

Jeff Dishough

Interviewer: I'm Rick Burr I'm here with Jeff Dishough today we are at his home and we're going to do an interview about his experiences as a WWII veteran. The date is December 13, 2006. Mr. Dishough go ahead and state your full name for the record please.

Dishough: Sure Jefferson Beauregard Dishough III.

Interviewer: Thank you and where were you born at?

Dishough: Monticello, Arkansas

Interviewer: And what was your date of birth?

Dishough: What was my what?

Interviewer: Date of birth?

Dishough: September 7, 1920.

Interviewer: 1920 okay and just for the record before we get started here what branch of the service were you in?

Dishough: I went in with well it's a long story on that going in but

Interviewer: Yeh we'll get back to that I'm sure

Dishough: I went in to what was then the air force.

Interviewer: Okay

Dishough: And then later on I went in with the when they made it a branch on its on.

Interviewer: Right right and where were you born at?

Dishough: Monticello, Arkansas

Interviewer: How long were you born and raised there?

Dishough: I was there until I was about 8 years old 7 or 8 years old.

Interviewer: Okay tell me a little bit about growing up what did your parents do?

Dishough: My parents got caught in the depression.

Interviewer: Okay

Dishough: If you

Interviewer: I'm very well I'm not very familiar directly familiar with it but.

Dishough: Well it was an interesting one. My father was a graduate of Monticello A&M College and pretty well knew how to do how to take care of farming and that kind of thing. And he worked for the county building bridges and tearing bridges up moving bridges and so forth. And when the depression came in 1921 it began to get bad.

Interviewer: Yeh

Dishough: My grandfather lost everything he had he was one of the wealthiest guys in that part of the county.

Interviewer: Was he a farmer also?

Dishough: No he was a I don't know what he really did at that time he was running his own thing he had a store that he ran he had about four people that worked for him he lost everything in that store. And lost all of well everything he lost everything he had except one farm 350 acres. And when daddy tried he got cut out of the deal with the bridges and so forth with the county.

Interviewer: Right

Dishough: Because again of the depression and they just couldn't pay anybody. So he went into he went to the farm and took over the farm for my grandfather and did a pretty good job of it for the first year. I was 8 years old 9 years old.

Interviewer: Were you going to school or?

Dishough: I was going to school.

Interviewer: Okay

Dishough: And he had everything was run at that time everything was run by horses mules he had a log wagon logging wagon I wish I had the picture of it I've got a picture of it but it's small I haven't blown it up. But and he ran a saw mill on the side and sold the lumber from the saw mill. And he had two horses that pulled wheel horses he had 12 mules that pulled the wagon so it was something for a 9 year old kid. And one of the horses one of them was Belgium another one was what the heck did they call it anyway it was a big big horse and the big horse was named Frank and I forgot the females name. But they pulled the wagon walking along and not pulling anything unless the whip cracked his ole bare head. And they he had on the back of the property he had lot of big big big logs and he brought one at a time out with that great big wagon he was pulling. And the two horses if he told them to move they moved and they pulled he had a good big crowd of people it was run by a developed from a Fortson tractor the saw mill was. Long belts that ran and pulled and cut the lumber and he sold it and at the same time he was running this farm with 350 acres.

Interviewer: Was that a self sustaining farm? A lot of the people I am speaking with about the great depression if they grew their own food and stuff it didn't seem they were hit quite as hard as

Dishough: You would have thought so if you would have visited it because they had only their houses there were furnished by him and they did their own food and grew their own they were share croppers. I've forgotten how many of them there were there were 12 or 14 families that lived on the farm did the work. And I grew up and played with the Negroes that lived on the farm not supposed to use that word but that's what we called them at the time.

Interviewer: It was a different time.

Dishough: That's right and it was quite an experience on it I enjoyed riding a horse and he also had a Tennessee Walker that he inspected everything with and rode it that was something to ride that horse. And I got to the point that I rode him enough that my friend and I who was about the same age I was decided we were going to do a put the horse in a we were going to show them anyway and the horse was big enough his back was wide enough that I could stand up on him ride him with at 9 years old. And that lasted for one year and we went back to Monticello again.

Interviewer: Okay

Dishough: We had a real terrible experience that made us get to that point. We had a big farm it had a big ranch type well in the you come up along the road you come into a fence a big well there people would stop and get wells because they were driving model T Fords at the time and needed the water for their cars. We had one come into the farm onetime and they stopped at that well and my mother and my sister who was 3 years old and I were inside the house and obviously they were coming to the house for some reason two of them in there. And they got to the point that my mother was convinced that they were coming after her she took me and my sister and took of to the woods to the farm to the next sharecroppers house well these guys came in they destroyed everything they tore the whole house apart inside. And obviously they were after her and after what they could get in the rest of the house and we as my mother used to say I ran along side of her saying run mother run, run mother run. While my little sister didn't know what the heck was going on.

Interviewer: That was pretty uncommon in rural communities.

Dishough: Absolutely we ran to the next sharecropper's house and were welcomed with open arms there and we stayed there for the rest of the day until my father came home who was running the saw mill at that time. And he just said that's all that's all I'm leaving and he loaded up the wagon that he had with what was left of the furniture that they hadn't destroyed and got on the road it was 20 miles from where we were to Monticello. And he loaded up the wagon and went back to Monticello and he went in to the automobile business there. His own automobile business and did fairly well for quite a while.

Interviewer: Now you're still in school at this point I assume did you graduate from high school or

Dishough: No

Interviewer: You did not?

Dishough: No went form there we went from Monticello where he started back yard running anybody that had anything that needed working on he'd work on.

Interviewer: Right

Dishough: But he kept going with that for I don't remember now about a year maybe and was offered a job in North Little Rock, Arkansas. We pulled up and went to North Little Rock, Arkansas that's where I went to school.

Interviewer: Okay

Dishough: I went to through the school in North Little Rock until I was a junior I was an up coming senior in high school.

Interviewer: Okay

Dishough: And then we went to Memphis because he had got a promotion to a bigger outfit and moved up there. We moved around quite a bit.

Interviewer: Yeh it sounds like it which is unusual for that day and age.

Dishough: Yes it was

Interviewer: So how was Memphis did you go back as a senior in Memphis then?

Dishough: I went back as s senior in Memphis when I left North Little Rock as a as a finished junior I was broken hearted everything was going to the devil I didn't want to go to Memphis.

Interviewer: Yeh

Dishough: But I went in as a senior at Memphis High School Central High School in Memphis. And it was totally opposite from what I thought it would be I was welcomed with open arms and everything else. And my senior year after I went right in I sang and I had been through in high school in North Little Rock I had been through with a good teacher that taught me to sign and I had a pretty good voice and we did an operetta a Gilbert and Solo Operetta and I did the one with the lead roles and we went through that. And hen the Memphis Open Air Theatre was established and I went to once for an interview on that and went into that and I was 18 years old at that time and went into various shows that they were putting on professional and New York people coming to do the lead roles the rest of us were put into it by people in Memphis. I did 5 shows a year in the summer time did one of the things that I the first one that I did was Mavis and Toy Land I did the lead in Mavis and Toy Land. And then did the oh gosh we did all kinds of stuff as I said there were 5 series until something happened called Pearl Harbor.

Interviewer: Okay so you probably remember where you were then when the bombing happened.

Dishough: Yes I was there at that show.

Interviewer: How did you hear about it?

Dishough: How did I hear about it?

Interviewer: Yeh

Dishough: Oh gosh everybody in Memphis heard about it.

Interviewer: Really

Dishough: Yeh

Interviewer: Did you know where Pearl Harbor was when first heard about the bombing?

Dishough: No

Interviewer: Nobody did.

Dishough: Just Hawaii

Interviewer: And your 18 at this point?

Dishough: No I was 18 that was three years 21.

Interviewer: Okay so your 21 now.

Dishough: 21 ready to go. I was in college I went to Memphis what was then Memphis State College.

Interviewer: Okay

Dishough: And which later became Memphis University of Memphis.

Interviewer: Were you already registered for the peace time draft at that point?

Dishough: No wait a minute yes I was very early.

Interviewer: Yeh

Dishough: As soon as Pearl Harbor well we had a funny thing happen with Pearl Harbor. I was at a fraternity meeting well a whole group of us the next morning after Pearl Harbor we all went to the headquarters and volunteered to join the air force all of us there were about 40 of us.

Wow

And I went through the whole thing I was through everything and that required that we go through it until the guy said to me at the end of it you have any problem with colors and I said what do you mean and he said well you're color blind. I said your crazy I've been doing stuff with in college building sets and doing painting and everything like that. He said well your partially color blind enough that we can't take you as a pilot. So I went home and said the devil with all that I'll let them draft me instead of volunteering for the air force. So they did just what I said they would do and I went into the air force I went into let's see did I go into yeh I went into where did I go anyway I went in just as a private. And

went through the whole thing went through the test that they had did extremely well with them. And joined we were just outside darn I can't think of the name of it anyway I was inducted into the army at that time it branched out into the air force.

Interviewer: Right

Dishough: And I was in the air force just as a private pilot I mean as a private person.

Interviewer: Right

Dishough: And began the usual stuff with the activities all of a sudden I heard that they were looking for guys to become areole gunners. And if you became an areole gunner you would immediately become a Staff Sargent which was a fantastic

Interviewer: Well that's a nice little promotion there.

Dishough: Right on up there. So I volunteered for that and I had a funny thing happen I went was behind a line of guys going through as they went through everything in there. Got down at the end of it and I saw sitting up on the chart issues for a RH color test and I said oh I ain't going to get in there. But I listened very carefully to the guy in front of me and he went through I went through it saying exactly what he had said and passed it. And went into as an areole gunner and that was a fantastic experience.

Interviewer: Really

Dishough: We went to Florida

Interviewer: Is that where you did your training at?

Dishough: Did our training on a beach in Florida. And we had we started off with

Interviewer: Was it in Pensacola?

Dishough: No it was in Fort Myers.

Interviewer: Oh

Dishough: And we started off with shot guns and we on we were doing what do you call them where you shoot the bird

Interviewer: Skeet's

Dishough: Skeet shooting yeh they taught us to skeet shoot with a 12 gauge shot gun. And we went from there we went to where we were on a truck shooting then we had to put the machine that went around they put it on the truck we shot at it you had to do perfect score in order to get through.

Interviewer: Right

Dishough: So I got through that then I went to traveled over to Columbia, South Carolina from there and to what was really the air force.

Interviewer: Right

Dishough: Because I went in as

Interviewer: What year was that do you remember?

Dishough: What year was it?

Interviewer: Yeh when the air force branched off to its own.

Dishough: Well it hadn't branched off

Interviewer: Oh okay

Dishough: It was later that it branched off on its own. I was there in 41, 42 early 42 and I went through the training further and we this guy chose these guys.

Interviewer: Let me hold that up

Dishough: His crew

Interviewer: Were you guys anticipating being sent over to the European Theatre?

Dishough: No

Interviewer: At that time?

Dishough: No we didn't know where we were going.

Interviewer: Really

Dishough: We didn't have any idea where we were going.

Interviewer: That seems to be a common answer when I ask did you know where you were nobody knew anything.

Dishough: Nor did we know what air plane we would be flying because we were flying a B25 but we were flying a B25 that was a totally different airplane from the one we took overseas. That was a real experience we stayed in Columbia for oh about four and a half months we did he chose these people to be his crew. And we flew together all the time night day everything all kind of stuff. It was also very strange because most of it was very very close to the ground we were flying. And this airplane we were flying was the fastest airplane of its kind in the air force. It was the airplane that Doolittle used to bomb Tokyo in early 42.

Interviewer: And what was its name again?

Dishough: Pardon me

Interviewer: What was the name of the airplane again?

Dishough: Mitchell Mitchell bomber.

Interviewer: Mitchell bomber?

Dishough: Yeh and we flew together we flew the airplane all the time. Had no reference to what we were going to see when we went later to Savanna Georgia to pick up our own airplane. And we get now we got to a point that is really interesting because we went to Savanna we picked up an airplane that had a funny looking nose on it. It didn't have a Plexiglas nose on it where a guy could sit and navigate and so forth and didn't even have a co-pilot seat on it. The co-pilot seat oversaw the what was up front and up front was a 75 millimeter French cannon that had a hot at 270 miles an hour in those days would lose 10 miles an hour every time you fired that cannon.

Interviewer: Oh wow

Dishough: It was enough that it would backfire and slow us down.

Interviewer: And what was the name of that plane?

Dishough: That was still the same Mitchell.

Interviewer: Oh really they just changed it up then.

Dishough: Just changed the nose of it

Interviewer: Completely

Dishough: They had been experimenting with it for a long time in the Pacific

Interviewer: Okay

Dishough: And we didn't know anything about it.

Interviewer: Right

Dishough: He did but we didn't. Then we took that airplane and headed for places unknown. We headed for India 16 of us with that airplane going over there. And we were training the rest f the people that were in India's China berg India

Interviewer: Did you fly over there from Georgia or were you taken over by ship?

Dishough: No we flew

Interviewer: You flew

Dishough: We flew over all the way we went to we went to went over New York went through Maine what was the name of it on up into the on up into the early part of the Coal country went on in through Greenland, Iceland the one in Scotland went into England went into Africa flew all the way across Africa until we got to Iran, Iraq, Egypt all of these the airplane didn't have a lot of tools on board so that we could take a long trip.

Interviewer: Right

Dishough: But we took we had an interior tank put in it when we got to England so we could fly all along the coast because we were flying along a coast that the Germans had under control.

Interviewer: Yeh

Dishough: So we put that tank in there so we could get going.

Yeh

Dishough: Flew off one night flew along the coast we were flying along the coast and I was sitting in the back with the navigator watching out the side window as we were flying along the water. And I said to him are there islands off the right of us? He said what? I said are there islands off to the right of us? He said there better not be he tore out of there to the window to look and had gotten off track and was on the wrong side of the islands. Boy we got out of there in a hurry

Interviewer: I bet

Dishough: Because it was it was they would shoot us down or take us prisoner what have you. But we went all the way and went into Casa Blanca from Finland. And then we started going across where you could see and when we got to when we first got to Africa Casa Blanca was the first place we stopped.

Interviewer: I'm going to stop you for just a second there Casa Blanca.

Dishough: But we had great time in Casa Blanca and all the way across because we had we were flying landing and refueling at RAF fields Royal Air Force. And we went to we landed and refueled and let's see the first stop we made was from Casa Blanca we went to I can't think of the name of it to the middle of Africa anyway. And we kept going that way and watching the Africa had been defeated just there was tanks and trucks and cannons and everything else all scattered along that road we were flying over. And we flew over landed in Casa Blanca we landed in various places.

Interviewer: How long did you normally have when you did land and got to get out of the airplane and stuff?

Dishough: Over night usually

Interviewer: Oh really

Dishough: We would usually spend the night there. And we were I had a interesting thing when we got further enough along and landed in the island of Man on in the beginning of Scotland we landed on a

grass field and we propped the airplane, there were 16 airplanes with us the same type. And we were more or less in formation not a real tight formation or anything like that but we were stretched out going together. We landed and we had an interesting time during the first night because we chose straws to see who was going to stay with the airplane. And we mounted under the airplane and slept under the bombed A and I heard fights during the first time I had ever heard them played out like that. And oh me at night it was beautiful and it was strange and it was lonesome and everything else. And we the weather got a little bad and we were invited into town by the people there they had a big dance for us and so forth. Because they had all of those 16 airplanes landed there and there were another 20 so much that were going with us that were going to be in the same theatre we were in. we didn't know exactly he knew and he knew we didn't know exactly where we were going we were heading for India at the time. We got all the way across and we stopped in Agra no I'm getting ahead of myself. We got we landed in Cairo and the engine on one side was running a little bit rough and we decided I decided we were going to change the spark plugs and do a little bit. So I changed the spark plugs ran the engine up and I had a crew chief that stood at the bottom now over here and watched all of a sudden he motioned me to stop. And I had run up on an embankment that was used for that I was running the engine up and it picked up a rock and the propeller it hit the propeller cut a dash in it about that long and about that deep and we had no way to get it fixed we had no supplies to get it fixed. So we had to go to the supply depot that was on the Suez Cannel. And it happened to be a Sam one became latter one of the spaces for the Muslim. But they replaced the propeller and we kept going and then we got into we landed in Agra then we went from Agra to a little place called what the heck was the name of that let's see well I'll come back to this.

Interviewer: Have you guys experienced any enemy fire or anything along the way?

Dishough: Not yet nothing along the way nothing enemy fire but that was coming that was coming pretty fast. We landed in Curmatola was where I was trying to think of the name of it we landed there and that was our headquarters for the year we spent over there. A little asphalt landing strip that we landed and took off from and we were going we were bombing in Burma little did we know that we would be called the Burma Bridge busters. And we were we were this group told all the other people that were in that group to fly that airplane and to skip bomb with it. The lower you got the easier you got and the more you were that you were bombing with it. We knocked out 125 bridges in the one year that I was involved with it. And we came back with flying foxes in the wing we were that low we came back with where they had pushed poles up from the ground and we flew into the poles without seeing them. We lost an awful lot of airplanes this crew two of them were killed these two the navigator and the co-pilot. The co-pilot graduated to first pilot and took the airplane down with him. All of us made it out that came back from out of 16 airplanes and we had 5 guys going over 52 about yeh that many went into the thing 5 of us came back. Because of the way we were flying and the number of airplanes that we lost.

Interviewer: Yeh

Dishough: And we taught the whole outfit he taught the whole outfit how to fly these airplanes. And they developed that skip bomb technique to knock the bridges out. And the difference was that instead

of hitting the bridge where we hit it on the side we followed down the road a bridge. I can't very well show you what I'm talking about will it show what I'm talking about?

Interviewer: Yeh

Dishough: Well the bridge would be this way originally we practiced we were used to bombing this way

Interviewer: Yeh sideways

Dishough: On the side we learned to hit it this way the bombs would come skip bomb into it at this point. That's how we got the 192 that we got a special thing from congress and so forth for the activity that we got.

Interviewer: Did you keep in touch with your crew and stuff after you guys came back stateside?

Dishough: No

Interviewer: No

Dishough: Well yes for a while

Interviewer: Yeh

Dishough: Two of them this young name is that showing it?

Interviewer: Yeh it will

Dishough: This one

Interviewer: You kept in touch with those two? (Interviewer was holding up a picture of a group of about 6 men)

Dishough: Yeh

Interviewer: For about how long after the war?

Dishough: Six months

Interviewer: Really just lost contact?

Dishough: Yeh just lost contact. We didn't go any further with it. But we were we had all kinds of stuff. I had an interesting troop. I'll show you that and let you read it and you can have that. We had to bail out it was a night mission we were bombing the bridge at Rangoon which was longer than the airplane should have gone.

Interviewer: Yeh

Dishough: You can keep that.

Interviewer: Okay thank you

Dishough: And we started back and we were getting low on fuel and we had been as we came out of the skip bomb run that we made. And you made the run by yourself across the bridge as you did we had a shell from one of their one of the Japanese guns go through our wing luckily it didn't explode but it went through the wing. And unbeknown to us it drained all the gasoline out of that wing. Coming back we all of a sudden decided that we had to get out and we got out and walked. And that you want me to go a little further with it?

Interviewer: Yeh absolutely

Dishough: Well we the force to bail out into the almost darkness of the resent German night while with the craggy and wooded foothills of the Rushi Range four members of this veteran CVI outfit had an unforgettable experience in finding their way back to civilization. One by one over a period of from two to four days my my soldering was three days the four men all with considerable combat time under their belt were the pilot engineer gunner who was Jeff Dishough the armor gunnery who was Lawrence D Cane and we had another guy there were only four of us on the airplane at that time. Participants in a daring successful moonlight raid on the big Vital Sutan Bridge often called the most important bridge in Asia. They had hit the silk fortunately in front of the territory when the ship ran out of fuel when we bailed when we were obviously we were over the Chain hills we didn't know where we were we had gotten screwed up so that we were not sure that we were heading the right direction or over the right place. We had one guy that bailed out of the back of the airplane and his shoot failed to open. He was able to open in it himself and he landed in the midst of a dense area of a vast area of a dense vine like entangle and undergrowth from which despite hour after hour of hacking with a paring knife and crawling down on all fours he didn't emerge into the open until the third day. That was the gunner himself then Horney who was the pilot went two full days without water we were so schooled in the water problems in India that we didn't drink any of the water. I was walking in a stream I didn't drink any of it until I discovered the bamboo was about three and a half inches from one side to the other and it had it had breaks in it periodically. I cut well I had a machete in my parachute bag a seat and I cut a big chunk of that put it in the ground built a fire around it and let the water boil and drank it which saved my life.

Interviewer: Yeh

Dishough: I went I kept going until I went around a curve I heard what I thought was a battle going on bang bang bang it was the bamboo was burning the Indian Natives were burning the bamboo to clear the range for them. And we kept going we had nobody to talk to we had to do everything by sign languages and we finally got enough

Interviewer: Were the four of you together at this point again?

Dishough: No we were all came out

Interviewer: On your on?

Dishough: All by ourselves each one the reason for it was we bailed out one at a time and the airplane was going at a speed of about 150 miles an hour at that time.

Interviewer: Right

Dishough: So we I know I remember very well I didn't count to ten and pull the rip cord incidentally I pulled the rip cord and I looked at the rip cord and I thought to myself that would make a nice souvenir to hang on to it's hanging in my little office back here.

Interviewer: Really

Dishough: I hung on to it and brought it back with me its there on the wall. But we kept going with that and because of that the way you were gosh I don't know depending on how the guy bailed out how far apart we were and they were all of them far apart. Let me read you this because perhaps the most interesting incident which befell any of the air man was that of Manly who was spotted by a search plane on the second day of his long trek. Manly had just stretched out on a mat on a porch of an Indian hut when he noticed a strong fat Indian woman approaching. Genuinely startled when she had laid down beside of him he told her to jot it developed that she was the wife of the village mayor who was making supreme gesture of hospitality. I guess he was hurt maybe insulted when I declined his offer of the mayor manly grand jumpers declared that the inhabitants valued the silk from their parachutes more than anything else they could offer. We had at least I did I kept the silk until I got all the way back. They just went wild of the stuff they reported some of those women are going to be quite ritzy now parading around in new sarongs. Water was the number one problem and Disough's securities first drank when accidentally cutting a large creek of vine which sprouted up which others forms a crystal like content before others reaching villages purified stream water with iodine and by burning it ingeniously in a section of the bamboo itself. Mission opened on an exciting note while in the target area Manly silenced an enemy known position shortly after that the ship was arrested by five enemy planes which made several passes but were resistant to mix it up with the close quarters. We each one came out at the same place but we were spread out in the way we came back when we got all back. And I when I got back to the base I volunteered to say I think I know where the pilot is the pilot was not hadn't been head from and he was gone where I had been gone for three days he was we were already I did that I was up to five days then. I volunteered to go as in the right seat of the airplane back to where I thought I could find him I figured he was on a stream and he was being brought out. We flew back in and sure enough we passed over a field of that was carrying two guys paddling and one guy standing in the middle the guy in the middle got up and took his coveralls off so we could tell that he was white it was him. And we through almost made a mistake we dropped cans to him so he would have food and kept going like that and told him where to go told him how to get there. We went back to an RAF Field landed and waited for him to come in and picked him up took him home. By that time he had malaria real bad.

Interviewer: How did you communicate to him where to go to?

Dishough: We dropped a message.

Interviewer: Okay gotcha

Dishough: Almost hit him with a package we were dropping that had cans of food in it.

Interviewer: That would have been bad.

Dishough: We just communicated that way with him.

Interviewer: Where did this article come out at or in?

Dishough: In the what the heck's the name of it? It was the newspaper that came out to all the people in the CIV.

Interviewer: Oh okay gotcha

Dishough: So it was I can't think of the name of it. I've got another thing here I'm going to read it's quite a long article 6 pages its pretty good history. In his own biography "I could never be so lucky again," Jimmy Doolittle states that by mid January of 1942 the air war plans division had already advanced plans to establish a major fighting air command the 10th air force in Burma to support the allied effort against the ever approaching Japanese on the Chinese land it is 6 pages long if you will do me a favor take it and if you'd like to read it and make a copy of it and give it back to me. It's quite a story of the 10th air force. The 10th air force was the one that was in Burma in China and back and forth over the Chin Hills. I had another experience and incidentally this is the story of it the 490th flyer it's the magazine that we put out to the squadron. In this particular group of pictures that is the same guy I was talking about that's this guy right here that's in that.

Interviewer: Oh okay

Dishough: You're welcome to take that will it photograph with the camera?

Interviewer: Yeh absolutely (Interviewer is holding up a picture to the camera) Alright here's the gentleman he is talking about and his crew the second from the left. That's really neat are they still they print these out still?

Dishough: Yeh there having an annual every year they had an annual meeting.

Interviewer: Do you ever go to those or

Dishough: I have never been to those because I didn't have anybody left that I knew.

Interviewer: Yeh

Dishough: When I came back. Read the heading on that. Copy that if you want that and use it give it back to me one way or the other because I've only got one of them.

Interviewer: This is really cool.

Dishough: We have one of the extremely every one of the missions we flew was very interesting because we were flying at very low altitude and very high speed. We were loosing one to five or more

airplanes every time we took one of those missions and one time we were told to pack our bags meet at the where we usually met at the airplane ready to go. We were gonna take a General on a tour of the China end of our China Berman India activity. And we had the General who was in charge of it and his entire staff crowded into not one of the airplanes that had a cannon on the front of it but it had the Plexiglas nose on it and there were guns in that nose there were guns on the wing there were guns on the back and guns on the top everywhere else. But we were going to take a little trip across the hills and go see how things were going with the Chinese in China. We went to Junking, Qualene all over China letting him out to investigate everything and look at everything and we they had no forecast of weather in China. As a result we were flying on instruments which we didn't have the none of the guys had the ability to follow that stuff because of the when we charted where we were going we got into a cloud of a pretty heavy storm and when we came down out of it we were in a valley with mountains around us all the way around us. If we hadn't if that hadn't happened the good lord said come down I'll bring you home.

Interviewer: Yeh

Dishough: But we started flying back and forth and the pilot said get ready I'm not going to try and get out of this I'm going to put this baby down in see that stream down there I'm going in that stream. He everybody put their parachute on we'll parachute into the same thing but I'll put the airplane into that. We got ready to go and the General picked a parachute up by the parachute rip cord the parachute ballooned out in the airplane so we were missing one parachute. So we couldn't bail out so he decided he was going to land it

Interviewer: Which General was this do you remember?

Dishough: General TB Wilson who was in charge of all of the activity for the whole area. He decided he was going to put the airplane down. As he was circling looking for a place to put it down I saw what looked like an airport down there. It had saw horses across it this way and also it had Japanese looking people walking around better to put the airplane in there than to put it in the water or put it or belly it in. As we came we made an approach to the field and look at it and man it was short it was a short little airfield. Looked very much like one of the airfields that the AVG which was a Shinos outfit that were flying the P40 and doing what they did with the Japanese. And what made one Passover just to make sure those saw horses were still there the second time we came around the saw horses were gone they these guys that were in uniform down there had moved them. We landed taxied up and the Colonel who was second in command to the General told us to hold tight he'd get out and see what these people were that were in uniform. And he said if they take me prisoner turn around and get this airplane out of here but get the General out. So we kept the engines running for a little while and he motioned us to stop that it was okay. And we were taken to a what the heck do they call it a church but it was not a church what would be the name of it?

Interviewer: Mask in the Middle East.

Dishough: Well there was a Mask in there was a anyway it was a Chinese

Interviewer: Place of worship.

Dishough: Place of worship. They took us in there and set us up to stay there. Well the weather was terrible we stayed there 10 days and he went into town the Colonel did spoke Chinese fluently went into town got a chef and brought him back out and for 10 days we had the finest Chinese food you ever seen. I learned to use chopsticks and everything else and then they finally the weather cleared and we were able to communicate with the people at Chunking told them where we were told them where the General was they brought a plane in they talk about it in here but they brought an airplane in to pick him up. And then they one at a time they brought this airplane with single wing airplane brought them out and took them to Chunking then we were stuck with the airplane. We stripped it the pilot and I were the last ones left there we stripped the airplane of all its guns and everything we could get off of it. Took it Chunking landed it and then flew it back to our base in India. Landed at that base in India and there was an airplane in our spot they thought we had been ling gone.

Interviewer: They didn't waste any time did they?

Dishough: Didn't waste any time that's right. When we got back to Kumato and we just were fitting right in with the rest of the airplane they didn't they ignored that fact that we had been 10 days in a Buddhist Temple that's what I was trying to think of the word on that other. And they just ignored all of that and they put us back to flying again. I had I had came to where I was flying enough that I knew enough about what was going on that I ended up with 69 missions. You think why 69 missions in England they flew 50 missions in a B17 and then they came home. When we first got over there we flew 25 missions and we were going home well we didn't go home. We went to 50 missions. We got to 50 missions we didn't go home again we kept going I flew 69 missions with as a engineer gunner. And part of the time I was flying the airplane as much as anyone else because the pilot had out of necessity taught me to fly the airplane to land it and so forth because they had at least one guy in each of the crews the was interested in flying.

Interviewer: Did you guys keep a breast of what was going on in the European Theatre and

Dishough: Pretty much no not in the European Theatre.

Interviewer: Pacific

Dishough: In the Pacific.

Interviewer: Okay

Dishough: Because the it was what was going on in Germany was just nothing as far as we were concerned. We had all we could do to handle what we had. Incidentally we had we lived in bamboo buildings bamboo hunts pretty good through pretty good we had we had beds that were made of bamboo poles.

Interviewer: How long were you actually there in Burma for your 69?

Dishough: Exactly a year. Exactly a year when it was all over. But one of the things I took with me a memory of the shows that I did in Memphis back in the days I and four more guys that were doing the same thing. We put on a series of shows and took them all over the where the bases were.

Interviewer: This is when you got out of the military?

Dishough: No we were still when they gave us a BC3 airplane and flew from base to base to base and put the show on one base to another.

Interviewer: That's awesome

Dishough: It was well what did we call it? Bam Boogie Woogie was one of the things that we did and we wrote the music and we did the music and we played the stuff and it was a good show. And we had a lot of fun doing it.

Interviewer: Yeh I was going to say a little bit more fun than bombing those bridges in Burma.

Dishough: With the cooperation with the Red Cross and they had people based there with us. Your flashing a red light are you out.

Interviewer: Yeh I've got one minute that's my warning.

Dishough: Okay

Interviewer: Mr. Dishough I know you've got much more to tell and what we could do if you were alright with that is possible come back here and finish up on the second tape sometime here in the near future.

Dishough: That would be fine I will try to find the tape I talked about having

Interviewer: Excellent I would love to see that.

Dishough: Maybe we could use it.

Interviewer: I would like to thank you for your time today I appreciate it it has been every enlightening you have some very good stories. I've got to shut this off.