

James Brown Oral History Interview

FLOYD COX: Today is December 7th, year 2011. My name is Floyd Cox. And I'm interviewing Mr. James Brown concerning his experiences during World War II. This interview is taking place in the Nimitz Hotel in Fredericksburg, Texas. The interview is in support of the Nimitz Educational and Research Center for the National Museum of the Pacific War, Texas Historical Commission for the Preservation of Historical Information related to this site. Mr. Brown, I want to shake your hand to start with and say thank you for your service to our country.

JAMES BROWN: Thank you very much.

FC: The important thing about our interview is that generations from now will be able to hear of your experiences. I'd like to start out by asking a little bit about your background, when you were born, where you were born, if you could tell me a little bit about your parents, and we'll just take it from there.

JB: OK, I'm James Edward Brown, a World War II veteran. I was born in Savannah, Tennessee. My parents' name were Dixon Brown, my father, Myrtle Brown, my mother. I went to high school there in Savannah, Tennessee called Central High. And after graduating from high school very shortly

thereafter Pearl Harbor was bombed. And eventually I was called by the draft board to report. And to later be drafted into the military. And having had a little experience at an air base working with repair of airplanes, the colonel at the air base signed a letter introducing me to become a part of the Air Force. I think that's the way I really got into the Air Force, when I got to reception center. There's so many men and ladies there going into the military service. I could have easily been put into the other branches of service. But I have reflected back, and very thankful I got to be in the Air Force, because I got some good experience there.

FC: Where were you inducted?

JB: I was inducted at Fort Oglethorpe, Georgia to the reception center there in March of 1943.

FC: And you went from there to where?

JB: I went from there to basic training at Miami Beach, Florida. The Air Force had taken over about 30 hotels on Miami Beach area there. And I was fortunate enough to have quarters in the New Yorker Hotel.

FC: Oh my.

JB: But the thing about it, there's five of us in a room, bunks stacked. And reveille was at five o'clock. And we had to report down, be out front at five o'clock when that bugle

blew. And be ready to go to the drill field after breakfast. March down the avenue there and get out on those hot sand fields, march all day, learning the proper procedures of marching and taking commands from the corporals and the sergeants who did the drilling. That was part of the basic training.

FC: Tough basic, down on the beach in Florida.

JB: Yeah. On the beaches of Florida.

FC: So once you finished your basic training did you have a choice of what you were going into? Or did they make the choice for you?

JB: We had choices. I had really filled out an application for pilot training. But that was about 1944 when I did that, after I got through some of the basic stuff. And there were so many applications in there that you just never get in there probably. I never did. So I ended up going to Casey Jones School of Aeronautics there, it was a civilian school in Newark, New Jersey. And got the basic concepts of aircraft mechanics. Little bit about propellers and electrical systems, hydraulic systems, and things of that nature. How to taxi a plane, little bit on taxiing. And from that I was assigned to flight training as a gunner. So they sent me to gunnery school down in Florida. And I finished gunnery school. And then with having basic, two

schools behind me, they designated me as an engineer
gunner.

FC: Now what was your rank right then?

JB: Eventually staff sergeant, that was my highest rank. I
flew the top turret gunner on A-20 bombers. I flew in the
-- after all my training procedures in the States on
several different locations.

FC: Let's talk a little bit about your training. Once they
assigned you to gunnery school and you graduated from
gunnery school, tell me a little bit about how they trained
you in gunnery school.

JB: OK. The basic training was you were using a .50-caliber
machine gun on the aircraft. And the first thing you had
to do if you didn't pass that test, they said, "We're going
to put you on KP." I don't know whether they would have or
not. Anyway, a threat. They put in the kitchen
permanently. And the test was to be able to take a machine
gun apart, there's 96 parts in a .50-caliber machine gun as
I recall. And we had to be able to reassemble it. So the
procedure was on that machine gun deal was if you didn't
pass that you were kicked out of the gunnery school at
start. That's the first thing you had to learn. And the
way it came about that you had to take that test, you had
to be able to be blindfolded and have a feel with some thin

gloves on because they thought you might be flying in cold weather. You might have to reassemble if you had a malfunction with a gun. You might have to take it apart and work on it in cold weather. As I said there, I went to the South Pacific where it's hot weather. But anyway, you had to put all those 96 parts together blindfolded with thin gloves on. Just enough feel. So you had to do that many times, learn how to do that, that procedure. And so I got through that. Then next procedure was shooting skeet. Symbolic of shooting down an aircraft at different angles, 90-degree angles, 40-degree angles, and all that.

FC: What did you use to shoot them down with? Shotgun?

JB: It was shotguns. And they had a track, a mile circle track. It had a wire across at different intervals. Would shoot those clay pigeons out at different angles. And you were traveling like being in an airplane on back of a truck. Had a ring around it, keep you from falling off. And we had a sergeant instructor there instructing you. And so we had to pop those clay pigeons. I was pretty good at it. I'd been used to guns. I hunted all my life as a kid.

FC: That helped, didn't it?

JB: So he told me I had a keen eye. So I was popping them pretty good. Better than some of the others.

FC: I bet. I bet.

JB: But that was part of the procedure. Then from there we went into flight training on B-17s we flew out of Florida out over the ocean down toward Cuba. We had smaller planes that would pull the target. Square piece of cloth. Pretty big. Had to be pretty big, it was on 300-, 400-foot rope right behind that plane.

FC: You bet.

JB: We had colored bullets. Several of us in the B-17 taking training. And it would color that cloth, it could tell you how many times you hit it or how you hit it and so on and so forth. Get you a grade on your degree of accuracy in firing.

FC: That was kind of fun, wasn't it?

JB: Was kind of fun. But I still have a cut on my thumb. Charging back the machine gun, you're supposed to turn your hand this way, catch that handle, pull it back. Charge it. Throw the shell out or whatever. Put new shells in or whatever. But I happened to pull back this way. Put that thumb on the bolt on the side of that gun. I still have a scar.

FC: Oh, you certainly do on your right hand.

JB: On my right hand. Basically that was the high points of the training and gunnery school.

FC: You were flight engineer. You had to watch the gauges and so on as well as during action you --

JB: Right. Gauge. Yeah, big inspection of the plane before a flight and things like that. So you had the flaps and all working properly.

FC: Once you finished your gunnery training, let's take it from there. Where do we go? Where'd you go?

JB: Well, after gunnery school, I went to some depots. Just waiting out assignment to go overseas. And the first assignment we got was when I was stationed in the air base at Charlotte, North Carolina. We got on a train and headed toward California. And after I got staging out there a few nights and days, we got on a C-47. Flew us to Hawaii. Hickam Field. Then from there out to Guadalcanal. Then there I ate lunch with the marines. It was a Marine base. Then we flew from there, made another stop to refuel. And then we got on into the place we were going to be assigned, Port Moresby, New Guinea. And that was the strangest-looking place I'd ever seen. The palm trees. And the people that had been there for several months had been taking those Atabrine tablets. They'd turned yellow, like their skin was yellow.

FC: Take Atabrine for --

JB: Atabrine, we had to take one every once per day.

FC: For malaria.

JB: For malaria. At breakfast. Before we'd get a meal we had to swallow that tablet.

FC: Now you were probably replacement then, weren't you? You weren't with a specific crew at this point.

JB: I was with a specific crew.

FC: Oh, you were.

JB: Went over with specific crew. We did get broken up on the way over. I was sick when I got on the troop train going across to California staging area to fly overseas. I was pulled off of the troop train there in Saint Louis, Missouri. I had an abscessed tonsil. And I had a fever. I think it was 105 when they took it there, and they pulled me off the plane, put me in the hospital. And that made my pilot and the other crew members kind of mad. They thought they were going to lose me. They didn't want to lose me. And I didn't want to lose them.

FC: Certainly.

JB: But they got on out in California and they waited for me out there at the base and I caught up with them. Went on over as I said and got on that C-47, flew on over with the crew members. Some other crew members they loaded. It was loaded up. Had three nurses going somewhere got on there with us. And so that was our journey there. Then from

then on we started getting some combat assignments later on.

FC: OK. Once you landed in Port Moresby --

JB: Yes, sir.

FC: Did you pick up your plane at that time?

JB: The planes were already there when we got there, yes.

FC: Now had this plane been yours for your crew in the States?
Or a different plane?

JB: No. I can't say that it was. It was probably a different one. But once we got it assigned there, it became ours.

FC: And it was -- what kind of plane was it?

JB: Attack bomber A-20. It was a low -- we usually flew low altitude bombing just over the treetops. We did fly a few medium altitude flights but very few.

FC: And they had a crew of how many?

JB: Crew, they cut the crew down over there, because we were not having much opposition from Japanese fighter planes because we were on the fast bomber right over the treetops. So we were not bothered very much by assault planes, attack planes from the Japanese. And therefore they cut our crew down to two. One gunner and pilot. Top gun.

FC: Really?

JB: Yes.

FC: Oh my gosh.

JB: But over in Europe they had a bombardier on the same plane.
A pilot and two gunners.

FC: Exactly.

JB: Yeah. But just two of us flew in my operation.

FC: Oh my.

JB: And so you'd look at the bulletin board each day and see if your name was on there for a flight. And if it was you reported at whatever date was specified on the bulletin board.

FC: Now did you usually fly with the same pilot or --

JB: I flew with the same pilot, First Lieutenant [Edwin L. Williams?].

FC: Where was he from?

JB: He was from Portland, Oregon. He's deceased about three years ago. And my other gunner that was assigned with us was from Michigan. And after we finished at Port Moresby, New Guinea we flew against -- went up to Lae, New Guinea on several flights. Lae, New Guinea was a place where they left a lot of Japanese, bypassed them, just left them there. They were stuck there for some reason or other. Anyway they thought we shouldn't bomb it. And I lost three men out of my tent on missions going up there.

FC: Wow.

JB: I lost [Chester West?] from Memphis, Tennessee on a flight going up there. And [Errol Rooker?] from Roanoke, Virginia. And [Chester Hayes?]. And he was from out west. And so I finally got to move out of that tent. I was in there by myself then. I lost my buddies. They were on different flights, and they were gone, and so that's something I'll always remember. Losing them.

FC: My goodness, yes. Now did their plane go down along with the pilot?

JB: It went down with the pilot. And of course that's the last thing we ever knew about it. Went down over Lae, New Guinea up there somewhere in the jungle. They would somehow or another get lucky with a lot of ammunition. Some days they'd shoot up a lot of ammo actually up there. And I guess that was the days they did that when they were flying.

FC: What kind of targets? When you went out on a mission, what kind of targets did you guys usually have?

JB: Basically most of our missions were supporting the infantry. They would smoke-bomb a target for us. And we would bomb it and strafe it.

FC: You'd go in low altitude.

JB: Low altitude.

FC: Basically you were just an overgrown fighter plane.

JB: Yeah. Basically.

FC: An A-20.

JB: We did fly a few missions against the Japanese Navy, which were usually tough missions.

FC: I'll bet they were.

JB: They threw up a lot of firepower.

FC: Bet they did too.

JB: I was wounded on a mission while I was stationed there in the Philippines. We were in northern -- had a mission northern Luzon in the Philippines. And --

FC: Tell me about that mission.

JB: That mission was assigned for support to the infantry. And we'd get some heavy fire there. And our plane was shot up. We were down just over the treetops. And we brushed the top of a tree. After an immediate hit. And just lucky we didn't hit enough of it to bring us down. And we had one engine fuel line severed by shrapnel. To make a long story short, the plane had when they quit counting over 400 holes from shrapnel.

FC: Oh my gosh.

JB: And I was hit in the leg and buttock. You've heard of getting the ass shot off. Well, I was one of them. They always thought that was a bullet. It was a two-inch plate underneath my seat down bottom of the plane. Supposed to

help protect you. But that was an armor-piercing bullet, it came through that two-inch metal and hit me. Good thing it was slowed down. But --

FC: Oh yeah.

JB: It'd probably have gotten me.

FC: Could have really tore you up.

JB: Yeah. But anyway after we finished the missions in New Guinea and the Philippines --

FC: Well, let's back up.

JB: OK, back up, ask the question.

FC: Let's go to this particular mission. You were wounded and apparently your pilot wasn't.

JB: The pilot was not wounded.

FC: Right. So you got back to your base. Tell me what took place there.

JB: OK. We didn't get back to our regular base. We were stationed on Mindoro Island there in the Philippines.

FC: OK, Mindoro.

JB: We made an emergency landing at Clark Field there at Manila. And when we landed both tires on the plane were flat, it was like a log wagon going down the runway bouncing around.

FC: I bet it was too.

JB: Yeah. And after we got stopped the first person was an MP on a motorcycle. And my pilot was crawling out on the wing of the plane and he asked him, says, "Anybody hurt?" He says, "No, nobody's hurt." I hadn't told him I was hurt. And he asked me later on why I didn't tell him I was hurt. I said, "Well, you had enough to worry about piloting that plane, I didn't want to bother you on my problems." And that's the way. And they immediately put me on a stretcher. I had blood-soaked pants down bottom of cuffs. And so they thought I was about dead I guess. And I wasn't. But anyway they rushed me to a field hospital, tent hospital, there at Manila.

FC: How did they treat you? Were you pleased with the way they handled you once you went in there?

JB: I was pleased the way they handled it. Most of it. Grafting some skin on me. This, that, and the other. Taking care of me. I was in there about two months.

FC: Oh, you were.

JB: Yeah.

FC: And then what happened?

JB: Well, then what happened, I went back to my base out on Mindoro. And then I hadn't gotten back on flight status. Then I got orders to go to Okinawa. So instead of flying up there we got on some transport ships, Navy ships. And

went up to Okinawa. And they were talking on the way up there, while we were on that boat, peace. Peace hadn't begun. But after we'd been on Okinawa just maybe a month or so the war ended. And so we started processing pretty soon to come back down to the Philippines. And process from there to come back, get on a ship and come back to the United States.

FC: Now how many missions did you fly altogether?

JB: A total of 23. And so after we got, I don't know how far you want to go. After we got back to the Philippines, it was about 5,000 of us. Finally got on the *H.T. Mayo* ship to come back. But the first time I came down there a bunch of us couldn't get on. They'd filled it up. We had assignment to come back later to get on. And about 20 of us didn't get on that time. And they said, "Oh, we'll find some quarters on top deck we'll put you on." And we had the best ride back. We got up on that top deck. And we went down in the hold with the other fellows. They said, "You all just pass out magazines to the troops. That'll be all you'll have to do." We had a fun trip back.

FC: Oh, it sounds like it. Well, do you remember the day you heard about the atomic bomb being dropped? And what were your thoughts at that time? Do you recall?

JB: Well, I don't remember the exact date that I first heard about it. But it was I guess in early September. And my thoughts were well, if this thing is ending, that sounds pretty good. I don't want to be flying out of Okinawa.

FC: You had as many flights as you really wanted.

JB: Had as many as I wanted. And so that's the good news. Then the finalization of it once we got there. We did have some fun before we heard that. We had a tornado while we were there. Typhoon or whatever you call it, come off the water there. And there's three or four of us caught the center pole of our tent. We knew it was leaving. It just took us up like a balloon. Pulled us out in the soggy mud. We were out all night, didn't have a tent.

FC: Little wet too, were you?

JB: Little wet, muddy.

FC: Well, let me ask you this, James. The time you were in the Air Force, tell me about the best day of your life and the worst day of your life.

JB: Well, probably the best day of my life was when I got to the reception center and found out I was assigned to the Air Force. I really wanted to get in the Air Force because I'd worked at an air base down at Brookley Field right in Mobile, Alabama. I'd only been there three months before I got my draft call. But I'd gone to a civilian school,

sheet metal training school in Nashville, Tennessee.

[Henderson airplane school?]. And it was a civilian school. I learned how to rivet and form metal and how to replace a part on a plane.

FC: You could fix your own airplane.

JB: Yeah, fix my own airplane.

FC: So what was your worst day? The day you were wounded?

JB: My worst day was the day we got hit. Didn't know we were going to come out of it or not. Because we had some -- the Owen Stanley Mountains to climb over.

FC: Exactly.

JB: And had the pilot not made a mistake, we might not have got over those Owen Stanley Mountains. When we got turned around after the plane was hit, he was going north instead of south. And he traveled north a while before he caught on to it, then he had to turn around, come south. Come back down to Manila. And he said he believed now that had that not happened he wouldn't have had enough space to elevate on that one engine enough to get over those Owen Stanley Mountains probably. And it was just a good thing that that happened.

FC: Guess you call that divine guidance, don't you?

JB: Yeah. Yeah.

FC: Yeah. Well, I don't know what Air Force you were in. Were you in the Fifth?

JB: I was in the Fifth Air Force.

FC: That's Fifth Air Force. Did you have a bomb group?

JB: Four-hundred-seventh Bomb Group, 675th Squadron.

FC: Now did they deactivate your squadron at the end of the war? Do you know?

JB: They deactivated it. They sent us into another outfit. On my discharge I've got a different number than that because we were disassembled. I never served in that other outfit, just been there a little while. But that changed the records on my discharge. And I wondered for a long time why that was on there. Then I got to reading back on some literature I had. I found out we were -- I'd forgotten about it. We were transferred out, deactivated.

FC: But I've read a lot of books about World War II. And I never knew that the A-20 sometimes had a crew of two.

JB: Yeah, they did in the South Pacific.

FC: You handled --

JB: I was top turret.

FC: Plus your instruments.

JB: Yeah. Yeah.

FC: Well, obviously there was nobody sitting in seat number two. Or did they have a seat number two?

JB: They didn't have a seat number two.

FC: Oh, OK, well, my goodness. Huh.

JB: The only time I'd check any instrument or anything was on pre flight before taking off or something. Walk around the plane, look at it, see if it looked OK. See if the flaps were working OK pre flight.

FC: You mentioned losing quite a few out of your tent. Was the casualty rate for that type of bomber quite high?

JB: It was not quite high, like you would say comparing it to European. I always said I was thankful. I wanted to go to Europe. But now I'm thankful I went to South Pacific because we lost so many crews over in Europe.

FC: That's right.

JB: Now the heavy bombers, B-24 and B-25, probably lost more than A-20s, because we were a fast low altitude bomber. Not up there where they could shoot at us.

FC: That was a Havoc, wasn't it?

JB: Yeah.

FC: H-A-V-O-C.

JB: Yeah.

FC: Thinks that's --

JB: Yeah, Havoc.

FC: Not too many people are familiar with that or the old Hudson.

JB: Yeah.

FC: So the war is over. And they shipped you back to the States. Where did you get discharged at?

JB: I got discharged at Fort Smith, Arkansas.

FC: Oh, they sent you all the way back there.

JB: Yes.

FC: Quite often they discharged them in San Francisco and say, "Here's \$100, you get home."

JB: Yeah, we had inspection, everything there at Fort Smith.

FC: Oh. And then once you got out of there then you went on home.

JB: Got on a bus and went home. And --

FC: Now they didn't recall you during Korean War, did they?

JB: No, they did not. I went back to Savannah, Tennessee, my hometown area. And I taught agriculture for about four years to World War II veterans. And even though I had not finished college, after I got through with that, the program ended, most of the military people from the Savannah, Tennessee area were -- a lot of them had farming backgrounds. Because it was a rural farming area. Basically back then. And they needed instructors. And I had farming experience and some extra training. And so I got that job through the school board of education and the Veterans Administration. And I worked at that. Then I

decided to go back and finish college. And I got a BS degree from Mississippi State University. I went two years University of Tennessee there at Martin Branch, junior college, prior to transferring to Mississippi State University.

FC: What business did you go into?

JB: Well, finally I went into financial services instead of ag. And I got a position with Woodmen of the World Life Insurance Society.

FC: Oh yeah, my grandpa had that.

JB: OK. And I worked for that 37 years. And I was state manager for Southeast Texas. I had 42 counties when I retired under my supervision. Stationed there in Houston. I started out with Woodmen of the World in Savannah, Tennessee. And transferred from that little town down to the big city of Houston. That was quite a change for me. When I got a call saying, "We want you to go down there," I didn't know if I wanted to go or not.

FC: I know the feeling. I was a corporate person. And I know the feeling. Let me ask you this, getting back to World War II. How was your mail service? And tell me what you think about or did not think about getting mail while you were in the military.

JB: Well, I was very pleased to get mail. It was always a pleasure to get mail. But sometimes it was delayed. But we got it sometime or another. But it might be three or four weeks late. But we got it eventually. I guess most of it.

FC: If people haven't went through that experience, they don't know what it means to get a letter from home.

JB: Yeah. The fellow who was in charge of our mail, he said, "Mail call." We'd all gather round, see if we get a letter.

FC: Another question I had for you. Did you ever have any USO shows over there while you were there?

JB: Yes, we did. One I remember the most and enjoyed the most was there in the Philippines. The show came and we sat around on the ground. Whole host of people, groups of people. Certain military. And what was the name of that show? Gee, now I can't think of it. *Oklahoma!*.

FC: Oh.

JB: Yeah, they had a cast of *Oklahoma!* production. It was a very enjoyable musical.

FC: Did you ever see Bob Hope or any of those fellows?

JB: Never did see any of them.

FC: You were just lucky to see *Oklahoma!*.

JB: I'll tell you a story that happened while I was watching the movie on that. Sometimes when everything is pretty quiet they'd put us on a sloping place and sit on the ground and we had special services that looked after entertainment. That's all they did. And they had a movie that night. I was sitting there. Somebody back up there on the hill kept saying, "Brown, Brown," calling me. I don't know what he was calling me about, I don't remember. But a fellow came down and shined his flashlight in my face. It was a fellow I graduated from high school with. He said it just dawned on him it might be me. He was from Savannah, Tennessee. And he was in a different outfit altogether across the way several miles over. And that's the only time I ever saw him. But that was a strange --

FC: They always say that old adage, it's a small world. I know exactly what you're talking about. Well, is there anything else that you can remember about World War II that you'd like to add to this interview before we complete it?

JB: Not unless you have a question. Maybe I can relate to a question.

FC: Does your daughter have any questions she's probably always wondered?

JB'S DAUGHTER: Well, the climate and the terrain was so different from where you were accustomed to. How did you adjust to that?

JB: Well, the commanding officers allowed us just to strip down, not wear a shirt if they didn't want to when they were not flying. When we were on a flight we'd put on our clothing. When we had a .45 automatic we had to carry with us. And so I often wonder how much a .45 automatic would help if you had to bail out. But anyway I guess it gave you a little sense of security. But I donated that .45-automatic to the museum down at Huntsville.

FC: I heard somebody mention today they have a museum there. I was not aware.

JB: Yeah. Sometime or another they let me get away with my .45. And so I decided I'd give it to the museum.

JB'S DAUGHTER: What about fresh food? Did you have any foods that were --

JB: Very seldom. But every so often we'd have a plane go down to Australia and pick up some fresh food. Because New Guinea was just north of Australia. And they called it a fat cat plane. It'd bring back foods. And strange story. I hadn't been over in New Guinea but a very short period of time. Few weeks maybe. I started breaking out or something, I went to see the army doctor. He put me on

leave, sent me to Australia, so I'd get some fresh foods. It got to the commanding officer and he didn't like that too much because he said, "We got people over here been here a year haven't got to go to Australia. Or two years." And he canceled mine.

FC: Oh, he canceled.

JB: He canceled, wouldn't let me go. I'd just freshly got there, hadn't been there a few weeks. But I'd have got to go to Australia had he not canceled that out on me.

FC: Looking back on it, were you happy with the job that you were assigned in the Air Force?

JB: I was very pleased with the job that I was assigned. It was a very good outfit. Good friendly outfit. And I think I had opportunity to learn some things about aircraft I never would have known about had I not been in the Air Force. Always been very pleased I got that instead of infantry or something like that. I would have done my best, whatever branch I would have gotten in. But reflecting back now, I've heard so many hard stories about the problems they got into, especially the Marines around Guadalcanal. What troubles they had there as infantrymen. So I guess that's just a pleasant feeling to have that it worked out like it did.

FC: Certainly is.

JB: I got back alive. After that hit.

FC: That's the important thing. That's the important -- especially with her. Well, is there anything else you'd like to ask your dad before we conclude this?

JB'S DAUGHTER: Just the camaraderie that you had with the men in your --

JB: It was very close. Especially the ones in your tent. And it's really such a big loss when I lost those three buddies out of my tent. We only had four. I was the only one left.

FC: That meant three planes went down.

JB: Yeah. But yeah, we had other good friends with other tent people. And other people from various areas. Oftentimes you'd learn the people from same state you were from. You wanted to get with them, talk with them, and things like that. And it was a very friendly group.

JB'S DAUGHTER: How did your faith carry you through?

JB: What?

JB'S DAUGHTER: Your faith. How did your faith carry you through during that time?

JB: I always felt like I was going to come through OK. And there's quite an old saying there in the military. They say, "Well, if your time is up, it's going to be. If it's not up, you're going to survive." And that's what a lot of

people believed. I guess that made you feel good. You always felt like well, I'm going to be a survivor. That's the way I felt. I never did think I was going to get killed.

FC: When you're young you don't.

JB: No, you don't. It's a good thing you don't.

FC: That's exactly right.

JB: You worry yourself to death.

FC: Well, James, once again I want to shake your hand.

JB: My pleasure.

FC: Thank you for your service to our country.

JB: Sure. Thank you, Mr. Cox.

END OF AUDIO FILE