

## Buck Ward Oral History Interview

LARRY RABALAIS: This is Larry Rabalais, and today is December 7, 2011, the anniversary of Pearl Harbor, and I am interviewing Mr. Buck Ward (inaudible) --

BUCK WARD: That is correct.

LR: -- who has been in the Navy, and this interview is taking place in Fredericksburg, Texas at the original Nimitz Museum. It is in support of the Center of Pacific War Studies archives for the National Museum of the Pacific War, Texas Historic Commission for the Preservation of Historical Information Related to This Site. And with that, I will let Mr. Ward go ahead and begin with his story. Go ahead, Mr. Ward.

BW: Well, I'm not sure exactly where to start. As we just talked about, I was born in a little town called Earlsboro, Oklahoma, and today Earlsboro has a population, I would, probably in the range of 100-200 people. At that date in time, it was one of the oil centers back in 1927. My father was named James E. Ward, and my mother was named Gracie May Ward.

LR: Did you have any brothers or sisters?

BW: I had one brother and two sisters.

LR: Are they older than you?

BW: My one brother was older than I, and he died three months ago.

LR: Did he serve?

BW: He was in the service. He was retired Navy. I have one living sister now, my younger sister, and my other sister died about eight years ago.

LR: What part of Oklahoma was that?

BW: Earlsboro, that's about probably 30-40 miles from Oklahoma City. It was an oil boomtown at that time.

LR: Did you go to school there?

BW: Oh, no. We moved from there to Texas to try to get out of there. My dad was in the oil business, and we moved to Mineola, Texas after I was about two months old, and then from there to Arp, Texas, and from there to Houston, Texas.

LR: Okay, that one I know.

BW: Now, you know where Arp is. Arp is close to Troup.

(laughter) Well, okay, Troup's close to Kilgore.

LR: Okay, now I've got you.

BW: We zeroed on a --

LR: That was a big oil play around Kilgore.

BW: It was, and we moved to Houston around 1932.

LR: Okay, so you went to school there?

BW: I went to Houston school, in Houston and elementary school -- it was Alamo, and then Harvard, and Hamilton Junior High and Reagan Senior High.

LR: So you did graduate from high school there?

BW: Yes, I graduated from Reagan, and I entered the service before graduation. They allowed us at that time to leave and get our diplomas later, which I did. We were all anxious to get into the service.

LR: Did your parents have to sign off on that?

BW: Yes, they did, they had to sign off on it.

LR: You were about 17?

BW: I was 17 when I entered the service. Most of my good friends had already gone to the service in the Marine Corps and the Navy, and of course --

LR: So you were in high school when Pearl Harbor occurred.

BW: I was in junior high school -- wait a minute, no, I was in high school.

LR: And what were your feelings then toward the Japanese? Was there a big inciting the student body to hatred, or...

BW: No, not really. This was on a Sunday morning, and we were fixing to go to church, and then all of a sudden my dad came in, and he said, "Something very serious has happened," and he said, "The United States has been bombed

by the Japanese." Well, we were familiar with Hawaii, and

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LR: You were?

BW: Well, we had history, studying history and the various islands and things like that. My dad was fairly well-read. So we were rather shocked, of course, and like everybody we wanted to join, and I couldn't have joined. I was only about 14, 15 years old.

LR: Did you have any relatives or friends that you knew of that were at Pearl Harbor?

BW: My brother was in the service in San Diego when that happened. He was older than I am.

LR: So he was already in.

BW: He was already in the service when it happened. I had another cousin who was in the service as well, in the Navy -- I don't know why everybody seemed to be in the Navy -- and a couple of cousins in the Army.

LR: So that colored your idea of where to join, possibly, the Navy.

BW: Yes, because I was interested in the Navy. I didn't want to particularly go into the Marine Corps. My dad didn't want me to go into the Marine Corps. In fact, he said, "Well, I won't sign your papers."

LR: Now by that time, that would have been later in the war --

BW: That was later in 1944.

LR: Yeah, the Marines had already suffered from pretty hard knocks at different islands.

BW: The Marine Corps had suffered some very serious --

LR: You were aware of that.

BW: Oh, definitely, most certainly aware of that. And I was aware of the European situation as well.

LR: The Battle of the Bulge.

BW: The Battle of the Bulge, of course, and the Normandy invasion. I couldn't wait to get into the service, so I left early and went into the...

LR: So where did you take your boot training?

BW: San Diego.

LR: San Diego. A lot of guys went to -- what was it, up in Michigan or somewhere...

BW: No, they went to Illinois at Great Lakes Training.

LR: I was surprised interviewing the Navy, I was surprised that they had such a big boot camp up in Illinois.

BW: Yeah, it was large, and they had to make it larger, because there was some medical problems happened that year, and rather than send a lot of sailors they sent them to Great Lakes, because there was some sort of disease or something that was coming out.

LR: Now, was it a pretty short boot camp? Because at some point they shortened the boot camp.

BW: Our boot camp was short. This was getting down to the point in the war where --

LR: They were hurting for guys.

BW: We were hurting -- we had a lot of casualties, but we had also taken a lot of real estate from the Japanese. Everyone was geared up, of course, for the invasion that was ultimately going to come to Japan.

LR: A lot of ships out there.

BW: We had a lot of ships out there, and everyone was geared to that in the training. So I went to communication school in naval aviation and then was sent immediately overseas. Wound up overseas in April.

LR: So where'd you go to your communications school?

BW: That was on the west coast. The gunnery school and everything was on the west coast.

LR: So right after that school they sent you out immediately, so then --

BW: Immediately. They were hurting pretty badly at that time.

LR: Did you end up in Hawaii right away?

BW: No, I got orders to report to a squadron in the Kwajalein area. So I was flown to there, and I met the squadron, and I spent the last three months of the war raiding

Guadalcanal -- not Guadalcanal, excuse me. Okinawa was the main thing, and we had taken an awful lot of casualties.

LR: So you were on a carrier?

BW: I was on the USS *Hornet* CV-12.

LR: That's the new *Hornet*?

BW: That was the new *Hornet*. The new *Hornet* had quite a service record. One of the best in the war.

LR: Is that a larger ship than the...

BW: No, that was the Essex class carrier.

LR: Oh, Essex class. (inaudible)

BW: Same thing was at Bunker Hill and Lexington.

LR: I can't remember how big those were, if they were 21,000 tons or --

BW: No, 47,000.

LR: Oh, it was that big?

BW: Yep, 47,000 tons. These were big carriers. So we were on the squadron, and had raids in Chi Chi Jima, where the president was shot down. We had raids in some (inaudible) part of Philippines. There was still some hold outs, so we hit those, and then the main thing, though, was to hit...

LR: So you had been assigned to an air craft?

BW: I was assigned to an aircraft --

LR: You were a radioman or whatever.

BW: Gunner radioman at that time.

LR: In a Helldiver.

BW: In a Helldiver.

LR: Okay, for people not familiar with it, describe the Helldiver a little bit. It's a large, supposedly an improvement on the Dauntless?

BW: The Helldiver was the advance of the Dauntless SBD Helldiver -- or dive-bomber. It was a much larger airplane and carried a much larger payload.

LR: It was still two people to pilot and a radio gunner, or...

BW: Pilot -- there was two in both planes. SBD had two, and the SBTC had two. My job was radio, radar, and gunnery.

LR: That was twin 30s, or what'd you have?

BW: Twin 30s. The Helldiver was an R-2800 engine. They had a lot of problems with it initially, but finally the problems were solved, and it became a pretty good dive-bomber. But it was still called The Beast, because it had killed quite a few people.

LR: It's tough to fly I understand. The pilots were not happy with it.

BW: I flew it. Yeah, I got out -- well, right after we hit Okinawa, we got into a typhoon, and we had 67 feet of our flight got destroyed, and we launched planes off of that and then turned around and came back. I guess one of the most interesting things about that is that for the first

time in naval history we launched one plane off the bow with the bow being bent down, and we lost the plane; and the captain, who was Captain Doyle, at that time he said, "Back her down." And we backed her down. We launched planes off the fantail.

LR: I'll be darned. You had enough speed backwards to launch off?

BW: We had enough to get the planes off the deck.

LR: Did y'all lose that air crew that went down? Did y'all lost them?

BW: It was a fighter. It was an F6. Yes, we did lose them. But that was the first time that we launched the tails, and that was our last raise, because it was quite dangerous, of course.

LR: Did y'all still have some gauntlets that was flying in front of that carrier? (inaudible)

BW: No, we had F6s, Corsairs, TBFs, and SBTC.

LR: Now, I think President Bush flew a TBF.

BW: He flew a TBF. That is correct.

LR: I was not aware of the details of the action at Chi Chi Jima that caused him to almost be captured. I didn't realize how serious that situation became. Because when the sub picked him up, he was only two miles to the shore -

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BW: That is correct.

LR: -- and the crewmen that were picked up in the other planes that were shot down on that same raid, they were kept there for some time and then eventually all executed.

BW: That is correct.

LR: And then I understand from reading his history that he testified in the trial of the colonel that was the...

BW: And he was executed himself.

LR: And he was executed, yeah.

BW: Yeah, it was a very bad situation. There were no airmen that went down on Chi Chi Jima that survived.

LR: That's what I understand, right, except for him.

BW: And we were quite concerned. We hardly knew the damages that Chi Chi Jima had caused.

LR: And it was a critical island because it had some kind of...

BW: Communications. They were the major communications for the Navy.

LR: Especially for flights going to hit Japan, they were going to...

BW: Well, for the Navy and everything. They were a key radio station communications for the entire Japanese fleet, and we tried to hit it and hit it and hit it and knock it out, knock it out of existence. Never did invade it, they just

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LR: It had heavy antiaircraft protection.

BW: Extremely heavy antiaircraft. We made a low run, and it's a dang wonder we didn't come down.

LR: Now, Bush didn't fly from your carrier?

BW: No, he was on a small carrier.

LR: All right, so that action there, and then from Chi Chi Jima did y'all go on to Okinawa?

BW: Okinawa. Well, Formosa and then Okinawa. We hit Formosa -  
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LR: Oh, y'all did hit Formosa.

BW: Yes, we did.

LR: I wonder if we ever had any ideas about invading Formosa?

BW: No, we wanted to bypass that because --

LR: It's very large.

BW: It's too much, it would have been like hitting Okinawa, and it was not that strategic, you might say. Okinawa was more of a strategic island, and we hit Okinawa.

LR: That was the first place where they actually had civilians, I think -- well, Saipan, maybe also.

BW: Saipan they had civilians that --

LR: (inaudible)

BW: Oh, that was a Japanese island. Yeah, Saipan was.

LR: Did the carriers stand offshore and then send waves of planes in to bomb and then (inaudible) and what-not? Y'all

were not within sight of land or anything like that generally?

BW: Yes, yes we were.

LR: You were? Oh, y'all were that close?

BW: We were fairly close. You're talking about 25 miles, something like that. Yeah, we were close at times.

LR: So they could cycle back and forth.

BW: Yeah, when you want to cut the fuel down and have more time over the target, which we did, we had picket destroyers out and cruisers, of course, to try to knock the kamikazes before they got to us.

LR: Did you -- well, of course you flew quite a bit during that time, but were you happened to be on a carrier or around a carrier when the kamikazes were in action there with the fleet?

BW: Oh, yes.

LR: You actually saw some?

BW: We were involved up until the typhoon with kamikazes. We had pictures of kamikazes coming around the ship and so forth.

LR: Now, none of them actually hit the *Hornet*, did they?

BW: No, we did not suffer any hits.

LR: Were the antiaircraft guns on board in action?

BW: All the time.

LR: All the time.

BW: No sleep.

LR: Did you fly fairly frequently?

BW: Every day.

LR: Oh, every day?

BW: Every day.

LR: And what type of ordnance did the aircraft carry? Small bombs, large bombs?

BW: We could carry 500-pound bombs and a 2,000-pound bomb. We carried mostly smaller 500-pounds so you could cover more area.

LR: Like four?

BW: Yeah, four to six 500-pound bombs.

LR: That's a pretty good load.

BW: Two thousand pounds was --

LR: That makes a heavy aircraft to get off the deck.

BW: That's a load of fuel. That's another thing, being closer in you didn't have to carry that much fuel. You could get off the deck a little easier.

LR: Get that beast off the deck. I imagine those pilots probably winced a little bit when they --

BW: Everybody winced. Especially when you dropped off the end of the flight deck and you just got down till you get the ground, the ocean gets you back up again.

LR: You're sitting in the back, so you feel somewhat defenseless. (laughs)

BW: Absolutely. Not a thing I can do.

LR: Other than hold on to whatever you're holding on to.

BW: Well, that's right.

LR: Now, your guns were facing backwards, I assume.

BW: That is correct.

LR: On a semicircular ring?

BW: Yeah, you pulled them out from behind the fuselage and put them on a ring, and you had almost 180 degrees firing capacity with them except where the rudder was. You couldn't fire and shoot your own rudder.

LR: Did it have an automatic stop?

BW: Yeah, it had an automatic stop.

LR: You couldn't shoot your tail off. (laughs)

BW: I could not shoot the tail off.

LR: Even if you wanted to.

BW: In the excitement, you would.

LR: Let me ask you this -- this is a little more personal -- about the pilots that you flew with. Was it generally the same pilot that you flew with?

BW: Yes. The guy that I flew with, the gunner had been shot or had been wounded, and I was his replacement. Same guy.

LR: Did y'all get along well?

BW: Oh yes, we got along, we had a good time. In fact, after I got out is when I wanted to fly myself, and he helped get me to the skipper and then got into flight school.

LR: Is he still around, or did you meet with him after the war?

BW: No, I did not. He went his way, and I went my way, and I went back into some training. I spent a year in the naval aviate training, and (inaudible) where he went. We didn't communicate much after that.

LR: Did you get pretty close to any of your crewmates on the carrier during that short period of time that you were there on a carrier?

BW: A couple, yes. A couple, yes. I didn't have that much time.

LR: Right, you were in the air flying.

BW: Yeah, and we didn't have that much time to what you call really be friends. It was sleep when you could.

LR: Yeah, y'all didn't go back into port, you know, and paint the town red. You didn't have much time for that.

BW: No, we never did come into port, and the only time we saw each other was in briefing and debriefing.

LR: So where did y'all go for R&R if you did any?

BW: We didn't have any R&R. (laughter) Not during that time.

LR: How about a refit? The ship didn't go do a refit during that time?

BW: No, when the flight deck got busted down, we first went into Eniwetok hoping that it could be repaired, but they couldn't, so we went to San Francisco.

LR: Some of the carriers really had a lot of -- I remember seeing a picture of one of them whose bow was just totally --

BW: That was it.

LR: That was it?

BW: That was the *Hornet*.

LR: That was y'all. It just bent the bow totally down.

BW: That was a June 5, 1945 typhoon off of Okinawa, and the waves were so large that the flight deck was 75 feet off the water, and the waves were coming over the flight deck.

LR: You were on board then, of course, way down below in your berthing areas, I guess.

BW: Well, anywhere you could hang on.

LR: Yeah, it was probably a pretty bumpy ride.

BW: We lost some aircraft, and we lost a few fellows. And that's when I think several destroyers were lost, and some LSTs were lost.

LR: From what I understand they had not fueled up like they should have --

BW: They ran out of fuel.

LR: -- and there was no adequate ballast, made several of them turn over. We lost 700-and-some odd men.

BW: Sounds like you were there also.

LR: I've interviewed some of the survivors. That storm, I've had it told to me from many different directions. One of the most interesting was when it slammed into Okinawa or one of the islands where there were Marines that were (inaudible), and they were in tents, and it just cleaned that island off, part of the storm did.

BW: It did. Also, that was where a bunch of B-29s on the island, they were going to lose them. So what they did, they put the crew in it and started the engines, and they had them tied, and they would turn them into the wind, and they saved the 29s.

LR: That I had not heard.

BW: Yes, sir. They saved the 29s.

LR: I remember these Marines talking about how their main big squad tents were totally blown away, and they were out there just struggling to hang on in the mud.

BW: It was a bad hurricane.

LR: Nimitz almost lost his command -- not Nimitz, Halsey.

BW: Well, Halsey pulled the same thing in another typhoon. He went through it and shouldn't have. He was the one that ordered us through this one .

LR: That's what I understand. And as a result some of the chiefs of staff wanted his hide, but Nimitz, I understand -  
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BW: Saved him.

LR: -- shielded him a little bit, and he did not lose his command. McArthur wanted his hide among other things.

BW: It was not necessary to go through that, and here I was -- I mean, I wasn't an admiral, but we hear things, and we talk about things, but it was not necessary to order us to go through that. In doing so, he thought he was going to surprise the Japanese fleet, and in so doing, he lost a lot of good men.

LR: And a lot of them never forgave him for that, from what I understand.

BW: No, and fortunately we were able to launch air attacks, and that saved his hide.

LR: Were y'all able to put most of the aircraft below decks?

BW: No, we put some below decks. We lost some, not all, and some would break loose, and we had a lot of aircraft damage. I'd say 50% were damaged, and some of them could be repaired and put back in service again.

LR: Okay, now that last action we talked about was Okinawa, and y'all were in support of the invasion of Okinawa for some

period of time, whatever that was; a few weeks, I guess, or something like that.

BW: You mean for us?

LR: Yeah, for you guys.

BW: We were involved from April through June, and that was it. And then we had to go back, of course, because of the typhoon, and Okinawa was finally secured in late July.

LR: So where did y'all actually end up getting your repair done?

BW: San Francisco.

LR: Oh, all the way back to San Francisco?

BW: We had to go to Hunter's Point.

LR: So by the time you got through with that, the war was over?

BW: No, the ship was -- we got in there in late June, and we were back at sea in August. A good job, we were back at sea, and that's when we were all looking to go to invade Japan. And then all of a sudden we heard the news.

LR: Yeah, my father was a grunt at that time and was being trained for the invasion of Japan --

BW: We all were. Everybody was.

LR: -- when it ended, and he was not unhappy. So when you heard about the bomb -- I always ask this question of every veteran I interview -- what did you know about it? Did it

surprise you and you wondered what it was? Did you have some idea of what an atomic bomb was?

BW: Not really, not at my age.

LR: It was some kind of a big bomb that went off.

BW: At that time --

LR: You weren't that knowledgeable about it.

BW: I was not that knowledgeable about atomic energy or about the atom bomb.

LR: Well, it was the best-kept secret in the world.

BW: It was, yeah, and naturally even in high school we didn't study anything about nuclear energy.

LR: So you heard the news that some big bomb --

BW: We heard the news that an atomic bomb, and then we had a briefing by the captain at that time that said we had dropped this bomb on Hiroshima, and then of course they dropped it on Nagasaki as well a couple of days later, and then that's when they explained what the bomb was, that it was a nuclear explosion the first time in history and that the casualties were quite severe, destruction was very, very heavy, and that's really all we knew about it. That's all he knew about it, really.

LR: So what did the carrier do at that point in time? Were y'all just waiting then to see what (inaudible)?

BW: Yeah, we were just waiting to get orders to head -- we were actually at sea, and we were waiting to get orders to hit Japan, which was due, I think, in October.

LR: Were y'all involved in carrier strikes on the mainland itself?

BW: We made one strike on Tokyo.

LR: And that would include Helldivers?

BW: Yeah, it was naval aircraft.

LR: With fighter protection.

BW: With fighter protection. It was a short raid, but it was to demonstrate it could be done.

LR: Now, you guys did not get involved in Saipan, that had already occurred?

BW: That had already occurred. Yeah, Saipan and the Marianas had already occurred.

LR: I have to check off all the different areas here down the line. Y'all did go to Eniwetok? Did you go to Eniwetok?

BW: Eniwetok? Yeah, but that was already secured when we were there.

LR: I understand, but y'all went there for possible repair (inaudible).

BW: That's where I picked that ship up, Eniwetok.

LR: (inaudible) had already occurred, so you weren't involved in Alaska. Okay, so the announcement for when the end of

the war came -- how was that delivered to y'all, by the ship's captain or announcement of some sort or just word of mouth, or --

BW: No, it was done by the captain on the PA, of course, and he told us that the Japanese, at that time in August, the Japanese had agreed to -- accepted the unconditional surrender and that now a peace conference will be taking place, I think in September.

LR: The peace signing in September.

BW: September, but we ceased operations. At that time, everybody stood down.

LR: Did y'all continue doing some patrols?

BW: Oh, yes. No one was taking it for granted. We were still very aware of what was going on. In fact, we had a couple of [GQs?], maybe a kamika-- maybe some guy didn't know, and maybe some --

LR: There were some young officers that of course were totally opposed to the surrender to the extent that they attempted to find the surrender tape by the emperor and destroy it, and in the end they were killed, but they tried to find the emperor and the tape, and luckily they didn't find it. It had already been put under lock and key.

BW: Yeah, I had heard, of course, for many years after the war there were still Japanese hold-outs --

LR: There were?

BW: -- in Guam, and in fact, we pulled into Guam as R&R, and a buddy and I went up in the mountains, and finally the SBs found us, and they brought us out and said, "You should never have been up there." "Why?" "Well, there's Japanese up there."

LR: 1973, I believe it is --

BW: Yeah, they was still up there.

LR: -- Japanese and Marines came out who had been living on whatever.

BW: Well, they had raided the garbage cans at night, and what was really interesting, in our R&R, it was right on a real nice beach in a (inaudible) hut-type deal, and it was hot so we went out and slept in hammocks out on the beach. In the middle of the night we heard all this, "la-la-la," Japanese talking, you know? And we saw lights and all of that, and at that time we knew that there were Japanese on the island, and we did go back inside. I didn't want to sleep out there.

LR: Okay, so after the cease-fire was announced, then the ship, did it stay in the vicinity of Japan?

BW: No, the ship went in then to what they called the magic carpet duty.

LR: Transporting men back to the mainland?

BW: They did transports from Saipan and from Tinian, Marines and soldiers.

LR: All the way back to Frisco?

BW: All the way back to San Francisco.

LR: Now, you stayed with the ship until when?

BW: I stayed with the ship until spring of '46.

LR: And did you receive a discharge at that point, or did you elect to get out?

BW: I received a discharge at that point. I elected it.

LR: Was that San Francisco?

BW: No, they let me out at a place next to Whitcomb Field -- I mean, Hitchcock in --

LR: Texas?

BW: It was a naval base right there next to Whitcomb -- I mean...

LR: Ellington?

BW: No, I just said -- the blimp base there.

LR: Yeah, the blimp base near Hitchcock.

BW: Yeah, Hitchcock, and that's where we were (inaudible) out.

LR: Well I'll be darned. Yeah, blimp hangars stood for a long time.

BW: Oh, for many, many years.

LR: Yeah, I used to goose hunt around the blimps.

BW: Oh, yeah. And then I went into flight school.

LR: So you elected to do that? Someone helped you get in?  
Just out of curiosity, even though that ends your wartime experience, I'm just curious -- you went on then into naval aviation.

BW: Right, and then after that I went into the reserves, but I was going to college all the time and everything. I studied structural engineering at the University of Houston. That's about it, really.

LR: I attended the University of Houston for a time myself.

BW: Did you?

LR: Sixty to sixty-six. But anyway, that ends your career in...

BW: Except I was called back in Korea.

LR: Oh, you were called back. As a naval aviator?

BW: Yeah, as an aviation --

LR: You were flying --

BW: Nothing. I was a liaison, and headquarters and everything --

LR: Well, that's a soft, cushy job. All right, that pretty much winds up the World War II portion of it. Is there any comment or general summary that, since you did not face the enemy head-to-head per se like a soldier on the ground might, your experience of war was pretty technical or mechanical, sort of. Do you have any summary statement

that you'd like to make about the war? You were involved as a kid.

BW: I was a kid. I was a kid.

LR: And so your mentality and thinking was along those lines.

BW: Yeah, I look at my grandsons at their age, 17 and 18, and I was overseas being shot at at 17 and 18.

LR: At that same age. That is amazing how young so many of our people were during World War II, 17 and 18 was common.

BW: That was very common.

LR: On ships especially like that.

BW: Yeah, oldest guy around there was about 25, something like that. You know, he was a granddad.

LR: Yeah, that was the old people. Well, on behalf of the National Museum of the Pacific War here in Fredericksburg, Texas we would like to thank you for sharing these experiences with us, and again we appreciate your service during the war. Thank you, sir.

BW: I appreciate that, but I would like to make one comment.

LR: You bet.

BW: We hear a lot and have heard a lot over the past years that we should not have dropped the atomic bomb. Now, this is by people that absolutely are not aware of what World War II was and the devastation that World War II, both in Europe, all in the Middle East, all in Asia, and in the far

east, and I would just like to say thank God that it was dropped. Otherwise, there would be a lot of people not here today. We would have lost a lot more people.

LR: Probably a quarter of a million --

BW: At least, or more.

LR: -- of our people, and millions of theirs.

BW: The Japanese would have lost a horrible amount of people as well, because it was a death-on-death...that's what it was. Somehow we've got to get people -- mainly the younger people being told the opposite of that today --

LR: Revisionist history.

BW: -- in our colleges that go back and study history. Make sure you understand what history --

LR: Put yourself in their shoes at that time, in that context of time.

BW: Exactly. Put yourself in that position.

LR: It's not what they see today. Well, thank you, Buck. I appreciate it.

END OF AUDIO FILE