

Interview of Ned Baker

Interviewer: Okay, what's your full name?

Ned Baker: Ned Bennington Baker.

Interviewer: And where are you from?

Ned Baker: From Salt Lake City, born and grew up in Sugar House.

Interviewer: Just real quick, what did you dad do? What did you parents do?

Ned Baker: My father owned a dairy.

Interviewer: Tell us about getting into the Air Force. Well, first, tell us about, tell us about Pearl Harbor. When you heard about it and what it--

Ned Baker: That was on December 7th, 1941. I had wanted to become an aviation cadet. I was going to the University of Utah at that time, and you had to have two years of college. I did not yet have two years, but when the Pearl Harbor situation came about, the Army Air Corps, as it was called, changed their rules and allowed you to take an examination to go in and didn't necessarily need the two years of college. I took the examinations here in Salt Lake City, and it was in one of the office buildings downtown. There were probably about 100 or more that took it, and only one third of us passed, and I was one of those. I qualified for training either as pilot, bombardier, or navigator by the scores that I had made, and I selected pilot training.

Interviewer: And so, uh, did you want to become a fighter pilot? What did you want to do?

Ned Baker: I just wanted to become a pilot, I didn't have anything in mind. I, amazingly enough, had never been in an airplane before, but I wanted to fly.

Interviewer: So, where did you go from there?

Ned Baker: Well, then I had to wait to be called up and, that happened on May 13th, 1942. I was called into the recruiting center and told to take my examinations, physical examinations, out at the Salt Lake airport, which I did, and then I was sworn in and then put on stand-by until I was called to go to flight school. I was sent to flight training, I guess it was around two months later, at San Antonio, Texas. I was given a train ticket to go and I went down all by myself with my little suit case to San Antonio, Texas, and the train station there, they had a group of people to meet the incoming cadets and they took us out to the aviation cadet center at San Antonio. I thought for awhile, I thought, "I will just walk around here a little bit this afternoon. Maybe I will call them later to tell them what San Antonio looks like." Then I thought, "Well, I'll go now." Well, I did, and I didn't get back into town for about a month because once they get their hands on you, you went right into training.

Interviewer: And you did very well, didn't you, in training?

Ned Baker: Oh, yes, I got along quite well. Everybody I knew, their name started with "A" or "B". I think there were 2000 cadets in the center, and I think we were all alphabetically, so for a long time, I didn't know anybody in the Air Force unless their name started with "A" or "B".

Interviewer: So, when did you get into night fighters?

Ned Baker: Oh, that went way on, beyond the primary training and the primary trainer. The PT-19, and then the PT-14 in basic, and then the T-6 in advanced. After you graduated from advanced, you were sent to whatever kind of training you were going to do as an active pilot. When I graduated from advanced, I was just sent to Hammer Field at Fresno, California to be trained as a night fighter.

Interviewer: What did you know about night fighting?

Ned Baker: Nothing.

Interviewer: A lot of people didn't know about it.

Ned Baker: I didn't know a thing about it, either. I didn't know that there were guys that flew around just at night in combat, and of course, in the day time, you fly anytime. Then, at first, no, they had a very comprehensive course and we were all trained and so forth. I made it through there very nicely, then was sent overseas to the European theatre. One interesting thing I may have mentioned to you earlier, at the completion of the course at Fresno, they offered to retain me there as an instructor. I was so anxious to go to the war that I said, "Oh no, I want to go over and fight the enemy," so I did. On my first morning after I'd reached my squadron and been checked out in the Beaufighter, then I was sent out one morning by myself to check the equipment, make sure the plane was operating okay, turn on the radar, and so forth. I encountered a Messerschmitt 262. I was probably about 10,000 feet, and he was about 15,000.

Interviewer: That's a jet, isn't it?

Ned Baker: A jet, yes. Fortunately, this is one of the first jets that the Germans brought into service and it had a very high rate of fuel consumption, so I think they only had something like 40 minutes. I think the guy must have been almost out of gas because he didn't come after me. But, being my first time out, I thought to myself, "Here I am. I'm a new guy, and I'm really not as cool as that guy up there is because he's been out it a lot longer, he's flying that nice airplane." So I turned the Beaufighter around and swished away there, and he never even came after me. I knew he must have saw me and I thought, "I bet that guy's out of gas or jet fuel, whatever they

burn." So anyway, that was my first encounter, but then later on, I had encounters at nighttime, but very rarely in the daytime.

Interviewer: Tell us what a "Beaufighter" is. People don't know what kind of airplane this is.

Ned Baker: Well, reaching back 60 years, I don't have that much recall. A Beaufighter is a twin-engine airplane, built by the Bristol factory in England, and they were used in the Battle of Britain to defend England. They fought off the Messerschmitts and so forth. They were used in a number of roles, some for air-ground strafing, some for night fighting, some at sea, trying to drop missiles on submarines, and so forth. The Beaufighter was just an all-around utility airplane, and a very good one. Then the Mosquito was similar, perhaps, but it was a plywood construction, whereas the Beaufighter was all metal. The Beaufighter had inline engines and rotary engines, and the ones that we flew in the American forces were the rotary. We didn't use any inline bows.

Interviewer: Tell us about the radar that it was equipped with and how you used this as a pilot.

Ned Baker: Well, like I say, looking back 60 years, there must have been an on and off switch and beyond that, there was a scope and you get a little thing you call a blip in there and you look at it. You learn through your training sessions, or we learned through the training sessions, that you can estimate the distance of the target and the air speed of the target comparable to the one you're flying at. There was one very strict rule, though, intercepting another airplane, another airplane at night, you had to identify it before you fired at it. To identify it, you had to get right up behind them. The position you want to get to is below and behind, and then you look up and you learned what a Ju-88 looks like and an Me-110 and a Stuka and so forth. We also know the profiles of all our own aircraft, and there may be some poor guy trying to get back to England in

the middle of the night, a P-47 or a Spitfire or whatever, and you do not want to fire on a friendly airplane. So in order to fire, you have to identify it, basically, and sometimes you get pretty close and then it gets away. It's almost impossible to follow an airplane if he does a wing over because you're up there in the dark, and nights vary. Sometimes you have an overcast, and sometimes you have an undercast, and times you have broken sky -- sometimes clear, sometimes moon light, sometimes no moon at all

Interviewer: So, again, tell us what makes night flying so dangerous. You probably had to, did you have really good eyesight to become a night fighter pilot?

Ned Baker: Just had to have average eyesight, but your night vision is very important and before we would take off, we would go into a tent, a dark end tent, and sit until our eyes got accustomed and then you don't take off unless it's a special type thing, just on a routine mission. You don't take off until it's almost sun down, and by the time you get into the active area, it's truly dark. But you don't want to get your night vision, for example, if you're turning and the enemy on the ground is using his search light for anti-aircraft, and he gets the airplane, your night vision is reduced quite a bit. You don't go blind, but it's not as acute as it is when you've been flying around in the dark.

Interviewer: Okay, you flew how many missions again as a night fighter pilot?

Ned Baker: 80.

Interviewer: Tell us about one or two of the most memorable missions you can recall.

Ned Baker: Oh, the night I was hit by ground fire and came down and had to put it in on the sod and one engine came out.

Interviewer: Walk us through that mission. Tell us about, as much as you can remember about the whole mission.

Ned Baker: Well, all I remember is the landing. I don't remember where I was going or what the -- I was over Germany, and I had enough altitude and airspeed that if the winds remain intact, I assumed I would be able to make it. It's a scary thought to have to bail out at night over enemy territory. They may decide to kill you when you land on the ground, or they may just put you in a POW camp and so forth. We had some of the pilots that had to do the bail out at night, and they were not released as POWs till the war ended -- I think maybe three or four, something like that. But one thing they do if you were a POW, if you were shot down and you were a first lieutenant, they'd make the guy a captain. Big deal. Anyway, as I recall, those guys did get promoted one grade.

Interviewer: Can you tell us about any particular mission. Like you said, you told me you had a lot of encounters with enemy aircraft.

Ned Baker: Yes.

Interviewer: Give us an idea of what that's like, like you're explaining as it's happening.

Ned Baker: When you go in, you get as close as you can and then you fire at the airplane. You want to destroy him. They both had quite heavy armament, I think it was six or eight -- I don't know -- .50 caliber machine guns in the wings, four or three on each side of the wing, and then four 20 millimeter canons in the belly. And when you fired those -- they fired simultaneously -- anything it hit, it would destroy it or damage it seriously. You could see them starting to flame and so forth, but then you wanted to get away real quick after you done your firing. You don't

hang around and start waiting for debris to start falling on your airplane and other things that are bad in the encounter.

Interviewer: So how many planes did you fire own, do you think?

Ned Baker: I don't know, I never kept track.

Interviewer: Like dozens, or--

Ned Baker: Oh, yeah. Maybe 20, I don't know. Some nights, you go out and you don't find a thing. The airplane, you're under the direction of a ground controller. They have radar units with their very high powered type radar, and they're in like a box car thing that can be towed around to various parts of the area or where you're operating from. Then the fighter planes that come back in the day time, they report targets as they're coming in to land, and they put all these together and there's an intelligence officer who sits down and plots where it is. Then they send you to wherever there is a target that is important, and they want to have something done about it.

Interviewer: The night you were shot down, did they catch you in search lights? How did they know you were there?

Ned Baker: Just ground fire, I think there were search lights. There's always these flashing search lights that come on. All I know is the ground fire came up real quick. You don't have any way to recall any emotional moment like that that's very accurate. All you can remember is the generality of the fact the airplane was hit and all of a sudden, it's starting to burn in that one engine, for me it was. I was within flying distance, I didn't need any more power because I had none, but I had enough altitude for gliding to the airfield, and I called for a night search light.

We called it “the candle” and it just stands straight and points straight up. I said, “Turn the candle on. I’m going to come in, try to get there.” They did, I headed straight for it and I knew the position from my compass of the candle from where the area was that I could get on to, and I went through there.

Crew: Jeff, I'm sorry. Can we stop for just a second, please?

Interviewer: Sure.

Ned Baker: I need to grab a—

Crew: Okay, and rolling.

Interviewer: Okay. When the power was off, you were telling us something interesting about how night fighters move ahead with the troops. Tell us about that, the policy there.

Ned Baker: Well, the nature of night fire depends on the close proximity to the enemy. If they were based in England, by the time they get to where the enemy lines are where they want to interdict enemy aircraft, they are at danger to our troops and they do not have enough field to operate that way. This way, we're near the lines, like I say. The proximity of the day fighters, in most cases, the day fighters would be on one side of the airfield and the night fighters on the other side. They normally only have a single runway, they figure out the prevailing winds -- north takeoff, or south takeoff, or what compass direction they decide to set their runways up. Then the day fighters fly off one side and the night fliers off the other, but it can vary.

Interviewer: So, you flew during the Battle of the Bulge, is that correct?

Ned Baker: Yes, during the Battle of the Bulge, the weather was terrible, as you know in your research, and we couldn't even get off the ground for a couple of days. That was Christmas of

1944. The general who commanded the night fighter groups, he said, "We've just got to get somebody up there, but you can't do any good if it's over cast. As soon as it breaks, I'd sure like to get these reconnaissance airplanes out." We would be doing the reconnaissance mission for that instance, but we couldn't get the visibility even for a takeoff. The day before Christmas, it began to improve, and then Patton's Army went into the "Bulge" on Christmas Day, wasn't it? So Christmas afternoon of 1944, I had a mission that I flew up over the "Bulge" and back to my own mission and reported that the columns were moving in and the enemy was being engaged and so forth, and there appeared nothing that we would have the range to do and get back from. Anyway, that was my -- I always had an interest in the Battle of the Bulge because of that, but our regular operating area was quite a ways back. We would go far as Amsterdam over in Holland, although the Allied troops had moved through that area and secured it all. At night, the Germans would still come over and try to machine gun the towns and drop the bombs of some sort and all, so we'd go over and try to find them and I'm sure we chased a few away, but I don't know if we ever got credit for shooting one down. To get a kill, a confirmed kill of an enemy aircraft, it has to be found on the ground in the day time. At night time, you're not really sure where you are and, I don't know if there ever was a night fighter ace in World War II either in the Pacific or in Europe because you just couldn't find them. It mentions it in his book, but it was a rare time when you could identify. I never thought about that, I just did what I was trained to do and that's all that was necessary.

Interviewer: Did you like night flying? Did you actually enjoy it?

Ned Baker: It's okay, yeah. I wouldn't prefer it, I would fly in the daytime. In the later years, when I became a base leader, a base commander in the 1st Cavalry Division, I was the 15th Aviation Battalion Commander, and that was in Korea, I didn't care about night flying then. I

wanted to go in the daytime when I could see everything that was happening, and so did the pilots that were under my responsibility.

Interviewer: When you were flying, did you have a sense of how the war was going? Did you have a sense of that at the time?

Ned Baker: Well it varied. Some days the enemy is more aggressive, and other days, they're in a kind of a tranquil mode where they're pulling back and it's just hard to say. In most instances, the enemy would fight hard right up to the day that the armistice was declared or the surrender was made even in Germany and on the day, I think it was May 8, 1944, when we stopped hostility and they surrendered. The night before, I was on the way out in the airplane getting take off instructions from the control tower and they called me back and they said, "We have received information that hostilities will end tomorrow." Well, there's a surrender and I didn't mind a bit. So that was the essence of it.

Interviewer: What did you think of the German pilots? You just touched on, they were aggressive and brave?

Ned Baker: Oh, they were very good, yes. I never saw one intensely turn around and run. If you saw one, you knew you were in for an engagement. You bet. But towards the end of the war, they began to lose a lot of their top guns, and then they had some other real young fellows that had been pushed into flight training and had an incomplete course, and they just couldn't hack and by that time, the war ended. So, that was the final part of it.

Interviewer: When the war ended, did your base do anything? Did people celebrate?

Ned Baker: Oh, yeah. We had a B-25, which was seated, and if we had to send a few people somewhere, we'd load them in the B-25. The day after the war ended, the B-25 went to Paris. So the guys all went out and went to the night clubs and saw the floor shows and all this thing because Paris had been away to the rear of them for a long time. The B-25 came back the next day, but that's about the extent of it. Of course, there was still a lot of the squadron that remained right there. We're talking about the pilots now and the other enlisted personnel, they were under different control and I'm sure they had their celebrations.

Interviewer: Were you worried, was anyone worried about the Russians at that time?

Ned Baker: No, not really. They were remote, and we were so engaged in the mission that we had and the geographical location. We knew the Russians were a mystery and unreliable and very combative, but with all those millions of people there connected to the war and with the variation of responsibility, we didn't concern ourselves with that too much.

Elizabeth: Can he describe the German pilot using the word "German pilot?"

Interviewer: Yeah, did you hear that?

Ned Baker: No.

Interviewer: Can you describe the German pilots again, except use term, "The German pilots are, or were." Just so we can get it again on tape.

Ned Baker: They seemed quite competent. Some of the top German pilots had been in the Spanish War. They had flown Messerschmitts down there in Spain, and by the time World War II started for us, the Spanish War, if my recollection recalls, it had been over for some time. Those experienced aviators were the core of their combat training, so the enemy pilots got a little

better training maybe than we did, but I felt we were very well trained. Here in the states, we used to go out and dog fight each other and chase each other up and down the valleys and so forth. Our pilots were very aggressive -- they would do the job.

Elizabeth: I'd like him to describe the air-to-air dog fight in combat.

Interviewer: Yeah, describe to us what would happen in an air-to-air combat. Because what we're talking about, people have not heard what's going on, so you are kind of giving them a history lesson.

Ned Baker: Well, there were various factors that are involved in air-to-air combat. It's the type of aircraft that, if you're talking about a one-on-one, the type of aircraft the pilot is flying. If you encounter any enemy airplane, and he has an airplane that is superior to the one that you're flying -- and we know what kind of aircraft they have, we have picture and classes and so forth -- you do not want to hang around and let him shoot you down, so you just go and get away and hope he can't chase you off. But if it's one-on-one, if it's pretty equal thing, you just go right after him. I wasn't a day fighter pilot, so I couldn't give you any special observation on what it takes to subdue them. Then there's a matter of luck involved, and if your adversary is joined by other aircraft from his side, then you really ought to get away and let them -- but then again, you also have the advantage that you can call on the radio and if there are other friendly aircraft in the area, you can call them in to assist, but, it rarely leads that far. Airplanes are very expensive and they don't like to use aircraft unnecessarily if they can avoid it.

Interviewer: So, at night, when you fire those guns, can you see the enemy getting hit?

Ned Baker: Oh, yes, you can see tracers in it right around to where it's hitting, but, I don't know, a lot of it is instinct. You just have to try to have a feel for the situation, and if it's your

advantage, then go ahead and follow through. If it isn't, then withdraw, so throttle back and let it go away and live to fight another day.

Elizabeth: I am trying to get a sense, Jeffrey, of at night, are we fighting other airplanes are or we bombing targets?

Interviewer: Oh, that's a good question. Your mission as a night fighter was to shoot down enemy planes and also to bomb and strafe?

Ned Baker: That wasn't a primary thing, we didn't drop bombs, we didn't have bombs. We could strafe targets, like I said, sometimes they would want to strafe boats on the Rhine River. Then, as I think, I may have mentioned on one occasion, a target that I was ready to confirm and it was beyond the range of our airfield and I told the operations officer I said, "I don't have enough fuel to get there and back." He said, "Well you have enough to get there within our lines and if you can't make it back, bail out." That observation was so important. They needed to know. So, I went out, tent to the area that they wanted to know about. I don't recall what it was, but I got the information they needed, and I turned around starting back and I had a tail wind, and I was able to make the base without any danger and I landed. I don't think there was much gas left in that airplane, but that was luck.

Interviewer: Well, your primary mission was to try to engage enemy aircraft that were intruding into the area?

Ned Baker: Well, it varied, and someone was always coming up withes another idea in our higher head quarters that the night fighters needed to check on. I remember sometimes going down around Basel, Switzerland just to observe if there was any movement across the border, vehicles with head lights and so forth. Basel, of course, was neutral territory. That was a city all

lit up, and it looked so nice. You could look over there and see those people who were not suffering from the war as the ones on the side where it was dark. Anyway, you could bring back information like that. It's very timely because they know as of that instance what was seen and the planners of the ground forces and other elements can use that for their judgment on employment of whatever troops they have available.

Interviewer: Did you ever acquire an enemy airplane, did you'd spot one you hadn't been vectored to that you just happened to stumble across?

Ned Baker: Yeah, I don't remember. A lot of our, or a certain amount of our surveillance at nights, this is not to fire on anything, it's to see if a city is burning and where the most intense flames are. Because if they had the, say, group of B-24s or B-17s bombing, they wanted to get the extent of the damage and they could do a lot of that estimate by looking at the fires that were going on at night. So you'd say, you went up to Bremmen, and the north section or the northwest section of the city, fires were raging and you don't know what buildings they're talking about, but you can actually give them even a direction and the intensity of the fires. That way they can estimate where the destruction was and how effective the bombing was.

Interviewer: So, walk us through the primary responsibilities of a night fighter squadron. What is their primary responsibility?

Ned Baker: To gather intelligence, observe, and combat enemy aircraft at night. I don't know what the official words were they used in those days, but that's my estimate.

Elizabeth: Was running into enemy aircraft a random thing, or was--

Interviewer: For people don't understand because everything's so sophisticated today. When you encountered enemy aircraft, was it accidental? Or had you been, were you fully informed of what you were going to do?

Ned Baker: Well the ground controller vectors you on to the enemy aircraft. Of course, at night, if you see something crossing above you in the moonlight and, just like here in Salt Lake City, you can go out there at night and look up and see somebody going along and then the exhaust pattern from the airplane, the flames from the exhaust, you can tell a location that way. Unless you've actually been told to go and engage that, you may or may not. It depends on your base instructions before you go. As I say that, that varies from day to day and week to week. When you go to the operations tent or shack, depending on how you're formed up before your take off, there's a briefing officer in there will tell you of any special things you're to look for and what they want to know. Then you come back and you try to do -- you are always debriefed when you come back. You come out, get out of the airplane, and shutter off, get out of it and so forth, make your way back into the operations tent or shack, and there are men there that ask you questions about what you seen, what you did, did you fire on something. You tell them all you can think of that would answer his questions. All this information is compiled together at another place and all the night fighter squadrons, they get all that, and then the generals and the colonels that run the war use that to do their planning.

Interviewer: You're talking about exhaust patterns at night. Did you ever see any German jets at night?

Ned Baker: I don't know, you don't always get an approach on an airplane that shows the exhaust pattern, but they have pictures of exhaust patterns that you study and we have little tents where

they have classes and in the daytime, the pilots go in and they'll get some of this information in and they'll darken and tent and show it and identify it and go, "That's a Ju-88, that's a Stuka."

Everybody tries to accurately tell what it is.

Interviewer: You tell us about being shot down, is there another mission that really sticks out on your mind besides that one?

Ned Baker: No, not really. Like I say it's obscured by 30 more years of flying. I don't have that good of a memory. I don't think anybody does.

Elizabeth: How many planes take off in a typical night flight? Was it just you?

Ned Baker: Singly. It's a solitary, they don't have night formation flying, or they didn't to my knowledge, at least not in any unit I was in. You take off -- if sun set is 6:00 PM, there's a little lead time like always of maybe 30 minutes or so before darkness. So you may be the first mission off at 6:30 PM, then one at 7:30, 8:30, and then it goes on all night long. I do recall that one I was brought down, I landed about 2:00 in the morning, and the mission is about two hours long.

Interviewer: Yeah, what were your feelings about the war when you were there? You were a young man. What did you think about America? What did you think about all that?

Ned Baker: Very patriotic. After Pearl Harbor, and the knowledge that the Nazis were killing people, assassinating whole Jewish communities, and so forth, nobody likes that. It's a thing which gives you resentment and a hatred and a willingness to participate. Of course, we had a draft then. No matter what anybody thought, they could be drafted, and they were. But I was not. I never even registered for the draft because I went in before it was all required.

Interviewer: When the war ended, were you concerned about being sent to fight in Japan? Was that the next -- tell us about that.

Ned Baker: Oh yes. The war ended the 8th of May in '44, and the war in the Pacific was still going on. We went right into a training cycle. But then in August, I think was August, the war ended in the Pacific after they dropped the atomic bomb, then it all ended and I was sent back.

Interviewer: So was it fairly certain that you would see combat again if the war lasted longer and the bomb hadn't been dropped?

Ned Baker: Oh, I don't know. That's been a matter of speculation for many people. I really don't know. The funny part of it was that at the end of the war, I was offered a regular appointment and I accepted that. They got all these new jet planes and I got to fly those. I didn't know that Vietnam and Korea were down the road. I made a deal, so, a deal's a deal. I stayed in and went where I was sent. The funniest part, and a little thing I'll add, my first day at primary training, primary flight school in Sikeston, Missouri, there was a little airfield outside of town. That's where we were taken, all the cadets were put in a bus and taken out there. They had a runway and these PT-19s there. This was our first flight, and I've never even been in an airplane before. So I went out and got in the airplane and a gentleman was assigned as my instructor. Now, the instructors were civilians. Primary training was done on a contract basis, and this particular one was under Parks Air College in St. Louis, Missouri, so all the instructors were employees of Parks Air College there at Sikeston. My instructor was a lovely man. He was very nice, but quite an old fellow. He was about 45 years old, and that seemed old to a cadet when I was only 20 or 21. Anyway, Mr. Barker took me out to the airplane and he explained to me what kind of an airplane it was. Then we got in, I got in the front and he got in the back, and he showed me

how to start it and so forth, but he actually started it himself, but I followed and did everything. Then we taxied out and made a couple takeoffs and landings and he showed me how to land and all and then he let me try it. Then we took off and he said, "Okay turn," whatever direction he wanted me to go, he said, "We'll go out over the fields out here and the roads and I'll show you how to do turns across a road and an intersection." We did all these things, and then you go up to a little higher and he showed how to make a stall on the airplane. He said, "Take me back to the airfield." I said, "Uh oh. I haven't been watching where we're going." Finally, after about a 30 second interval, I said, "Sir, I'm lost but making good time." (Laughter) He laughed and said, "You guys never watch where you're going," he said, "I always get you the first time like that." He said, "Okay, the airfield's over there." I turned and finally I see it and we float back to the airfield. What a wonderful lesson was to learn that on the first day of the first ride. Don't forget where you came from. I always remembered it, and many years later, I think of Mr. Barker, "Well, I still can find the airfield. I'm doing okay."

Interviewer: Was that hard as a night fighter to remember which direction you came from?

Ned Baker: Oh, no, you have instruments and homing devices and everything. It's not -- and the first thing you do when they set up at the night fighter base is to put the homer in there so you don't have any difficulty. In other kinds of flying -- well, for example, in Korea, I flew reconnaissance airplanes, and boy, you don't want to forget, from there, you may make a mistake and fly over the lines.

Interviewer: Yeah, well, I think that's just fine. Ned, I think we got what we needed for the World War II.

Ned Baker: Fine.

Interviewer: We sure appreciate you coming in.

Ned Baker: Well, it's nice to come here. Usually when I'm in the dark -- have you got the sound off?

End of recording.