

Jesse Jolly

Mr. Jolly: Jesse B. Jolly

Interviewer: And when were you born?

Mr. Jolly: December 1, 1915

Interviewer: Where

Mr. Jolly: In Valley Center, California which is in San Diego County.

Interviewer: Is that our home town?

Mr. Jolly: Well no I lived there until I went through the sixth grade and then we moved up into Central California around Turacamedesco.

Interviewer: You consider that your home down then?

Mr. Jolly: Well

Interviewer: What do you consider your home town?

Mr. Jolly: I don't have a home town.

Interviewer: What branch of service did you serve in?

Mr. Jolly: The Navy naval air I back in 1940 they had been requiring four years of college for aviators both in the air force and the navy. Then they wanted to get more so they put it down to two years and I had two years of junior college so I was able to get in flying. And went to Pensacola and took about several months there once I got my wings I was well actually everyone wanted to get in fighters and get on a carriers but when you got a certain point they decide what your going to do and I went into C-planes small engine C-planes and I ended up in San Diego in VP12 which was a VP wise squadron.

Interviewer: Did you have a preference for the Navy?

Mr. Jolly: What

Interviewer: Did you want to go is the Navy the one you wanted to go into?

Mr. Jolly: Well I didn't want particular want to I wasted to go into the air force but the navy was handy. Once I passed that I thought well maybe I can pass the air force plus I made some inquiries and they said you better stick with what you've got. Actually the air force was part of the army at that time. Later on at the end of the war I could have transferred to the air force but I didn't want to.

Interviewer: What unit did you serve with?

Mr. Jolly: What

Interviewer: Unit what unit did you serve with?

Mr. Jolly: Well like I sad VP patrol plane squadron 12 San Diego and then they they were ordered out to Pearl Harbor when I got transferred to another squadron. At that time VP43 and so I didn't have to go and then after the war started we ran patrols our of San Diego and then half of our unit went to Lameto San Francisco Bay and ran patrols out of there. And then well midway battle midway came a bunch of the Japanese forced went up into the Aleutians in Dutch Harbor and occupied Kiska and Adak and they VP43 was ordered up there well I was lucky I was transferred to another squadron VP61. And we didn't have to go up until about August and by that time it had gotten a little bit quieter actually the crew that I had was given to somebody else and they were lost on a raid on Kiska Island. We went up in August with VP wise just strictly sea planes and it was too ruff for them up there and they by December we came back to pick up the amphibian planes. And I had gotten married shortly after the war started and my wife went up to Seattle and stayed there and worked for a trucking company and she stayed there and worked until I got through Aleutia was for about two and a half years. And we worked out way out the Island shade where up to Adak which is about 60 miles from Kiska and we ran patrols out of there.

Interviewer: What did you parents do for a living?

Mr. Jolly: What

Interviewer: What did your parents do for a living?

Mr. Jolly: My father was a farmer.

Interviewer: What did he farm?

Mr. Jolly: He was a dairy farmer.

Interviewer: Did you have any brothers or sisters?

Mr. Jolly: Well there was nine of us and I was a middle.

Interviewer: Did any of your brothers go into the service?

Mr. Jolly: We were all in except my oldest brother he was an airplane mechanic at North Island in San Diego he didn't get called into the service. My youngest brother was a radio operator on an ocean going tug which was part of a civilian thing he didn't manage to get any GI bill or anything but he's the only really educated one he's a doctor not a medical doctor but he has a doctorate in Business Administration and he taught he retired from the University of California in Sacramento.

Interviewer: Where did your grandparents live?

Mr. Jolly: They lived in Ancho Valley Lancaster, California.

Interviewer: What did they do for a living?

Mr. Jolly: Well he was a farmer he raised alfalfa. That's on the desert there and they raised alfalfa and then they sold it and it was trucked down to Las Angeles to the dairies down there.

Interviewer: Did you get to see them often when you were little?

Mr. Jolly: We'd go up there in the summertime spent the summers there.

Interviewer: Where did you attend school?

Mr. Jolly: Well I went to as I say through the sixth grade at Valley Center and I went two grades up to elementary school in a place called San Ardor California which is well Cave City is the closest town of any size. Then I went to high school in what's called Series California which is about 4 miles from Modesto. We had about 200 pupils. From there I went to Modesto Junior College for a couple of years.

Interviewer: What did you do at your junior college?

Mr. Jolly: Well I was trying to be an engineer and I got a job finally when passing the civil service exam I got a job with the California Highway Patrol or Highway construction and I was a surveyor.

Interviewer: How much did that pay?

Mr. Jolly: Well it was big money \$120 a month.

Interviewer: And when did you attend Austin Peay?

Mr. Jolly: Well after I retired from the navy in 61 I wanted to go back to California and my wife wanted to come here so we compromised. And now all of my families here so I stay.

Interviewer: What do you remember about the great depression?

Mr. Jolly: Well I'll tell you milk was 10 cents a quart cause I lived myself up in Oakland California went to a college for a year and you could buy hamburger for 5 cents a pound and potatoes were about 2 cents a pound wages were poor I got 35 cents an hour working part-time in a service station. And even with that they made me work a split shift on Saturday there was four hours between the two shifts and no place for me to go. But that I was able to live on that.

Interviewer: Were any of your family helped by the New Deal programs such as the WPACC?

Well two of my brothers were in the three Cs and when I got through high school I investigated joining the three Cs and they said you better go on to college. And it didn't cost us anything to go to college there wasn't any tuition only thing you had to buy was the student cards where you could go to the ballgames and stuff. And California schools were all free when I grew up books were furnished everything pencils, crayons.

Interviewer: How did the great depression affect your family?

Mr. Jolly: Huh?

Interviewer: How did the great depression affect your family?

Mr. Jolly: Well we were poor.

Interviewer: But everybody was right?

Mr. Jolly: Well not everybody.

Interviewer: Many

Mr. Jolly: Many were poor.

Interviewer: How old were you when you joined the service?

Mr. Jolly: I was 25 when I went in the service.

Interviewer: Before Pearl Harbor did you think that the Nazis and the Japanese were a threat to the United States?

Mr. Jolly: Well we worried most about the Japanese in the navy and we learned how to identify all of the Japanese battleships and the silhouettes we practiced that and everything. We knew they couldn't fly at all they couldn't see they all had to have glasses so we weren't so worried about them.

Interviewer: Where were you when you heard the news that the bombing of Pearl Harbor happened?

Mr. Jolly: Well I was out on a Sunday afternoon in San Diego out in a park with a young lady and I had the radio and I heard it so I had to take her home and head back to the base.

Interviewer: Did you listen to Roosevelt's speech the day after?

Mr. Jolly: I don't remember that.

Interviewer: What did you think of Roosevelt?

Mr. Jolly: Well I had to admire him.

Interviewer: Why?

Mr. Jolly: Well he ran a good thing a lot of things they got through the New Deal and all are still good. Social Security when I was in high school I was on the debate team and we debated social security and stuff like that and that all got through.

Interviewer: Do you remember the day that Roosevelt died?

Mr. Jolly: Not particularly no.

Interviewer: Okay did you enlist or were you drafted?

Mr. Jolly: I well you could say I enlisted because I went in long before and when I got my draft notice I was in Pensacola and I just had to fill out a card so somebody else wouldn't get caught.

Interviewer: Did you go to an induction center?

Mr. Jolly: No no

Interviewer: Okay you were a pilot in the navy?

Mr. Jolly: That's right.

Interviewer: And the planes that you flew were C-planes?

Mr. Jolly: Well the first ones I flew were C-planes of course that is we were trained to land planes first then we trained in C-planes. And then later on after two and half years up in the Lucians I went into B24 which are land planes for engine land planes. The navy took them for patrols because they could go farther than the PVY and they were faster and better armed.

Interviewer: What did your training involve?

Mr. Jolly: Huh?

Interviewer: What did your training involve?

Mr. Jolly: What did it involve everything.

Interviewer: Such as?

Mr. Jolly: Of course we had to learn to fly and in Pensacola there was different squadrons. The first squad was elementary you went through there until you'd flown then you went to the next squadron I don't even remember what we did in some of them. We learned to put the plane into a spin and take it out and we were all trained so that we could have been carrier pilots I guess cause they had a 50 foot circle down there and you'd be going down wind and you'd cut off the power and you had to land in that circle and the only thing you could do you could what they called slide slip you'd push the sub runner and the opposite airmen and you'd loose altitude. But there's no way you could gain any.

Interviewer: It's kind of like gliding in type thing?

Mr. Jolly: Yeh 180 degree to make it turn.

Interviewer: Did you hit your circle?

Mr. Jolly: Well I had to.

Interviewer: Well were there some that didn't hit their circle?

Mr. Jolly: Well you practice until you could. And then the check pilot went out with you and you hit the circle a time or two and he got out and says you can fly it home.

Interviewer: What did you think of your training did you think it prepared you?

Mr. Jolly: It was good training.

Interviewer: When you went overseas did you go in troop ships?

Mr. Jolly: What

Interviewer: Troop ships when you went overseas?

Mr. Jolly: No no we flew our planes.

Interviewer: You did okay. When did you go overseas what year?

Mr. Jolly: Well 42.

Interviewer: And where did you land?

Mr. Jolly: Huh

Interviewer: Where did you land?

Mr. Jolly: Well we went up into Alaska went to Kodiak first.

Interviewer: What did you do there?

Mr. Jolly: We were soon transferred to a little island close to Kodiak called Sand Island and we ran patrols out of there. And then we were sent on out to Dutch Harbor and we ran patrols out of there. And then I was fortunate one of the first to get to go back they put us on a destroyer to go to Kodiak and the whole time we were making the trip we were right in the middle of a real bad storm and it was so ruff even the doctor was sick. I didn't recover until we got up on the dock.

Interviewer: And after the destroyer you came back to the United States when you were on the destroyer?

Mr. Jolly: No from we stayed in Kodiak and went back on a troop transport.

Interviewer: How many people were on the troop transport?

Mr. Jolly: Oh I don't know hundreds.

Interviewer: How long was the voyage on the troop transport?

Mr. Jolly: Well from Kodiak to Seattle was about 2000 miles I guess.

Interviewer: That's a long time on a ship right?

Mr. Jolly: Especially when I got sick.

Interviewer: What were the living conditions like?

Mr. Jolly: They weren't too bad.

Interviewer: And after you went to Seattle where did you go?

Mr. Jolly: Well that's when the rest of the squadron came back and we picked up PBY5As which were amphibians and we all flew back to Alaska.

Interviewer: What year are we still in 1942?

Mr. Jolly: No that would have been the first part of 43 well January. And then we worked we went on out to an island beyond Dutch Harbor that had a field and we were based there for quite a while and they had Adak was there was nobody on Adak and they had a good Harbor there and we operated off of a seaplane tender in the harbor. And ran patrols that's the main thing we do run hundreds of hundreds of miles and then go over 50 miles and then come back. Of course its interesting up there usually the weather was so bad when you'd go up maybe the top would be 2000 feet of the stuff but it would be right down on the water when you'd fly on top certain hours you wouldn't know just exactly where you were and when you came back in you'd look at the map and see where the peaks were. Figure out where you were and always just about always a bay close to where you were supposed to go would be a little open so you could let down into it. But you either flew real low or up high enough so you were above it. Usually if were at 50 feet you could see a little.

Interviewer: When did you go to the Pacific?

Mr. Jolly: I it was 44.

Interviewer: And where in the Pacific were you?

Mr. Jolly: Well I went out to the Hawaiian Islands for a while to finish our training and then we went to the Marshal Islands ran patrols there. And then we went on out to Tinian Island which is about four or five hundred miles south of Ewagema. And Saipan is right next to it and we ran patrols out of there fact is we ran thousand mile patrols we'd go out early just day break and we'd get back after dark.

Interviewer: And you had enough fuel to

Mr. Jolly: We had enough fuel yes.

Interviewer: Okay

Mr. Jolly: Now up in the Aleutians during the invasion of Alto I was running in a sub patrol and I saw this torpedo heading towards the battleship it had the voice control the Pennsylvania and I called them and told them they had a torpedo heading their way so they speed up and it went behind them. And then we went back you see where it had been fired from and we dropped fairs and left them let a destroyer come or a couple of destroyers come and they worked them over with depth charger and all they finally figured they sacked him. So they gave me air metal for that and then when we were based at Kiska

when the air force would make bombing raids on it we'd have these C-planes we'd what we called a double mission you'd stand off of the island there at about 5000 feet and waited for them who got shot down into the water and you'd go down and rescue them. And sure enough there was a B25 landed out there there was five guys in a life raft just rowing the beach not too far from Kiska and had to land and pick them up and take them back to Kiska which was about 60 miles away. And I got an air medal for that. Then we had the only only sea battle of practically the only sea battle of the war which was called the Battle of the Comodore skies where our the U.S. task force and the Japanese task force came together out there early in the morning and close to the Russian Island and they were firing at each other. And so happened that my patrol was out that way and I was the only plane that got out there but the battle was over by the time I got there. But I located two Jap transports and of course they fired at us but they didn't hit or two well armed. And I hung around there waiting for them to let me come home cause I was so far out that I didn't think I could make it back and finally I just started back anyway. And about that time a big air force bunch of planes came over and they saw our ships and they were ready to bomb them and I called them and told them they were our ships and I said I've got nice couple of Jap transports you can bomb. They says we got to go back home. So I was further out than they were and we finally made it back to Amsitca at that time the the only field at Amsitca was a fighter strip 2000 feet long fighter strip of course I could have landed at sea if I had to but I didn't make it back to Amsitca I landed on this 2000 foot strip. And another time I was out patrolling and ran into two Japanese destroyers and made the report on them and everything and I just happened to think well their just apt to want me to attack them so I yelled back to the radio and says don't acknowledge any messages and he says it's too late sir. I just got one and called it and it says attack with bombs two Jap destroyers. So I decided to see how high I could climb and went to 15,000 feet and started a bombing run on them and they were more afraid of us than we were of them and we finally dropped the bombs and they didn't even explode. And discovered we had been carrying these bombs outside and they were made to be carried in a bomb bag. So all of the planes had been carrying these around and they were worthless so the got us a better better ammo after that.

Interviewer: Great time to find that out.

Mr. Jolly: But that's about all of it. Well on the way home we were heading home down the shade and out of Adak about an hour out one of my engines quit and the plane was loaded up with everyone's baggage we had 13 people aboard and it just wouldn't fly on one engine so we had to land at sea and the mechanic got out there on the wing and looked at the engine and said the gas hose is just rotted off. So he cut off a piece of it and put it back on so we had two engines but it was too ruff to try to take off so we taxied into the land and before we got into the land we hit a reef and sank. And so we had to take the life rafts to get ashore and we got into shore there and make us a hut out of rocks and stuff it was October it was spitting snow and it was cold. We got fire but the smoke was, spent a miserable night and the next day decided to move to where there was a little better bay and set up camp again we got about just got there this air force B24 came over and spotted us. And dropped us some rations we didn't have any food. One of the crew members had a can of peanuts and I took those away from him. Put them on a flat rock and divided them into thirteen

Interviewer: Good for you.

Mr. Jolly: It was a few berries in the tundra but they were hardly eatable and then the it was army on the next island there was nothing on this island.

Interviewer: Do you remember what island it was you were on?

Mr. Jolly: Amelia

Interviewer: Okay and is this October 1944?

Mr. Jolly: October 44 and we got recued and got taken back on a PT boat about 100 miles on a PT boat and that's the roughest ride. And then I finally got transported out of there on a transport plane with an Admiral when the Admiral was going and we got to Kodiak and they wanted to put us off and I said I don't think the Admiral would like that. He wouldn't have cared so we got to go on to Seattle and then when we got there I got transfer in the B24s and we we trained about July 44 and then we flew them out to Honolulu and when we finally got through they decided instead of relieving the whole squadron they would relieve a crew one of the crews that had the most time in and I had the top priority so my crew was one of the first to come back. We flew the plane to Honolulu and the same plane I had taken from California and flown out there and flown patrols with and everything else and they said well it's worn out you have to go back on a transport. So we got back and then I had duty in a squadron at Carney Mason which is right close to San Diego. We were a training squadron for the crews on their way out they had to spend about a month or two with us getting a final top off before they went out to relieve different groups. And the navy started changing their old planes instead of the B24 they had a what they call a 4Y2 which was a single tail a little longer plane didn't have any oxygen in it and it had better armament and more turrets and that's what we were training them in. But I was executive officer and I didn't have to do much flying.

Interviewer: Was that okay with you?

Mr. Jolly: Well yeh it you didn't want to have to fly along with this crew when they went through their different things.

Interviewer: Right

Mr. Jolly: I could fly whenever I wanted to

Interviewer: That's good

Mr. Jolly: And my family lived up close to Turlock and the navy had a base a place called Crows Landing which was about 15 or 20 miles from the farm and I'd fly up there and land and get some transportation and go on home for awhile. And fly there do whatever I want to do.

Interviewer: What did you do in your free time there?

Mr. Jolly: Huh

Interviewer: What did you do in your free time there?

Mr. Jolly: Free time well we went to movies.

Interviewer: Do you remember any movies?

Mr. Jolly: We lived in San Diego and they had movies all over the place at that time you know there wasn't any television, radio but no and you could go to a double feature for 25 cents or something like that. The first features they were high 55 cents.

Interviewer: Did you go to a few of those?

Mr. Jolly: No I usually we kept a record of the ones we had seen and went to the theatre that had the ones that we hadn't already seen and watched those. And then we decided to go ahead and start our family and Edna was pregnant when I went overseas that time. And her brother-in-law came out and rode back with her brought our car back here and then when I came back I had to come back here and I saw my son when he was four months old. He was born in November of 44 and then the next boy was born in Kodiak after the war. I the war ended and I was assigned as a commanding officer of a unit up in Kodiak and she flew up there you only had one doctor in the town of Kodiak and the navy wasn't taking care of pregnancies so and they had a civilian hospital. Talking of the depression though the hospital here the Memorial Hospital was over on Second Street when she had the baby it cost \$9 a day.

Interviewer: That will never happen again.

Mr. Jolly: Not ten times twenty times a hundred times now.

Interviewer: When you were on patrols what did you eat?

Mr. Jolly: What?

Interviewer: On patrols what did you eat?

Mr. Jolly: Well we took a little flight rations we ate pretty good most of the planes had a little stove on there one of the crew members was cook and he'd cook up a nice hot meal for us.

Interviewer: Were they pretty good bits?

Mr. Jolly: Well we pretty good rations.

Interviewer: Where did you sleep?

Mr. Jolly: Where did we sleep well we slept in quanta huts mostly.

Interviewer: Were you promoted during your service time?

Mr. Jolly: Well I went from incant to Lieutenant Commander.

Interviewer: Did you feel that the promotions were deserved by the ones who received them?

Mr. Jolly: Well actually if we kept out of trouble and all after so many years you got a promotion.

Interviewer: Were the people you were surrounded by were they recruits or were they pre-navy career?

Mr. Jolly: Well most of them were either drafted or they went in as soon as they were old enough. We were up there in the Aleutians running these patrols in the cold and wet and everything and one guy said I know somebody that would like to have our job and we all says well who were and he says 12 years old. And just as soon as a kid got old enough he got into the navy or army.

Interviewer: What did you think of the Japanese?

Mr. Jolly: Well I won't buy a Japanese car.

Interviewer: Were you impressed by them or would you use other words to describe them?

Mr. Jolly: What

Interviewer: Were you impressed by them or would you use other words to describe them?

Mr. Jolly: Well we were impressed with those zeros and we didn't want to run into too many of those if we could help it. They were good pilots they could see.

Interviewer: You talked about two of your metals and you said you have four what were the other two for?

Mr. Jolly: Well I while I was out on Tinian they wanted Admiral Hallzie's task force was wanting to go through a place where we had one of our patrols and there was a Japanese pickup boat out there but we knew it was out there so we got ordered to remove this pickup boat and I happened to have the patrol that day that the pickup boat was on. And they sent me and another fellow on my wing flying with me and the squadron next had the sector right next to us they had two planes and we got out there at 950 miles and spotted him and called the other planes over and we all made bombing raids on this poor little boat and deck level runs and dropping out bombs and we'd blow him out of the water and he'd come on down and keep chugging and after we all dropped all four planes had dropped all of our bombs then we started strafing him and finally we figured we better go home or we'd never make it. And as we were leaving my tail gunner watched him sink and I got an air metal for that.

Interviewer: When was this?

Mr. Jolly: Huh?

Interviewer: When was this what time?

Mr. Jolly: Oh I don't know exactly when it was could

Interviewer: Oh I was just saying what year?

Mr. Jolly: I've got the citation but well that was in 44.

Interviewer: And what kind of bombs were you dropping?

Mr. Jolly: Well we were bomb delayed secondly you dropped this bomb and in six second later it would explode so you tried low level you'd run right up over the ship and drop it just before you got there. And but this little thing wasn't deep enough so the bombs would go off underneath it and blow it up. But we did eliminate him finally. And then I got the other air metal just for five flights in the sky in the area the air force had been giving air metal right and left for anyone who had made five missions so the navy decided they would do the same thing so I got in on one of those. And then at the end of the war they said they were going to correct all of them go way back so we I made them a nice long list of all of the flights I made and everything and sent it and they came back and said well you've got to be shot at one time out of every five. I said the heck with it it's not worth fooling with I was only shot at when I was dumb enough to go where I shouldn't go.

Interviewer: Where were you shot at?

Mr. Jolly: Well of course I was shot at by those destroyers I was shot at at Wake Island one time I went up too close to it and they had been saving up their ammunition for a long time. And then I was shot at at Chichijima which is on Ewagema on of my crew members said there was a boat in the harbor went in to investigate it and they waited until we got right inside and they opened up from everywhere.

Interviewer: Were any of your friends or people you worked with injured or killed?

Mr. Jolly: Oh a lot of them killed. My best friend was lost the sad part of it was he wasn't even an aviator he was a ground officer and he went on this flight and actually they were just taking the mail somewhere and they disappeared.

Interviewer: How long were you in the navy?

Mr. Jolly: 21 years

Interviewer: So after WWII what else did you do in the navy?

Mr. Jolly: Well I as I said I was a commanding officer for a unit up in Kodiak and then I was went to what they call line school where you went to school for ten months where people who were changing from the reserves to regular were given everything that they needed to bring us up equal to the academy people. And then I went to Memphis then I was an uncharged of an aviation machinist plane school. And then they the Korean war started and I got send from there to Quam and when I got to Quam the families that were already out there were allowed to stay but once the once of us that just got there had to wait about three or four months before our families got out there. So when they finally got there I was there for 18 months and well I came back from there and went to Alameda as an executive officer of a maintenance unit. And I was there for a year or two then I was assigned to what they call GCA ground it's the radar untie that are used for visibility to get planes in on the runway. And we had a trailer sitting out close to the runway with these radars in it and we would talk them in. And that was at Memphis and then they suddenly transferred me to Midway Island on another GCA unit had to go out

there and set one up and all for Midway Island. Then we got out there and discovered we really wasn't needed there anytime a storm hit swale it would go over in a half hour or so and they could land. And then they I got transferred to a squadron that was flying these constellations which was a big 4 engine plane a radar plane we were going to run a barrier patrol between Midway Island and Adak and we was going to take off every hour and by the time they finally finished they decided not to do it. And I had got transferred got out of there and got transferred to of all places Bristol, Tennessee. And we were there for just about 2 years then I retired and came here.

Interviewer: Have you gone to any reunions?

Mr. Jolly: Huh

Interviewer: Have you gone to any reunions?

Mr. Jolly: Well we have a squadron reunion every two years the B24 squadron and I don't go to every one of them but as I was the executive officer the commanding officer is dead now and we are going to have one more reunion next fall and I intend to go to that. I think that's up in Peoria, Illinois which is not too far.

Interviewer: How long to the reunions usually last?

Mr. Jolly: Huh

Interviewer: How long do they last the reunions?

Mr. Jolly: Oh two or three days.

Interviewer: And what do you do?

Mr. Jolly: Do everything they had trips around the place and two times we've had reunions in Pensacola at the same time the Blue Angels were putting on a show. And we'd go to the air show and they'd have a special place in the stands for us. And we had dinner in the air museum there it was nice for me to get back to Pensacola.

Interviewer: Things had changed right?

Mr. Jolly: Well you've asked about all the questions you wanted?

Interviewer: Just one last question. What was your most memorable moment in WWII? What do you remember most about it one thing that's the last question.

Mr. Jolly: One thing

Interviewer: The one thing that sticks out in your mind that you always recall when you think about WWII what is it? What do you always remember?

Mr. Jolly: I don't know. Well I guess after that raid on the picket boat and we had to go back and this was the only time my navigator ever made a mistake he gave me a heading that was ten degrees wrong and we ran into this kind of an island that was about 600 miles from Tinua and we weren't supposed to. SO then we got everything corrected and we got back to Tinua when we landed we didn't have gas enough to taxi and it was dark so I guess I'll always remember that.

Interviewer: Is there anything else you'd like to add?

Mr. Jolly: No I don't think so.

Interviewer: Okay well you did a good job.