

The National Museum of the Pacific War  
Nimitz Education and Research Center

Fredericksburg, Texas

Interview with:

George Beard

B-24 Bomber Pilot

June 9, 2018

This is Mike Zambrano. Today is June 9, 2018. I am in Austin, Texas today to interview George Beard. This interview is in support of the Nimitz Education and Research Center, archives of The National Museum of the Pacific War archives, Texas Historical Commission for the preservation of historical information related to World War II.

Would you please state your full name?

George Beard: Carl George Beard Junior. I go by George.

Mike: Please tell me when and where you were born.

George: I was born in Austin, Texas May 20, 1924.

Mike: Please tell me a little bit about your parents.

George: My mother was 20 when she got married and she was 24 when I was born. She was from somewhere around Maynard, Texas. My dad was from Austin and they had a house on Alamo Creek. We used this house for a hunting lodge and everything else. It has 1200 acres up there and we were dirt poor. Now they lived in Austin at 1717 West 35<sup>th</sup> and they owned about four blocks in there. On the corner of 35<sup>th</sup> and Jefferson, there was a County Mule Barn.

(Looking at Austin City map)

Right here. My Grandmother lived there. My Aunt had this lot and my folks had this one. I wasn't born in a hospital, but a clinic. The Doctors were Greg, Frank and Banner.

Mike: That whole area is Medical area now.

George: Yes, it is. The Greggs who had the Doctors there; my Grandpa and Grandma, on my mother's side, were share-croppers with him. They worked his land and made there living off of what they did there.

Mike: What was your dad's name?

George: Carl and Inez. Inez Hilton and Carl Beard. That is the reason I was a Junior. I never had a problem, until I got in the service. They didn't want my middle name, they wanted me

to go by the name of Carl. The same way, since 9-11. When I would make reservations to get on a plane, I have to go by Carl George Beard, Jr.

Mike: What did your father do for a living?

George: He worked for E.L. Stake Company. He was the foreman in the composing room. He didn't go beyond the 6<sup>th</sup> grade as he had to get out and go to work. My Grandmother lost my Grandpa. I never knew him. Fortunately, I did know my other Grandparents. Fortunately, I saw the other one. At one of our Christmas parties they asked me to tell a story. So, my story was about: I knew this guy who was the luckiest guy in the world. He had support from his Grandpa, his Aunts and his Uncles and you just can't go wrong with that kind of support. The guy was lucky all his life. The guy was me. That is how I feel. Everything seemed to fall into place in my favor. I had a cousin who lived to 101 years of age and another one whose sister lived to be 106. She was in Fort Worth and one of the things she was so proud of was that she drank three Dr. Peppers a day. She went to her doctor and he said, "You have to cut that out because it is too much." Well, two or three years later, the Doctor died and she was still drinking her three Dr. Peppers a day. That was in the paper and on T.V. She was quite a character. The Dr. Pepper Company furnished her with Dr. Pepper and took her to the Ranger ballgames. They really played her up. I went to her 100<sup>th</sup> birthday with my son. She was quite a character.

Mike: Did you have any brothers or sisters?

George: Yes. I had a brother who was nine years younger than me. He passed away a couple of years ago.

Mike: Since your father was a printer. How did the Depression affect him and your family?

George: They were Union and he was open shop so he wasn't working there anymore but his brother worked for the County. So, my dad got a job working for the County. He went from a job working his hands in the composing room to digging ditches or whatever they needed to do. Later on, they settled things at the printers and he went back to work at Steck. E.L. Steck tried

to adopt him as he really liked my dad. My grandma, who lived next door, said “No way. I like him too.” My mother was not strongest person in the world. I grew up helping her. When she was washing, I would do the wringers and everything that wasn’t automatic, I did it. My grandma, who lived next door to us, was a big solid woman. I don’t care what we did, they never found out from her, what happened. I used to go down there and play dominos with her and I would roll me up a cigarette. She never said a word. She never interfeared. I felt right at home.

Now, I came from a family that never had much money, but my grandpa, whom I never saw, owned, along with a man named Rutledge, Mount Martha. They bought it and took all the Cedar trees off and grazed all the grass off and sold it for seventy-five cents and acre. I could have been rich and outliving everybody, I could have been on easy-street. Somehow, one of my uncles was loose with keeping working time on a Dam and he got in trouble and my grandpa said, “I am going to sell that big property up there. Do any of you boys want it?” None of the boys had enough money to buy it, but one of my cousins bought it for I believe it was \$2000. I know he sold part of it and the buyer ended up forfeiting it, so he bought it back. Then he sold it again. I tried to buy twenty acres. But he wouldn’t sell it.

Mike: Where did you go to school?

George: I went to Baker School and Austin High. My granddaughter went there later on.

Mike: When the war broke out, you were about seventeen. Do you remember what you were doing on December 7<sup>th</sup>, 1941?

George: I was on my way back from Houston. My mother and I went there to visit her sister and, on the way, back we heard about it. I couldn’t believe that it had happened. I had already graduated from high school when that happened. I was already enrolled to go to The University of Texas.

I was at UT about a year and a half and a friend and I decided we were going to join the Army Air Corps. I didn’t want to be on the water and I didn’t want to be walking. I had no idea what the Air Corps. was. They didn’t have a recruiting office in Austin, at that time, so we went to San Antonio to join. We signed up and they told us to go back to UT, because I had a year and half already. They told me to go back to school, because they had a place for me. They called me just before Final Exams, so I didn’t have to take them.

Mike: What year was this?

George: This was 1943.

Well, I got my Wings in March of 1944. So, in that length of time I was at Ft. Sam, I was at Wichita Falls, I was in CTD, the College Training Detachment that they had, when I got out of the Army and into the Air Force. During that time, I was discharged out of the Army and rejoined the Air Force.

Mike: Let me ask you about that. When you joined in 1943, where did you go first?

George: I went to Wichita Falls.

Mike: What was at Wichita Falls?

George: Basic Training. I was in the Army at Wichita Falls. I don't recall how long I was there, but then I went into CTD which the volunteers for the Air Corps. went into. We went to Texas A & M for that. When I finished my College Training Detachment, I went to my Primary Air Corps. training to some little town in Texas. I was in San Angelo-Ballinger for Primary and Basic. Lubbock was for Advanced. They put some of this training in little towns because they helped the communities. I went from College Station, to Ballinger, to San Angelo, to Lubbock.

Mike: What do you remember from Basic Training?

George: Mostly marching and taking orders. It was just basic getting us ready. I guess.

Mike: Did you go to the firing range?

George: Yes. I had never flown in an airplane until I went to CTD and I flew in a Piper Cub. When I got to Primary, I soloed.

Mike: Was that College Training Detachment at Bryan, Texas?

George: Yes. I go credit for my U.T. schooling for some of the courses I had at CTD.

I went into this thing with an open mind. I didn't mind somebody telling me what to do because I was looking forward to what I eventually got, which was a Commission, and that is what I wanted.

Mike: Do you recall how long you were at Bryan?

George: I don't recall. I know that when I finished up at Lubbock and got my Commission and got my Wings, I was an instructor at Lubbock for about three weeks while waiting to see where they were going to send us

Mike: What else did you do at CTD?

George: We marched a lot. It was a training detachment and we wore a different cap and we had been transferred from the Army to the Air Force. I got a discharge on one and a new type on the other.

Mike: Then you went to Primary?

George: Yes. Primary was in Ballinger and that is where I first got to control the airplane. I sat in front of the instructor and we talked through a gossip tube. We didn't have inter-cockpit radio. If he wanted to talk, he yelled through this tube and if I wanted to talk back to him, he would put the tube by his ear to hear.

I was very fortunate in that I got people who knew what they were doing and I guess I was good enough to take it. I know some people had diaries. I never did tht. I just did what they said. I didn't worry about what I was going to do. I knew that I didn't have to make a decision except do what they said.

Mike: How did you feel after your first couple of flights?

George: I loved it. I loved to solo. They didn't have what you might call good contact. I used the steel beam, the railroad track, to get back where I wanted. Sometimes I would get up above the clouds and then it would close in and you wouldn't know for sure where you were. If I found a railroad track, I would follow it until I found a town and then I would have some idea where I was. I never did get lost however; I was concerned a time or tow.

Mike: Did you get to do solo flights in Primary?

George: Yes. Primary flying was with single engine. Basic was twin engine. That is when I knew I was going to bombers. Up to then, I wasn't sure. I kind of wanted to go to P-51s (Fighter). I eventually sat in one.

That reminds me, they told me there was a possibility I could get a ride with this guy that does a fly-overs in Fredericksburg. \*\*

Mike: I know they had a P-51 trainer with a front and back seat

George: The guy at the desk, who escorted me around asked me if I would be interested in taking a flight in a P-51. I said yes. If it works out, that will be fine with me.

Mike: So, you took Primary in Ballinger and then you went to basic in San Angelo.

George: That is correct.

Mike: Tell me a little bit about basic. What do you do in basic?

George: For one thing, I went to twin-engine. You fly with an instructor until he thinks you are ready and then you solo. You get a little formation flying and you learn how to stall an airplane and recover on the way down. When you stall one out, you have to get your ground speed up so you can recover. It was exciting for a 19-year-old, but if I had been somewhat older, I might not have been so carefree and excited about what I was doing.

We had a parachute. I never bailed out. I did jump off a little deal to see what it feels like with that parachute on.

\*\*Transcribers note: This P-51 crashed during a fly-over of the Museum Re-enactment program five months later on November 17, 2018. The pilot and a passenger, veteran Vince Losada (OH#04630) died at the scene.

Mike: Which twin engine plane did you practice with in basic?

George: I don't recall.

Reads from a program that he presented to school students during Veterans Day Program.

Mike: If we may, I would like to get back to your flight training.

George: Sure.

Mike: Tell me a little bit about your training at Lubbock. What kind of plane did you fly?

George: We flew the AT-17 (Cessna Advanced trainer) and the AT-9 (Curtis twin engine trainer). One of them was like a rock. It was similar to the B-24 in, when you got the power back, it didn't have any floating power. It would drop drastically, unless you kept the power to it. It was a hot

lander in that you had to have quite a bit of speed to land it. The other one had better guild power.

Mike: Did the B-24 (Bomber) need more speed to land than the average plane?

George: The B-24 was four engine and when you cut the power back on it was going down. It had very little wing span. They had a Davis wing and it was narrow and they said, "If you ever have to land, don't ditch in the water, because you only have thirty seconds to get out.

That was my final instructor type training plane, until we got to the B-24 (Bomber). That is what I did in Panama. I flew as co-pilot with people that were nearly old enough to be my dad. They had been there for a good while. They had families. The way I got out of there after six months, the Colonel that was in charge wanted to get out. He had a desk job there and he did very little flying there. When he got ready to get out of there, he had a crew that he used that had a Captain for the Navigator. A 1st Lieutenant as the Bombardier and he was a Lt. Colonel. He wanted to get out and he picked me, out of all that were there, as his Co-pilot. His name was Colonel Hogan. He was from Alabama. I didn't know him very well because I was a 2<sup>nd</sup> Lieutenant and he was a Lt. Colonel and we didn't mix much. He was from Alabama and a good guy. So, I was his Co-pilot and we left Panama as one crew to go to school for high-altitude training. We had not had any down in Panama because we flew, primarily, over the sea. Some of the planes didn't have Radar on them anyway. They sent us a B-24 to fly to the Pacific. We stopped at Chile and I didn't care much for that because their military marched the German Goose Step.

Mike: Why did you go to Chile?

George: To celebrate their independence.

Mike: You mentioned that you became an instructor, for a few weeks. How did you become an instructor?

George: I graduated. I knew how to fly. I soloed on every plane I needed to and they didn't have a place for me. There were several of us. It wasn't just me. I didn't know where I was going. When we got to Florida, we were there for a day or two and the next thing I knew, I was headed for Panama.

My mother was very upset about me being in the military. She was not strong in that phase. So, I made a code with her so that anywhere I went she would know where I was. I couldn't tell her by letter, because everything I wrote was censored. If I was in Panama, I would start out. Please don't worry. P. All I do is. A. She would record the first letter of every sentence and tht would tell her where I was. I don't care where it was, she knew. Later on, part of my job, as an officer was as a censor. Nobody got that kind of code by me. The Office of the Day had certain things he had to do and that was one of them. Another one was supervising the digging Latrine holes.

Mike: Which was the most difficult place you went that you had to code your letters?

George: When we left Nevada, we went to Nadzab, New Guinea where we underwent jungle survival training. We didn't fly much there. All we did was go out into the woods and spend the night. Every single night they would have an enemy plane come over and I was laying in a ditch, so to speak. I would look up and they would have search lights on it and they were shooting at it and they never hit the thing. Every night, it would come around and the siren would go off and we would have to go out and get in the trenches.

Mike: From Florida, you went to Panama, as I recall you said that Colonel Hogan had chosen you to be his co-pilot. I believe you were on his plane when he visited other cities in the area.

George: No. I wasn't with him until we left Panama.

Mike: Tell me a little bit about Panama.

George: Well, I didn't make up a schedule of where I went. When they said we were going to the Galapagos Islands, I said, where is that. They said, "Well you cross the Equator." I didn't realize how good it would be to fly with the Colonel.

Mike: When you were patrolling in Panama, did you ever see any enemy shipping?

George: We saw one submarine.

Mike: Tell me about that.

George: We saw and we sent out a IFF (Identify-Friend or Foe) message. We tried it and tried it and didn't get any type of reply. The pilot called in to headquarters and told them what was happening. They said, "Try it one more time and if they don't answer, see if you can sink it." So,

that is what we did. They gave us credit for sinking it. I never saw it, but when we got off the bomb-run, we went home.

Mike: How did you try to contact them? By radio?

George: Yeah. We got instructions to do it. We were hesitant, when we first saw it, because we didn't want to attack one of ours. But they never answered.

Mike: How sure were you that it was sunk?

George: I wouldn't swear to it one way or the other.

Mike: Was it in the Pacific or in the Gulf of Mexico?

George: I believe it was in the Pacific.

Mike: You mentioned the Iguanas that were in the Galapagos. Tell me about that.

George: We had been to the Officers Club and we were walking back to the barracks and we saw these huge things moving. They looked like rock moving. I told my friend that I wasn't going to be out at night anymore. They had some of everything in the world there. I don't care what kind of animal or fowl or whatever, they were there.

Mike: What were you doing there?

George: We would go down there to spend the night. We looked between the islands for whatever, shipping or anything that didn't seem right, we would check on it.

When we were in Nevada, Colonel Hogan decided he want to go to San Francisco, so the next thing you know he had a car. Four of us officers went to San Francisco in that car. We got there and checked into a hotel and they wanted to go to The Top of the Mark. The four of us went and we got to the door and there was a fellow checking I.D. (Identification) for age. I was the only one that was underage. He didn't check me however; he checked the Colonel, the Captain and the 1<sup>st</sup> Lieutenant. Nobody said anything. Had they checked me; I would not have been able to go in as I was underage.

See why I say I am lucky? All of mine things are good things. I didn't do anything heroic. I didn't do anything other than what they asked me to do. I never go into trouble. I did go A.W.O.L. (Absent without leave) one time to see my mother as she was sick and I couldn't get away from

San Angelo. The guys in the barracks moved the bunks around so you couldn't tell someone was missing and when they called my name, when they took roll in the morning, someone said "Aye", when they called my name. My dad picked me up and we went to Austin and spent one night visiting with her and he drove me back to San Angelo the next day.

Mike: Now Colonel Hogan picked you to be his co-pilot and you end up undergoing high altitude training at Tonopah, Nevada. How long were you at Tonopah?

George: I don't recall. Just as long as I would get a pay. They paid in silver dollars.

Mike: You are taking high-altitude training: how high would that be?

George: Ten thousand feet or more.

Mike: Going back to Panama. Was that the first time you had ever been in a B-24?

George: Yes. I had never really been in one, until we got to Panama. I learned to fly down there. They had a Captain who was an instructor. He wouldn't put us with a crew until we were flying. Then we got our co-pilot. But I flew a lot with Colonel Hogan. I went on a trip with Hogan, before they put him on another desk job. He didn't like it a bit. He had a B-24 painted black on the bottom. He took part of his bomb racks out and he put in extra fuel tanks in there, instead 500-pound bombs. He still had 500-pounders in there, but he wanted to get some action. That is the reason he wanted to get out of Panama. So, we took off, sometime in the middle of the afternoon and went up around, back over and we were over the Yangtze River in China. One plane painted black, flying at about 700 feet, going to Shanghai. There was a small arms factory that we were going to drop a couple of those bombs on. We were supposed to have had a crew of night-fighters to meet us, to go in with us and come out with us. We never saw them, when we went in or came out. We dropped some of the bombs there and then we went down the coastline, looking for shipping. They did a lot of shipping at night. We were back home the next morning. So, we were gone almost 24 hours. I never heard whether we did any good or not and I never saw the Colonel again. He flew one mission and I got a co-pilot.

Mike: Do you recall what Colonel Hogan's first name was?

George: I just knew him by Colonel. He was from Alabama and he was easy going and he talked like an Alabaman. I liked him, but I didn't know him. I don't know why he picked me, because I didn't know him and he didn't have any reason to know me.

Mike: You said earlier that you went from Tonopah to Nadzab, New Guinea and that is where you did jungle training?

George: We weren't there long. We didn't fly, except in there and out of there. It was just jungle survival.

Mike: You were getting the jungle survival. Right?

George: Yeah. We would go out and spend the night in the jungle. They issued us machetes and I still have mine.

Mike: They didn't have you eating bugs or plants or anything like that?

George: No. The only thing we had was that night flyer, I told you about, and the music from Tokyo Rose.

Mike: Where did you go after Nadzab?

George: We went to Clark Field in Manila.

Mike: What was your job, at this point?

George: When we were there, we flew missions to the North end, or other end of the island, because there were still Japanese there. We would make two flights a day.

Mike: Were these bomb runs?

George: Yes. We would go, drop the bombs and come back and load up again. Most of us would check for shipping. They did a lot of shipping. We went over to China and Formosa.

I was in the 43<sup>rd</sup> Bomb Group. We flew in formation. We bombed in formation.

Mike: In looking at these documents it lists four squadrons. I will read them to you and maybe you will remember which one.

There was the 63<sup>rd</sup>, the 64<sup>th</sup>, the 65<sup>th</sup> and the 403<sup>rd</sup>

George: It was one of the 60s. I was in two different Air Forces. I was in both the 5<sup>th</sup> and 6<sup>th</sup>, at one time, I believe.

Now, when I came back home, we were flying B-24s that had been stacked up in the Philippines, waiting for the invasion of Japan. When we started home, I had a different co-pilot, who I had

never seen before. The co-pilot, I had, flew, on occasion, as 1<sup>st</sup> pilot with me so he had another crew, trying to get all those B-24s back to the states. Somewhere along the way, one of my engines caught on fire, I had to land at Guam. I had this new co-pilot. He was young. I had never seen him before and he was really nervous. Especially when one engine went out. We weathered that one engine, to put the fire out. They told me to land at Guam, so I lined up for the runway and I was coming in on the final approach and I looked down and it was a sea-plane runway. I didn't see the water. I thought, here I am on the final approach and it not there. I looked more closely and I could see the runway on the land. So, I slipped over. The Control Tower got on the radio and said, "B-24 on the final approach, pull up and go around." I told the co-pilot that I have just three engines and I am not going around. He told me, "My mikes on the floor and my earphone are with them." So, he was of no help. Here I am with just three engines, it's at night, a co-pilot I didn't know and they tell me to go around. I said to myself, "When was the last time you shot a night-landing?" I couldn't remember. You could not believe, some of these people that outranked me, but did not out rule me. They had already found out that I knew how to fly the airplane. When I landed, they crew replaced the engines. So, we stayed there a week or ten days. After they made the repairs, I test flew it and everything was ok. We had to come home by ourselves, so we flew from Guam

Mike: What do you mean by yourselves?

George: One airplane. When we started out, we were in a group. There was nobody going our way but us. This was a relatively new airplane, but it had been just setting. When we landed in San Francisco, I believe it was, they condemned the airplane because they found rats on it. So, they condemned it right there and I got my little brief case and they took me off in a jeep to report why in the hell I was a week late or whatever. When I came back, my airplane was gone and so was all my luggage. The only thing I had was what I had on my back. I went over to supply and they supplied me with all new. A new jacket and some new heavy boots. I told them that I didn't need the boots as I was going to Texas.

Mike: Where did you go to get separated?

George: Randolph Field, in San Antonio.

Mike: Where did you go after Clark Field?

George: To Ie Shima.

Mike: What did you do there?

George: We were there when the war was over. We had already flown missions over Japan. When we flew our missions, we met very little resistance. I didn't see anything in the air at that time. The only thing we saw was anti-aircraft fire.

Mike: Were you there very long, before the war ended?

George: I had been there long enough to qualify to come home. We didn't know what was going on. We sitting on the nearest land base to Japan and we didn't know what was going on.

Mike: Where you on Ie Shima, when you heard about the Atomic Bomb?

George: When saw the Atomic Bomb residue. We could not fly anywhere close to that, in our plane.

Mike: Was that residue in the sky?

George: Yes. I don't know how many thousands of feet. The war had not yet ended and we were looking for shipping or anything that was moving. We were loaded with bombs and they had been armed and you didn't want to land with them aboard, so we had to get rid of them. We did not toward Japan, directly. I didn't know why. I didn't know what had happened but the smoke was up.

Mike: What color was it?

George: Mostly gray black. That was before we knew what had happened.

My wife to be knew what had happened before I did. We never talked about it. The only time I ever go into this type of conversation was with my grand-kids. We just didn't talk about it. I was in the war and I got home. I got married and went into business. I didn't ask for anything. I did what ever they said.

Mike: If I understand it correctly, on the day they dropped the Atomic Bomb, you and your crew are on a usual mission of looking for shipping and you actually see some of the residue of the Atomic blast and you are not sure of what it is. And you are not supposed to go in that direction.

George: That is correct. I did not know what I saw. And to be there when this big white plane came flying in and the surrender party stopped on Ie Shima to get out of their plane on their way to the battleship Missouri and they stopped on Ie shima to get out their plane and on to ours.

(Discussion of pictures they looked at)

I never did get my luggage back and I didn't have any other clothes, other than what I had on, until they issued me clothing, as I have already mentioned.

Mike: How long were you on Ie Shima, before you came back to the states?

George: I was there for a while after the war was over. But not long, because I was ready to go home. I had all the points necessary.

Mike: Did you write home regularly?

George: Yes.

Mike: How many bombing missions did you fly during the war?

George: Well, we flew quite a few a week, when we were in the Philippines, because they were getting ready for the invasion. I don't know exactly.

Mike: What did you do when you were not flying?

George: We built our own tents. We put a floor in ours. We had a big storm while we were there. It flew our tent down as the wind was recorded at 140 miles per hour.

I didn't drink beer and whenever you returned from a mission, they gave you beer or whatever drink you wanted, when you made your mission report. I traded mine with the Navy. They had ice cream, they had real eggs and all kinds of things. I traded my beer for ice cream and when this was going on, I traded it for a can. It was a can of bacon. I cooked that whole can of bacon and we used it all right up.

Mike: What else did you do.

George: We had things to do like Officer of the Day. I walked the island all most everyday as it was so pretty. I didn't stay in one place long enough to get my pay so it was sent home. I didn't need much money. They furnished your housing and food and whatever you need. I didn't gamble, I didn't drink heavily. Except one time. That might be why the Colonel got me. We were at the Officer's Club just having a get-o-gather, it wasn't anything special. The Colonel was very friendly with one of the Filipino ladies. He and his group were sitting at the other end of our table and I decided that I was going to get upon the table and get a closer look. I got upon the table and

one of my friends pulled me back and said, "You don't want to do that." That is the only time I remember that I did not have control over what I was doing.

Mike: What did you think of the Air Force food?

George: It was decent. It was not as good as the Navy's. The Navy had fresh stuff while we had mostly powdered. I never lost any weight.

Mike: I meant to ask you. Did the plane you flew, while you were in the Pacific, have a name or any nose-art on it?

George: When I was in Panama, the plane was named "Ready, Willing and Able." Over there, we did not decorate an airplane, because we flew different ones. We were not assigned to a specific aircraft to use every time.

Mike: How did you get home to Texas, from San Francisco?

George: I had a flight to Randolph Field.

Mike: You mentioned that you used the G.I. Bill. Did you go back to The University of Texas?

George: I got home with some leave due and I immediately signed up to go to school. The first class I had was a 8:00 o'clock English class and there were about five or six ex-servicemen in the class and we sit in a group. There were quite a few ladies in the group and I had already looked at this blonde and I liked her looks. I thought I might ask her for a date. I never did. I noticed that there was a gal who came in about five minutes late everyday and she would sit on the front row. She was a brunet and after about a month, I asked her to go to coffee with me. So, we walked over to the Wucash café every day for weeks after. I asked her for a date after Valentine's Day. Once I had a date with her, I never dated anybody else. We had our first date in February and we got married in October of 1946.

Mike: What did you do after you graduated from U.T.?

George: I went to work for the state, when I graduated. I worked for the State Treasury Department and I worked closely with the road bond division. One of the ladies had been there a long time and she encouraged me to move up. I stayed with the state for a while and I found out that a man in our church was having trouble with his Welding Supply and he offered me a job. He was on the verge of bankruptcy. I got really involved in trying to collect his accounts receivables and we

started making some headway, but he told me that he was going to take bankruptcy. I said, "Wait a minute, I would like to buy it." I borrowed \$2000 on my G.I. Insurance and a former class-mate of mine who worked in a bank gave me a long-term loan and I bought the business.

Mike: How long did you have the business?

George: I still have it. It is called Alamo Welding Supply.

As I recall, we paid \$275 a month for ten year, for it and it has done well. One of my sons and one of my grand-sons run it now. I own the building and land and my wife owned the stock. When she passed away, I got the stock.

Mike: When did you purchase the business?

George: In 1962.

Mike: Well, I think I have asked you about everything I need to ask. I would like to thank you for taking the time to visit with you. Thank you for your service.

George: Thank you.

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