

Interviewer: Can you tell me your name and your date of birth?

Farrar: My name is Ike Farrar born January 21st in 1919 in Flat Creek the big city.

Interviewer: Yes sir. What was your father's profession?

Farrar: He was farmer like myself. Five generations of farmers here. Yeah he was mule man mainly he made his living breaking mules and selling them. Buying cheap and selling high that's what any good things does to make money.

Interviewer: So when World War II broke out you were farming?

Farrar: No when World War II broke out I was a senior at the University of Tennessee. And I had an opportunity I was in the first CPT course civilian power training. And we got five I believe ten hours college credit and our flying license. We got 45 hours of flying light planes of course. And when they bombed Pearl Harbor they said okay you folks that's what we've been wasting our money on so come on in. And so they bombed on December the 7th and on January of 41 and on December the 7th in 42 I was headed to Maxwell Field to start pre-training preflight. We had you had it was divided up in four ways you had pre-flight and primary, you didn't do anything in pre-flight but shoot a gun and drill and study of course I already had a lot of that at UT. Trig and meteorology and navigation, civil traffic and all that stuff. But after that I went through the pre-flight and they said well we're sorry, we don't have any airplanes. You all go home and go back to school. So I went back to school with all my brass buttons and everything it was a very popular war, we've never had a more popular war than World War II. You can see why we had something to fight for and I have a friend in Nam got off he said when he got off they were lined up spitting on him said you all are baby killers and things. But everybody was just the opposite wherever you went I was in New York and places like that and they oh you're tickets already paid for soldier just go right on in. And I never had to pay a bus ticket, they'd say your bus tickets paid for. But I went back to UT and that was the only time I was ever king for a day. Like I said those brass buttons and caps and wings and everything created a little sensation and girls that wouldn't give you the time of day would come and say well Ike how's the war going? I said just fine I've already shot down three or four zeros. I hadn't even seen the inside of an airplane but you know you're not lying if you tell something ridiculous and nobody believes it. But they thought it was funny. And the president of the university invited me to a big steak dinner and I sat on the right hand on his right hand. And the next week the president of the alumni association me to a big dinner for that so that was the only time in my life I was ever king for a day. And went back they said oh come on back we found some airplanes. So I went back went to Douglas Arizona went to preflight. We flew oh a plane that liked like they did on World War II or World War I. It was a twin wing biplane and it was very maneuverable it was a fine plane of course it was what you learned on. So after that we went to basic in Macon Georgia. We flew a Vol T vibrator we called it. It was a B17 it was made up here at Vol T. We then went to the advanced trainer and my roommate was Johnny Farrell he was Henry Fonda's double and he played in a lot of movies. In fact he was _____ skating partner who made all those movies. So he said there was something on the bulletin board, in need of pilots on the west coast and he said let's go back to my home California. I said yeah I was of course single and looking for adventure and everything. So we spent the Christmas of 43 I guess in California. Went to all the places got to see all the movie stars like Clark Gable and everything. In fact Clark Gable was at he was going through preflight he wasn't a pilot he was a machine gunner. And they soon took him out they saw he was too valuable back there. So he went back and his wife sold bonds and they were on tour and so forth. But after that we got wings I got my wings at Major Field and I was they wanted to make an instructor out of me but I begged them out of it. Those students would

get you in more trouble. So they gave me a job training machine gunners. Over there is bullets that came out of my plane. What we did we'd fly close formation and peel off one would be towing a target, a gunner and we'd peel off and go down and shoot. You can see those machine those bullets there painted on the top part of the bullet. And when we'd get in of course we'd drop we'd send the fish down, break it loose and you could see that gunner whether he was doing any good or not the machine gunner. That's up there is this is an A26, we put the student in the back and he would get up and shoot you know and you go back to the back of the line and get in formation. I'll tell you a little story about that plane. My roommate Raymond Sessoroni we were flying early in the morning and the sun was in our eyes and there was a sergeant pilot over _____ and he got too close and he cut his tail off. So he went flat spinning down and of course cut the plane off. He got out fixing to parachute out and he found that his student was hung. They had two straps just a plain strap like you have in your car across your stomach and you had another one that came up through your parachute. And it was hung and he would have crashed but the student with it flat spinning and coming to the ground he crawled back in and got him out, both of them parachuted safely. Sessoroni was a little cocky man, he didn't weight but about 125, 130 pounds and he picked out a parachute for an 80 pound man he wasn't watching. And it was funny out there he'd get near to the ground and the current would take him back up. We were standing around come on Sessoroni we're pulling for you.

Interviewer: When did you get sent to the South Pacific?

Farrar: After well I was several different things. I was a machine gunner, trained machine gunners, and then they put me training bombardiers out there in _____ Mexico. And then I was a ferry command, we'd go up and take planes up for the Russians in International Falls Montana and bring them back. I wasn't there but just a short time. And they was wanting pilots to fly from New York to San Francisco so I was put in MATS military air transport flying there. It was a fat cat job if anyone ever had one. They paid you a per diem and you got to stay in all the nice hotels and of course we got flight pay. Pilots got a third more pay than anybody else and of the other ranks. And after that well that's where I met Gene Autry. We were pretty good friends got to be pretty good friends. His horse and my horse were half brother and sister. Old Champ was soured right over the hill here by Brown Allen. And he bought it _____ Gregory bought it for Gene and old Brown Allen just had the one at that time you didn't have to have but one name on it he just had one name. I believe his mother must have been a different breed because he was very agile and had the longest main I've ever seen. Andalusian I believe was on the other side. Well anyhow he was in a lot of movies old Champ was. We came through Gene was one of those temporary pilots what they say. We ran out of pilots so they just slapped a warrant officer on anybody that was a pretty good civilian pilot. He had his own plane and he was a good twin engine pilot so they just put him to work that way. But they took him out and when we pretty well got Germany whipped they took all these temporary pilots out. They put him in the USO and our group was fixing to go to the South Pacific and Gene came through and I said okay Gene give us some good music and give us a program. He said oh Ike I can't do it I forgot my guitar I don't have a guitar and I said well that's no excuse I'll go get my guitar. So I had one and so he came in he and Frog and they played and we all had a lot of fun. And the next day I was heading for New Guinee they said you can go down there and fly. So I went to New Guinee and started down to the bottom end there of New Guinee. And of course there was a famous battle there the Battle of the Coral Sea. The Japanese had started there they just swept the whole coast and they were planning to go into Australia. And then they were going to come down and take the Hawaiian Islands but that was going like a house on fire. And we, MacArthur said let's not trade blood for blood according to the world book there was 2,000 Japanese in New Guinee. He said let's not trade blood for blood let's starve them to death, I thought that was a smart move. He said just don't let any he took the bombardiers send the bombardiers home put more machine guns in those

B25s and if you can't do that skip bomb. So anytime a Japanese supply ship would come in he'd skip bomb it he went down and would fly low and pull up and drop a bomb and would blow it up. And also them Bellaire Cobras were used that had a cannon in the nose and they were punching them we were punching them and the Austrians were punching them, they flew the _____. And they were doing like that B25 the B25 you know is what they first bombed Japan with, two engine plane very maneuverable. But it was it would come in was good for things like that. But they didn't they got hungry so they started going back up and we would take they said we're 3,000 miles from Japan. We couldn't carry a very big load you had to make a 6,000 mile trip there it would take so much fuel. They said we've got to move up so they loaded up 500 cargo ships and planes and everything and went to Marianas. And they we wanted to take Saipan. Saipan has Aletta Field on it and the navy threw shells at it for two days they lobbed those 100 pound shells on them. You'd think nobody could live with that but they were like ground hogs. They had it tunneled out and would go back under caves and things. They were underground so you couldn't do much with that. And the only way you could do was throw go in there and throw bombs and that fire had those flame throwers they called them. And just shoot them in there and take all the oxygen out. That took time and we got three islands there Saipan, Kenyan, and Guam it took 10,000 good marines to get to Guam, 2,500 on Kenyan and then Saipan. The whole thing was 28,000 good marines were killed in the military. But at Alito Field it was something different. We got into Alito finally and they bulldozed it and the runways were a forth longer than any other runway and they were packed heavier. What in the world were they doing that for? Of course there was some of them really knew. Well you know what came in? It was the B29s that was the plane that ended World War II. That's the one that dropped the atomic bomb and everything. Well the B29s came in and that was just half way you see from where we were. We were 3,000 we went to 1,500 miles from Japan so we started bombing from there and that was pretty long by the time you go there and back it was still 3,000 miles to go in and out. So we couldn't carry the heavy bomb loaded and there was a lot of them who would have trouble on the way and would have to ditch them in the ocean. They said we've got to get a little closer so they said there's Ewagema that's half way between eight square miles but it's got three airfields on it and we could Ewagema would save us a lot, we've got to take Ewagema. Well that was a terrible battle and we lost a lot of good navy folks. Some of those outfits lost a forth of their squadron that's the marines going in there on foot. They took it and you know that famous picture of Mount Suribachi where they raise the flag over Mount Suribachi there you still see that today. Well that saved a lot of planes that got shot or something in Japan bombing Japan. And Ivan _____ said that saved his life said he'd been over there and he bombed was done bombing and the kamikazes came in and hit their plane and knocked out two engines and that plane weighted 70 tons, that's a big heavy airplane and they couldn't hold it up they knew they were going down, they didn't have enough power to make it. And he said they came over Ewagema and all runways were full and they wondered what to do. There was a roadway right parallel to the runway so rather than plow over those planes they just went to the roadway, tore the plane all to pieces but all of them lived. Ivan's got a good book on that.

Interviewer: Did you ever actually see the kamikazes in action yourself?

Farrar: No, I didn't want to see them either. No like I was saying I flew up the coast and went on up into, they were able to take it while we moved our base. I went from Fenchhaven to Laitie to _____ I was moved around about five times through there. When they'd get moved in we moved in with our base. I we had a birddog needle we called it what it was was a transmitted it was just a circle 360 degree circle and you'd dial in that transmitter even if it was like I could dial in 1580 and it would come right up to zero on it. Well I played out in the ocean I put it on 270 and when I saw that needle move down I knew I had passed the station. So I'd just make a 180 and turn right in to zero pull it to zero and that would bring you right in on the station. So I was I never encountered any zeros like I said we didn't have any

guns to shoot with except an old 45 and that's not much of an air gun and antiaircraft gun or we couldn't out run them because that was it was a pretty slow plan about 150 was what it had flew at. And the Japs that Japs made us look like they had the first reader when we first got over there OP40. They could out climb us. They had turbo prop turbo chargers on them and they could out climb us and they could turn inside of us. Zeros were light planes and they were very maneuverable and they would just turn inside and shoot you and get up above you and come down and shoot. The only thing that P40 was you better if you made a pass on them you better keep going because they'd get on your tail and get you. But they couldn't follow you, you could dive faster. It was build strong the 40 was. But what set the Japs back was the P38. The called that whispering death. Major Bomb knocked down 38 Japs, he was our top ace during the war. Do you know who the top ace in the world is? A German boy.

Interviewer: Max

Farrar: Yeah in World War I and World War II. He shot down 353 airplanes. He started out you know Russia still had old World War I airplanes so he had a field day with that. He shot down he was getting to the end of the war you know when Major Bomb got his 80 they sent him home as an ace he killed himself in the first month he was home he was flying an experimental jet and crashed. There is Eric Hartman the man that's the top ace in the world still holds the record a German I've got his picture and things. You'd think he'd be a grocery man or something just looking at him. He was a holy terror when it came to getting on your tail and knocking you out of the sky. Then we was doing strategic bombing over there that 30,000 that would go in and drop on aircraft factories and things like that. Ole Cigar Chump ____ says this is too slow the war is progressing too slow slowly. And he says take out all guns, we know three things about the Japanese we've been flying over there long enough. They don't have any night fighters, their radar is poor, and they don't have any fire department to put out fires and everything is bamboo. Said we're going to burn it off so he took 300 planes took out all the stuff said go instead of going 30,000 we're going at 3,000. And he came in at night and that first night he set one million homes and factories a fire the first night with that magnesium bomb. And by the end of the week he had destroyed nine million homes and factories. You can imagine the suffering that the poor ole Japanese had with that. They still didn't surrender up the upper was wanting to surrender and he went to Switzerland and tried to work out a peace with us. And nothing seemed to happen MacArthur said it would take a million men to go in there and do it like we have France and Germany. He said we better pray that we don't have to do that. They had already planned it they had Carnet they called it. Carnet start at the southern end of Japan and come on up but luckily we had we came up with a bomb that had never been heard of that was the atomic bomb. And he ____ left out one morning he left at I mean Tibbets, Tibbets and _____ were a famous pair he left they told him he had something onboard that had never been used before. Truman told him to use it, he was criticized for it but that bomb he took off at two o'clock in the morning at eight o'clock he was in Hiroshima. He dropped that one bomb and killed 80,000 people with the bomb and then that next week there was 80,000 more died from radiation. I never did see it but I've seen a little boy's hand just a solid blister his whole arm would be solid blisters. They were fighting for life and everything. And he told them let's see that was on August the 6th and August the 7th we went in to _____ flew over Japan to _____ said we're going to wipe y'all off the map if you don't surrender. And nothing happened and August the 9th why they came in Nagasaki they dropped another one that was called fat boy one was called little boy it was protonium. And that other one it weighed 10,000 pounds that big boy did they dropped on Nagasaki. It did about the same amount that and so everything got quiet for a few days there and he was trying to surrender and Tajo said no we're going to fight until the last man. The Japanese had a different savvy from anybody we'd ever fought they said surrender wasn't in their vocabulary you either won your case or you got killed. You had to tie their hands or knock them out with a bomb to where when they came to you better tie their

hands so they'd take their hands and kill themselves. And that's what they had 5,000 kamikazes ready to come too. Well I go back to the atomic like I said ____ was wanting to surrender and Tajo didn't want to he said we're going to fight until the last man. He didn't want to surrender but they after the bomb everything was quiet and we were wondering what was going to happen. I was on my way to _____ Island and my radio man came up and said well like its official the war had ended. I landed and they were supposed to take off to another place and everybody was so joyous and shouting and drinking and all that. I never did get a chance to get off I just had to sleep in my plane that night and the next day I think I made it back. But that was a great day for us when the World War ended without having to invade. Of course we whipped Germany in May and then whipped them in September 2nd September 45. I flew all during the war and then I came back didn't do anything for a month or two there. And George Evans I went to see him he was working on his doctorate degree there I mean law degree he had one degree and then got another one. He we were buddies in high school he said Eisenhower's got a good deal for volunteers for this program he said you ought to look into it. So I did and I was stashed to sewer for 15 years I was mobilization designee and I got to fly a lot of missions. I ended up in jets I flew C130s and that was a real airplane that jet was. It would carry 100 passengers or 64 paratroopers. I flew the old flying boxcar it was a very comfortable plane and quiet and nice but if you lost an engine with a full load of troops you just bought the farm because we didn't have enough power to stay up, it would come down. I flew the 125 jet I got to fly a Goose Bay Labrador, I'll never forget that flight. That's when we were high with Russia there and expecting to drop an atomic bomb on us anytime. We came in and three jeeps pulled in around by the time I landed and slowed down at the end of the runway. By the time I got down why there were three jeeps with machine guns on us and they said open up we're coming in. So here they came in with all those machine guns, I don't like to look at the front end of a machine gun I don't mind looking at the back end. But I said have y'all gone crazy or something I said we came from ____ air base. He said you didn't send us a message you came in as a plane we didn't know who you were or anything. What happened we left out of ____ and we they put it on teletype message and we had of course a terrible tail wind. We was doing about well it would do 250 the C130 jet and we hit a tailwind about 300 mile and hour tailwind and of course we was at a ground speed of eight of nine hundred miles an hour. We got up there so soon they didn't get it in but that's the only time I ever was challenged by the machine gunner.

Interviewer: When we dropped the atomic bomb on Japan what did you think because it was completely new technology what did you think?

Farrar: You know you don't know a whole lot of what's going on you just hope they are doing right but they don't tell you anything. When I came back well you hear through the rumors and things but that's all you had to go on. No I didn't know knew about the kamikazes too.

Interviewer: Do you think MacArthur was right when he said it would take a million men to take Japan?

Farrar: Absolutely.

Interviewer: What did you think about them as a fighting force the Japanese? What did you think about them militarily?

Farrar: Oh they were like I said it was either kill you or there wasn't no such a thing as surrender. They'd have those ____ raids and all of them would be wiped out and they would pledge themselves and come in with bayonets at your place. They did that on one of the islands there but we turned them around. But they were great fighters he was a smart fellow Tajo was. Too bad he wasn't on our side. I think he

had some education I think he was educated at Harvard sometime in there. We had Tokyo Rose we called her she'd come on the radio and it's amazing the secrets she had on where you were going to be and you also tell you your wife is cheating on you and all anything. I think they ended up hanging her when they came in. They had Axes Sally did the same thing in Germany. But that was a great day when we September you know September is a famous month. Hitler invaded Poland he started the war in September and we ended the war in September. It was a famous month. My world book said there was 50 countries involved in the whole war. It's hard to come up with 50 countries but some of them weren't fighting they were just invaded they didn't fight. That's what made Roosevelt cut their oil off they were coming out of Hong Kong, Singapore and they were just coming like water through a tin hole. He said we've got to stop them they are going to take this whole country said we'll cut off all their oil. And then you know what happened they bombed Pearl Harbor for cutting off their oil.

Interviewer: What did you think about your training? Did you think your training was good?

Farrar: Beg your pardon.

Interviewer: Your training

Farrar: Training yeah training was good.

Interviewer: Did you feel like we were prepared for war?

Farrar: No

Interviewer: No not at all

Farrar: Not at all. Well it's pretty hard to get prepared. And the feel in college was we went over there in World War I and fought for nothing and we've given them enough blood let them fight it out. The feeling in college was and you know I never have understood World War I somebody a prince got executed in _____ and everybody started fighting. Strange thing he said Woodrow Wilson said we go over there and make the world free for democracy and a lot of them don't want democracy. So we lost 1500 I believe 15,000 over there.

Interviewer: As the war progressed the planes got better can you talk about the difference in the planes you started with and the planes you ended up with a little bit more?

Farrar: Yeah the planes the fighters we started with was the P40s that's what we had against the zeros. I was thinking they had turbo chargers they could out climb us and be on top of us could be ahead of us. And they could turn inside us we couldn't dog fight because they would shoot us down every time cause they were light planes and could turn. But the only advantage we had we'd have to get in the sun or something and come down on them and we'd make one pass and keep going because you didn't want to stop. They knew they couldn't follow us the P40s because it would come apart on them it was a light plan and the wings would fall off, we had an advantage there. What changed things out specific the P38 it had it was a plane with two engines on it and they were super charged. And we reserved things they were eating our lunch at first and we turned around and ate their lunch with the P38. We called the whispering death. That's the one I was telling you about Major Boggs took that 38 and shot down 83 Japanese zeros.

Interviewer: So it was a big change because by the end of the war you had the B29 as well?

Farrar: Well that was our bomber I was talking about the fighters. Our bombers all we could use in the South Pacific until we got the 29s in was the ones we used in World War II in Germany used the 17s bomber. Used mainly the B24s it would carry more gasoline you had a longer range. Until Saipan we got the 29s in we were pretty close in 29s then the navy boys they got they were flying a better plane too. On those ships they finally got the hell cats and the course airs. The course air would do 400 miles an hour it was a now you remember Pappy Bourne with his black sheep squadron? Pappy Bourne flew a course air it was a 400 mile an hour plane. The P38 would do well John Ross my buddy flew 94 missions over Germany with a P38 with a note. He said it would do about 550 miles an hour but he didn't have any armor he didn't have anything but a camera in there. He was the most decorated pilot in World War II I think 23 metals he got. He got the GFC twice I'll show you a picture of him they are making a movie of him gave him \$50,000 for his life. I told him I'd give them my life a lot cheaper. My story would be a lot cheaper.

Interviewer: You were talking when I wasn't recording about the aftermath of when the atomic bomb was dropped in Japan what it was like in Japan talking about the victory.

Farrar: I have no idea about Japan they said they had to watch the ones that surrendered MacArthur got to surrender. They were thinking about committing suicide rather than surrender and the emperor got them not to.

Interviewer: Backing up to before you ever even went when you joined the air core and they didn't have planes. What did you think about when you got to that point and there weren't planes were you concerned?

Farrar: Well I knew we wasn't prepared there was a world of us. They was you know when they bombed Pearl Harbor that changed everything. Everybody wanted to get in of course wanted to get in the best. I first got in the navy and I got to thinking about my arithmetic never was too good I never was too good in math and they had to do dead radar because they wouldn't turn anything on because they was afraid they would hone in on the carrier and you had to do it all by dead radar. I got out of that pretty quick I said well I'm in the wrong category I'm going to join the air force. We were army air core.

Interviewer: Well when you think back on the war and everything that you saw what's the first thing that comes to your mind about World War II?

Farrar: Well I'd say we were very unprepared you know when they bombed a good example of that was Short and Kimmel they both got court marshalled. Of course they just let them come in they had two or three warnings that the Japanese were coming in and they didn't do anything about it. And it was a bad deal Short was the commander of the army and Kimmel was commander of the navy and they just messed up. You know that will Flat Creek girl did you ever know Wanda Pearson Wanda _____ married Carl _____? She they lived up on the hill there in Flat Creek she was Jack Pearson's sister. Shea was the one that helped break the Japanese code she was the one that helped break the code. She was MacArthur's main sidekick. She was the commander of all female troops over there. In high school she was the valedictorian and voted most outstanding athlete, the first time a female had won most outstanding athlete. That was Wanda and she was commander of all of the females. But they were planning to come to Midway the Japanese were going to take Midway and then coming on to Hawaii and take all of that. And we knew they were coming we had broken the code and we had all of our guns

ready for them and it was a bloody battle. They lost three aircraft carriers and about 10 ships. In fact that was the biggest loss that was a turning point of the war, Midway was where we started the upper had started getting in there.

Interviewer: What did you think about leadership? Did you think we had good leadership? Did you think that MacArthur was?

Farrar: As far as I was concerned he was. Of course I wasn't on the ground or anything I was just like an airline pilot you might say. They just told me what to fly and I flew it and that was all. I didn't when I was at _____ I'd go to the library every day and they had a map and it had red pins and blue pins and we were the blues. And I wanted to see how the war was progressing and that's the only way I knew. They didn't tell me much and I didn't know much I just tried, I didn't volunteer for anything. Most of those boys were there flying P38s for the fun of it I didn't fly anything I didn't have to.

Interviewer: What was your favorite to fly?

Farrar: Oh no doubt that C130 that jet. I've got a good picture of that in there. I've got some good pictures to show you of the B29 bombers.

Interviewer: Alright we'll put them on. Camera showing a picture of a man.

Farrar: This is what's going in all the flying magazines. The government made a stamp of John Ross there.

Showing a picture of a man and woman – Ole Henry and I were passing around and we said we'll go to over to the girl's school and see how they look and she was sitting out there knitting. She said come over here you cute thing I want to teach you how to knit.

Interviewer: this is when you were king for a day?

Farrar: Yeah this is when you were really souped up.

Interviewer: There you are in 2006.

Farrar: Yeah that was flagship of Detroit there he fixed it up and he came flying in there, that's at Shovel airport.

Interviewer: This is your first solo flight.

Farrar: Yeah

Interviewer: So you said now I can wear goggles on my helmet.

Farrar: Yeah

Interviewer: Here you are with your friend John Ross. (looking at newspaper clippings)

Farrar: Yeah that's a better picture.

Interviewer: A better picture of y'all together.

Farrar: There's Ivan Potts, and John Ross, and John Jarrell, and myself. Bob Bomer Bob left us about a year ago. Mary wrote that up I told her a bad story about some of the terrible things I saw when I was flying hospital ships. I never knew if I was going to get pulled to the hospital or not but I flew to the hospital quite a bit. And there was one got on the plane shot, I flew dead soldiers and wounded ones. But the ones that impressed me most I thought paid the biggest price was six marines got on there and only one eye among the six and they walked like that you see. To me of course you pay the ultimate when you get killed but to lose your eyes I think is one of the worst things that could happen. You could always put your wooden leg on you know or arm and they've done great things with prostheses. That's not as bad as losing your eye they never have found out how to change it when you get your eye shot out.

Man in the background: I've been hoping they could have a transplant for that.

Farrar: Looks like they could take a cadaver's eye out. Tennessee Crossroads came down Ronnie Stone he played at the nursing home there I help in the nursing home now. That was taken in Las Vegas there I had a sheep skin you know it's cold that was made of sheep skin. That is a fraternity picture that's Mary there.

Interviewer: Do you have any idea how much your clothes weighted when you were flying?

Farrar: No, I didn't wear those ole heavy things. I guess I've got the only dog that was ever deputized that's ole Dixie. She caught a bad he had all my tools about \$1000 worth of tools in his arm he got out of my shop and the dog got him down and was eating him up and the milk man pulled him off. This is our class I'm the only living male in the class of 38 now. You know you're getting to the end of the rope when you get like that. An ole musket we were grand marshals there. That's my telephone over there and that's the bed in there. That's my dog I had a dog all you had to do was go out and send him and he'd bring all the cows in. Now they don't let me around a cow. They think I've done enough. That's the one you met a while ago, that's his grandson he said he'd bring. Do you know him he came by last night? No you wouldn't know him that was he's the one that saved he was foot soldier and he walked all the way across France and Germany and he saved the liposomes. They were going to kill them and he said no he got a hold of Patton and Patton like forces so he was the one that saved them that is Buddy Hayes. Do you want a picture of the one that ended World War II?

Interviewer: There the one that ended it (looking at a picture of an airplane with the name Enola Gay and the number 82 on it).

Farrar: That's Enola Gay the one that dropped the atomic bomb. Tibbets he names it Enola Gay for his mother.

Tape ended