Transcription: Bud Farrell

Good afternoon. Today is Thursday, June 12, 2014. My name is James Crabtree, and this afternoon I'll be interviewing Mr. Bud Farrell. This interview is being conducted in support of the Texas Veterans Land Board Voices of Veterans Oral History Program. We're recording this interview in person at the Stephen F. Austin Building in Austin, Texas. Sir, thank you very much for taking the time to come down and do this interview. It's an honor for us.

Bud Farrell: You're welcome. Thank you.

Sir, the first question I always start off with in these interviews is please tell us a little bit about your childhood and your life before you went into the military.

Bud Farrell: Well, I guess the mixed bag. I was raised in Philadelphia, Pennsylvania, until we moved to the suburbs when I was about seven or eight, right at the beginning of World War II. And nothing out of the ordinary about growing up there, but I remember the World War II days very, very well. I've been blessed in one respect that at my age I've always had a very good memory without ever needing any practice to do so. I'm 81 and still have recollection of most things that have occurred of any consequence anyway.

Did you have a large family? Did you have brothers and sisters?

Bud Farrell: I had one sister. She's deceased. Mother and father, both passed away.

Did any of your family serve in the military?

Bud Farrell: Well, I had some uncles that served in the military in World War II. But my inclination toward the military was the fact that I had a very good friend, a fellow that I met after World War II when I was 12 or 13 years old. He was a veteran, just got out of the service and had completed school on the GI Bill at Syracuse University. Lived in the neighborhood near where I lived. Got to meet him through fishing and he was quite a good fisherman and outdoorsman. He was like a second father to me. He and his wife had no children of their own. They were in their late 20s. And he took me trout fishing and then on from there went to hunting and that kind of thing. He was like a second father to me. Well, my father was still alive. This fellow had been a gunner. B-17s. Gunner and flight engineer.

Okay. During World War II?

Bud Farrell: Yeah. And flew over Europe in the 15th Air Force and shot down three German ME-109s. And he was kind of my idol not because of that necessarily but because of his ability as an outdoorsman. And he ultimately became the godfather to our middle son. His name was Ed Jeffries and our middle son is named Jeff. Kind of after him. But a lot of people have asked me about my going into the service. I was going to school at Penn State. One semester. I enlisted on my 18th birthday. The Korean War had broken out and I just was near the end of the semester. Enlisted because I wanted to get in in a hurry and I wanted to be a gunner. Again, because of . . .

Was this in 1950?

Bud Farrell: It was in 1951. My 18th birthday was in January, and I had gone to school the fall semester of 1950, and enlisted on my 18th birthday. And when I got in the service one of the stories that I've told so often was I was very lucky that I didn't end up in the brig or go to jail.

Really?

Bud Farrell: Because I had taken the aptitude tests that were given then out of basic training. It was a battery of like nine tests and the highest score you could get in any one of them was a nine. In a couple of them I got sevens intentionally because I kind of steered myself. These are things that would have been like for MPs or motor pool or food service, clerical. I knew I wasn't going to do that. I wanted to be a gunner so badly. After I got done basic training in Wichita Falls . . . We started out at Lackland, finished at Wichita Falls.

Is that Sheppard Air Force Base?

Bud Farrell: Yeah. We were in a casual squadron at Lowry Air Force Base in Denver. A casual squadron is where everybody waits to get their technical school assignments. And Lowry Air Force Base had photography schools, accounting schools. Remote control turret school was a prerequisite for gunnery school, and I had gotten high grades in all of the aptitude tests except the ones that I didn't want to do well in, intentionally. Every morning you fell out for formation. They would call out your name and different schools. They called out my name for a school that I . . . I don't even recall what it was. And I raised my hand to a . . . We had a first sergeant there that was . . . Sergeant Heininger was his name. He had been in the service 42 years.

Wow.

Bud Farrell: Which couldn't happen today.

No.

Bud Farrell: It just couldn't happen.

And he was still a sergeant? He was an E-5?

Bud Farrell: He as a master sergeant.

A master sergeant.

Bud Farrell: We didn't even have E-1s and 2s and 5s. Then it was . . . You had private PFC, corporal, buck sergeant. But he was a master sergeant.

Oh, yes sir. Okay.

Bud Farrell: He had hash marks up his whole arm, you know, service stripes.

Sure.

Bud Farrell: He always reminded me of the sergeant in Beetle Bailey. The old grumpy guy. But his name was Sergeant Heininger. And I raised my hand and I said, "Sergeant, that isn't the school that I'm supposed to go to for gunnery school." Remote control turret school was a prerequisite, a course of about six months, to go to gunnery school. He said, "You're going

where we send you." I said, "You don't understand." I says, "If that's the case, I'll be going tonight. I'll go AWOL." And I meant it. I did mean it. And I often look back and I say it's probably the only thing I did to ever, ever reflect getting in trouble.

Sure. How did they fix that problem?

Bud Farrell: Well, this is the interesting part of it. He was livid with me. He said, "You get back in formation and be ready to go to such and such a school." So after the formation broke up, I requested permission under the chain of command which you had to go through, and the first guy I see under the chain of command is him in the orderly room. I says, "Sergeant, I'm here to request, formally request permission to see a training officer." "You're not seeing anybody. You're gonna see the brig." I said, "Ah, I don't think so." I said, "I meant what I said about going AWOL."

Sure.

Bud Farrell: I said, "I quit school to enlist." I was younger by four years or so from all the guys that were on the orders for me going to basic training. Most of those were people that were trying to avoid the draft. I wasn't. I was enlisting to get in. And he was livid with me. His jowls were shaking, you know, and turning red. And I says, "Sergeant," I says, "I meant it. Nothing against you." I said, "But if I don't go to gunnery school, I'm outta here. I'll be gone tonight." The voices rose and got louder and finally this little officer, a second lieutenant, walked out of an office there. He says, "What's going on out here? What's all this noise about?" And the sergeant told him the story and what I had said, that I was going to go AWOL. And finally he . . . I tried to tell the officer why and finally the sergeant wouldn't let me talk. This little officer said, "Hold it Sergeant Heininger. Tell me, what's the problem?" I said, "I took all the aptitude tests, I qualified for any of the schools, truthfully, my grades were high enough in all of them." I said, "But I wanted gunnery school. That's why I'm here." And he said, "Okay, come into my office here." A little office. On the back of his office chair, like over the back of here, was his uniform coat, blue officer's uniform coat. And on it he had a couple of rows of ribbons. World War II ribbons. European Theater of Operations. But above, he had gunners' wings. And when I saw that I almost, you know. He knew exactly what he was doing. He must have gotten . . . I never did really know, but he must have gotten a commission in the reserve after World War II because no gunners were commissioned. He must have done very well in the service, got his ribbons and promotions and then joined the reserve. Either joined or had to go in. Many of the officers had to go into the reserves. And many of them just had like a five-year, some of them had ten-year reserve obligations. That's how they all ended up getting yanked back into the Korean War. So that's kind of the end of the story. But I told him why, I said, "A friend of mine was like a second father to me, he had been a gunner and I've determined . . . ." I said, "I quit college to do this." So I wasn't drafted, I was determined. That afternoon I was on my way to . . . They had two bases in Lowry, Lowry 2 and Lowry 1, on the other side of the railroad tracks. That afternoon I was on my way to Lowry 1 for remote control turret school.

And I imagine that you enjoyed it. It was something you want to do at that point so the training was . . .

Bud Farrell: Oh, I did, yeah. I had gone through basic training. This was not my background particularly. When I was in school I wasn't a troublemaker. I had never gotten in trouble. In my

family, you couldn't afford any trouble. My mother said she never worried about me. She worried about my sister more than me. And they all worked during World War II. She was working in the Army tank shop. She was gone by the time we got up to go to school. I never got in any serious trouble. But like any other kid, you know, I'd be throwing paper airplanes in class and get detention or something.

Tell us what it was like the first time you had a chance to fly as a gunner. Either in training or on a mission.

Bud Farrell: Well, the first flight I ever took in my life was from Philadelphia when we enlisted down to Lackland Field San Antonio for basic training. That was just in a commercial plane. I wondered whether I'd get to fly again which I had hoped. Then after we finished remote control turret school and went to gunnery school and got our first chance to fly as a gunnery class with a group of seven other guys. Small class. And we flew out of Lowry Air Force Base and usually up over Wyoming. There was a lot of classroom training with it. Lot of technical information but then for the actual flying, we flew up over Wyoming to a gunnery range there. They had B-51s fly at us for gun camera film. And I have . . . This is a book that I've done on my crew.

Oh, that's great.

Bud Farrell: I have, you know, a lot of pictures that I took of B-51s flying at us, and some F-80s, the early jets. We probably flew about eight times. The very first flight we ever flew up there we had an engine fire. B-29 was very common to have engine failures. We thought that was hot stuff. Of all the classes we were the first to lose an engine, you know. We were really proud of that. We just didn't have any sense. And the fire engines chased us down the runway. We thought that was really cool. But we learned. We realized it wasn't too smart.

Sure. Did you like the B-29?

Bud Farrell: Yeah, of course back then, you know, a few years after World War II was over and of course it was *the* airplane. Dropped the A-bombs and so forth. We liked it. I didn't know how many problems were potentially, you know, it was fraught with engine problems primarily. In the Pacific they flew long range and the heat and everything else was quite a strain on the engine. I joke about it but I told some people I flew in the very first three-engine aircraft that Boeing every built. There wasn't a three-engine aircraft. It was a four-engine but usually we had one shut down. And I took a lot of pictures of that. I have a lot of those in here too.

How long was your training before you got to go to Korea?

Bud Farrell: Well, we went through remote control turret school, about six months.

That's a long school.

Bud Farrell: Yeah, it was. It was very technical. Lot of electronics and the weapons and so forth. There were several different phases. Some of them were two weeks long, some were just five days long. You had AC current, DC current, and then you had weapons, you know. There were just a number of . . . As I say, we called them phases.

Was there any part of it that was more challenging than other parts?

Bud Farrell: Yeah, there were some that were fairly technical and probably reflected in the grades we got. Here's a list of them in here.

Sure. We're looking at a book right now. Now is this . . . It says different classes and different types of grades on them.

Bud Farrell: Right. We finished that remote control turret school. Then we went to gunnery school. I had, I guess, a good experience. I went through basic training and my bunk mate and myself were the only two out of about 70 kids in that flight that didn't get any demerits through basic training. It was, quite honestly, probably the first thing I had done in my life, including academically, you know, that became important to me.

So you really felt like you excelled at it because . . .

Bud Farrell: I did, yeah. But he and I . . . I talked to him and found him about two years ago.

That's great.

Bud Farrell: Clint Wilson, lives up in Tennessee. And I talked to a lot of people that we went through training with in our gunnery school class and so forth. And I've heard back from a lot of them now since I did the book.

That's great.

Bud Farrell: Some of them have heard about it through me or other people.

That's excellent.

Bud Farrell: But somewhere along the line it became a challenge to me to be better than I had been, whatever I had been. So from basic training, getting no demerits, that was a big deal to us then. Then did okay in the gunnery school and remote control turret school. Then we got crewed up down at Randolph Field. Then Randolph Field was a B-29 combat crew training base. And we got crewed up there. At first there were just five of us. Like a skeleton crew. They called it a transition crew, where you met with your aircraft commander and pilot and flight engineer and then the left and right gunner were also titled scanners. They gave gear and flap reports, position reports, and engine reports. For the first month or so, all we did was fly what they called transition. It was practicing takeoffs and landings. First day we ever flew we made 17 landings.

That's a lot.

Bud Farrell: In a couple of hours. But our aircraft commander had been a World War II B-24 pilot in China. And he was a very, very excellent pilot. He had been recalled from the reserves. Like all of our other officers except our pilot. In World War II you had, on a B-17, you had a pilot and copilot. The B-29, I guess because it was bigger and whatever else, they had aircraft commander. He was your first pilot. And pilot was like a copilot. Kind of confusing.

Kind of changed the naming of it.

Bud Farrell: Exactly. But the only one that wasn't recalled from the reserve was our pilot, our second pilot. He'd had gone through pilot training just out of college, and he was around 24

years old. Our aircraft commander was 34. Very experienced. Our first landing with him at Randolph Field we turned, giving this to each other. You know, he greased it. But he was really, really good. And then we got crewed up and flew that way for about a month.

And you knew during this time you'd be going to Korea?

Bud Farrell: We didn't know at first.

Okay.

Bud Farrell: But then after we were in training for a while, we got rated as what they called an Eagle Crew. And that was a designation that was predesignating you for a combat tour. It was the crews who seemed to excel a little bit more. Be a little more exceptional. In training and that kind of thing. By then, we studied the gear and knew that we would. That was probably halfway through our three months of training at Randolph. And from there, when we graduated there, they sent us to Lake Charles, Louisiana, which was a base that had been opened at the end of World War II, but had closed down and then reactivated for Korea. And they were simulating at Lake Charles the, I think, weather and the terrain of Okinawa. Sea level, right at sea level. And weather-wise, pretty similar, 'cause you were taking off what we called heavy weight takeoff training. The B-29 was designed to take off at 120,000-pound load, total. And with a full bomb load, we were always at 144,000 pounds.

Wow.

Bud Farrell: And we had a long runway there and we used every inch of it, literally, out over the beach. When we took off . . . I wrote about it. I said, "The takeoff was more a lifting of the gear than it was a takeoff." The first time I got in a jet, fifteen years later after I got out of the service, it was a 727. And they rotate, as you probably know. You've flown somewhere, I'm sure. The jet rotates and goes like this. And when that thing did that in my first jet ride, I literally thought we were rolling over on takeoff. I thought, "This is it. We're crashing." When they went like that, I'd never done that. B-29. We had a 10,500-foot runway on Okinawa. And we used it all. It would start to lift off . . . We'd start to float on the gear struts a little bit when you got up to airspeed, you know. They would hold it down, the aircraft commander would literally hold it down to get more airspeed in the event that you lost an engine on takeoff.

Makes sense.

Bud Farrell: The only chance you would have is maybe salvo the bomb load in the water 'cause at the end of our runway was the ocean. The East China Sea. And we went out over that about as high as this room.

That's not very high. That's 15, 20 feet maybe.

Bud Farrell: There were gun crews. They had some anti-aircraft gun crews at the end of those runways. And when we went over them, they'd all duck down and they'd flinch 'cause we were, I'd say not more than 30 feet.

What was the first mission you flew in Korea? Do you remember that? Does that stand out to you?

Bud Farrell: The night of July 3rd and 4th. I flew mostly night missions.

'52?

Bud Farrell: Of '52. We arrived on Okinawa on June 21st. Our first mission . . . We didn't realize it for a week or so when we got there but on June 10th, a week and a half before we arrived there, the 19th Bomb Group that we were assigned to had lost three out of four B-29s just bombing at some nondescript bridge. Kwaksan was the name of it.

Did you know why they had lost them?

Bud Farrell: Yeah, they were jumped by MIGs and search lights. It was at night. By the time we got there the 29s were flying. I only flew one daylight mission because the MIGs just obsoleted the B-29. And on June 10th that night, there were four B-29s, enough to drop to knock this bridge out on a major supply route. The MIGs shot down three of out of the four, in the dark. But what they had a lot of search lights on the ground and the search lights were radar directed and they would lock on these planes. They would cone you, is what we called it. All those beams of light would go on when they got you in the radar, they would all lock. Then you'd be in the top of the cone. Lit up like daylight. In fact, they were so bright that if you looked out you couldn't see. You wouldn't have seen a fighter coming at you because it's like looking at a spotlight right in your eyes.

Sure. Yeah.

Bud Farrell: So that was our first concern. We were there a couple of days before we knew that they had lost three of them the week before. As it turns out, we were presumably replacement crews. The first night I flew . . . What they used to do was break up the new crews. There were 11 men on a B-29 crew. They would break up the crew and send three with this crew or that crew, more experienced crews.

Okay.

Bud Farrell: Because the combat indoctrination was different than the classroom stuff. And I flew alongside a fellow that was on the crew that we were replacing. He was a left gunner which I ended up in. And he was crazy, that guy. His nickname was Brownie.

Okay.

Bud Farrell: And he always wore a fatigue cap with the brim turned up on it. And it wasn't a really bad mission but we . . . When we were up there, we were in North Korea, he said, "Hey Farrell, look out here." "What is that?" He said, "It's a MIG." My heart went right here. There was a MIG right alongside of us. Flying with us. And the MIG could fly . . . A lot of people don't understand this but the old fighter planes then were really what they called a gun platform. The guns were all fixed. There was no flexibility to 'em.

Sure.

Bud Farrell: They fired where they were pointed. And the fighter then had to make what they call pursuit curve. You always see pictures of these pilots talking, going like this with their hands, but the B-29 flying along like this and if a MIG come down, if he . . . Might find you in

the dark, but he could stay with you all night long. In close. And they'd try to get you to fire at them. If you did, they'd just drop off and be gone. In the meantime, they would have called in your altitude, heading, and air speed to another MIG up here. And when you fired at them . . . The gun flashes on a 50 caliber is a flame about this long.

Gives yourself away?

Bud Farrell: We had thirteen 50s on that airplane. You'd be giving yourself away to the guy up here, and this guy would drop off and be gone. This fellow now had a good target to fire at. But they'd come up on you in the dark and be able to fly with you all night long. And we were under orders. We didn't understand this when we first got there at briefing, "Do not fire unless you're fired on. Do not fire unless you're fired on." The B-29 was an offensive weapon that could go up there night after night after night, dropping 45 hundred-pounders at a time or we could carry 192 one-hundred-pound bombs. So you might satisfy yourself and get a MIG with one . . . Most of the MIGs were flown by Russians, not North Koreans. Most of them were Russians. And you might get lucky and get a MIG, which was a defensive weapon for them, but if they got you, you're one 29 and one crew that's not going to go back again. So we were under very strict orders to not fire unless you were fired on. That created a little excitement.

I'm sure it did.

Bud Farrell: We never fired.

Interesting.

Bud Farrell: In fact, there's one story in here about a friend of mine who flew with a crew. He wasn't part of that crew regularly but his sisters still believe that he's in Russia. That he was captured . . . He was shot down, captured, and they believe that anybody with any skills, technical skills then, jet pilots, F-86, they shipped a lot of 'em to China and Russia.

So they know that he survived being shot down?

Bud Farrell: They don't know but they believe that he did.

Okay.

Bud Farrell: And they had, on that particular crew, they had a ring gunner, CFC gunner on the top who . . . My wife and I had lunch with these two sisters of his in Arizona one day, and they're convinced. I talked to them a week or so again and they're convinced that he was alive for years.

What makes them think that?

Bud Farrell: Well, because he was what they called an ECM man, electric countermeasures. They had some radar jamming equipment in the back of the plane in our gunner's compartment to set up opposing frequencies to search lights and anti-aircraft guns. They were specialists at it. Our radio operator generally performed that function on the easier targets, but on some of these maximum efforts where you could anticipate real defensive measures from anti-aircraft to search lights, all up along the Yalu River. Lot of search lights, like 300 of them. Anti-aircraft guns, and the MIGs were out of Antung, which was only four miles across the Yalu River. There was a big

MIG base. There were 300 MIGs there. And they could come after us but we couldn't go after them. It was crazy. Rules of war, you know.

Sure.

Bud Farrell: But he flew with the crew. He flew with different crews frequently on what we called maximum efforts. And one of the fellows was shot down on that crew, became a POW, and then was repatriated at the end of the war. They had a prisoner exchange and when he came back, he said one of the gunners . . . I don't name him in my book. It would only hurt the families. He supposedly kept saying, "I'm gonna get a MIG if it kills me. I'm gonna get him." We all felt that way. You know we were all gung-ho kids. And there were so few of 'em even fired at that any one of us would've gone. We'd have been hot stuff if we got a MIG.

Sure.

Bud Farrell: That night, they believe, that that's what happened. He took a crack at this MIG and the MIG got them.

Yeah, that's tough.

Bud Farrell: Yeah, there were over a hundred B-29s lost in a couple of years. Now, a lot of those B-29s though were lost what we call operational losses. Could be for mechanical, engines, a number of reasons. We had . . . We lost two from our squadron. One right behind us one night, going up the Yalu River. We iced up in severe weather but we shook the ice. Our commander and flight engineer kept increasing the power so we wouldn't stall with all the weight. And the plane immediately behind us ran into the same weather front that we had to go through and they started to stall, started to shake, and dropped off to the right. They recovered then it went off to the left and the aircraft commander called out. He said, "Bail out. I've lost control of the ship." And they had 12 on board. The only one that got out of that airplane was the flight engineer. The regular flight engineer. He had been my roommate for the first couple of weeks over there. And the plane augered in from 25,000 or 26,000 feet with a full bomb load. And they didn't salvo . . . There were a couple of things that they might have done, out of fairness to them. Give them the benefit of the doubt, but the plane was just south of the 38th parallel which was friendly territory. So if they had salvoed their load, it might have blown over our own troops, or South Korean civilians. So they didn't salvo the load, maybe to the credit of the aircraft commander.

Sure.

Bud Farrell: You know, he had a tough decision to make. And then he hadn't depressurized. And we always depressurized on a bomb run. All the hatches on a B-29 were inward opening.

Okay.

Bud Farrell: So the pressure . . .

That's right. Keeps you from being able to open it.

Bud Farrell: Yeah. And they went into a spin from 25 or 6 thousand feet. At 85 hundred, pressure automatically equalizes in a B-29. There were three guys in the front of the airplane. A spare flight engineer from the new crew with a regular engineer sitting to the side of him

checking him out, you know, on the panel. And three of them worked on the nose wheel well hatch. And finally when they reached 85 hundred foot, the centrifugal force . . . We went into a dive one night from 45 hundred feet and pulled out at 12 hundred.

Geez.

Bud Farrell: And we calculated it out as about two and a half seconds before the ocean.

Sure.

Bud Farrell: And the dive was . . . The guys up in the front could see it better than any of us. They said it was 45 to 50 degrees which you don't do in a 29.

No. Yeah.

Bud Farrell: And I was pinned to the floor. I floated up weightless first and hit the control cables next to my position. Then when they pulled out, our pilot and aircraft commander are both big guys, put their feet up on the rudder bar and manually overrode the autopilot. And when they pulled out, I was pinned to the floor but I was able to see out my big blister. And I saw that wing go. I thought it was gone.

Wow.

Bud Farrell: I really did. I thought, "This is it. It's gone."

Yeah, geez.

Bud Farrell: The bombs floated. We have five 100-pounders. They floated weightless just like when they train the astronauts in those airplanes. The bombs floated weightless and dented the bomb racks above. It was that severe. And they floated weightless until we pulled out. When we pulled out they all came down on their shackles and most of them came loose from their shackles and went right through the bomb bay doors.

Man.

Bud Farrell: We had one 500-pounder that hung up by one lug. There were two lugs on a bomb. Hung up by one lug and was hanging. And then we had three photo flash bombs that were intended to go off for photography over the target. They had what we called VT fuses on them. Little propeller turns so many times, you know, they were armed. The bombs that we had, we had not pulled the pins yet.

Okay.

Bud Farrell: Usually we did that once we got up close to South Korea. Then we'd go in and pull the pins, just like a hand grenade. The pins had to be pulled before they're armed. This was my position.

Okay.

Bud Farrell: I had this big blister next to me and there was one on the other side of the plane for the right gunner. So when I floated up in the air . . . We sat in our positions facing to the rear. So

when I floated up I hit the control cables which were up in here, this area, and then came down . . . This is another picture. Then came down and hit the gun sight with my ribs and it forced me over. I landed over in here but I was laying like this. And I saw that wing going. We pulled out and we had to go to the bomb bay and get that 500-pounder out of the photo flash bombs.

How did you feel after you got back from that mission?

Bud Farrell: I just said I'll never get in another '29 again.

Really.

Bud Farrell: Yeah. That night . . . The next day we had to fly.

The next day you were flying again.

Bud Farrell: But I did, I meant it too. I really did. It was the night before Christmas 1952. November 26. Not Christmas. I meant Thanksgiving.

Okay.

Bud Farrell: Thanksgiving Day was the 27th. On a Thursday. This was on Wednesday night. We were headed to North Korea. When we made it back, we . . . In fact our bombardier, he was up in the front. He had it worse. We were going like this. And he was screaming on interphone. "Structural failure, structural failure." And we popped rivets in the tail.

What caused the dive? Do you know?

Bud Farrell: Yeah, it turned out there was . . . I'm not certain. I talked to our bombardier who I just found again after years. And he told me something that was very disconcerting that I did not know for all those years. First of all, we were just flying along, clear weather and everything else, and we couldn't even detect or notice anything in the rear of the plane. But it was just getting started into a very gentle climb on autopilot. The aircraft commander up front, he was just getting ready to reach to make an adjustment on the autopilot. Hadn't touched it yet. He noticed this thing starting to climb and then all of a sudden it just went "Schwoop." The gyro reversed. And that gyro supposedly went 180 degrees out of phase. So instead of our going this way, the aircraft was attempting to go, 180.

Yeah.

Bud Farrell: So we went into that dive and just did pull out. And I did. I meant every word of what I said when we landed. I said, "That's it." I said, "I'm never getting back in a '29."

How many missions did you end up flying all total?

Bud Farrell: Well, we flew 25 combat missions.

Twenty-five.

Bud Farrell: And we flew 22 more search and training missions. Formation training and . . .

With the same crew?

Bud Farrell: Yeah, I flew all my missions with the same crew.

Same crew.

Bud Farrell: Yeah. And we had a great crew. I mean every one of them was very competent.

I'm sure you get to know each other very well by that point?

Bud Farrell: Oh yeah. You're like family. I get a laugh out of this. We were briefed for another mission.

Hagar the Horrible cartoon?

Bud Farrell: Yeah. I paid to get permission to use that cartoon. We were briefed for a mission that was . . . Our aircraft commander stood up during the briefing. He said, "What is this? A suicide mission?" The way they briefed us it was. It sounded like it. We were going into a flak suppression two hours before the other three bomb groups. We had three bomb groups going. They sent us up two hours ahead to drop on the search lights and guns.

Okay.

Bud Farrell: And we'd just been up there two weeks before that over the Sui-ho Dam rig and we lost three planes. And this was the same bomb run exactly. Just a little further down the Yalu River. Right up there by the Manchurian border. Having lost the three planes September 12th, this was September 30th, and we went to the briefing and the briefing officer made a comment, "Well, you guys are going to be going up there two hours before the three bomb wings to try to knock out search lights and guns." And he made the comment something to the effect that, you know, the possible loss of one aircraft is a lot better than three. He didn't mean it that way.

Sure.

Bud Farrell: But he said it that way. When he said that our aircraft commander, very mild man, very mild, man, he came out of his chair and he said, "What the hell are you talking . . . Going as a suicide mission?" The guy said, "No, no, no, no, that isn't what I meant." But that's the way it sounded when he did it. And then he told us that we were going to have Marine fighter cover this time.

Okay.

Bud Farrell: Up there orbiting between the IP and the target. The initial point and the target. They had Marine Skyknight. They were a tandem-seat fighter. Radar night fighter. And they had these Marines come to our briefing on Okinawa from South Korea.

Okay.

Bud Farrell: And said, "Look, we're going to be up there tonight. We're going to be above you guys." And we were briefed to drop at about 26,000 feet and then go up to 28-five, in order to be between the IP and the target, and do ECM, electric countermeasures, then drop chaff, which is a foil, aluminum foil . . .

Throws off the radar?

Bud Farrell: Exactly. And he said, "But you're going to have Marine . . ." And they had these fellows come down to our briefing. They flew a plane down, and said, "We're going to be up there tonight. Don't shoot." Just like we had always been told. "Remember, don't shoot. It's going to be us." And during the bomb run . . . After our bomb run we were doing this orbit and I said on the interphone, I said, "I wonder where those guys are." In the dark, at midnight, at 26 or 28,000 feet. And our tail gunner, Joe Eaton, says, "I don't know where the rest of 'em are but there's one right behind us. Doing barrel rolls in our propwash." Within a hundred yards of us. Probably a young Marine pilot, out here doing rolls. Which was great, you know. So there were bright sides to a lot of it.

Sure. Did you write to your family while you were over there? To the gentleman who had been a gunner?

Bud Farrell: I wrote a lot. In fact, when I did this book, I originally was going to title it, *I've Been Meaning to Write*. And the reason I said that, when we were overseas, we all wrote a lot. There wasn't much else to do. But even in training we wrote home a lot. One of our gunners, Rex Parsons, he seldom wrote home. Nice guy, nice family. He seldom, if ever, wrote home. My wife and I, in 30 years after we were out of the service . . . I had found out the 19th Bomb Group had a reunion association, and he lived in Dayton, Ohio. I had been up there for a meeting, a corporate meeting, and stopped in Virginia to try to find him. He lived up in the mountains. My wife had sent Christmas cards for all those years and never heard a word back. Finally stopped. I figured he'd been killed on a motorcycle or something. And we stopped way up in the mountains, Appalachia, in Virginia, and found an uncle up there that says, "Oh yeah, Rex lives up near Dayton, Ohio." I said, "Look," I said, "Don't call and tell him I've been here." I said, "I might be able to stop on my way home driving back from Pennsylvania, out through Ohio and back down to Richardson, Texas." And we knocked on his door on a Sunday afternoon without having told him we were coming. The wife answered the door. He wasn't married when I first knew him. And I said, "Is this the Parsons residence?" She said, "Yes," very mildly. She said, "Yes, it is." She said, "Well, Rex is right here." I said, "Don't tell him I'm here." I'm almost whispering. I wasn't thinking about it. It kind of scared her.

Yeah.

Bud Farrell: And I said, "But do me a favor. Just tell him 'left flap and gear full up. One and two looking okay.'" Because whenever I'd get a gear and flap or engine report, he automatically had to follow me. Get one on the right side, you'd have to say, "Three and four looking okay. Right flap and gear full up." And so she didn't understand what I was saying when I first said it. So each time I said it it got louder. And then he heard me. He knew right away who I was. So we sat and chatted with him for the first time in 33 years. And he said, as serious as could be . . . It was really funny. He's still holding this cigarette inside. That night, we smoked, but we couldn't hold our cigarette where the light could be seen. You'd hold the cigarette in this way.

Yeah, in your palm.

Bud Farrell: In the palm, yeah, with the light inside there so nobody would see the cigarette light. He's still smoking that way. He was just a straight-faced as could be. So we were talking about, you know, being out of touch and all that for all those years. And he says, "I've been meaning to write." Like he was going to write tomorrow.

Just not the writing type, I guess.

Bud Farrell: No, he just wasn't. That was, as I say, after 33 years, he says, "I've been meaning to write." I was going to name the book that and I didn't then but I did name a chapter about writing home and so forth. I have pictures of everybody in our rear compartment sitting there writing home. Writing letters home.

That's great.

Bud Farrell: But he and I had pulled KP together. When we went in the service, it was coincidental. He and I are standing on the end here.

Okay.

Bud Farrell: That was me, and this is him.

Right next to each other.

Bud Farrell: We were there together the first day in basic training at Lackland Field.

That's a basic training photo?

Bud Farrell: No, Sheppard Field.

Okay.

Bud Farrell: And then when we got out of the service a couple of years later, I drove him back home to Keokee, Virginia, and dropped him off. We got him on our crew. He wasn't on the crew originally but with the new aircraft commander, we went to him and said, "Hey, can you get Rex?" I have a lot of stories in there about him.

That's great. That's great.

Bud Farrell: Pulling KP. All the classes, all the tech school classes pulled KP together.

Sure.

Bud Farrell: We had a very close crew. Very, very close.

What was it like on your final mission? Did you know that it was going to be your final mission?

Bud Farrell: Not really. We were getting close . . . We didn't have . . . During World War II, they usually had a set number, a limit on missions. Twenty-five, then they increased it to 35. We didn't have a set number. I didn't even realize this when I was there. We had a set six-month combat tour, to the day. We got there June 21st and we left December 21st. It was a couple of years later I was reading a book about the U.S. Air Force in Korea. They talked about the organization of the Air Force then, you know. It started in '47, split off from the Army. They were trying to get . . . They had downgraded the Air Force, all the militaries, so greatly. They were trying to rebuild the forces as quickly as they could. And of course, most of those skills, they weren't like an infantryman who might be trained in a couple of months. Might be, you know, tough on those guys, but the navigators and most of those were skills greater than even the

gunner, by far. Pilots, navigators, bombardiers. So they recalled all those guys that had been at the end of World War II. They were recalled and not real happy. There were some of them that refused to fly. They came back from World War II, started families, and professions and businesses and jobs. And all of a sudden they're yanked back in, they're leaving a wife and little kids, homes. They had it really tough, you know. We didn't. We were all single kids, you know.

Sure.

Bud Farrell: Our training was fairly long for just being gunners.

So when you flew that final mission then, you didn't know that that was your final mission?

Bud Farrell: We did not know. We had flown on . . . My flight schedule, I have it in here. We flew on the second, I think the fifth, the eighth . . .

Of December?

Bud Farrell: Yeah, of December.

Okay.

Bud Farrell: Then the 14th. And we thought we could fly again, you know, because we were going to leave the 21st.

Okay. So you knew at some point then that you were going home on the 21st?

Bud Farrell: Yeah. We had a good idea. It was a matter of how many they're going to jam in on us.

Yeah.

Bud Farrell: And we did fly a test hop on the 17th of December. That was our last flight then. We were a test flight crew for the squadron. That's why we flew so many extra flights.

So then at that point, on the 21st of December, they send you and your crew back home to the States?

Bud Farrell: We went down to Naha Air Force Base which was a military air transport base, about 20 miles away from Kadena Air Force Base. They flew us home in a C-124. Big cargo plane. Came back into the States. I get very sentimental and emotional about it. We got back into the States in San Francisco. Travis Air Force Base. And we had all bought tickets, airline tickets, overseas, to save the taxes. We didn't have reservations. We didn't know when we'd get to the States. But we got back to Travis Air Force Base. They had buses waiting for us. Took us to the San Francisco Airport. This was December 22nd, December 23rd, and people were lined up just like World War II days, with lines and lines of civilians and everybody is trying to go home for Christmas. And I said, "Oh man, we'll be here for days. We'll never get out of here." Because the lines were outside the buildings, down the sidewalks, so I gave up thinking I was going to get home. And a little girl, I've never forgotten her, a little American Airlines clerk came out with a clipboard. "Where are you going? Where are you going?" Right down the line. She says, "Where are you going?" I said, "Philadelphia." She said, "No, you're not. You're going to Washington,

D.C." I said, "Oh, okay." I had an open ticket. She says, "Get out of the line and get in there. That airplane's going in 10 minutes." I thought I'd be there days. I took my duffel bag, raised it, and they took care of loading it. I was out of there. Going on an airplane, flew all across the country. Back then it was a longer trip. Across the country.

Yeah. Sure. Most people didn't fly back then really either.

Bud Farrell: Yeah, it was a long haul. This plane flew 150 mile an hour.

Sure.

Bud Farrell: So I got to Philadelphia. I got to Washington and the same thing happened there. I got off the plane and they said, "Where are you headed?" "Philadelphia." "Hurry out there. There's one going to Philadelphia." Got on that one. There were no telephones on airplanes then.

Sure.

Bud Farrell: I didn't even have time to get to a phone in the airport to call home. I got home. When we got to the Philadelphia airport, called home. Nobody was there. They were all at work. It was a Friday afternoon.

Okay.

Bud Farrell: So I said, "Well, I'll catch a cab." That was a pretty good ride, you know, back then. Cab ride from where we lived to the suburbs. I caught a cab. By the time I got to my family home, my sister was home. She had gotten home from work. She saw the cab. You have to forgive me. She ran out to the car. A big hug.

This is right before Christmas?

Bud Farrell: The 23rd.

Twenty-third.

Bud Farrell: Day before Christmas Eve. And I didn't figure I'd even be home. And the cab driver sat there. He pulled in the driveway. He sat there looking at this and I went to pay him. He backed up and said, "Merry Christmas, pal." Didn't take any money.

That's great.

Bud Farrell: He wouldn't take any money or a tip or anything.

Wow.

Bud Farrell: And I think he was Jewish by his name, you know. Had a good chat with him on the way home, you know. I never forgot that.

That's great.

Bud Farrell: For years I traveled business-wise, a lot. I mean every other week I was flying somewhere for 30-something years. And I always used American Airlines because of that little

clerk. If I could have ever found out who she was, you know, I would have written to her and thanked her.

That's great. So then your folks got home shortly after that I guess?

Bud Farrell: They got home. My mother was working. She worked at the Baldwin Lima-Hamilton Locomotive Works during World War II. In the Army tank shop. All those industries had converted to war production.

Sure.

Bud Farrell: And my father had worked at the shipyard, Sun Shipyard in Chester, Pennsylvania. My mother worked in that Army tank shop. I still have her ID badge. Baldwin Lima-Hamilton Army Tank Shop. Then they got home. So that was great trip.

That's great. And then, how much longer did you stay in the Air Force?

Bud Farrell: I reported back then . . . I hadn't been to my new base yet which was Davis-Monthan Air Force Base in Tucson. We had to leave. I had 30 days leave. I had 20 days leave and got a 10-day extension. And then flew back out there the last of January. And we were assigned to the 43rd Bomb Wing which is a SAC outfit. 43rd Air Refueling Squadron which was air refueling B-50s. They were KB-29s. They were converted B-29s from bombers to tankers. They were awful, just awful. But they were the very first air refueling. I did that then for about a year, and I came home on leave in September of '53. I had taken my test for pilot training when I was at Randolph Field. They had downgraded the requirement for pilot training from two years minimum college to a two-year college equivalency test. So I took that GED test at Parks Air Force Base in California, and passed it. And got all the letters sent home congratulating my parents and all of my inclination to want to be something more. I was accepted for pilot training and I was waiting. Oh, what happened, I was at Randolph Field when I took that test, and then we were designated as an Eagle Crew. Predesignated for a combat tour. So I withdrew my application 'cause I wanted to go with my crew. So I withdrew my pilot training application and then when we got done our combat tour and came back, I re-entered it.

Okay.

Bud Farrell: But then I went home on that leave in September of '53 and bought a car and drove all the way back out to Tucson before the days of cell phones and all. And while I was gone, General LeMay had put out a bulletin. They were changing it over from B-29s and B-50s to the B-47s and B-52s were coming out. And these were jets. The KB-29 tanker was much too slow to refuel them. And all of the people that were refueling them might have been checked out. Faster than the other guys on my crew that didn't rush to do it. And I was checked out, had a new MOS or specialty. The day I got back out there from leave I stopped to see the father of a girl that I was dating there. I wasn't going to go back to the base 'cause I had a couple of days left yet. And he says, "Well, it's good to see you. How's it feel to be a civilian?" I thought he was talking about my having been home on leave. I said, "Oh boy, it was great. I really had a good time." He said, "What are you going to do now?" I said, "Get back out to the base." I said, "I still have the two days left." The SAC outfits had all these alerts and stuff. I said, "I'm not going to go back out until I know the time is up." He said, "No, I mean what are you going to do as a civilian?" I said, "What do you mean? What are you talking about?" He said, "You don't know that you

guys are all getting out?" I said, "No." I had no idea 'cause I hadn't been on the phone with anyone. They had tried . . . They had called my home but I hadn't called home. One of the guys on my crew, Angelo, said, "Well, I might get in trouble for signing his name." You had to sign on this list if you wanted to get out. I wasn't there to sign so Angelo signed for me. He said, "If he gets back and changes his mind, he can scratch it." Anybody with less than 18 months to go in the service could get out. Anybody with over 18 months would be retrained. And so I was already retrained as a refueling operator. And they changed that too. And I had the decision to make. That I wanted to get out. I thought . . . While I was there, I flew a training mission one day in early October. And there was an officer there in this little briefing room. He had gone into the service in 1935. This was 1953. He had been in 18 years. He was in tears. He was sitting at this table like this. I thought something had happened to his family. Just crying. I just walked on by. I said, "What happened to him?" He said, "No, he's being released." You had to have 20 years for a pension.

Sure.

Bud Farrell: And he had 18. Well, most of those guys were able to revert to an enlisted rank for the last couple of years. They could stay in but as a much lower rank.

Sure. Still, that's tough.

Bud Farrell: Yeah. Hurt your ego. When we were in basic training, our flight sergeant whose picture is in here, he had been in the service 22 years and he had been a P-38 pilot in World War II. He was a buck sergeant. Three striper, busted back. But he had, like I say, he had 22 years and was going for, I don't know, 25 or 30. And this fellow was just absolutely broken up about it. I saw that happen to him. I said, "I better go back to school." I was only in two years and seven months. I enlisted for four and I had planned to stay in until I saw that happen to him and other guys. They were going to do the same thing to them again that they did after World War II. Dump them out and then subject to recall. So I went back to college, met my wife in the first class back.

Did you go back to Penn State?

Bud Farrell: Yeah.

Okay.

Bud Farrell: And my very first class was an English composition course and she came and sat down next to me. I was sitting there looking around these kids coming in this classroom and I thought, "Oh man, I'm going to be here about three weeks and gone again." I was 21, just turned 21. I thought I wouldn't be there very long. Until she came in and sat down next to me.

That's great.

Bud Farrell: And we dated for the four years. At the end of the four years, we had like a career day. Different corporations had set up, were there recruiting. I went to several of the meetings and went to one. And then I met her that afternoon for coffee and I was all excited, big smiles. She said, "What are you so happy about?" I said, "I just went down and signed up for the Marine Air Wing." She said, "You what?" I said, "I just signed up, enlisted in the Marine Air Wing." I

was going to be career, you know. It was the end of my career right there. So I never went back in. Finished college and went to work. Worked for a company for 32 years.

That's great. What brought you to Texas?

Bud Farrell: I got transferred. I was in our New York office. I worked in Rockefeller Center for a couple of years. Nine years in Philadelphia. My wife and I were talking about that on the way down here from Georgetown. When we got done sales training, our company just sent everybody, like the service, anywhere but home. And our corporate office was in Lancaster, Pennsylvania, near Philadelphia. And they just never sent anybody to their home area. And I thought I'd end up in LA or wherever. We were engaged by then and she had accepted a teaching job and was living in an apartment at my parents' home, figuring that I'll be transferred to Chicago or wherever. Had done the sales training program. I called home to her. They called me during our field sales training in Chicago and, "Pleased to let you know you're going to be assigned to Philadelphia." They never sent anybody to their hometown. So I worked there for nine years. Turned down a couple of moves and then moved to New York as the assistant manager of our office there. Sales office. And then was there just two years and I got a promotion to the Dallas office as manager. And we moved to Richardson, Texas, and I stayed there for 23 years. The kids were in school and didn't want to move.

When was it you decided to write the book?

Bud Farrell: I got a computer in December of '98. I had never touched one. I didn't know how to type. Still don't. I did this book with one finger. You can tell. All the fingers are bent. I thought about doing it before that but finally I really started with the yellow lined notepad. I had retired from Armstrong. A friend of mine had me go to . . . Helped him out. He was setting up a van business for handicapped transportation. I like to travel and we were able to . . . We lived in Durango, Colorado. We moved there when I retired in Richardson, Texas. But I got that computer and just learning how to turn it on. Started writing notes on the yellow lined note sheet. Starting putting them down.

Then obviously you had saved a lot of pictures and paperwork and things of that sort.

Bud Farrell: I didn't do anything intentionally. I was fortunate. I never kept a log or a diary. My mother saved a lot of stuff I'd sneak in letters. At the time, my father drank a lot. He was an alcoholic and I would send stuff home to her thinking she might be interested in it, you know. Whether it was an airline ticket. Throughout here, there's stuff like that in here.

I saw that in there, yeah. That's great.

Bud Farrell: Just junk, truthfully.

Well, it's great that you were able to put all that down and save it like that. I'm sure your family loves that you did that too. A lot of veterans that I've met that, unfortunately, didn't save anything, or couldn't save anything. And so they maybe have their memories but that's about it.

Bud Farrell: A lot of it got saved because of sending it home.

That's great.

Bud Farrell: And I said in here about my father's drinking problem. Thank God, you know, he was finally blessed enough to quit. But he quit after we lived in that apartment, until I got out of college and had Carol with me. He was very proud, very straight-arrow guy, hard working. He was an ironworker and a steeplejack, what they called a steeplejack then. Tough, tough guy. He really was. I'd send stuff home to her. There were hard times when I got out of the service and came back home because he was still drinking. We had some very real differences over that. And I was no prude, you know. I started drinking myself and did that for a lot of years. But I'd send up, just going through this as I think about it. I'd just send a lot of stuff home. And she, fortunately, saved it with the letters.

That's great.

Bud Farrell: It helped me pinpoint some of the times but most of the stuff I had here in my head.

Sure. And you've tracked down a lot of the guys that you served with too which I think is great. That you were able to find them.

Bud Farrell: We had some real interesting experiences with that. The only guy I couldn't find back when our 19th Bomb Group was having some reunions that I found out about 30 years later. And I went to a few of those and then started to look for my crew in 1986. Or in '85. We'd been out of the service then 32, going on 33 years. So I started to locate my crew. Our navigator was killed in an automobile accident about three weeks after he got out of the service. He was an attorney. He had been a lawyer. An automobile accident. I found all the officers and all the other guys and wrote to them and on a couple of occasions we got together. The most we had at any reunion was six of us. The one guy I could never find was our bombardier. He was from Hobbs, New Mexico. I looked all over for him. I finally went to Randolph Field, the Air Force Personnel Records Center, and they had a record of Don Heil, H-E-I-L, having deceased in 1985. So I stopped looking then. So then our pilot lived on Guam. Had a very, very illustrious Air Force career. He flew over Russia and over the Baltic countries during the Cold War. In spy planes. U-2s and everything else. He stayed in the Air Force for about 27 years. Lived on Guam. Raised his family on Guam. Then in 2012, on April 28th, he had a very severe stroke. He had had some minor strokes before. Had a very severe stroke, was in the Guam Naval Hospital. Then on May 12th of 2012, they held a Catholic mass for him in the hospital. He had a friend there who was a Catholic priest. And he came and held a mass and last rites and so forth. His wife got a hold of me then and says, "Marty's just passed away." And I had emailed him but hadn't seen him in all those years. 2012 from '52. And so I entered . . . She told me the story, she said his last words from his hospital bed, after being given the last rites, his last words were, "The crew is waiting for me."

That's wild.

Bud Farrell: "The crew is waiting for me." 'Cause they were all gone. And then for those few days, I thought I was the last one. So I entered an obituary for his name with the gal that does this. Great, great person. I've never met her but this terrific gal. Up in Indiana. She has a website called the Korean War Educator. She does this just as a service, just a gracious service for all military. I called her, talked to her on the phone, gave her his name and so forth. And she said,

"Well," she said, "what about the rest of your crew?" I said, "No, Marty was the last. Now I'm the last."

Yeah.

Bud Farrell: The one we never found was Don Heil. He was from Hobbs, New Mexico. I got a computer, learned to Google, and so I looked all over. Didn't find him. Went to Randolph Field and they said he had deceased. So she had his name. That night, she sent me an email very late that night. I didn't see it until the next morning. She said, "I found a Don Heil Builders in Edgewood, New Mexico," which is just off of Route 40 up by Albuquerque. She says, "I found a Don Heil." And he was a carpenter, I had told her that. By trade. "I found a Don Heil Builders in Edgewood, New Mexico. Maybe it's a grandson." I called him right away. He answered the phone and I said, "My name is Bud Farrell and I'm looking for descendants or family of Don Heil who was in the Air Force with me." This voice says, "I'm looking at your picture." I said, "You're what?" "I'm looking at your picture." Pardon me, but I said, "Who in the hell are you?" He says, "I'm Don Heil." All those years we didn't know where he was. Carol and I lived in Durango and our boys went to school here at UT. Two of them. One of them North Texas. And all our trips back down here to visit them. We lived in Richardson, drove out to friends on vacation in Durango before we ever moved there. We drove within a mile of his house. The last 19th Bomb Group reunion I went to was in Albuquerque, just down the road from him. So that was in May and I couldn't get away sooner. But finally in September, September 17th, we packed up the car and drove out and visited Don.

That's great.

Bud Farrell: So he's still alive. It's been interesting.

Well, sir, I really appreciate you taking the time to share these stories with us, and on behalf of Commissioner Patterson and everyone at the Land Office, we want to thank you for your service.

Bud Farrell: That's nice.

And like I told you before on the phone, we'll send you copies of this interview on CDs. It's going to take a few weeks because I'm going to be leaving tomorrow for a couple of weeks of training. But after I get back we'll get those made.

Bud Farrell: If you'd like me to email you some . . .

We'd love that. Any pictures you could send. Yes sir.

Bud Farrell: I brought a flash drive.

Hold on to the flash drive until I get back.

Bud Farrell: I can pick some of the things that would be more appropriate. A picture like this.

We'd love to have any of them you want to share with us.

Bud Farrell: Pictures of the crew.

Absolutely.

Bud Farrell: We were like brothers.

Anything. We'd love to put those on the website with your interview.

Bud Farrell: I'll give you some good ones. This is the fellow, you know, that said, "Been meaning to write."

Yes sir.

Bud Farrell: He and I were together for two years and seven months. Some of these pictures . . . My mother's Army tank shop bag.

You mentioned that.

Bud Farrell: We had five cousins in Korea at the same time.

That's great.

Bud Farrell: Yeah, it was a great experience. It really was.

Yes sir. Well again, thank you very much.

Bud Farrell: No, thank you for allowing me to do this. I obviously I think the world of my crew. Still do. I'm so pleased that the people that I hear from. You know I get a phone call every week from somebody that's heard about this sixty years later.

That's great. Thank you.

Bud Farrell: I'll get some pictures and email them to you. I have your email address. Make sure of that.

Yes sir. I'm going to go ahead and turn the recorder off now but we can keep chatting here.

Bud Farrell: Okay, sure.