

Interview of Theodore Mahas.

Crew Member: Okay, we're rolling.

Interviewer: Okay, today we have with us TG "Bud" Mahas. Am I pronouncing that correctly?

Theodore Mahas: That's fine, mm-hmm.

Interviewer: Who's a lifelong resident here of Salt Lake City and --

Crew Member: Just to interrupt for two seconds, sorry Rick. Liz wants me to get the information on where they were raised and where they lived when they were enlisted.

Interviewer: All right, Bud, tell us a little bit about your early life in Utah. Where you went to high school.

Theodore Mahas: Well, I was born in Ogden and raised in Clearfield when I was 12 years old. My folks split and I went to Lehi High School for two years and I came back and lived with my Dad and went to Davis High School. And I enlisted just before I turned 18. And they gave me a graduate degree from Davis High, but I left at Christmas time to go in the service.

Interviewer: You had to have permission from your parents to enlist at that age?

Theodore Mahas: Yes, I wanted to be a pilot so I enlisted in the Army Air Corps, it was back then. It's now the Air Force. And, the minute I turned 18, I got my marching orders from the Army Air Corps and I was inducted right in the service. About two months later, they washed out all the pilots and made us all gunners.

Interviewer: The whole class, huh?

Theodore Mahas: Everyone but one that had a pilot's license. Everyone in that class was washed out and made gunners, except one that was already a pilot. And I don't know his age; I think he was a year or two older than I. So, that's my background.

Interviewer: Where'd you take your basic training?

Theodore Mahas: Well, I went from here to Buckley Field and Kingman, Arizona; Yuma, Arizona; and then we went from there to Saint Petersburg, Florida and were assigned a crew. And we from there with this crew to Gulfport, Mississippi where we did all our training. And after we trained as a crew, we picked up a new airplane in Savannah, Georgia and flew the northern route to England. We stopped in Manchester, New Hampshire, in Presque, Maine and Goose Bay, Labrador. And then Rajkovic, Iceland and landed in Wales, England and turned our airplane over. That was the initiation of my trip to England.

Interviewer: And you flew over in a B-17?

Theodore Mahas: Brand new B-17, it was not ours. We were just ferrying it to England.

Interviewer: And somebody else took it over and used that?

Theodore Mahas: I don't know what happened to it from there.

Interviewer: Yeah, well, then where were you stationed after that?

Theodore Mahas: Well, we went from Wales to Stoke-On-Trent and then we went to what they called "the wash" where we did some more gunnery training and then we were shipped right back to Polebrook, which is about 90 miles north of London, almost straight north. Little teeny town. Had one pub and no other businesses.

Interviewer: Had one pub and you just told me that your son went over to Polebrook, and that pub is still there.

Theodore Mahas: Yes, as a matter of fact, yesterday after church, he went to the pub and had lunch at the pub. I think it's called King's Inn in Polebrook. And when I was back 40 years ago, or after 40 years, they were building the first new home in that little town, first new construction. So that's how small the town is.

Interviewer: And it hasn't changed that much.

Theodore Mahas: No, when I was there -- I took my, some of my family back a few years ago. We went back to Normandy on D Day on the anniversary of D Day, and then we went back to Polebrook for a few minutes and this was a reminiscing trip.

Interviewer: All right, tell us, you were a ball turret gunner and explain just what a ball turret gunner is and basically what your duties were.

Theodore Mahas: Well, we pointed the airplane in the waist, they called it. And then the ball turret gunner is under the belly of the airplane, and you had to get into your turret from your waist and then they close the bay door and you're isolated in this small turret. We sat in a fetal position, we had a 50 caliber on each side of our ears, and we had Plexiglass on the left and right and in front where we could look out. The turret was run by a steering wheel, sort of like you would a car. And I could turn every direction, including straight down. I could turn 180 or 360 degrees, and then any position vertical. So, and we didn't mount the turret until usually after we left the channel and entered occupied territory.

Interviewer: And with all the clothes that you had to wear to protect yourself from the zero minus degree temperature, tell us about the environment of the plane.

Theodore Mahas: Well, the first time we got there, we had sheepskin suits, but later on, the newer airplanes had electric heating suits. So we wore an electric suit that kept us pretty warm, unless you let your skin show, then it froze immediately. So the electric suit was plugged in and you stayed pretty warm except maybe your hands or maybe your nose. But, the first part, of course, was not -- it was a non-compressed cabin, you know. We were just open, and the guns we had to clean every night. We'd take them out and take them in and clean them out.

Interviewer: Give us a run-down of what your missions were like. How early did you get up and what were your accommodations like there in Polebrook and what a day was like when you had to go on a mission?

Theodore Mahas: Well, we slept in barracks with bunk beds and a foot locker at the end of them. And whoever the man was who called the missions, he'd come in about 5:00 in the morning and say -- my pilot was Butler, Ray Butler. And he'd say, "Ray Butler's crew is flying today. Everybody up, breakfast at 0600, briefing at 65 or whatever." And then we'd go into a big briefing room, and they'd have a curtain pulled over the map of occupied Europe. And, uh, he'd pull the curtain back and point his pointer and say, "Today we're going to Berlin." He told us how many bombs and what kind we were carrying and how many fights, how many airplanes were going. Usually we flew in fleets of 36 airplanes, 12 high, 12 low, and 12 in the back. 36. And one pilot in the front dropped his bombs, everybody dropped theirs on his, as soon as they saw his bombs go. That was the routine, but it was scary when they pulled that curtain back and pointed to where they were going because there were some places that were a lot scarier than others, and a lot deeper into Germany. But we were afraid every time.

Interviewer: And, uh --

Theodore Mahas: We'd eat. We'd go to the briefing, we'd pick up our guns, we'd load our guns in our turret, and then we'd mount the airplane and wait for instructions to take off. Usually, we were so heavy that we used the whole runway because we were loaded with all the fuel we could hold, all the bombs that they could carry. But, we always made it off and always made it back for 35 times. We had several scrub missions, though, where we got in the air and they decided the weather was too bad to go. So we had to just return with a full load of gas and a full load of bombs and that was just as scary as the other.

Interviewer: It's pretty dangerous to land, I guess, when you've got a full load of bombs.

Theodore Mahas: And a full load of fuel.

Interviewer: Yeah.

Theodore Mahas: And they were tail dragger airplanes, so they were not easy to land like a nose wheel. You have to fly those a lot better than a nose wheel airplane.

Interviewer: Bud, I've heard it's said that there was a 50 percent casualty rate in the 8th Air Force. So, tell us about some of those times when you saw other planes with their full crew aboard go down.

Theodore Mahas: Well, it was mostly luck, because the, toward the end of my missions, it was worse -- the flack was worse than the fighters because you didn't have any protection. And every time I got back from a mission, I was the one that was interrogated to see how many parachutes came out of an airplane that went down, and I tried to watch to see if I could count the number of chutes that came out. And some of them that were hit badly would just spin out and you couldn't see a parachute come out of them. I don't know whether they survived or not, but there was a lot of that happening. And when we got back from a mission

because I had the best view of our bomb run, I was most interrogated because I had the best sight of where the bombs hit, although we were way too high in the air and they had pictures and everything, but they wanted our interpretation.

Interviewer: Tell us about flack, what is flack?

Theodore Mahas: Well, the Germans had most of their facilities with huge anti-aircraft guns. It was like a bomb, they would shoot it up in the air and then it would explode and it usually had all kinds of metal in it. And when it would explode, it would rock the airplane and the metal would spray everywhere, and usually the metal hit your airplane and made holes in it and sometimes hit a gas tank or an engine, and that was the worst part of the flack. But, you know, they maybe had 50 guns when they went over a target, and the fighter planes had to leave you because they didn't want to get in the flack, but flack was -- it was usually black, because the powder would explode and it would rock the airplane sometimes. On one mission, we had over 270 holes in our airplane. Two engines shot out, that's the damage it could do.

Interviewer: So, you had two engines shot out on one mission?

Theodore Mahas: I wrote up about this, but we came back, limping back. We were all alone and didn't get any fighters that would attack us. So we got out over the channel, the pilot says, "Dump every loose thing in the channel because it looked like we're going to ditch." And ditching is when you land in the water with your wheels up and try to survive in the channel. So we threw everything out, tore the waist doors off and threw them in the channel. And then when we got back to the end of England, he says, "Hang tight, I think we can make it back." So, we made it back to the base. He landed cross-ways on the runway. The fire department put out two of the engines. We jumped on the ground and kissed the ground and were happy to be home. But, that's the closest I came to ditching in the channel. We had two

engines on fire at the time, too. It was quite a hectic day. I think that trip was to Berlin near the tail end of my mission

Interviewer: What number mission was that?

Theodore Mahas: I think it was number 30.

Interviewer: 30, huh? When you say you landed cross-ways --

Theodore Mahas: The pilot didn't have time to make a down-wind approach, so he just landed any way he could. We were on grass half the time and runway half the time, and we ended up in the grass where the fire department -- they had good fire trucks, and they came out and put the fire out. I don't know whether the plane ever flew again or not. It was after my crew had finished, because after my loss of oxygen, I missed a few missions recovering.

Interviewer: Tell us about that mission you lost your oxygen and how that happened.

Theodore Mahas: Well, I'm not sure exactly how it happened, but my recollection is a piece of flack hit my oxygen line or something. I passed out -- we were at 36,000 feet, somewhere in that neighborhood. And they tried to call me and I didn't answer because the pilot checked in with everybody on the crew about every ten minutes or so to make sure everybody was all right and hadn't been shot or injured. And my turret, I fixed it so if anything happened to me, it cramped down so that my latch was in the waist and the waist gunner called me, I didn't answer. And he opened the latch and pulled me out and put me on oxygen and I survived and went back to the base and they put me in the hospital and gave me several units of blood and then let me rest for a few days and went back on the line. But that was -- that was one of the hectic times in my trip. That was early in my missions.

Interviewer: Are there any other interesting missions that you had of those 35 that you flew that you mentioned?

Theodore Mahas: Well, one time the one waist gunner got his shoulder shot pretty bad. I think he survived, but he didn't have much use of that arm. That was one of the worst trips we had, and we had trouble sometimes with lots of holes in the airplane, but the B-17 was a pretty sturdy airplane and it was made to take a lot of punishment. Most the times, we made it back. Well, all the times for me, some of the others didn't. But I think that was pure luck, how a flack hit an airplane or whatever because -- it was all random shooting, the Germans did from the ground at our group.

Interviewer: So, I imagine that every mission was pretty intense as far as fear goes and --

Theodore Mahas: The minute they pulled that curtain back and pointed at where we were going to go that day, everybody was near terrorized because they were all scary. You didn't know whether you were coming back or not.

Interviewer: Yeah. Tell us about your last mission, what that was like and it was your 35th.

Theodore Mahas: Well, it was what they called a "milk run." We went to bomb Cologne and we hit a marshalling yard for the railroads, and by then the American Armies were pushing Germany back pretty far, and so I think they might have pulled back some of their guns to protect other areas. So that was the last mission, and it was an exciting day, I'll tell ya that, to rack up your last mission.

Interviewer: I bet it was, did you kiss the ground when you got off the plane?

Theodore Mahas: Oh, you bet, and my roommates, too. There was only two of us left from the crew that I flew with. The rest are all dead, the pilot's still alive and myself. I just lost one of my crew members about two months ago.

Interviewer: And did you find mainly it was the same crew guys all the time?

Theodore Mahas: Some of them had extra times because of my time out. Most of the crew finished ahead of me, and so, then I was sort of a -- just a fill-in. If they needed a ball turret gunner, I had to go with them to finish my last four or five missions. And my crew wasn't with me when my airplane got shot up. That was a different crew. The name of the airplane was called "Queen of the Ball," and the comment was she'd been to her last ball because she was pretty beat up when we landed.

Interviewer: That was the one when the two engines were --

Theodore Mahas: Yeah, on fire. We'd thrown our guns out and everything else over the channel so we'd lighten the airplane as much as we could. I think the only thing we kept was our parachute, and we had a dinghy in the airplane you could expand if you landed in the water.

Interviewer: Where were you when Germany surrendered?

Theodore Mahas: I was in Santa Ana, California. We were re-training to go on B-29s to Japan with the other mission.

Interviewer: So you were --

Theodore Mahas: As soon as I finished my missions in England, I volunteered to stay. I don't know why, but they didn't need anybody. So they sent us all home on one of these concrete boats -- "Liberty Boats," they called them. And they moved us to Santa Ana. They were going to assign us to B-29s with Japan. And, let's see, England. I think VE

Day was in May, so I was back in Santa Ana by then. I was on the ocean when FDR died in April, so I don't know exactly what day that was on my way back.

Interviewer: On your way back when FDR died. And what about VJ Day, where were you when you heard of the atomic bomb?

Theodore Mahas: Once we got to Santa Ana, something was in the wind; I don't know what it was. But then they shipped us back to -- instead of going on a B-29, they shipped us back to our home town and I was stationed in Kearns for a month or two and before the atomic bomb, and I guess they knew they were going to drop it because we quit training B-29s and went back and I was stationed in Kerns. I was teaching people that go on ships how to swim through burning oil. We had a pool out at Kerns, and that's how we taught people that might be going on a ship to Japan. And I was stationed there, and then on VE Day, I was there -- I mean VJ Day. And I'm surprised they didn't make much of it because it just happened a week ago, the anniversary of it. I didn't see anything in the paper, anything about it.

Interviewer: Unfortunately, our generation's -- our younger generations are not aware of a lot that went on.

Theodore Mahas: Well, it was great news for us because I was worried about having a fight again, and all the projections about whipping Japan was that we would probably lose a million or more of our troops because if you got on Japanese soil, they would probably fight right to the death. So, I was glad. I knew the atomic bomb was an awful thing, but it certainly saved a lot of our American lives. And Harry Truman is sort of a hero of mine for stopping the war as fast as we did. I'm not sure we needed to drop two, but they didn't answer after the first one and so they thought they would maybe give them another dose, I guess. After they dropped the second bomb, they agreed to surrender unconditionally.

Interviewer: (Inaudible) five days after that.

Theodore Mahas: Yeah, and with all my medals, I had enough points to get out of the service as soon as possible, so I did that with -- you get the air medal after so many missions, and then you get a cluster, they called, on it. So I had the air medal and five clusters and we had a presidential citation that gave us more points and some other things -- the European theatre of operations medal. So, I got out right before University of Utah School started that fall, and I started school on the GI bill, which was a godsend to those of us that didn't have much money. We went to school on the GI bill.

Interviewer: Yeah. Tell us about the camaraderie that you felt with your crew and touch on that just a little bit.

Theodore Mahas: Well, that's why I didn't like the Memphis Belle because they seemed to be fighting among each other. Our crew was as close as any people could be. We were so close that we met every year for about 20 years in a reunion of just our airplane crew. And we was close as anybody or any relative. We were deeply, you know, in love with each other because we'd been through that all together and everybody was watching everybody's back. So, we had a very close relationship. We had a member from Seattle, we had a member from Brooklyn, we had a member from New Jersey, we had one from Kentucky, one from Houston, Texas, and one from Minnesota. I mean, we were cross sectioned of the United States, and they were all great people as far as I could tell. We played together, we waited together, we played poker together. We did everything while we were waiting for missions. We went to London a time or two together when we had leave. That was kind of interesting because, you'd be in London and you'd be in a hotel and one of those -- those missiles would hit next door or

down the road or something and the whole block would be gone the next day from what they called them --

Interviewer: The V2.

Theodore Mahas: The V2 bombs, yeah. They have a used one in the museum in England at Duxford, England. They have every kind of airplane there is and was during World War II. But those V2 bombs were dangerous. You could hear them whistle when they came over the top, and I don't know why we went to London. They were the ones that we were bombing London all the time. But we had great times there. Had a family that let us stay there on Christmas Eve. We just took them our rations and slept in one of their ice-cold beds. They were very nice people. And I guess the English -- I have no animosity toward the English because they were awfully nice. We were good to them, too, but I think we had a great relationship. Especially the common folk that we dealt with.

Interviewer: Yeah. How did fighting in World War II and your experiences there affect the rest of your life?

Theodore Mahas: Well, I think it gave you a little more mature perspective, because I was only 18 years of age and I had something like 17 or 18 missions in before I turned 19. So, we matured pretty fast. And then, I praised the GI bill all my life because, you know, I might have had a chance to go to college, but we were not very well-off. I mean, we had a broken family and they were fighting to survive all the time. We went through the depression, and so, I think the service and the camaraderie that I had with my, sort of world-wide or nation-wide friends was quite a learning experience. And then as I say, when I got to go to the GI bill to school, I think that changed everything. I'm not sure where I'd been other than that.

Interviewer: If you were to leave a message for future generations, based on your war experience and your life experience, what would you say to future generations?

Theodore Mahas: Well, I'm not much of a philosopher, but I think -- my motto is, "Success isn't permanent and failure isn't fatal." I'd try anything, I think, if it's reasonable. Maybe even some that are unreasonable. That's sort of my philosophy in life.

Interviewer: Well, that's a good one. Sally, have you got any other questions?

Crew Member: Yes, I have a few questions, and when I ask this, Bud, can you hear me?

Theodore Mahas: Yes.

Crew Member: Can I ask that you just look at Rick as though he asked the question?

Interviewer: Keep your --

Crew Member: And you can rephrase it.

Theodore Mahas: Well, the lights aren't on me, but I'll take it. Okay.

Crew Member: Are you comfortable doing this?

Theodore Mahas: I'm fine.

Crew Member: Can you show me what your body is like when you're a belly gunner?

Theodore Mahas: Well, I guess I can get in that position, but I was like this with my feet against the turret and my knees -- I could pull them up. I only weighed 140 pounds, and they were about near my ears. And I had 50 calibers on each side with a trigger right near each one and the scope in front of me to see what I was shooting at. But anyway, that's --

Interviewer: Where was the steering wheel?

Theodore Mahas: Right in front of me.

Interviewer: Right in front of you.

Theodore Mahas: Yeah.

Interviewer: With a gun on each side.

Crew Member: Show us, were you able to control one gun while you were steering it at the same time? And talk to Rick, look at Rick.

Theodore Mahas: No, you'd have to point your guns and then shoot. And usually, the turret would stay pretty close. But you could trigger both guns with one hand if you had to.

Crew Member: So, tell Rick, ask him about the question about the feeling the fear and the whole plane with the whole crew and his own thoughts. Was he praying when flack started coming up in numbers, you know?

Interviewer: Yeah, Bud. She wants you to describe the fear that you had, and I remember you mentioned it before when you were going through the explanations of the missions. When the flack started coming, did it get any worse?

Theodore Mahas: We were so busy trying to get ready for our bomb drop, you know. I mean, we were thinking about other things, but it was, you were always worried that one was going to hit your airplane or your turret. And, uh, the expression was that it was so black you could walk on it. That's how much flack was out in front of your, out the side of you as you flew. But, we were always pretty much terrorized till we got back over the channel because you were always worried about fighters and the damage flack had done to you. And

sometimes, the bombs didn't drop and you'd have to go in the bomb bay and turn them loose by hand, so, there was always -- nothing went right as planned, usually.

Interviewer: Who had to do that, would that be the bombardier's job?

Theodore Mahas: Usually the top turret gunner and who was called the flight engineer or the radio man, they were right next door to the -- or the waist gunner. It wasn't my responsibility because I was always in the turret. But the waist gunner was -- it was pilot, flight engineer, bomb bays, radio man, waist gunner, tail gunner. That's how the sequence went, and the bombardier was in front of the pilots because they had the best view other than mine. It was straight down, and either the flight engineer or the radio man or the waist gunner -- whoever was not the busiest.

Interviewer: Weren't you almost more vulnerable to flack being in that belly gunning position?

Theodore Mahas: Yeah, that's -- and after a few missions, I, they had what they called a flack suit that had layered steel. And I'd take one and put one on each side of me in the Plexiglass on the side because I didn't need that vision. All I had was the Plexiglass out in the front, and that saved some of the chances of flack hitting you. I told you the story of when I first got on the base, that we went out to the line and one of the ball turret gunners had taken a 20 millimeter right in the Plexiglass and there was nothing left of him. He was -- they were washing the turret out with a hose. So, there was some danger where I -- and I'm not trying to make myself a hero, but I think we were all heroes that risk our life and I think saved the world, pretty much.

Interviewer: Yeah, I would say so.

Crew Member: I have another question.

Theodore Mahas: Yes?

Crew Member: On VJ Day, you said you were somewhere training people, training guys how to swim through burning oil?

Theodore Mahas: Yeah. I don't know why --

Crew Member: Talk about that. How did you get that job? That is really fascinating, and how you actually trained. How did you get the job as a trainer, and how do you train -- what's the process?

Theodore Mahas: Well, I had some swimming lessons because I'd swum all my life and, uh, Kerns had a pool and they were shipping people still overseas, because before VJ Day, we were still in a war. We didn't know exactly when they were going to -- we didn't know about the bomb, for one thing. So we were still teaching troops if they got in the ocean, a submarine knocked their airplane apart, I mean, their ship apart, and they got in the water with burning oil, they had to know how to survive. So we taught them and I just was thrown into it. But we'd dump oil on the top of the swimming pool, light it on fire, jump in, and swim through the oil to the other side and show them how to handle swim in burning oil. And we also taught them how to survive by saving -- using their shirt or their pants to tie a knot in the sleeves and wet it and fill it full of air and use it for a buoyancy item. They could do the same thing with pants, tie the knot at the end of the trousers and fill it full of air and then float on it for a long time, as long as you kept the air in the pants so it didn't go out.

Crew Member: So, talk to Rick. How do you swim through burning oil?

Theodore Mahas: Well, the thing you have to do is when you come up through it, make sure there's no oil above you or burning oil, so you just flutter your hands. You go under it, you flutter your hands, and then you try to push the water away from you as you do

the breast stroke. And go out to an edge. So, we just -- it wasn't nearly as bad as being on the ocean because it was pretty calm waters because we didn't have to fight waves or anything. But it was just a simple way of learning how to survive in the ocean if you ship went down. I guess airplanes go down, too. But that's what we taught.

Crew Member: So, you swim under the burning water, but you have to come up on it?

Theodore Mahas: You come up through it and you, uh, do a -- you wave your hands so that the oil's not under you, and then you come up and take a breath and then you swim with the breast stroke just pushing the oil away from you as you go, the burning oil. None of the people that were going overseas -- we didn't have them do it. We just showed them how. But I did that for a month or two. I was in Santa Ana going to train in B-29s, we were shipped back to Kerns because my interpretation was they knew they were going to drop the bomb and they probably wouldn't need the B-29s. That's just my supposition, but that's what came through, anyway.

Crew Member: Rick, ask him about talking about the war.

Interviewer: Um, does talking about your experiences in the war, is that hard for you or was it quite hard early on?

Theodore Mahas: Well, it was difficult. I made some appearances at grade school and junior highs and I had a tear in my eye when that happened because we lost some buddies and we, our crew was awfully tight and we enjoyed one another and we separated when the war was over and we didn't see each other for a long time. So, it was -- the scary part never leaves you, I don't think. You know how terrorized you were when you went in every flack field. So, yeah. I think it -- it was difficult to talk about. And it isn't now because, you know,

it's 60-something years ago I was in it. But I say, I'm not trying to be a hero, but I think everybody was a hero back then. Everybody jumped in the war effort, women, children, everybody.

Interviewer: If you're in harm's way, they regard you as heroes anyway.

Well, Bud --

Crew Member: One more question, sorry. Did you witness planes falling, getting hit next to you?

Theodore Mahas: Yes.

Crew Member: Can you talk about that?

Theodore Mahas: I mentioned that before, I was in a spot where I'd count the parachutes, and when a plane went down, we'd try to count the parachutes to see who survived, and I saw several planes that were just knocked out of the air. And a couple, I couldn't count any parachutes because they were in a spin and I guess the force wouldn't let them out of the airplane, I don't know exactly what happened. So --

Crew Member: How did that feel when you saw that happen?

Theodore Mahas: Well, you felt pretty lucky because it hadn't hit you, but you were always sad for your mates that were going down that you probably wouldn't see. And that was pretty sad when they would clean out a foot locker somewhere near you and send it to the relatives with a letter. So, that happened a few times, too. They just come -- somebody come clean out his foot locker and if there was anything valuable, they'd send it home to the relatives.

Crew Member: Is there anything he wants to share?

Interviewer: Is there anything else you'd like to say, Bud, about your experience?

Theodore Mahas: Well, I think we matured awful fast when you're 18 years old and you're in total combat. But I think we might be a little more mature back then because of the depression. I know my children and grand-children have been patronized pretty well, so they don't have to suffer these kinds of things, and I'm glad for that. I'm sorry for new wars, I think some of them could be averted. I think that what Harry Truman did about dropping the bomb was one of the magnificent things for America. It was tough for Japan, but I don't know how many American lives they saved by trying to get rid of this ugly war. And, my life after getting home had been enhanced by the experiences I've had and my maturity that I gained while I was in the service, I think the discipline you learn is pretty valuable. It's tough to do it to your own children, but I think it's a marvelous thing to learn that some things carry a responsibility and you have to take care of it at the time, knowing that there's consequences.

Interviewer: Well, Bud, we sure appreciate you coming up here and telling us your experiences, sharing those with us. We thank you for your service to our country and, uh, thanks again for coming up to our KUED studio. We appreciate you -- I think that was a, they did a nice job. It was a good interview.

Crew Member: I think so, too. That was great, thank you.

Theodore Mahas: I've written some articles about --

End of recording.