

George Bailey Oral History Interview

Q: I thought that was a great story to add to the section on P-40s, because I want to have a section --

GB: That saved a lot of towers.

Q: Yes.

GB: Got them to rotating before they hit the ground and it saved a lot of towers. Even then, we ran out of towers.

Q: Even with the cups on there, huh?

GB: Oh, yes. We still --

Q: How did you make these cups?

GB: Out of aluminum.

Q: Oh, aluminum.

GB: You know, you had a flat wheel-cover type thing on the outside of each wheel.

Q: And so they were actually attached to the wheel cover?

GB: That's right. Attached to the wheel cover, and just made a little cup out of it, and -- actually, it was just a little bent piece of aluminum that caught the air.

Q: Just like a little scoop.

GB: Like a little scoop.

Q: Or a vane, or something like that.

GB: Yes. And it just got the wheel to rotate.

Q: Well, whose idea was that?

GB: (Inaudible) I'm not real sure. It was either mine or a fellow by the name of Van Timmerman. I'm not sure which now. He and I put the first ones on. I know that.

Q: Well, maybe we'll just say that you guys coauthored that one. Maybe that's the way to do it.

GB: Yes. It worked real good.

Q: Did all the squadrons use it or just yours?

GB: No, I think all the squadrons had some of the, yes. The crew chiefs caught on good because we were all comingled, particularly at Rangoon and at [Wei Lin?], we had all three squadrons together at one time or another, you know? At least portions of each squadron.

Q: I wonder if anybody's got a picture of a P-40 that might show those on there.

GB: I don't know. I really don't know.

Q: I came across a lady the other day -- and I have not met her yet -- but, she's got two boxes of pictures that have never before been seen, of the Flying Tigers.

GB: Oh, is that right?

Q: Yes. It's Matt Kuykendall's sister -- twin sister.

GB: I didn't know he had a twin sister.

Q: Isn't that something?

GB: Uh-huh. Kuykendall was killed flying the daggone P-31.

Q: It was what?

GB: Flying a daggone new aircraft -- we had three aircraft; a P-31, a C, I think, put out by Curtiss.

Q: Oh, CW-21?

GB: Yes, 21. CW-21. And we had three of them. Erik Shilling, he and -- what else?

Q: Let me stop and think. It was Erik Shilling, because there were three of them. Lacy Mangleburg, who -- he survived because he later got killed when Pete Wright chopped up his car.

GB: That's right.

Q: And the third one then was Matt Kuykendall, huh?

GB: Was who?

Q: The third one, you say, was Matt Kuykendall?

GB: Yes, I think so. Pretty sure.

Q: That could be. I don't know off the top of my head. I can't tell you --

GB: (Inaudible) ten seconds, I'll find out.

Q: OK. It is July 17, 1997, call to George Bailey.

GB: OK. Erik Shilling's biography here. Mangleburg, Merritt, and Shilling were the three guys flying those CW-21s.

Q: Ken Merritt, you say?

GB: Ken Merritt, Mangleburg, and Shilling.

Q: Oh, I see. So it wasn't Kuykendall that was on there.

GB: No, it wasn't Kuykendall.

Q: Well, you solved that for me. I've probably got it on that little roster thing that I have, too. But, did they stop using them once you guys got a new supply of tires?

GB: Yes, they did. When the 23rd Fighter Group came in there, I don't remember seeing any more of them. I don't remember. When I went back over there on my second tour, I don't remember seeing anybody using them. They were tried on some of the Century series fighters also, and you know, they even tried some electric motors on some of the Century series that were landing up above 100 miles an hour, you know. And they tried all kinds of things to get those tires to move.

Q: You know, my little airplane that I fly has got an approach speed of 90 miles an hour -- well, actually it's about 100 miles an hour, and it flares at 90 and touches down about 80. And of course, they're just little old bitty 5 x 5 tires. And, boy, I mean, when they hit that ground even as light as I can, it just -- I'll bet 25, 30 landings on hard surface and I've got to have new tires.

GB: Yes. How many of those landings do you get on one attempt?

Q: (Laughs). I'm not answering that one. You're right, sometimes I have landed them two or three times on the same approach.

GB: Right.

Q: That's exactly right, and sometimes I'll bounce and I'll come up in the air and I've got to gun the throttle just to smooth the thing out, and I'll come down a second time. You're right.

GB: You know, any pilot that's got more than a half a dozen landings has had that experience of bouncing a time or two.

Q: Well, yes.

GB: No matter what he's flying. I used to watch -- we had two sergeants flying the L-5 in China when I went back over there. They weren't there with the Tigers; they were there with the 27th Fighter Group. And I used to watch them little L-5s, they'd come over the fence at 30 miles an hour, you know?

Q: Yes, right.

GB: And they'd bounce every now and then. So, you know, anything can bounce. If you do everything just right, it's going to bounce a little bit.

Q: Well, you know, the worst thing that you can ever bounce -- and I've done it, I have done it -- is a PT-19; one of these steer mounts.

GB: Oh, yes. Built-in ground loop, you bounce it much and you're gone, huh?

Q: That's exactly right, and I have never ground-looped one of the things, but boy, they scare the hell out of me.

GB: You can do it real easy though with that PT-19. And the AT-6. Have you flown the AT-6?

Q: No, I've never flown that.

GB: The AT-6, if you bounce it, you better be ready to correct in a hurry because that thing will wheel on you.

Q: Oh, man. Well, the good thing about that Stearman was, even though it was so much slower than my airplane, like my airplane, you have to really stay ahead of it. If you have to think with your feet on those rudders, it's too late.

GB: That's right. Same thing with the AT-6.

Q: I'll be damned.

GB: It was a killer, really, but you know, it turned out an awful lot of good pilots. It put an awful lot of good ones in the grave, too. They killed a lot of pilots flying AT-6s during the war, in training.

Q: You know, P.J. was telling me about one of those, too. It was a BT -- what was that thing? A BT-13 or 15. I don't remember what it was. I'd have to go back and look. I don't know the airplane very well.

GB: A BUT-13 was a very similar aircraft to the AT-6, but it had non-retractable -- it had fixed landing gear on it, BUT-13 did.

Q: Is that what it was? Well, maybe -- I'm not so sure -- I don't remember what it was now, but he told me they only made a few of them, and boy, it was a wicked airplane. And I think the BUT-13 evolved from the BUT-10 or whatever it was, but that's getting back a little ways.

GB: Yes, that's too far for me.

Q: Yes, that's getting back there a ways. I know a bunch of them wound up at Kelly Field and killed a bunch of pilots, and I guess they wound up, I don't know, selling them to the Panamanians or something. I don't know what the hell they did with them, but got rid of them. Anyway, well this is all really interesting. I'm going to write this up and I will send this to you, and -- so you can see what I've written here, and then you --

GB: OK, mighty fine.

Q: Huh?

GB: Mighty fine. That's good.

Q: And I'll -- you can put in there whatever corrections or additions or whatever, and when we kind of get it all done, then I think it ought to go into the AVG site in the section where I want each of the ground guys to talk about

some interesting stories like this, and add to this thing, just how it was that you guys kept these darn airplanes flying, because it was a miracle.

GB: I don't know if anyone has told you or not, but we lost another member last week.

Q: Who?

GB: Ed Gallagher.

Q: I didn't know that.

GB: A week ago this past Sunday is when he died.

Q: What happened?

GB: Cancer. He'd been ill with cancer now for two years, and it'd spread all over his body and finally got him.

Q: He's out of Orlando?

GB: Uh-huh. Yes. He was a crew chief and hell of a good one.

Q: Well, I'm sorry to hear that.

GB: He had a wife and lovely daughter and granddaughter. He lived in the Orlando area since some time in the '60s, I think. Before that he lived up in Maryland someplace.

Q: He died in June of this year?

GB: July.

Q: Oh, he just -- boy, he just died.

GB: Two weeks ago. Let's see, I'm trying to think what day he died. He died the 7th day of July. The 7th of July.

Q: Well, I'm really sorry to hear that. I never met him, of course, and I had his wife down as Salvadora?

GB: That's right.

Q: Well, damn.

GB: She's known as Sal. S-A-L. Everybody calls her Sal.

Lovely lady. He was, I think 83 -- 83? He was 83 last December, and Sal is real close. She's probably 80. She's a real nice lady. We've been in touch with them constantly for many, many years.

Q: Well, I think that's -- have you heard any update about Gerhard Neumann?

GB: Yes, I understand he's doing real well. On the road to recovery.

Q: That's great, because I -- I wish I'd have talked with you before I had lunch with Tex a couple days ago, when I signed that agreement thing? Because he was asking me about Herman the German and I told him that I understood he was doing better, but I didn't know that for sure. Somebody had told me that -- oh, I know who told me; Charlie Bond told me that, and he --

GB: My information came from Charlie.

Q: Oh, is that right?

GB: Yes. Second-hand. Frank Anderson talked to him and called me.

Q: Got you.

GB: Said he was doing a lot better, doing well really.

Q: That's good news, and I'm hoping when I get up there this -
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GB: Oh, no. Boy, my memory is getting bad. Mable talked to Neumann's daughter. When was that, honey? About Monday or Tuesday? Friday or Saturday, she says. She talked to Neumann's daughter, and she told her that he was well on the road to recovery.

Q: Well, then that's excellent news. I think I could pass that along to P.J. and Tex and a couple of other people.

GB: Tex didn't mention about Gallagher dying, though?

Q: No. I wonder if he knew.

GB: Well, I sometimes wonder myself.

Q: You know, I talked to P.J. not too terribly long ago, and he didn't know -- in fact, it had been a month since I talked with P.J. -- but he didn't know that Fritz Wolf had died.

GB: I'll be damn. Now, let me tell you something. About a month ago, I talked to Dick Rossi, and I told him that Gallagher was on his death bed, really. The doctors had said that he was terminal and it could be any day, you know? About a month ago. I had one hell of a time making Dick Rossi understand who I was talking about. He kept

saying, Gallagher? Gallagher's been dead for years. Well, we had another Gallagher that did die. I said, "Dick, look at the upper right hand corner of the front page of your roster, 1997 roster. He's right there." He finally come back and he said, "I don't even know what he looks like." Now, last year and the year before was the only two reunions that Ed Gallagher ever failed to make. He'd made every one of them until last year and the year before.

Q: Well, I wonder though if -- you know, was Rossi having a bad day himself?

GB: I don't know.

Q: I don't know either. That seems strange to me. That's certain sad. Yes, that's certainly a sad deal.

GB: Yes. And I had difficulty making him understand who Frank Anderson was.

Q: Really?

GB: Yes. He thought Frank was dead also, and I told him, I said, "No, you're talking about Atkins that died. (Inaudible) number one on the list." I said, Frank Anderson now heads up the list, he's number one. And he was confused. Another little thing, just for the hell of it, one of my pet peeves is, most of the books that have been written, as I've told you before, don't even mention their crew chiefs or armorers or radiomen or anybody, you

know. You're talking to Erik Shilling. He's got a new book out. I've got an update on his old book.

Q: Yes. I bought a couple of them.

GB: OK. I asked him last week, I said, "Erik, did you put anything in there about your crew chief?" "No, George. I don't have any idea who he was."

Q: Oh, he said that?

GB: Yes. And I told him, I said, "Well, when you were flying aircraft number 52 in the second squadron -- " he flew in all three squadrons, Erik did.

Q: Yes, that's right. He told me that, too.

GB: He did. He flew aircraft number 52. The reason I remember it so well, I was crewing number 48, fellow by the name of Joe Nobel Peeden; Joseph Nobel Peeden. He was not a crew chief, not a mechanic. He was a musician. You've heard the story that some of the guys were not so well trained? He had never seen a damned wrench when he came to China, and they handed him to me down there and asked me if I could make a mechanic out of him, and he turned out to be one hell of a nice guy and he learned fast. He was one of these guys that could pick things up. But, the thing that really surprised me about Erik Shilling not remembering him, this man did not have a single hair on his body; eyelashes, eyebrows or anything else.

Q: (Laughs)

GB: He was born that way, one out of every 200 million people is born that way.

Q: I'll be damned. Was he bald, too?

GB: Huh?

Q: Was he bald?

GB: Bald?

Q: On the top of his head?

GB: Yes. He didn't have a hair on his body.

Q: Nowhere?

GB: Nowhere.

Q: I'll be damned.

GB: When I saw him in the shower, the same way; he didn't have a hair anywhere.

Q: (Laughs)

GB: Now you know it's hard to forget somebody like that.

Q: (Laughs) Yes, you'd have thought he'd remember that.

GB: Yes. So, I was just kind of curious. He didn't have any idea who any of the crew chiefs were that ever worked on any of his airplanes. Said he never had any reason to know. So, I was talking to Frank Losonsky, and he said he asked Tex Hill when he was writing his book? He asked Tex Hill who his crew chief was, and Tex said, "Hell, I don't know."

Q: Well, you were his crew chief.

GB: Yes, I was a crew chief, for Ed Rector. And he remembers it.

Q: I'll be damned. Well, I will share something with you that coincides with that, and that is, I am amazed -- George, I am just continually amazed when I go talk with some of the pilots that remain, and I talk with them about another pilot, they don't know who I'm talking about. I am surprised that I'll bring up a pilot's name and they'll go, "Who's that?" And I'll say, well, he's in another squadron. It's like they don't even know. If they weren't in the same squadron, they don't even know.

GB: They don't care.

Q: You know, it's really surprising to me. And, I've had some of them ask me questions about fellow pilots, the answers to which I know, and they've never known those things. They've never known them. I was just amazed by that. For a close group that you guys are, and really tight as Flying Tigers, as American Volunteer Group, you know, they're awfully loose on the inside, you know?

GB: This group is getting smaller and smaller and smaller, of course, and it seems like certain members of the group have just completely disassociated themselves from the rest of us. It doesn't bother me as much as it does a lot of

people like yourself. I know a number of people that are friends of the Tigers that are really into it and digging in all the time, like Bob Hunter, Peter Diaz, Lin Scott. They're all good friends of mine. All of them have gone to the reunions as our guests, my guests, for years. And they just can't understand, this 17 survivor thing that's going around everywhere there's a get-together, fly-in or something, that's what you hear first; only 17 survivors.

Q: I heard Rossi said that.

GB: Well, he says it continuously and some of the others says it. Tex Hill has been known to say it.

Q: Well, I'll say something to Tex about that, because we've got an airshow coming up down here, and I'm a firm believer that it's all for one, one for all. I don't make the distinction at all. My attitude is, if you signed a CAMCO contract, you're a Flying Tiger.

GB: Yes.

Q: You may be honorably or dishonorably discharged, but you are a Flying Tiger.

GB: I don't know how many of the people that got a dishonorable discharge are surviving. I have no idea. I've had no contact with any of them, but some of them were real good friends of mine and I knew the circumstances on a couple of them, and it just really messed me up when I found out

they'd gotten a dishonorable discharge. I was in Rangoon and these guys were dishonorably discharged (inaudible).

Q: What happened?

GB: One of them got in a fight with one of the pilots -- and I'm not sure which one -- but it was at a drunken bar and they'd been drinking all night, and I don't know who investigated the fight or what have you, but they put him on a plane the next morning with a dishonorable discharge, and the other one was accused of messing with one of the pilot's girlfriends.

Q: I thought everybody messed with the girlfriends. I thought all the girlfriends got messed with.

GB: When I got up to Kunming a month or two later --

Q: Maybe with the exception of Red Hanks or something. But when you got up to Kunming?

GB: And found out these two guys had dishonorable discharges, it kind of shook me.

Q: I'll be damned. And they were sent home, too, huh?

GB: Oh, yes. The next day.

Q: I'll be damned. I wouldn't think they had enough people to be doing stuff like that.

GB: Oh, they didn't have. They didn't have. Just like they couldn't afford to lose Pappy Boyington, either. They shouldn't have let him get away under any circumstances,

but they did. And I guess it was the best thing ever happened to ole Pappy. He went ahead and made a name for himself.

Q: Yes, he did. He went back to the Marines as a -- he hit it big time.

GB: Yes, he did. Made a hell of a name for himself. Have you ever read his book, *Tonya*?

Q: Yes, I have.

GB: Were you able to put names on the --

Q: Yes, I sent you my list and you sent me back your list.

GB: Oh, that's right. You did, didn't you?

Q: Yes, and we were pretty close.

GB: Yes, we were.

Q: But you had a lot more detail than I did, so I go by your list. I figure you'd know more of it than I would. But a lot of it I picked up.

GB: Pappy was a hell of a good guy, but he just loved to fight. He loved it.

Q: Well, you know, as I get around, he's one of those people we all meet from time to time that polarize us both; either you love him or you hate him. There's no middle ground.

GB: Yes, one or the other. Yes.

Q: (Laughs)

GB: One of the other. The people that hated him really hate him.

Q: Yes. I talk with P.J. from time to time and P.J. kind of liked him, and they were in different squadrons, but P.J. lived outside of Fresno for a long time, and not far from Boyington, and they used to meet from time to time and have a drink, have lunch, and things like that. So, I think he kind of liked old Boyington, you know?

GB: Yes, well, right after the war was over and I was at March Air Force Base, he flew into March Air Force Base -- no, he didn't fly. He drove over to see me, and Tex Hill was there. Tex wouldn't even go to the club. When I told him he was there, Tex wouldn't go to the club with me.

Q: Oh, no. Tex didn't like him at all.

GB: Oh, no.

Q: To this day.

GB: And a lot of the others didn't. Some of the ground crew got brainwashed, too, you know. Hell, he didn't create any real problem with his fighting, but he did create a problem with sleeping with the wrong women.

Q: (Laughs) Well, if the book, *Tonya*, is to be believed, it sounds like Boyington and Chennault were kind of staking out claims on Olga.

GB: Yes, yes.

Q: And she was kind of going back and forth between them.

GB: Yes. And she was also messing with a bunch of other guys, Bob Hill, no doubt Tex, because Tex was good to get drunk every night in the club up there, you know.

Q: Oh, is that right? (Laughs) That's funny.

GB: He was drinking as heavy then as he is now.

Q: Well, he does enjoy his scotch.

GB: He sure does.

Q: You know, we had a little talk about that here this week, too. About his medication and stuff like that. But heck, he showed me his physical, his medical report, and gosh, it was as good as a 30 year old's, you know? I mean, it really looked good.

GB: I don't know how in the world he does it.

Q: I don't know either, but I'm telling you -- you know, my background is in the medical field, and he read that damn thing to me and I said, "Hell, I don't think I could match it," you know?

GB: I couldn't either. Tex and I put a lot of time together at Eglin Air Force Base (inaudible). And it was just every night then, but he never let it interfere with his job. Back on the job in the morning.

Q: Well, that's the old saying that I grew up with; if you're going to hoot with the owls at night, you better be ready to soar with the eagles in the morning.

GB: Yes. That's the way he was.

Q: You know, my kids hate hearing it now as much as I used to hate it when I was a kid. There was something else I was going to ask you and I don't remember what it was. I think it had something to do with that damn *Tonya* or something. I don't -- oh, I remember. I was talking with Rossi one day and he said the common joke that was around when he was there was, any Tiger would say that there was only two guys in the whole group that didn't score with Olga; one was himself and somebody else. (Laughter)

GB: Yes. As far as I know, none of the ground crew had that opportunity, but a lot of the pilots did. There's no question about that.

Q: That's something else. That's really amazing.

GB: Some of them admitted it and bragged about it, you know.

Q: One of the pilots told me that he was going through Randolph Fiend after the AVG had disbanded and everybody went their ways, and he'd gone back into the army. And he was on his way through Randolph and saw Olga there at Randolph, after the AVG. And this is during the war. And, she apparently was living on base, I want to say -- I'm not

sure about that -- but, was living on base with her sister, and apparently her sister was married to an officer or something. I'm not sure. But this Tiger pilot went over there to her house where she was living and was meeting the family, and Olga had a picture framed on the dresser there of Greg Boyington. And this was after she left, of course, Harvey. So, she was living with a sister, single, and she was carrying around a picture of Boyington and putting it out on the -- there must have been some feelings there, you know what I'm saying?

GB: Yes. Yes, I'm sure there were. Yes.

Q: So, I'm kind of -- it would be nice to know the full story, but it never --

GB: I understand that she tried her best to convince her husband that there was nothing going on between her and Pappy, and she talked to Chennault about it and said they were just rumors, but they didn't listen. They let him go.

Q: Well, I think there were probably several issues, with that being one. That's probably the big one, too. The old saying is, you don't mess with the boss' inkwell.

GB: No, you sure don't.

Q: Well listen, I've taken up a lot of your time, a lot of your evening.

GB: (Inaudible) I enjoyed it.

Q: And, I'm going to write this out about these aluminum cups. You know what you ought to do? You ought to take a second or two and you ought to sketch that out, and if you sketch that out, I will take it and see if I can't put it through the computer and make it look kind of professional like, and we'll put like a little sketch in there of what these little cups things were all about, because you're the only person that's ever told me that story and I think that's just hell of an interesting story.

GB: I think we must have had it on eight or ten different aircraft. More maybe, eight or ten anyhow. Depending on whether the crew chief wanted to do it or not, you know?

Q: Yes.

GB: I'm not sure right off hand who did and who didn't. I know Frank Timmerman and I. Frank was line chief of the 3rd Squadron, I guess. We were together at Rangoon. And he and I worked real close together, and in fact, for a while there he was my boss. He was the line chief of the 3rd Squadron and he was the ranking mechanic there. I got bopped. It was supposed to been, my boss was up in Kunming -- I don't guess he was living with Olga but she was up there. But anyhow, Van Timmerman kind of ran the show at Kunming for a while, and then when he left, I guess for all intents and purposes I inherited the job, even though no

one ever tapped me on the shoulder and said, you've got it. They just said, get the damned airplanes in the air, George.

Q: And that's what you did.

GB: That's what we did.

Q: Well, let me work on this story here. I'm going to write up this cup story.

GB: Let me see if I can't draw that up a little bit for you.

Q: Yes. I think that would be great, and I've got a guy with a computer that can probably generate us a nice little computer picture of that thing, and he's worked with a whole lot less than just a decent, handwritten sketch, and we'll see how it goes.

GB: Good enough.

Q: All right.

GB: Take care, and I've enjoyed talking to you.

Q: You tell Mable, be sure and hang in there. Get well and, you know, sometimes you've just got to go in for an overhaul, you know?

GB: And she's done that this week, at last. She's gone in for an overhaul and she's doing real well, thank goodness. I threatened her, told her I'd hate like heck to have to hunt somebody up to go with me on these trips, you know? I think that's kind of shaping her up.

Q: Yes, I'll tell you what; nobody ever called you Mr. Sensitive, huh? (Laughs)

GB: (Laughs) Right.

Q: But you know, sometimes a guy's got to do that.

GB: Right. You've got to do what you've got to do.

Q: My neighbor next door -- just to add to that story -my neighbor next door, he's 86 years old and his wife is 84. Super nice guy. He's a retired colonel. I've known him here since we moved in. And, his wife took ill and was just having a terrible time. She's had a hip replacement and she just wasn't coming out of it at all. And, he was going back and forth and I was trying to help him with chores around the house and different things like that. He's a really active and really gung-ho kind of guy. And, this went on for months and there were times when he would tell me, I just don't think she's going to pull out of this. I go over there every day, and they'd have her in the hospital, the nursing home, back and forth. So, I asked him, one day he came home and I said, "How are things going?" And he said that he was bringing her home. She was coming home. And I said, "What happened?" He said, he got tired and he went in there and told her that, by God woman, make up your mind what you're going to do. Either you're going to come home, or you're just going to die off

on me. Just get it done one way or the other. If you're going to come home, just get to it. And she just pulled right out of it.

GB: (Laughter) You know, Mable had her hip replaced and she just recovered almost immediately. Six weeks later we were on a cruise up to Alaska, and she was getting along fine.

Q: Well, most people do.

GB: Yes, she had no problem whatsoever. Had a little pain. It was painful and she had to be careful, but she went on that darn cruise and had no problem. Didn't complain about it, that's for darn sure.

Q: Well, I think that's terrific. That's the way it should be. That's the way it normally goes. They've got that thing down, but for some reason she --

GB: They've got it down to a science and she had a good doctor. Her surgeon was an excellent doctor and he explained everything to her and I both, long before the operation, and then as things progressed he was saying what we could expect and couldn't expect, and she just had 100 percent faith in him, and it worked out -- it turned out just exactly the way he said it was going to.

Q: That's great. I think that's terrific. Well, nonetheless, tell her to hang in there. Might as well just get all that done now before she takes off for Europe.

GB: We're going to make it, then we're going on a cruise in the Caribbean, and then we've already booked passage through the Panama Canal next February.

Q: I think that -- I tell you what, if you need somebody to go along just to carry your bags, I'm your man.

GB: Well, we may have to come to that.

Q: (Laughs) That's probably the only way I'll get a trip out of something, is I'll have to carry somebody's bags. But I'll be your personal porter.

GB: OK. My banker says she'll do it, too.

Q: (Laughs) Well, I'll talk with you later then, all right?

GB: (Inaudible)

Q: I say, I'll talk with you all later.

GB: OK.

Q: Take care.

GB: Appreciate it.

Q: Bye-bye.

GB: Enjoyed it.

END OF AUDIO FILE