Barger: Thirty days.

Interviewer: Wow and when did you get out of the service?

Mr. Barger: Ah, ah, long about ah, December '45. Or was it '44?

Interviewer: It would have been '45 after the war.

Mr. Barger: Yeah after the war was over. It was over before we left Burma.

Interviewer: Well that sounds, this sounds, this is a great story.

Mr. Barger: I only told you about 10% of it.

Interviewer: Yeah, but I think, I think we got about a pretty good view of your experience.

Mr. Barger: One more I would like to tell ya.

Interviewer: Okay

Mr. Barger: We were bringing supplies in to Burma and ah just as I started to let the tail down there was a bomb, mortar, went off just in front of me. So I had no, nothing else to do but put on my brakes and give the plane juice to raise the tail and hope that ah, the wheels (tape stopped)

(flipped tape and restarted his reply)

Mr. Barger: Okay. On bringing this plane over that hole that had been blown in the ground I had to hit the throttle and put the brakes on keep the tail and not go too far because I about run out of runway. And ah, thank God the wheels were wide enough it just went right over that big 'ol hole and I got landed okay and ah nothing happened to the plane, we unloaded. From the time we got unloaded they had that hole filled up raring to go again.

Interviewer: Okay, that was three situations there that you told me about that was pretty nerve racking, right?

Mr. Barger: Yeah

Interviewer: But after a hundred at least a hundred or more flights that you took that's probably, ah

Mr. Barger: One I would like to tell ya. I went down to take off one morning and after the take off and checked the plane out every instrument checked perfect, sounded perfect and everything and I said to the co-pilot I said; "Do you think there is anything wrong with that right engine?" He said; "Oh no it's perfect." I asked the Crew Chief and he said; "Oh no, it's it's perfect." I said; "Well it's perfect as far as I'm concerned mentally, but mentally something is telling me to take this plane back." I took the plane back and they checked it out with the top notch mechanic and he come in and he said; "Whoever said that plane is bad is crazy." And the Captain turned to me and I said; "Well I may be crazy but there is something wrong with that plane." So this other guy he said; "Oh Barger's chicken shit anyway. I'll take that plane you can take mine." My

load ya know. So ah, I went ahead and took off and he took off sometime after me and we got about half way over the hump and come on the radio, mayday, mayday, mayday, we're going down. And he gave his name and the plane.

Guess what plane it was?

Interviewer: It was the plane you didn't fly.

Mr. Barger: The plane I didn't fly.

Interviewer: Did they did they get killed?

Mr. Barger: I don't know they never told me. I asked somebody and they said; "Well we don't want to talk about it." Just cause I had turned that plane down.

Interviewer: Right, wow!

Mr. Barger: So they may have gotten in back or they may not have.

Interviewer: Wow

Mr. Barger: I don't think they did.

Interviewer: Wow. Well this is ah, I had one more question I was going to ask ya now, when you came back to the states where did you come back?

Mr. Barger: Lets see someplace there in the east and ah, they asked me if I wanted to stay in and I said well yeah I want to stay in, but I would like to have a week or so and go home and see my wife. He said; "Well we can't promise you nothin'. We could send you back over tomorrow." And so I took off and went home.

Interviewer: And when were you and when were you were discharged right?

Mr. Barger: Yeah

Interviewer: Well look, this is great. I think I got a pretty good view of your military history. Ah let me just say this; let me say, thank you on behalf of the museum for taking the time to do it.

Mr. Barger: It's no problem. I'd like to take more time up. I have at least 50 more things that would be bad or worse than the ones that did happen or that I told you about.

Interviewer: Alright

Mr. Barger: So if you decide you want more give me a ring.

Interviewer: Okay, will do.

Mr. Barger: Okay

Interviewer: And thank you very much.

Mr. Barger: Your welcome very much.

Interviewer: Bye bye

Mr. Barger: Bye bye

(end of tape)

Final  
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