

Norbert Fritz Oral History Interview

CHARLIE SIMMONS: This is Charlie Simmons, today is the 29<sup>th</sup> of November 2012, and I'm interviewing Norbert Fritz. This interview is taking place in Fredericksburg, Texas in support of the Nimitz Education and Research Center, Archives for the National Museum of the Pacific War, Texas Historical Commission for the Preservation of Historical Information related to this site; Norbert, if you would please state your name, your date of birth and your place of birth, and we'll take it from there.

NORBERT FRITZ: I'm Norbert Fritz; I was born in Tivydale in Gillespie County, Tivydale is 60 miles west of Fredericksburg, on August the sixth, 1921.

CS: Nineteen twenty-one, so it's been a few years.

NF: Well, I was 91 last month.

CS: OK, well did you have brothers and sisters?

NF: My parents had 13 children.

CS: Thirteen children.

NF: One of them almost died in infancy (inaudible) growing up (inaudible) I lost a brother at nine months -- nine years old.

CS: Where were you in that progression of children, were you in the middle, in the below or the bottom?

NF: I was in the middle portion, and all my people have heart problems, my grandfather died in a turkey roost, when he was in his fifties died of a heart attack. My dad died asleep in his seventies at night, and well my whole family had heart problems, and I had my heart operation about three years ago, and I'm doing good, (inaudible) like I said I was doing really good.

CS: And what did your father and mother do?

NF: Well, my dad had a -- first off, he had a steam engine, he was a farmer out there, he had a steam engine to go around and we had a thresh machine. Then he bought a cotton gin, that's how they did (inaudible) on the road in 1917, I believe. And in '29 dad bought -- he modernized his cotton gin from a steam engine to a gasoline engine, for the cotton gin, and I was involved, later on I knew how to run the damn cotton gin; and he had a blacksmith shop along with all my Fritzes were blacksmiths. They came over from Germany, in fact my great-grandfather had a blacksmith shop down in Fredericksburg, back in the 1840s, '50s, so all my family were blacksmiths, and my dad was a blacksmith, mechanical minded. And, so he modernized the cotton gin from a steam engine to a gasoline engine, which was well unheard of in those days in this part of the country, because everything was steam engines. He was the only

gasoline engine in Gillespie County, there was a lot of cotton gins in those days in Gillespie County, cotton was quite a dominant cash crop for the farmers. But anyhow then things got worse and no cotton mills anymore, so he made it until he was in his seventies, passed away.

CS: OK, now when you grew up there you went to school near Tivydale?

NF: Tivydale. I never went to high school, my younger brothers and my older brothers went to high school, I had to stay home and do some work. I was shearing sheep in May of '42 before I went into the service you know, so --

CS: Did you help your dad with the cotton gin and --

NF: Yeah, I helped gin all the cotton.

CS: And he taught you some of the mechanics and blacksmithing?

NF: We did mechanics, we did blacksmith work, took care of the sale in the store, I did everything. Store work, cotton gin, blacksmith shop, and the farm work.

CS: How far did you go in school? When was that?

NF: I went to 7<sup>th</sup> grade, that's it, no high school. In those days you didn't have busses.

CS: That's right, yeah, my dad quit when he was in the 8<sup>th</sup> grade, that's all you needed back in those days.

NF: But, you know it's the way the things turned out in life. I went to -- when World War II started --

CS: Where were you when World War II started, were you still living there, oh you were at home?

NF: I was at Tivydale at home. Yeah I was at home. And I remember the Pearl Harbor in December I remember being in the front yard of my family home, I was (inaudible) and we heard on the radio, my dad had a country store that we had a radio, a fresh radio, and that Pearl Harbor was attacked, that's the first we heard about it. But you know nowadays they talk about people getting together, raising hell about it, but you know what I -- I remember these farmers come to the cotton gin or blacksmith shop or the country store, and when it was bad weather (inaudible) they'd talk about how bad the government was in those days, in the '30s you know, that stuff hasn't changed much.

CS: Well now, with the radio out there, there was no rural electricity then, how did you --

NF: Well, we had a battery radio and my mother had a wash machine; every Monday morning we took the battery and hooked it onto the wash machine and we had an engine to charge the battery up.

CS: OK, so you were about 20 years old, then.

NF: Yeah, I was 20 when I went in the service.

CS: So, you had signed up for the draft already and --

NF: No, I'm not sure, I don't think I had a card about that --  
I just enlisted.

CS: I think you had to sign up at 18, back in 1940 I believe  
they said 18, everybody had to sign up for it at 18.

NF: I might have, but I enlisted, I didn't want to be drafted.  
So, I went to Fort Sam Houston, as your record shows, in  
July.

CS: You got your draft notice in --

NF: No, I wasn't drafted.

CS: OK, so you volunteered for the Army, OK.

NF: Yeah, what was my, 18 -- 18154482, my service number,  
18154482.

CS: OK, and so you volunteered for the Army and --

NF: I went to Fort Sam Houston and checked in and I never saw a  
radio before except what we had at home, and they gave me a  
test and made me have a test, and sent me to radio school  
at some high school in San Antonio. And they took me -- in  
that radio school in San Antonio for nine months, I was --  
they put me in signal corps, I didn't ask, you know when  
you go in the Army they -- you do what they tell you to do,  
and they put me in the Signal Corps. They gave me tests,  
they sent me to radio school in some high school in San  
Antonio, I was there for nine months at the San Antonio

high school, radio school. And then they sent me to  
(inaudible) Texas in radio.

CS: So this was advanced radio training, then?

NF: Yeah.

CS: OK.

NF: And I never went to high school, but they sent me to  
University of Texas, that was the coloreds (inaudible),  
they sent me there for three months, took a two year course  
(inaudible) in three months time. And then after that they  
sent me to basic training in Amarillo after I got through  
US of Texas training and then I joined the Air Corps, I  
wanted to be a hotshot pilot, you know?

CS: Yeah, so now, you went to basic in Amarillo, what was that  
like?

NF: Oh it's sandy, sandy and hot.

CS: Well, was it just a --

NF: Just basic training.

CS: -- basic training, so what was the food like and how --

NF: Oh, it was just basic training, it was regular Army  
training.

CS: Did you really think -- did you just think it was pretty  
tough then, or?

NF: No, well it's --

CS: Not for a country boy.

NF: Not especially. You know, being a farm boy I was used to tough times, it didn't bother me, whatever you had to do.

CS: So you wanted to get into the Air Corps.

NF: I went into the Air Corps then, after at the basic training, straight from the Signal Corps in to the Air Corps, and then they sent me, after basic training they sent me to Sioux Falls, South Dakota for radio operator course. And best indication was to be a radio operator and airplane flight operator; you had to have 25 words a minute of Morse code and I couldn't get past 8 words a minute, but they kept me in radio in Sioux Falls, South Dakota I got a book someplace on it.

CS: Well, what time of year was it when you were up in Sioux Falls?

NF: We left in November, Amarillo, went to Sioux Falls, South Dakota, it was cold. And we finished the course in Sioux Falls, South Dakota and then they sent me to Chanute Field, Illinois for radar, went to radar school, that's where I majored in radar. And then from Chanute Field, Illinois they sent me to Boca Raton, Florida, that's where the radar.

CS: Now, radar was a pretty new invention.

NF: Yeah, I know, we couldn't even take the textbooks out of the compound, we had to leave everything there it was so secret, the FBI checked me out. And I was in radar.

CS: OK, and did they have airborne radar then or was it all ground based?

NF: Yeah, here's what happened, they sent me to radar school, started off in the north of Texas, and then Chanute Field, Illinois, and then Boca Raton, Florida was finishing radar school, was there three months.

CS: Could it have been --

NF: Then they sent me overseas, they sent me to Salt Lake City first before they sent me out, then you went to Angel Island off San Francisco.

CS: Now, when you went to the West Coast did you have time to stop off in Texas and get a leave to come home?

NF: We had a leave going from Florida before, well that's Boca Raton, Florida, I had a leave of absence just to get home for a couple of weeks, couple day weeks, then we went to Salt Lake City for the basic for training before the ship was overseas.

CS: OK, by this time you'd been in almost a couple of years.

NF: Yes, and then we went to Angel Island, then they sent us, put us on a ship and we were on the ship for 26 days, we stopped at New Zealand and Australia, we didn't get off the



ship in those places, but we stopped there. And then they let us off in New Guinea, off the ship; MacArthur was stationed in Bikini, New Guinea during that time period.

CS: OK, so you got to New Guinea and here's this --

NF: Forty-four, spring of '44.

CS: Spring of '44, OK.

NF: I think that's right.

CS: OK, and here this Tivydale country boy is down in the tropics of the South Pacific.

NF: Well, in those days you didn't give a damn, you know, you don't expect to get home, anyhow. Because in those days who knows when the war's going to end, we'd expect to stay over there.

CS: OK, so were they still fighting on New Guinea at that time?

NF: Oh yes.

CS: OK.

NF: And you know, I was stationed in New Guinea, it was Christmastime, and those natives -- first day, we had Christmas carols sang, these natives were just small people in New Guinea and they sang American Christmas carols walking by our camp, New Guinea natives at Christmastime. But --

CS: What was your job there?

NF: Well, I was just all before we went to B-25 squadron and then they sent us from New Guinea, we stayed there a month or a couple months, and then they sent us to the West Indies with the B-25 squadrons. And my job wasn't really a -- when the planes came back from a mission we had had a certain place assigned to us, we went in and checked out the airplane -- the radio compartment in those airplanes.

CS: So you were really using your radar knowledge.

NF: That's what happened, they sent me to school for radar, when we got to New Guinea, first thing we did was take all the radar equipment out of the B-25s to make them lighter, so they --

CS: They were doing low-level flying over there.

NF: They kept that radio, though. We took all the radar equipment out the damn planes when we got overseas, because the B-25 was mostly strafing. They came back from the mission, we had tree leaves in the engines, that's how low they flew. So anyhow, we had several airplanes assigned to your person and --

CS: Was that the 400 -- let's see, the 405<sup>th</sup> Bombardment Squadron, was that the squadron you were assigned to?

NF: Yeah.

CS: OK, and where was your base at that time, now?

NF: New Guinea.

CS: OK, so you were still on New Guinea when you got into the B-25s.

NF: Right.

CS: OK, and so you worked on radios.

NF: Well, (inaudible) I think they bombed Formosa and some of these countries in that area from New Guinea, and then they would send us to West Indies in B-25 squadron, and they was bombing Indochina in most places too, across the West Indies, and then they sent us to the Philippines, we were there in the Philippines six months. They bombed Okinawa and the areas, you know what's happening back in '45? It was -- with MacArthur all that time period, it was MacArthur in New Guinea he was stationed there, then we went to -- after took the infantry to the Philippines. MacArthur followed them, and we followed him, MacArthur. We had a bomb squadron; first the Infantry came, Marines, and then the engineers came and fixed up the airports, airstrips, and then they sent us in those planes, with our airplanes, to bomb from then on. That's the way they -- from New Guinea, West Indies, Philippines, Okinawa, went through that.

CS: So you were in the Philippines, were you at the -- one of the established airfields or did they have to build a field for you?

NF: They built a place, a field; after the Infantry and the Marines took the engineers in and built the airstrips, then we came in and bombed from that area. So, we had it fairly easy, I guess.

CS: Did you ever fly on any of the mission in the bombers?

NF: No.

CS: So, you --

NF: No, I want to say we (inaudible) stay on the airplane, when the airplanes came back we checked out the radios and checked the planes to make sure they all worked. If it didn't work we took it out and sent it back to the Signal Corps to have it serviced out.

CS: What sort of losses -- combat losses was your squadron having in those days?

NF: Well, we had -- the biggest problems we had when we was on the [NSTs?] for three months out of Timor in the sea it was the damn Japanese submarines after us, and our (inaudible) on this convoy was in back of us where the smoke was one of these Japanese submarines got one of our ships and then of course they're bombing with the Japanese tail on us.

CS: So, the Japanese were bombing your airbase.

NF: Oh yeah, and we got delayed with enemies the Philippines, we had some bombing raids in some of the other places, but we watched the anti-aircraft take over.

CS: Well, did you have a bomb shelter? Did you have foxholes that you --

NF: We had foxholes to go into.

CS: So, the Japanese would come over; what, they come over in the daytime or at night?

NF: Yeah, we stood beside the foxhole and watched the anti-aircraft shoot at the Japanese. When it got closer to us we got in the foxholes. We didn't have any, well I don't know what to call it, we didn't really enter in combat.

CS: Well, getting a bomb dropped on you is pretty serious work, anyhow.

NF: Well, that's all the danger we had, the air raids and submarines.

CS: Yeah, well how about the planes that you were flying, our B-25s, were they -- were you losing some of them in combat, in the missions?

NF: Oh yes, in fact I remember one time that plane came back with the whole tail-gunner shot off, the tail-gunner's brains was stayed on the inside of the plane, but they still landed, and we lost more airplanes in foolishness than we did in combat.

CS: Flying too low, was that the --

NF: No, well, people fooling around, dog fighting up there.

CS: In the B-25s.

NF: Yeah, no, fighter planes. The fighter planes were on our squadrons, too, on our airbase. P-38 was a good plane, and the P-51, they were fighter planes. The young pilots come on, they played around up there.

CS: Yeah, well that's --

NF: I guess that still happens.

CS: Yeah, that'll happen and probably still happening right now. Maybe not so much the planes are a lot more expensive nowadays than they were back then, maybe.

NF: I was on a ship from the Philippines to Okinawa and they dropped a bomb on August the 6<sup>th</sup>; the war wasn't over yet, it ended when I was in Okinawa. I saw that Japanese Peace Plane flying to Hiroshima, I saw the circle over there from Okinawa.

CS: Did you -- you were on board ship when the bomb was dropped, was that announced on the ship or did you find out about it later?

NF: No we heard about it right away. You know, when we went to school for radio we always thought if they split the atom the whole world would disintegrate, giant chain reaction from the atom, but it didn't happen that way.

CS: Yeah, well there was some speculation that it would set the atmosphere on fire and everybody would die.

NF: Yeah, that was the talk people had, but it didn't happen that way.

CS: So you were in Okinawa, then --

NF: When the peace treaty was signed.

CS: -- when the peace agreement was signed. Had any of your planes flown over Japan?

NF: Oh yes, they were flying different missions, but not so much anymore, after they dropped the bomb. They didn't last much longer after that.

CS: Yeah, it was only a few weeks. So how long were you on Okinawa?

NF: Oh, we got there in August, we didn't leave there until November. We went through two typhoons, they were pretty rough.

CS: They can get pretty ugly in that part of the world. So, where did you go from Okinawa?

NF: Went through Japan, went all the way up from the tip of Japan all the way through all of the islands in the ocean. First we went with a convoy, then by Japanese railroads, (inaudible) Japan, then they shipped us back to Seattle.

CS: Well now, were you going into airbases or what were you doing?

NF: Yeah, going to airbases in Japan.

CS: I mean, were your B-25s flying?

NF: No, the B-25s was not used anymore after the war ended.

CS: Then what was your job?

NF: Nothing, just sit around waiting to go home.

CS: OK, and then they moved you around to different places in Japan.

NF: No, we just went all the way through until we got to (inaudible).

CS: I see you just basically got on a train on one end and took the train to the other end.

NF: Well, the first was convoy, it was Thanksgiving Day we was on a convoy, and then we went through the railroads, went to the rest of Japan. Then we went up to Seattle and got back home.

CS: Well now, when you were in Japan did you have a chance to interact with any of the Japanese people?

NF: You know, we went down to get a restaurant, they eat fish heads in Japan, you know, and I wanted to go back to the camp, I took off by myself, and all of a sudden I noticed I was the only person -- there was a whole bunch of Japanese soldiers there by the one block there, but I kept on going, but they just looked at me, but they didn't like us too much.

CS: Well, I can imagine that they didn't like you.



NF: But, they followed you when they were looking for some cigarettes, they paid you good money for cigarettes. But they had a policy, if you sold cigarettes, then you stayed over there in Japan some more, so we didn't take the chance.

CS: So, did you ever get to eat any Japanese food?

NF: Oh yes, we went to Japanese restaurants.

CS: Well, how long were you in Japan, then?

NF: Oh, let's see, we must have been there about a month or so.

CS: Yeah, OK, and then what did they do, they just said, "All right, this is your ship here, you're going home," or...?

NF: Yeah, they put us on a ship and took us back to -- went uphill on this river and that's August and then we went to Oregon and --

CS: You were on the Columbia River, and you came into I guess Portland?

NF: And they put us on railroads back to San Antonio.

CS: Well, what did you feel like, how long had you been gone out of the United States when you got back, then?

NF: Oh, let's see, I must have -- I was over in Japan during Christmastime yet, it didn't take us long.

CS: You got back in '46?

NF: Yeah.

CS: And --

NF: January '46.

CS: And you had shipped out to New Guinea in --

NF: I wasn't over there too long; just about I did over a year, a year and a quarter.

CS: Well, what did you think about your experiences in World War II, did you feel like you'd really done a lot, you'd seen a lot, that --

NF: I saw a lot, I don't think I did a hell of a lot except for worked on damn radios, but that was my training I had.

CS: Well, that's -- everybody had a job.

NF: And, you don't have control over your life in the service, you do what you were told, you don't have control, what you going to do? You just did what you were supposed to be doing.

CS: Did you -- what happened after you got back, then, were you discharged right away or did you --

NF: Yeah, got discharged in January, and I came back, had a girlfriend here and we finally got married. I couldn't get a job, but I was experienced in radio. So, I saw an ad in the San Antonio paper in Gonzales, Texas down there (inaudible) store wanted a radio repair service, so I went to Gonzales and opened up a radio repair shop. And then I got to know this guy up in the radio station in Gonzales, so he asked me to get my FCC engineering license to go work

for him, so I went to -- got my license from the FCC and the broadcasting engineer and then I stayed down there with them about six months and then -- Fredericksburg was my hometown, so I came up here for work, a little shack up there, I was a broadcast engineer.

CS: It was a radio station here in Texas?

NF: Yeah, it was here, and went to work here for this radio station in '48, 1948. And, this funny thing happened in my life, I was the engineer, we built a Kerrville station, [KRE?] from here; they was owned by the same people that time frame [Arthur Stanley and Walter McKee?]. In fact, Arthur Stanley got General Hagee to the Academy. Did you know that?

CS: No.

NF: He did, he was my partner, he hired me at the radio station, I bought the radio station from him in 1952, been here ever since.

CS: I'll be darned.

NF: But, O.C. Fisher was a good friend of Arthur Stanley; Arthur Stanley was president of -- in fact, Arthur Stanley started the Nimitz Museum down there.

CS: Oh really? I didn't know that, either.

NF: Well, him and a fellow named Bazemore, that was -- I was here all this time period, when it happened, went hunting

with them; and they had all the whole Nimitz block there bought, except (inaudible) my building and the place (inaudible). Everything else they had bought, with Nimitz they're going to have a big motel in the middle of it and in fact I was Arthur Stanley a lot, he was my partner in a ranching operation, and I bought a station from him. I never knew him before then, and he's the one that wrote Admiral Nimitz, (inaudible) Nimitz myself, Admiral Nimitz, I was with him all the time during that time period, Admiral Nimitz said he didn't want it named Nimitz, he didn't want his name involved, he wanted Armed Service Museum. Not just his, he was, he was a common old country boy, I guess, he didn't his name; he wanted it to be Armed Service Museum, that's what he wanted, but he changed it to Admiral Nimitz after the State took over.

CS: Oh, OK.

NF: So, General Hagee, in fact in 1959 back in (inaudible), he was the president of (inaudible), lawyer, and it was -- bought a radio station, we became friends. I didn't know him before that, because I was just a little country boy and he was a big shot lawyer in Fredericksburg. So, he said, "Norbert, you need to apply for, and probably you'll get Texas Veterans Program, they pay you they let you have \$7,500 I believe for 40 years at 4% interest if you buy the

thing," so I was looking around, and there's Ralph? Hagee out there, General Hagee's uncle, and Robert Hagee, his daddy had a place out there, they came from Okinawa, Ruidoso to Fredericksburg, General Hagee's daddy and his uncle and his grandfather, and we bought that place from Ralph Hagee, which was Robert Hagee's, General Hagee's uncle, and he had a place to get it in. And they'd already bought General Hagee's daddy's place, too, so, and I knew General Hagee -- I didn't know him, he was a teenager when I was out there, but I knew his daddy I rode horses in the pasture with his daddy. But, I didn't know anything about General Hagee. I saw him on television, later, a few number of years back, General Hagee, and I was at home in Ruidoso for several years, and I saw a picture of -- in one of these old magazines in Ruidoso, there was General Hagee's daddy, Robert Hagee, Ralph Hagee that was his uncle, and his aunt. They were driving a team of horses, he had a farm wagon to go to Ruidoso, I don't know, I need to find it and give it to General Hagee, I never met Mr. General Hagee, but I knew his family. And, so I didn't know that who nominated him for the Academy, and you know this fellow named Smith, he used to work for Nimitz himself, he shoots with us at Schuentzenfest. And he told me that -- I asked him just this last shooting, said, "How

did General Hagee get into the Academy?" He said, "O.C. Fisher nominated him." If O.C. Fisher nominated, came from Arthur Stanley, because Arthur Stanley was his front man for O.C. Fisher's account, and so I'm sure Stanley got General Hagee nominated to the Academy, due to O.C. Fisher, that's the way he became a general.

CS: Well, that's --

NF: I need to talk to General Hagee sometime, tell him about this story.

CS: Yeah, you ought to get down there and meet him, he'd love to hear some of your stories, I'm sure, about all of his dad, his uncle.

NF: I knew his grandfather, his grandfather was lame, he had one leg, I seen him out on the ranch out there.

CS: Now, you still have a ranch here?

NF: Yeah.

CS: You still have --

NF: You know, one time I had 50,000 acres in New Mexico.

CS: But you got rid of that?

NF: Yeah, yeah well I didn't want to get in the radio business, I sold the station to [Jason?] in the early 1990s; it got in bad shape, got bankrupt and I had to go back into business. But, I've decided to build this building here.

CS: Yeah, so --

NF: And I moved the station to San Antonio FM (inaudible) and I sold it down there, and --

CS: Well, it sounds like you've had a very interesting life.

NF: And, I built a cable system in Fredericksburg, I sold in '85 to (inaudible) I was still friends with Johnson people. Frank Johnson. Last time saw -- I was, had a ranch lease down in Stonewall, he owned it, he hadn't bought it while we had a lease on it. On Sunday morning him and [Ladybug?] drove down, they had a guest house on the ranch, he stopped by I was riding a horse on the road there, he stopped and said, "Norbert, you ride a pretty horse this morning," I said, "Thank you, sir." Him and Ladybug, they were good friends of us so to speak, and in fact I don't know, I think he helped me get 910 into Fredericksburg. Back in the mid '50s you know in those days they had FCC inspectors come by to inspect the stations all the time, at least once a year. There's a gentleman came by to inspect the station down at [Stucks?] Bank Building, and he called me after the inspection, you need to apply for different frequency, more powerful the station to cover this hill country. So, that time 970 was approved for a station in Kerrville and the new owners gave it up, they didn't want it. So I called up the (inaudible) engineer, and I tell you, 910 should be way up to 970 was the figure, might have been for

Fredericksburg, he said, "No, they just moved it to Austin. I can get you 1290," said, "I don't want 1290, I want something in middle of the dial." He said, "You get 910 but you have to fight for it." It took me four years, went to the United States Court of Appeals to get 910 in Fredericksburg, it took me four years to get it, worked hard for it. But it's here to stay, and so I did that much for the city, I don't know if anybody gives a damn. You know, nowadays, it's always been that way not just nowadays; everybody looks after themselves, to hell with you.

CS: Yeah, well you got a lot of followers of this station, I know that.

NF: Well, we try to do the best we can, but it's hard to be in business these days.

CS: Well, it sounds like we've kind of wrapped up on your World War II experiences.

NF: Well, it all started there, the radio started in World War II, really, I wouldn't be --

CS: It all goes back to that initial era, and you never knew you were destined for radio until you got in the Army and they said this is what you're going to do.

NF: You can't predict life, the Army got me into radio without me knowing anything about it. See what happened; the



reason they -- in World War II they started through the government they had these little mechanical training schools (inaudible), we had one at Harper, that was (inaudible) a hometown was Fredericksburg, (inaudible) Tivydale. So, some of us farm boys went up and took the radio course -- not radio, mechanic course there, and then we finished it and so I thought I was going to be an airplane mechanic, I thought that's what I was going to apply for, but instead they put me in radio. Why, I don't know, I have no idea how it came about, it just so happens. And that's got me in this radio business, because the Army sent me to Signal Corps and got me into radio without me knowing about it or asking for it.

CS: Well, it kind of depends on if your name comes up and it's the day that they want people for radio school, you get radio school.

NF: Well, first they give you a test, what for I don't know, but they go from there; and why they put me in radio I have no idea I didn't ask for it.

CS: Well, it seems like it's been a pretty good life for you.

NF: It has, it's been -- I got my broadcast engineer license that way.

CS: Well, I tell you, I want to go ahead and cut our recording off here, now, because we've got pretty much your World War

II experiences wrapped up. I want to say first though that I really appreciate you letting us come in today.

NF: Well, I'm not how sure much good I -- I just did what I was told.

CS: Well, we all appreciate that you know, you sacrificed some years of your life to go out there and fight for the country and we appreciate it, and we don't tell you that enough, so I just want to say thank you very much, sir.

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