

## **Interview of Charles H. Greenwood.**

Interviewer: Today we have with us Mr. Charles H. Greenwood, and we're really appreciative of you taking your time and coming up to let us interview you.

Charles Greenwood: Well, thank you.

Interviewer: Tell us a little about your early life, where you grew up and eventually how you got into the service.

Charles Greenwood: Okay, I grew up in Sandy, Utah. And at the time, at graduation time at high school, it was 1943. The war was going pretty strong, and I was working on my father's farm as well as going to school, and to prepare myself for something I could do in the war because I knew I was going to eventually be drafted, I took machine shop classes, welding classes, and aircraft engine mechanics. We had meetings every day at school, four hours at school time and four hours after. So, it kept us -- kept me quite busy learning all these things and still carrying on my high school activities.

Interviewer: What did you think when Pearl Harbor happened? You must have been just a sophomore or junior.

Charles Greenwood: Well, I was 17 years of age I think at the time. I had been out feeding the livestock and came in and heard the report on the radio, and my parents were all around the radio. I didn't know where Pearl Harbor was because I hadn't been out of Salt Lake. But my father told me that that was really a serious situation, and we'd probably be going into war. So, that's about what I was doing at that time.

Interviewer: And then you graduated from high school?

Charles Greenwood: I graduated from high school, and my father, since we had a farm; he got a farmer's deferment for me so I wouldn't have to go in the military. But after seeing all my close friends and buddies going into the service, I felt that staying on that farm wasn't the thing I could contribute to the country. So I wrote a letter to the draft board and told them that I wanted to be drafted. And about two weeks later, I received my 1A classification, and I was drafted into the service. I reported right up here to Fort Douglas where I was given a uniform and shots and information about the service, and they asked me what I thought I'd like to do, and I told them that I always wanted to fly. I'd like to get into the Air Force. So, they processed my papers and sent me to Buckley Field in Denver, Colorado. And the base at Buckley Field processed the young men to get some training to go into the Air Force. I was sent from there up to, let's see. It was Missoula Montana, the college training center there. There were about 4,000 cadets in that center, and after about three months of going through the training and processing, one day, they decided that they needed more gunners than they did pilots and navigators, so they washed half of us out. And the next morning, I was on shipping orders to go to Kingman, Arizona to gunnery school. So, from that point, I processed several different air bases. Lincoln, Nebraska is one. Alexandria, Louisiana is another one. I have an interesting situation when we were training at Kingman, Arizona. They also were training copilots to fly B-17 bombers, and one day we were on a flight flying around and somebody dared the pilot, he said, "Let's go down and buzz the Grand Canyon." So we flew over the Grand Canyon and got down to within about 50 feet above the Colorado River, and followed the river for about 200 miles. I've never forgotten that trip. It was quite a sight to see, and I wondered if we'd ever make it out of that deep canyon, and so, but anyway. That was an important thing that I remember.

Let's see, as we progressed through our training, we -- when we got down to Alexandria, Louisiana airbase; they put us through a training situation and we were broken up into crews of 10 men. And I was chosen by our pilot, George Cass Perry, he was a first lieutenant and a pilot to be the tail gunner on our B-17. So, after we had flown a few times, because Perry got us together and said, "If any of us couldn't get along with the other guys on the crew to let him know and he'd transfer us to another crew." Because he said, "You got to think of our crew as a chain, and if one link in that chain breaks, we'd all be dead real quick." So, it was pretty serious situation.

But, we decided we liked the guys we were with, and it wasn't too long before we were sent up to Lincoln, Nebraska and were issued a brand new B-17 model G plane, and we took it up and flew it around Nebraska for about four hours, brought it back. And the next day, they told us to check out gear and we flew across the Atlantic Ocean. It took us three days.

Interviewer: Let me ask you a couple things here. We've interviewed a lot of veterans, and I don't think we ever had one that had a deferment, and then wrote the war department and asked to be drafted.

Family Member: He is also the only son of all sisters.

Interviewer: That's quite an amazing thing. Did your parents agree with that?

Charles Greenwood: My father was upset at me. He didn't want me to go.

Interviewer: And did you ever regret that during your time of service, wondering --

Charles Greenwood: I don't think so. I think he finally decided that was the thing I was to do.

Interviewer: That is an amazing act of patriotism. What kind of plane were you in? Was it a training plane you flew in the Grand Canyon?

Charles Greenwood: We went right into a B-17.

Interviewer: You were in a 17 and flying --

Charles Greenwood: I was flying in the upper turret.

Interviewer: Holy smokes.

Charles Greenwood: I could look up and see the cliffs up above us.

Interviewer: And when they assigned you to be tail gunner, were you happy about that?

Charles Greenwood: Well, it was okay. I didn't realize at the time, but it was quite a dangerous place to be. We had to get in the tail position; you had to crawl on your hands and knees. And with all the equipment we had on, which was -- we had long john underwear and our regular uniform, flight coveralls and we had sheep skin jackets and boots. We had to learn to use a flack vest, which weighed about 40 pounds. A steel helmet to put on our head. So, but the tail position was very cramped and crowded. It was a small bicycle seat to sit on, and when you fired the tail guns, you had to lean forward and end up on your knees. I had two 50 caliber machine guns, and they would shoot 400 rounds a minute. So it was really quite a weapon. The B-17 had a total of 13 50 caliber machine guns on it, so it was really well armed.

Let's see, I don't know where to go from there.

Interviewer: Where was he when we interrupted him?

Family Member: I'm sorry, in the training part, what was interesting was (inaudible) letter to you and the yellow and (inaudible).

Charles Greenwood: On one of our training flights, we were trained to -- we were about 20,000 feet altitude, and flying along we had P-51 fighter planes there. They were practicing fighting pursuit curves on the B-17 to try to shoot it down. Of course, they had no ammunition because it was just a practice flight. But this one fellow in a P-51 came right up close to the tail position, and I could look straight into those big propellers spinning around, and I didn't like it being so close. The thought occurred to me; I had a letter from my sweetheart, Jean, in my jacket. I took the letter out. It was a four page letter on yellow stationary, and tore the stationary into little bits, and let them go out the ammunition chute into the P-51's air stream, and it went right through its propeller and the second the pilot saw that something, he rolled the plane over on his back and went straight into a dive. So, I really laughed about that because I thought I got my first kill with a letter from my sweetheart. But they weren't all that happy.

Family Member: You were kneeling and the captain was asking if you were praying for the crew?

Charles Greenwood: I can't hear you, Lee.

Family Member: The captain asked the, remember, 23 was asking why you were kneeling. "Were you praying for the crew?" When you were off the bicycle seat, you were on your knees?

Charles Greenwood: Oh, yeah. When the going got kind of tough and the flack started to fly real bad, the pilot would often -- I was the only Mormon boy on the crew, and he'd say, "Charlie, are you on your knees?" And I said, "Yes." He says, "Are you praying for us?" And I said, "Yes, I am." And I did that quite often. I said a few prayers because of the dangerous situation we're in. When that German artillery would come up, they were firing an 80 millimeter canon at us. The shells were set to detonate at a certain altitude so that when the shells would come up, they'd explode at about the same altitude the plane was at. And those shells would break up into shards of iron. Chunks of iron. And it would go right through a B-17 skin. You'd hear a click and you could look out and see the blue sky. I had a situation one time when we were flying over, let's see, it was Munich when the flack came up and a piece went right through the floor of the tail turret, missed my foot about four inches. If my foot had been over, it would have taken my foot right off. There was a hole left in the top of the turret where the flack went right through. So, it was bad stuff. The other hazardous things were the German fighter planes, planes that would attack us. We didn't get too many fighters situations, but the ones we went through were quite hard. Quite difficult.

Interviewer: Take us back, now you were talking about flying over the Atlantic to go over there for your first time. Where did you land?

Charles Greenwood: It took us three days. We landed at Goose Bay, Labrador the first day. We'd fly in about nine hour increments. We went to Goose Bay, Labrador, and the next stop was Iceland. And the next stop was Valley Wales in England. As we approached Valley Wales, we flew over Ireland, and in the ocean there, we spotted a German U Boat. Of course, we had no ammunition on board. But, the pilot radioed the position to the military and told them where the U Boat was. So it was kind of interesting to see that U Boat

sitting in the water. But we couldn't do anything about it. But, we went into the -- we were assigned from Valley Wales; we were assigned to go to the 490th Bombardment Group, which was in (inaudible), England. And I forgot my place here.

Interviewer: Talking about one of your early missions after you arrived in England.

Charles Greenwood: Well, one of the early ones was. I got to look at my minutes here a minute.

Interviewer: It's all right, go ahead.

Family Member: Discuss the one -- (inaudible). It's the short version if you want to.

Interviewer: And, Charles, what we would like to do is to have you go through a typical day that you were going on a mission. Where you slept, what time you woke up, what it was like, how scared were you, and then give us as much detail about some of these missions you can.

Charles Greenwood: Can I read some of this?

Interviewer: Is that all right if he reads?

Elizabeth: Sure.

Interviewer: Go ahead.

Charles Greenwood: Okay, this was March 21st, 1945. This is a mission to Plauen, and we had early breakfast, then to briefing. We were briefed to go to Plauen to bomb the railroad marshalling yards. We prepped B-17s G serial number 448807, warmed up the engines, took off at 6:07. Cass Sperry led the 848 Squadron with 13 aircraft flying in the high position. We had a command pilot flying as a copilot in the copilot's seat. Our regular copilot

was riding in the waist as the left waist gunner. We left the English Channel, flew over France into Germany. We received a few bursts of flack at certain points along the way. We arrived safely to the target and began the bomb run. We dropped the bombs on the railroad marshalling yards, making a direct hit. At this time, the flack began popping all around our plane. As we turned to make a -- turned on a heading to take us home, we circled a huge, white, cloud bank. We spotted about 12 Messerschmitt 262 jet fighters coming at us. We were the first -- these were the first German jets we had seen, and their speed was incredible. The P-51 escort could not catch them. So they flew right through our formation. They were so fast that we could hardly track them with our guns.

Interviewer: Let me ask you; were you aware that the Germans had jet fighters?

Charles Greenwood: We had seen one other jet fighter, but this was the first time we bombed a squadron -- I mean, we had a group of them come in. The P-51s could not catch them, so they flew right through our formation. It was hit. The low squadron, which was behind and below us, was hit with their canon fire, and two fortresses went down. Two more Messerschmitt 262s came right through the squadron. One collided with a B-17. The bright explosion almost blinded us for a second as the two aircraft blew apart and crashed. This one pass left the lower squadron with 10 out of 13 planes. It happened just in seconds. And 30 men had died together with the German pilot. The intercom on our plane remained quite silent for quite some time, for we were all in a state of shock. The pilot broke the silence, asking if we were all okay. And he received confirmation from all positions to the affirmative. We also spotted some ME 109's, but they did not attack us. The rest of the mission went according to plan without further mishap. We arrived back at our station at 13:16. We were cold, hungry,

and exhausted. The Red Cross met our plane as we disembarked and gave us cups of hot coffee with a shot of whiskey in it. And we were soon felt we were able to manage to get through the debriefing. Our command pilot thanked us for the ride and complimented us, our crew, on all of our skills. He said he was proud to have flown with us. We had a good dinner in the mess hall and then crashed into our bunks and felt asleep.

So, that was --

Interviewer: Let me ask you just what your thoughts were on a typical -- you went on a mission every two or three days? How often would you go on a mission?

Charles Greenwood: Well, we would go on a mission -- sometimes we'd go three or four days a week. Sometimes we would go, well, I only went on 23. So they were spread out.

Interviewer: All right, on the evening of a mission the next day, would you go to bed early? Could you not sleep? What was it like?

Charles Greenwood: Well, we were always nervous. This one trip we took to --

Interviewer: And look at me.

Charles Greenwood: One trip we took to Berlin, it was our fourth mission.

Sally: Excuse me, Charles, can I get that from you, please? Our cameraman needs that.

Charles Greenwood: Okay. We were so nervous because it was our fourth mission. We had not flown many times in combat, and we got our plane all ready to go, and they

had little restrooms off the side of the tarmac there, and the other waist gunner and myself decided we needed to go use the restroom. And I was so scared from our briefing; I threw up my breakfast before I could make it to the restroom. Made me sick to my stomach. And O'Brian, the waist gunner, said, "Hell, I don't think we want to go on this mission. Let's just keep walking." And I said, "Well, we just end up in jail if we do." So, we decided we better get back to the plane. So we turned around and went back to the plane and took off. And O'Brian says, "I got a premonition, Charlie. We're not coming back from this one." And I says, "Well, thanks a lot." So, we took off and O'Brian sat on the floor of the plane. He was a Catholic boy, and he had his rosary in his hand, and he was praying for us, which we needed, of course. And we got airborne over the English Channel on our way. And O'Brian was the armored gunner. He went into the bomb bay and said, "I'm going to go check the bombs." Which was the procedure they normally did after we got in the air, and as he walked through, he noticed one of the incendiary bombs, the propeller fuse hadn't been safetied when it was on the ground. And he grabbed hold of the propeller and he got on the intercom and he says, "Skipper, we got a bomb back here with a propeller turning out. What do I do with it?" And Perry says, "Is that a right hand thread or left hand?" And he says, "I don't know, I can't remember." "Well, just take your pliers and cut off a piece of wire and wire it right where it is." So, he did that, and he came back to the waist of the plane and we flew the rest of the mission. We went to Berlin and dropped the bombs and came back without any mishap, but if he hadn't had noticed that fuse being loose, we would have been blown to bits before we even got over to Germany.

The, I just like to mention that the B-17 was a wonderful airplane. It was a real good solid, stabile plane. But, when you'd think of taking off on a mission, we would go as fast as 75 or 80 miles an hour before we'd lift off. The plane had, we had 20, let's see. It was 2,800 gallons of high octane fuel on the plane. We had oxygen tanks full of oxygen. And we had the bomb bays full of three tons of high explosives, and if you can imagine going down a runway at 80 miles an hour, you wonder if we're ever going to get off the ground. The thing just groans and moans trying to get in the air. Finally, it does break loose and gets airborne. But, if during that take off, you had a tire blow out or run off the runway, you were dead. The plane would just blow right off. I'd seen one or two do that.

Interviewer: Were you in the tail gunner position?

Charles Greenwood: I was in the tail gunner position, right.

Interviewer: Right from take off, you had to go in that cramped spot?

Charles Greenwood: Right, I'd stay there for sometimes for six hours, eight hours.

Interviewer: Till the mission was over?

Charles Greenwood: Till the mission was over. And, it was really a cramped, crowded place. One mission, my legs went to sleep and they -- when we landed, the crew members had to open the tail hatch door and drag me out and I couldn't hardly stand up because I'd been in there so long. It was no fun.

Interviewer: And that was late kind of in the war. And so you were flying all the way to Berlin. Did you have German fighters attack you during those years?

Charles Greenwood: Yes, yes. But, the whole situation, my whole experience over there was near the end of the war, but it was really one of the most difficult

times I believe because the Germans were really striving not to surrender. They didn't want to quit, and the Air Force kept saying, "Well, let's just bomb the hell out of them till they do." So, we were hitting some cities instead of railroad yards and so forth. We went to Dresden once, and it was practically burned out, but we still bombed it.

Interviewer: What was your view like in that tail gunner's position?

Charles Greenwood: It was straight ahead. The tail guns would move 45 degrees one way and the other, and up and down. So, you had a bullet proof screen in front of your head that was three quarter inch glass that was bullet proof, and a red sight that would shine through the glass so you could aim the guns.

Interviewer: And did you have many enemy fighters come up on your tail that you could see, and did you shoot down enemy planes from that.

Charles Greenwood: I didn't shoot any enemy planes down. I did put some bullets in one time. We had a command pilot riding the tail position so he could observe the other planes, and he made me ride the left waist, and I was -- we had a Messerschmitt 109 come in, the top turret gunner said, "There's an ME 109 coming in at 9:00, level." And I looked out the window of the waist gun, and he was coming straight at us. I looked out; I could see the canon firing at his nose and the wings. And the bullets were going right under our plane, missing us about three feet. And he came straight at us. I got so close I could finally see the pilot through his wind shield. It was that close, but the bullets were down below us. In desperation, I yelled out, "God, get me out of this situation." And the minute I yelled that, we hit an updraft. The plane raised about 50 feet in the air. It went up so fast, it buckled my legs. I couldn't stand, and in the meantime, the plane went underneath us, and O'Brian took some shots off the other side. I

could see my bullets going right into the engine of the fighter plane, but it didn't bring him down. They just bounced off.

Interviewer: You mentioned that time after you went to a briefing, you threw up your breakfast. What happened at the briefing? What did they tell you that made it so fearful?

Charles Greenwood: They just told us where the flack positions were, and they would estimate whether we'd have fighter planes or not. And, you just get so scared, especially when you haven't done this much. It just made me sick at my stomach. When I got into the plane, too, we had an old war weary plane that was -- had been shot up with flack so bad; they had patches all over the waist. And there was dried blood all over the thing, and when I saw that, I was still sick as could be. Somebody had really been blown to pieces there, I guess. They didn't bother to clean those things up very much. They smelled so bad when you got into one B-17 to fly a mission over there, the plane smelled so bad you'd hurry and get your oxygen mask on so you didn't have to smell the plane. They weren't very nice places. The B-17 had no restroom, and there was all kinds of stuff in them.

Family Member: Tell them how you (inaudible) the guns one day.

Charles Greenwood: I don't know if I should tell that one or not (laughter).

Sally: (Inaudible).

Family Member: (Inaudible).

Charles Greenwood: We were on one mission, and I guess I'd had too much coffee in the morning, and I had to relieve myself. We were up to 20,000 feet elevation flying over the channel, and I had to go so bad, we had in the waist a funnel with a hose hooked on it that went outside, and I didn't want to climb, crawl all the way to the waist to leave my tail

position. So I spied a little one gallon hydraulic oil can by me, and so I relieved myself into that can. Then, I figured, what in the heck can I do with this? And poured it out the ammunition shoot, which was fully -- because it was 50 degrees below zero outside. And the minute that hit the guns, they both turned like the inside of your refrigerator. They froze right up, and the pilot a little later give us command, "Let's check the guns and see if they're firing." And so each position fired their guns except the tail. And he said, "What in the hell is the matter with you back there, Charlie? You're not firing." And I says, "Well, my guns are frozen up." And he says, "Well, how did that happen?" "I don't know, it must be the high humidity up here." I didn't get the guns broke loose till we got down to a little lower altitude and they thawed out.

Interviewer: They thawed out.

Charles Greenwood: Yeah.

Interviewer: Tell us about your most, maybe you've already mentioned this. What you consider your most dangerous mission, or the one that sticks out in your mind more than any other.

Charles Greenwood: Well I think that Plauen trip because it all happened so fast, and so many people got killed right at once there.

Interviewer: And you lost three airplanes, and one was hit directly by an ME 109?

Charles Greenwood: They just crashed right into one. They were acting like they were Kamikaze Japanese planes, except they were these jet fighter planes that were going 500 miles an hour. Boy, they just go right through you.

Interviewer: Did you ever have a time when your plane was crippled and you didn't know whether you were going to make it back?

Charles Greenwood: We did have the mission I mentioned going to Munich. It was, that was kind of a bad one. We were told at briefing that there would be undercover or cloud cover over Munich so we wouldn't be able to see the ground. So they were going to bomb a railroad right in the center of the town of Munich, and they, anyway.

Family Member: The cloud cover broke.

Charles Greenwood: Yeah, the cloud covered the ground so we couldn't see any part of the ground. So we went in, instead at 20,000 feet, which we normally bombed, we went in at 12,000. And we got right into the center of Munich and we broke out into the bright sunlight and the flack gunners down on the gun just shot the hell out of us. We got a blast that hit one of the fuel tanks, and the high octane gas was streaming clear back past the tail and I thought for sure we were going to get it then because if there'd been a spark to set that gas off, we'd have blown right off. But they had jelled solution in those tanks, and after it leaked so long, it finally sealed itself off. And we also got a burst of flack on the command pilot side, and it went right through the fusil lodge and blew the flack screen all to pieces. Those flack curtains were made of little cubes of steel sewn into canvass, and they'd hang them up into positions where they'd protect you, and they had one hung up where the copilot was flying and it blew all to pieces, but it didn't harm the copilot. So, that was a bad mission.

Family Member: And landing into the mud?

Charles Greenwood: Oh, we came in for a landing one mission, and the runways where they intersected, there was a cross in the runways, and there was a B-17 that was on fire. And it was burning in the cross there. And they had fire trucks trying to put the fire out so they could hook on to it to drag it off. So, we circled the field, the engineer told the pilot, "We're out of fuel. We're going to be out of gas in just a few minutes. Get this plane down." So,

as we circled, they decided we'd go in as low as we could over the fire, the crashed plane and land on what was left of the run way. So, we touched down. I was still riding in the tail, of course, and I could see the end of the hard runway, and we were doing about 60 miles an hour when we crashed into an English hedgerow out into a British wheat field, and the plane sunk down in the mud in the field, and as the plane started to slow down and stop, the tail position was raised up. I thought we were going to turn upside down, but we got up just about 90 degrees and it dropped back down. So, it took -- we got out of the plane. Didn't hurt anybody, and it took two caterpillar tractors to pull that plane out of the mud. We had two bent propellers, and that was about all the damage it did. But I was scared on that one.

Interviewer: Tell us about when you heard that Germany was going to surrender.

Charles Greenwood: Well, we found out the 8th -- the 8th Air Force found out there was a possibility of the war ending. And it was on May 2nd, 1945; they decided the Air Force would load up all the B-17s they could. All the planes they could find. They put plywood floors down in the bomb bays and loaded them with sacks of sugar and flower and also K and one rations. Army rations. So we had about three tons of food sitting in the bomb bays. And we took off from England and flew across the English Channel, and headed towards Holland. And we got to the coast line; we broke out in the beautiful sunlight. Holland was a beautiful place to see all the color and we flew right over the -- we came in at about a thousand feet elevation and flew over a German artillery battery. And we could see the Germans scampering out of the bunkers and getting to the big guns to shoot at us, and the skipper said -- we were told not to load our machine guns because they didn't want anybody firing any ammunition. And when the skipper saw those guns down there, he said, "Get those guns loaded,

if you see any flashes off of them; shoot the hell out of them." So, we loaded our guns, but nobody fired a shot. And we were -- we flew right over Amsterdam to the Shipley Airfield, and the Dutch people were on the tops of buildings and running down sidewalks and rushing down riding bicycles trying to get to that air field as fast they could. And we flew over the Shipley Airfield, dropped our wheels and our flaps down, and we went down to 400 feet altitude, opened the bomb bay doors, and jettisoned the food. We didn't land, we just dropped them. The people just were so excited and so happy about it because there's so many of them that had been starving, and the road -- they had white stones painted. They made a little sign at the edge of the field that said, "Thank you, boys." And as we started to gain altitude to go back to our base, we couldn't get the bomb bay door to close. So, the pilot said to the engineer, "Do whatever you need to do. We need to get that door closed." So, Rush Johnson, our flight engineer, went back to the bomb bay, took a rope off of the catwalk and snapped it on to his parachute harness. He lowered himself into the open bomb bay, and kicked a sack of flower off the strut that was holding the door open. And the sack went down, and we watched it fall. Went 400 feet down. When it hit the ground, it went right through a Dutch greenhouse and just shattered the whole building with a flower bomb. So, we went back on to base. But we actually took two other missions to drop food to the starving Dutch. That was really the highlight of the end of our war situation because we were helping someone instead of blowing them to bits. They called that, "The Operation Chow hound."

Cell phone ringing.

Interviewer: Oh, jeez. Sorry.

Elizabeth: Turn your phones off.

Charles Greenwood: It's okay, it gave me a rest.

Family Member: There was an entire Chow Hound Association of Americans that flew those missions to help the starving Dutch people.

Interviewer: Were you over there during D Day?

Charles Greenwood: No, I got over there after D Day.

Interviewer: After D day?

Charles Greenwood: I got over there in October of 1944.

Interviewer: Tell us a little bit about the end of the war and going home.

Charles Greenwood: Well, when the Germans finally surrendered which was on the 5th of May, 1945; we knew we'd be going home. We were all excited. The night that the Germans had surrendered, the guys just went wild on the base there shooting flares in the sky and celebrating and drinking and carrying on and everybody's so happy to know that the war was over. But, we celebrated that night, and then for the next, let's see, I guess it was up to July, we were waiting to get orders to fly back to the states. We found out that we were going to go back to the United States and go on training to B-29 schools to fight the Japanese. We weren't too happy about that, of course. But anyway, the -- in July, I think it was July 6, we finally got orders to leave England. And we loaded up our B-17. We took, we had our ten man crew, and we had ten ground personnel stuffed into the fusil lodge of the B-17, and we took off from England and flew the same route that we'd taken before. We went to Iceland and to, well, we went first to Prestwick, Scotland and then to Iceland and then to, let's see, Goose Bay, Labrador; and then we landed at Bradley field in Connecticut.

And at Bradley Field, we were given our first glass of milk. We hadn't had fresh milk for a year and a half. So, we were happy to get the fresh milk. They had German prisoners of war serving us our meals, and some of the guys were so excited about that they didn't want anything to eat from the Germans. They wouldn't eat the German food, but we did, anyway.

But we were issued new uniforms at Bradley Field, and then we were put on a 30 day furlough so we could go home. And that was really exciting because when we got the orders to ship out of Bradley Field, we didn't have any time to notify anybody home that we'd be coming. But I don't know how my father found out, but when we got disembarked from the train in Salt Lake after being on it for four days coming across the country, my father had gathered up my sweetheart, my two sisters and my mother, and said, "C'mon, we're going to go down and pick up Charlie." And so he drove the car down to the Union Pacific Station here and when I got off the train, they were all grabbing me and kissing me and carrying on, and I heard some of the guys in the train that were going to California yell out, "Look at that lucky Mormon kid with all of his wives!"

So, from there, they sent us up to Fort Douglas to clean up and get our new uniforms on, and then we were given the 30 day leave, the 30 day pass. After the 30 days were up, I had to report back to Tampa, Florida; and we were supposed to go train on the B-29s, but President Truman dropped the nuclear bomb on Japan and ended the war, so we didn't have to go. And I was quite pleased that the war ended the way it did without any further bloodshed.

Interviewer: Tell us about where you were when you heard that Japan had surrendered.

Charles Greenwood: Well, I was downtown in Salt Lake, and it was the darnedest celebration you ever saw. Everybody in Salt Lake City was out in the streets, and the girls were grabbing the soldiers and kissing them and cutting off their neckties. Somebody cut my necktie off right there, and we just really so happy and so glad it was over.

Interviewer: You were still on your 30 day furlough?

Charles Greenwood: I was still on my furlough, yeah.

Interviewer: And so you never left Salt Lake after that? Or did you have to go?

Charles Greenwood: I went back to Tampa, Florida, and they took me off flight status and said, "You're going to work in the orderly room." And they said, "Can you type?" And I said, "No, I can't type." And he says, "Well, put your hands out here. You got ten fingers; you're a clerk typist now." So, I had to sit in a clerk typist office for awhile, and I didn't have to do anything but sit around. And finally they let us go up to Shreveport, Louisiana where I was discharged from the service.

Interviewer: What was your World War II experience, how did it affect the rest of your life?

Charles Greenwood: It made me more mature. I was just so happy to be home and to get married and I wanted to start a family and it was so great to be home again and be with friends and not worry about the war. The war, it's no fun at all. It's a terrible situation, and I was so glad that we could do what we could do to save our country. We were really in a bad situation fighting the Germans and the Japanese at the same time because everything was at

stake. Everyone I knew was either working in the wartime manufacturing or, you know, just going all out. The civilians had it as bad as the military people, I believe. I'm getting hoarse, I'm sorry.

Interviewer: Charles, if you were going to leave a message for future generations, what would you say?

Charles Greenwood: Well, I got a little poem that I wrote after this was all over, and it's entitled, "The Milk Run." And I said:

"We climbed the sky of England before dawn unfolded.

All huddled in our places like cold and frightened children.

Our thoughts on home, cars or girls with golden hair.

Heroes all, trained warriors, the best.

As though they had to prove it, pinned medals and wings to our chest.

Day exploded into brightness, hundreds of miles to target.

With contrails flying like lions roaring for pray.

To a circle on a map so far away.

Three tons of hell dropped, just a city down there below.

"No people there," but someone had lied.

Back on course with specks of sky coming to kill or be killed, we battled  
with guns blazing. The tails swept, passed over shores.

Old sick and tired men into English crimson sunset.

All drenched in German blood, afraid to go again."

That's my little poem about the milk run.

Interviewer: When you volunteered for the draft, had you ever been out of the state of Utah?

Charles Greenwood: No. I take it back. We had gone to California with my parents to see the San Francisco World's Fair. That's the only time I've been out of Utah. It was quite an adjustment to get away from home, and I got quite home sick. It -- I didn't like being told what to do, either. I was kind of an independent kid, I guess. But it was a little hard for me to learn discipline. Here at Fort Douglas, when they gave us our uniforms, they had us fall out in formation and a corporal came up and down the ranks checking us over, and he saw a button on my shirt has not been buttoned and he said, "Private, button that button." So, I did, and he walked on. I reached over and unbuttoned this button. When he came back, he looked me in the eye and he says, "You smart S of a B. You get yourself out of this formation; get down to the mess hall. You're going to serve 12 hours peeling potatoes in the mess hall." So, I did. I had to go down to the mess hall and had to stay there for 12 hours. So, that pretty soon taught me to mind what I was told to do.

Family Member: (Inaudible) university educated guys?

Charles Greenwood: Yeah, they called us out one day, and they said, "Let's clean up the area here. Pick up everything that God didn't put down there." And so, the first sergeant, he was a salty old guy. He says, "All you guys that had a college education, raise your hands." So they raised their hands. And he says, "Okay, you guys pick up all the cigarette butts and everything that God didn't put down on the ground. And the rest of you guys stand around and learn something."

So, they were pretty coarse guys.

Interviewer: Elizabeth, Sally, do you have any questions?

Charles Greenwood: I'm hard-of-hearing, so you will have to speak up.

Sally: I was kind of struck by your friend O'Brian. Your captain asked if you were kneeling and, "Can you pray for us," and O'Brian had his rosary. I mean, and it sounded like you weren't disciplined for awhile. When things started getting rough, you said there can't be a link that's missing in the chain for the whole crew to work together. Describe -- can you describe again your feelings when actions started happening after you were briefed and you went up and did a mission, and things got dangerous? What were you feeling and thinking in the plane?

Charles Greenwood: Well, we were busy watching the sky to see if there's going to be any attacks on us, for one thing.

Interviewer: Look at me.

Charles Greenwood: And we were really quite upset and nervous about it all, because it was a scary situation. Anybody that would tell you they weren't afraid were liars because you were afraid. I can remember one briefing we had a mission, and at the end of the briefing, the chaplain got up and gave a prayer to the whole hall full of soldiers, and everybody's hat came off. Everybody bowed their head, and there wasn't an atheist, I don't think, in that whole group because everybody knew how serious that was and how you might not make it back. Every time you take off, you wonder if you are going to get back on the ground.

Sally: So, did that fear help you perform better? I mean, did you --

Charles Greenwood: Well, we just did what we were told to do, and the pilot, the pilot and the copilot were the men that gave us the instructions to take care of everything on the plane because they couldn't handle it all. It was broken up into a team situation. We had, I was to help the engineer a lot of times. When we'd get ready to take off in the morning in the dark, we'd have to stand under the big engines when they start them up with a fire extinguisher in our hand, and sometimes the gasoline would start to burn on the outside of the plane, and you'd have to shoot the repellent on it. Then, we'd have to stand at the wing tips with flashlights and walk the plane out to the run way so the pilot could see where the wing tips were. We were under each wing, and then we'd climb into our -- open the hatch door and climb into our positions and take off.

Family Member: You had one incidence where somebody kind of went crazy on the takeoff, and your pilot had to cuff him or subdue him. The pilot was 23. And talking about the fear and that.

Charles Greenwood: This one morning, we had a -- our copilot had the flu. He was sick and couldn't fly. And they drew a copilot out of the pilot pool, and we started to take off. We got up to about 75, 80 miles an hour take off speed. And all of a sudden, the plane started to swerve back and forth on the runway and it was banging my head back and forth on the little narrow place I was in. And, the copilot -- he was flack happy. What we called flack happy. He'd flown so many missions, he just went berserk. And, because Perry, our pilot, had no other alternative to swing his arm around as fast and hard as he could and hit the guy in the chin and

knocked him unconscious because he was screaming and hanging on to the copilot's controls so bad they couldn't control the plane. So, we finally got airborne. When we did, the engineer rolled this copilot out on the floor and put an oxygen mask on him, and then he flew -- the engineer flew the rest of the mission in the copilot seat helping the one handed pilot fly the plane because Perry broke two of the big bones in the back of his hand. He hit this guy so hard. But, when we got back to base, we had a hard time -- we had a hard time landing. We bounced about three or four times before the plane finally touched down and landed. So, that was -- poor guy. He just went to pieces.

Interviewer: How old was Cass Perry?

Charles Greenwood: How old was Cass Perry? He was 23.

Interviewer: 23, and he was the oldest guy in the whole crew?

Charles Greenwood: He was the old man. We called him a skipper, too.

Sally: Can I ask you, you said it was the 49th Bombardment Group?

Charles Greenwood: The 490th Bombardment Group.

Sally: 490?

Charles Greenwood: 490th Bombardment Group.

Sally: And just really quick, what do bombardment groups do? What are their missions?

Charles Greenwood: Well, the 8th Air Force --

Sally: You want to turn your body back to where it was and talk to Rick.

Interviewer: Yeah, talk to me.

Charles Greenwood: Okay, I forgot what the question was.

Sally: Just an example of what are some of the missions. You said you had to destroy some rail tracks, what are some of the missions assigned to bombardment groups?

Family Member: Or what was a bombardment group.

Sally: Or what was a bombardment group? Just look at Rick when you answer this as though -- Rick, just ask him the question again.

Interviewer: I think it was the 490 Bomb Group. It wasn't called bombardment group, was it?

Elizabeth: It says that here.

Charles Greenwood: I'm sorry.

Interviewer: A bomb group, or bombardment group?

Charles Greenwood: It was the bomb group. It was the 490th Bomb Group. They were clustered all over England. We were out in the English countryside, and the guys were farming right next to the runway. We had civilians living there, some guys had been there all their lives, and they were farmers. It was beautiful country, but they had these bomb groups, they were spaced about seven or eight miles apart, and there were hundreds of them. We would put up, some missions we put up a thousand planes.

Interviewer: How many planes were in a bomb group?

Charles Greenwood: There was about 36, I think.

Interviewer: 36 planes.

Charles Greenwood: Squadrons had, we had 13 in a squadron. Three squadrons. What's that? I can't do the math. But, I've got the map of the --

Sally: Please show them.

Charles Greenwood: You've got the map.

Sally: But what are the missions? What are some of the things assigned to a bomb group? Some of the things you are asked to do? Can you look at Rick?

Charles Greenwood: To fly over and --

Interviewer: Look at me.

Charles Greenwood: -- take out marshalling yards, military installations, whatever tactical stuff they needed to do. We hit a lot of railroads. We disabled the German railroads. We just would go where ever we were briefed to go. They had big maps, and they mapped it all out before we took off.

Interviewer: And you had some missions all the way to Berlin, is that correct?

Charles Greenwood: I went twice to Berlin.

Interviewer: How many hours were those missions?

Charles Greenwood: They were about 8 hours.

Interviewer: Until you got back?

Charles Greenwood: Yeah.

Interviewer: Did you ever have to land with less than the four engines in your plane?

Charles Greenwood: No, no we were pretty lucky. I saw a lot of guys come in without -- with two engines, but we weren't hit that bad.

Elizabeth: Rick, can you ask him if he had any difficulty -- did he talk about his experiences when he got back home?

Interviewer: Well, he did a little.

Elizabeth: Ask him.

Interviewer: When you got back home, was it hard to get acclimatized back on the farm? Did you have a girlfriend, a girlfriend who was waiting for ya?

Charles Greenwood: Yeah, I didn't go back on the farm, no. We were married while I was -- I was still in the service when we got married. We were married in the Salt Lake Temple here. I went back down to; let's see, down to Shreveport, Louisiana; where I finally got out of the service. I was discharged there, and we drove our car home. We were kept down there for about 30 days, so we had kind of a honeymoon there. We had free time to see what we wanted to see, the countryside. I came home and I finally -- I got a job in a Sash and Door Factory for awhile making windows and doors and that sort of thing. And I built my own house out in Sandy. We built a brick house out there. Let's see.

Elizabeth: Did he talk about the war at all when he got home? That's what I'm looking for.

Interviewer: Was it hard for you to get readjusted and did you talk about the war when you came home?

Charles Greenwood: It was hard, it was difficult, and I didn't want to talk about it. We'd been through so much hell; I wanted a different life now. And, so, it was difficult. I only, just the last, about the last four or five years, memories start coming back in my mind about went on and what happened, and I was fortunate -- the 490th Bomb Group, we got a man, a historian who lives in London, and his name is Eric Swain. He wasn't in the Air Force, he was a British citizen. But he was a historian, and he became our group historian. And, he communicated with me. He sent me a letter one day and said, "Charley, we've got some of your records, but we don't have anything on your pilot, George Cass Perry. Do you have any pictures you could send me?" And I said, "Yes." So we struck up quite a nice conversation and through

the e-mails we started to exchange information. And he had access to a lot of the records that he got even back in London, I don't know where they were or where he got them from, but they were all the records of the 490th Bomb Group that he had. And some of this information I got. He sent me lists of all of our missions, a list of all the -- I've got serial numbers on every B-17 we flew, and it's taken about four years to acquire this information, and I became quite interested in it, and could talk about it then. I still don't talk very well.

Interviewer: Well, we really appreciate you coming up here and telling us about your experiences. I can't imagine wearing all that flack gear and the warm gear and cramming yourself into that little tail gunner spot for six to eight hours. Had to be kind of a tough --

Charles Greenwood: It was a tough assignment. The lead crew part with a little bit risky, too, because the Germans -- they liked to take out the lead ship because you're guiding the formation, and you're also usually carrying a high ranking officer with us. A lot of times, we had the commanding officer of the base with us. And being the lead crew, they'd try to take the lead plane out. So, it was kind of a dangerous spot. We didn't realize when they sent us to lead crew school.

Family Member: Dad, describe how the planes were stacked in formation and they could understand that better. Just tell them how there were lead crews and --  
(inaudible).

Interviewer: Were you the lead crew on all those missions, or just some of them?

Charles Greenwood: Just, I'd say about 60 percent of them.

Interviewer: 60 percent you had the lead then?

Charles Greenwood: Yeah. We had either Colonel Itner or Colonel Bostrum. The days we had those guys, the skipper would call us together before we'd take off and he'd say, "Okay, we got the brass on board. Everybody 'sir.'".

Interviewer: I've heard the statistics that they lost about 50 percent. You were either killed or captured in the 8th Air Force. And in your bomb group, the 490th, how many planes did you lose?

Charles Greenwood: Well, excuse me. I've got to look at my book a minute.

Sally: Before you do that, Liz has a question. Ask him the question, Rick?

Elizabeth: Well, I'd like him to tell that Messerschmitt story without reading it. Can you tell us about the Messerschmitt thing?

Interviewer: You were talking about the jets.

Elizabeth: The jets, yeah. It's a great story, but I'd like to get --

Interviewer: Kind of look at me.

Charles Greenwood: Kind of your take on it how you were feeling when you saw these things you'd never seen before. Can you tell Rick that story about the Messerschmitts without reading it?

Interviewer: Those ME 262s, you know, when you first saw those. Just in your own words, look at me and give us what you felt like when you saw those fast-moving --

Charles Greenwood: Okay. Oh, dear. My memory's not very good, I'm sorry.

Interviewer: That's all right, we understand. Just do the best you can.

Charles Greenwood: Okay. Well, on the mission, we flew to bomb the town of Plauen. They had a railroad there that we bombed, and as we approached the bomb run,

everything went normal. We flew with our formation over the target. We dropped our bombs and made a direct hit on the target. And, as we were flying away from that point, there was a huge, white, cloud. And, we were flying around the very edge of it. The formation was. We were about; I guess about 22,000 feet, somewhere in there. And, all of a sudden, we spotted these fast-moving jet planes coming out of a cloud about, I think there was about 12 or 13 of them. Just going so very fast, we couldn't hardly believe our eyes. The P-15 escorts were tailing them, trying to catch them. But they almost appeared like the P-51s were backing up because the jets were just walking right away from them. And as they came over our area where we were flying, they came in for an attack, and they flew right straight through our formation. The first pass they did, they took two B-17s right out of the formation. They blew up and went down. And another Messerschmitt 262 came through and hit -- ran right into a B-17, and they both exploded. It was just a brilliant flash of light. They were going so fast, and there was parts flying all over us from those planes disintegrating. And we just wondered what in the world hit us because it all happened so fast. We had tried to track these planes with our guns, but they were going so fast you couldn't keep up with them. They just were here and gone. And, I think they were doing around 500 miles an hour, they were going too fast. So, we just kind of all held our breaths and wondered what was next. But, they didn't come back. They just kept -- the rest of them just left. And, it was just the -- we were all just kind of stunned. And, finally, the skipper got on the intercom and he says, "You guys all right back there?" And we said, "Yes, we're okay." And so, we flew back to our base, and did a normal landing and went through our normal check-in with the flight officers and went back to our bunks and had some dinner and went to bed. We were exhausted.

Interviewer: That was the only time you saw German jet airplanes?

Charles Greenwood: No, it wasn't the only time. We had Messerschmitt 109's come at us before.

Interviewer: The 109s weren't the jets.

Charles Greenwood: Weren't the jets, they were conventional.

Interviewer: Was that the only time you saw the jet aircraft?

Charles Greenwood: We saw it one other time.

Interviewer: One other time.

Charles Greenwood: One other time, and I think he was up radioing in our altitude because the minute he left, the flack started to blow up all around us. We flew a mission, too, one time. I didn't mention being a lead crew. We flew what they called a "chaff mission." And we had 6 B-17s spread out in a line about a thousand feet apart, and as we would approach the target, we had two extra men in the waist who were feeding this aluminum foil out the side of the fusil lodge. That foil would hit the air stream and disintegrate and fall down, and the German gunners on the ground would think they were airplanes or aircraft. And so, we took all the flack from the batteries down on the ground, and it was just almost a solid wall of black behind us as we were flying away from it. Right behind that was our regular 490th group with other bombers following us as we swept with this chaff, and that was kind of a hairy situation because we didn't know whether we were going to get shot down with the flack or not. But we made it through all right.

Interviewer: That's interesting.

Elizabeth: I have one more question as far as his thoughts on the World War II effort, the effort that all of you in your generation made and what it meant. What did it mean to win that war, and remember to talk to --

Charles Greenwood: We had to win the war. It meant so much to us because if we lost it, we'd have all kinds of problems, and our whole lives would be affected by it. It was a mean, nasty thing. That Second World War. I wish to this day that they wouldn't fight wars. There's really no winners to wars. There's so many people that got killed, and so many people maimed and shot up. It was awful.

Sally: I just have one quick question. He's got some of his crew here. Were you guys close? Were you close? Can you talk about maybe your relationship with O'Brian, a fellow Christian?

Charles Greenwood: We were better than brothers.

Sally: Talk about that.

Charles Greenwood: We were better than brothers because everything we did, we went as a group. The nine or ten of us at a time. We would visit together, we -- everything we did, we stayed together. And, it was just like a brotherhood, only I've never had a brother, but I've had nine brothers with that crew because we all appreciated each other so much. We knew we depended on each other. We'd go on pass together. Let me tell you one -- am I running out of time?

Interviewer: No, go ahead.

Charles Greenwood: One time, we were ready to go on -- we had a three day pass to go to London after flying a lot of missions. It was right after Cass Perry broke his hand. We were scheduled to go on furlough, or a three day pass, I should say, to London. The clerk in the orderly room came back and inspected our barracks, and we didn't have the beds made and didn't sweep the barracks out. And he said, "You guys are not going to go on pass this time." He said, "You're going to go to the orderly room and scrub the floor." And he sent us to the orderly

room, we got buckets and scrub brushes and were on our knees scrubbing the floor. And the pilot and the copilot happened to walk in to see if we were ready to go on this pass, and Cass Perry said, "What in the hell are you guys doing on the floor?" And we told him that we hadn't passed inspection, and he says, "You're going to go to London." So he walked right into the commanding officer's office and he says, "I've got nine boys out there that have gone through hell. And they're going to go on pass." And the commanding officer came out and told the guys to give these guys a three day pass and do it fast. So, we got our passes and Cass Perry says, "Now, hurry and get back to your barracks and get cleaned up. Get your uniforms, because we're going to go." So we did that, but by the time we did, the train to London had left. So, Cass Perry said, "I'm going down to the motor pool to see if we can get some transportation." So, we went to the motor pool, and they didn't have anything. So, he came back out, and there was the commanding officer's Plymouth automobile sitting there, and Cass Perry said to the driver, the sergeant was sitting in the commanding officer's car, and he says, "These men have got to catch a train, and we're going to go to the next town. And you're going to drive us." And he says, "Well, this is the commanding officer's. I can't take ya." He says, "I'm a captain, and you're a sergeant, and I'm telling you to get in the car and take us." So we went flying out of the post in this command car with stars on the side and two American flags on the fenders, and the entrance place where the gate was, the sergeant popped a salute and out we went. We caught the train at the next town. We'd just made it, got on the train, and went to London with our pass. But when we were on trips like that, you wonder about -- you ask about being close to each other, the pilot would come to us, each one of us and say, "You got any money in your wallet? Do you need any money?" He always had a little extra cash with him. And he'd take care of us and he'd say, "Now, you guys stay together. I don't want you in trouble because you -- we've got to get back

in one piece. You stay together and stick together." So, we did. We followed his advice. We were like a bunch of little kids.

Interviewer: Did Cass Perry get in trouble for taking that car?

Charles Greenwood: No, not a bit.

Interviewer: And did you guys get together after the war? Did you contact each other?

Charles Greenwood: They have conventions every year, the 490th group does, but I'm the only remaining man on our crew, and I never felt like I wanted to go to the reunions. There's not many of us left now. But they're still holding them every year. And they have a paper that they send out, a bulletin that I get about every three months.

Interviewer: The 490th?

Charles Greenwood: The 490th. It's kind of interesting, I didn't find out till after the war that the 490th Group was formed right here in Salt Lake City, Utah. And, they were transferred from there up to Mountain Home, Idaho. And they had B-24 bombers up at Mountain Home, Idaho. And they flew these B-24s when they decide to go to England; they flew these planes on the southern route. They went down through South America and around the Trinidad and around that way some way. But, they took the southern route. And the ground personnel went on ship, and they formed this, the 490th landed or ended up using an RAF Base that was already built. And we moved into that. So, that's -- it was interesting to me that out of all those soldiers, I was probably the only one from the 12 miles -- I lived 12 miles from where the 490th originated. That's a little bit of Utah history, I think.

Interviewer: That's interesting. Charles, thank you so much for coming up here today. I really appreciate it.

Charles Greenwood: I wish I was a better speaker.

Interviewer: You did just great.

Elizabeth: That was good, is there anything that you'd like to say that we haven't asked you?

Charles Greenwood: Well, I just appreciate you people. I've seen your -- I quite faithfully quite watch your programs on TV, and it's -- I really enjoy them.

Elizabeth: Good.

Interviewer: These two ladies make that happen. They're the ones that put those together.

Sally: Hey, Charles, did you name your poem, "The Milk Run" because were you --

Charles Greenwood: I'm sorry.

Sally: Were you a milk boy on the farm? Did you drive the milk around? I'm just curious if that's why you called the poem, "The Milk Run."

Charles Greenwood: Yeah --

Sally: You can look at him.

Interviewer: Go ahead and tell me. The camera's still running.

Charles Greenwood: Well, yes. I milked cows, I raised chickens, I ran a tractor. I was running a tractor when I was 11 years old. And I was doing man's work, and it was a great place to grow up as a kid. I just really enjoyed it. I sometimes wish I was back on the farm. But it's too late.

Interviewer: Her question was, you named that poem, "The Milk Run." But that's what they called easy missions.

Charles Greenwood: That was an easy mission. A milk run was an easy mission, yes. And, that one didn't turn out to be so easy.

Interviewer: Right.

Charles Greenwood: I'm not much of a poem writer.

Sally: No, you are.

Charles Greenwood: But those were some of my thoughts.

Sally: I think back then, men were a lot more poetic than they are today. I don't think you can --

Elizabeth: Yeah, I'd go with that.

Interviewer: It shows you, if the Germans got the atomic bomb before we did, it could have been a whole different ball game.

Sally: Oh, yeah.

Interviewer: In fact, they got the jets before we had the jets.

Charles Greenwood: Yes, if they'd had those.

Interviewer: (Inaudible) combat in 1945 was just amazing to me.

Charles Greenwood: If they'd have those jets a half a year or a year earlier, we would have had a different outcome. Those things were treacherous.

Elizabeth: That is very cool.

Charles Greenwood: Those are the pictures of the food drops there over Holland.

Elizabeth: Where did you get those photos?

Interviewer: Let me take a look at those.

Family Member: And talk about the Russian --

Sally: Are we done, or are you still rolling?

Crew Member: I'm still rolling. Tell me when to stop.

Sally: Liz?

Elizabeth: Yeah?

Sally: Do we stop now?

Elizabeth: (Inaudible).

Interviewer: (Inaudible) thank you boys.

Charles Greenwood: Thank you boys. That was at (inaudible), Holland. Out of Amsterdam.

Interviewer: Tell us about the flying close to the Russian border and the insignias that they made you take in case you got shot down.

Charles Greenwood: Well, I have a picture of the one. I've got the original arm band at home. It was when we bombed over to Dresden. Dresden was pretty close to the Russian border. And, in case we had bad attacks, and had to go land in Russia, they wanted us to have identification. So, we had those arm bands that was in Russian, that's right there. That says we were American soldiers, and I can't read Russian. But, we had to wear those.

Interviewer: That's interesting that they took that precaution.

Charles Greenwood: It is, yeah.

Interviewer: Well, I think -- we never interviewed a tail gunner before. You're our first one.

Charles Greenwood: Oh.

Interviewer: We've had a lot of veterans.

Sally: And he has lots of (inaudible).

Interviewer: You have a lot of pictures.

Family Member: It's fascinating, the (inaudible) parts about and the one of the bombing runs and the comments about the target. They're not there anymore?

Charles Greenwood: Oh, well.

Elizabeth: I think we're done.

Interviewer: I'm going to have a gentleman contact you down the road. His name is Arnold Clements.