CIVIL AIR PATROL
ORAL HISTORY INTERVIEW

WNHC 29.83-2

DR. ROBERT A. ROBINSON

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Headquarters Civil Air Patrol
Maxwell Air Force Base, Alabama

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ORAL HISTORY PROGRAM

Interview

of

Dr. Robert A. Robinson

by

Col. Lester E. Hopper, CAP

Date: 29 March 1983

Location: New Orleans, Louisiana

KNOW ALL MEN BY THESE PRESENTS:

That I, Robert A. Robinson, MD have this day participated in an oral-magnetic-taped interview with LTC L.E. HOPPER, CAP covering my best recollections of evnnts and experiences which may be of historical significance to the Civil Air Patrol.

I understand that the tape(s) and the transcribed manuscript resulting therefrom will be accessioned into the Civil Air Patrol's Historical Holdings. In the best interest of the Civil Air Patrol, I do hereby voluntarily give, transfer, convey, and assign all right, title, and interest in the memoirs and remembrances contained in the aforementioned magnetic tapes and manuscript to the Civil Air Patrol, to have and to hold the same forever, hereby relinquishing for myself, my executors, administrators, heirs, and assigns all ownership, right, title, and interest therein to the donne expressly on the condition of strict observance of the following restrictions:

NONE

Deceased
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Dated 3/29/83

Accepted on behalf of the Civil Air Patrol by L.E. HOPPER
COL CAP

Dated 3/29/83

CIVIL AIR PATROL ORAL HISTORY INTERVIEWS

Civil Air Patrol Oral History interviews were initiated in early 1982 by Lt. Col. Lester E. Hopper, CAP, of the Civil Air Patrol's National Historical Committee. The overall purpose of these interviews is to record for posterity the activities of selected members of the Civil Air Patrol.

The principle goal of these histories is to increase the base of knowledge relating to the early accomplishments of Civil Air Patrol members who in their own unique way contributed to the defense of our great country. Certainly not of a secondary nature is the preservation of the contributions of individuals as Civil Air Patrol continues its growth.

FOREWORD

The following is the transcript of an oral history interview recorded on magnetic tape. Since only minor emendations have been made, the reader should consistently bear in mind that he is reading a transcript of the spoken rather than the written word. Additionally, no attempt to confirm the historical accuracy of the statements has been made. As a result, the transcript reflects the interviewee's personal recollections of a situation as he remembered it at the time of the interview.

Editorial notes and additions made by CAP historians are enclosed in brackets. If feasible, first names, ranks, or titles are also provided. Any additions, deletions and changes subsequently made to the transcript by the interviewee are not indicated. Researchers may wish to listen to the actual interview tape prior to citing the transcript.

SUMMARY OF CONTENTS

In this oral history interview Dr. Robert A. Robinson recounts his service as Flight Surgeon for Civil Air Patrol Coastal Patrol Base 9 on Grand Isle, Louisiana.

He provides unusual insight into the preparation for emergencies, the establishment of routine sanitation requirements and other related medical aspects of his service. He tells of the establishment of clinics both for base personnel and local civilians, and of a blood bank.

Additionally, he briefly touches on his personal flying experiences and observations on the base and its personnel.

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CIVIL AIR PATROL ORAL HISTORY INTERVIEW

Number:	WNHC 29.83-2
Taped Interview with:	Dr. Robert A. Robinson, M. D.
Location:	New Orleans, LA
Date:	29 March 1983
Conducted by:	Col. Lester E. Hopper, CAP

H: Dr. Robinson, how about giving us a little background on yourself personally and then how you got involved with Civil Air Patrol.

R: I was listed in the American College of Surgeons as a life member and during the war I was waiting an appointment with the Air Force as a major, but because of my physical status at that time I was not accepted, only on temporary basis. Consequently I thought that I should contribute something in some category and therefore, being a pilot I joined the Civil Air Patrol classified as Coastal Patrol #9 located on an island adjacent to the southern border of the United States called Grand Isle. I planned a miniature hospital and blood bank. Having an operating room and a recovery room for minor surgical procedures and in coordination

with the Pathological Department at Southern Baptist Hospital in New Orleans we had the arrangement to admit emergency cases of a greater surgical magnitude. Incidentally the blood collected there as a blood bank was transferred to the blood bank at Southern Baptist Hospital. Also incidentally, it was the first blood bank outside of the continental United States on an island.

H: That's an interesting aspect. Do you recall exactly when you joined the Civil Air Patrol?

R: I joined the Civil Air Patrol in December of 1941. Being a pilot I had intensive training locally at the New Orleans airport at the Lakefront and consequently was assigned to the Coastal Patrol #9 at Grand Isle, Louisiana.

H: Then you were obviously at Coastal Patrol #9 in July of 1942?

R: Yes.

H: That's roughly when they opened the operation. Were you on military active duty orders or were you full time, part time, or what?

R: I was participating there on a part time basis, but would go down on weekends, Friday, Saturday, Sunday, but subject to any emergency call in reference to the surgical relationship I had.

H. At the time I think you were a practicing surgeon in New Orleans and teaching.

R: Yes, I was teaching at Loyola University.

H: Loyola?...Just go ahead, sir. I want to establish where you were.

R: Now subsequent to this time we had the full cooperation of the natives of the island. Some were employed on the base. The little small hotel we had there as headquarters had a hangar adjacent to it for the multiple airplanes we had there at our disposal. Generally these planes were owned by the members of the unit. I was only a part owner of one plane. But consequently we contributed that to the base.

H: What type of airplane was that?

R: It was an Aeronca.

H: An Aeronca? You don't by chance remember the model and the N number of it? You know pilots are funny, they remember numbers.

R: Well, I trained in this powered glider, it was the original Aeronca and they discontinued that and then the next one was a tricycle thing and then the subsequent experience I had was Beechcraft Bonanza and such, that was the highest.

H: Now when you were flying down in Grand Isle did you fly your airplane or did you fly somebody else's?

R: I flew my Aeronca.

H: You took it offshore also?

R: Yes, into the gulf looking for submarines.

H: You had a lot of nerve.

R: For the miniature bomb on the back. We never did have any altercation with the submarines, but the next morning we saw ships burning out there in the area that we were surveying.

H: You carried bombs on your Aeronca?

R: Small little bomb.

H: Do you recall if that was 65 horsepower or 95 horsepower?

R: It was 95.

H: I've run across a lot of other aircraft but this is the first Aeronca I've heard of....The base hospital, I believe it was the Oleander Hotel, wasn't it?

R: The Oleander Hotel was where the big percent of the boys were housed. But the Brown Hotel at the other half about a mile away was the headquarters for the patrol, and it's where I had the blood bank and the little operating room.

H: The Oleander was later the Grand Isle Hotel, so apparently the Brown Hotel was later.

R: The Brown Hotel was the original site of the headquarters. The Oleander Hotel was where the great percentage of them lived, And then some lived on the island in private homes, or apartments that they rented.

H: Give us a little, you know this is kind of a specialized interview with a medical doctor. How about a little background as to what kind of injuries, sicknesses, things like that were present.

R: Well, the major injuries that we had were fractures, arms and wrists, sometimes a shoulder. Then wounds that were inflicted by stumbling around or falling out of a plane, or a propeller cut, lacerated wounds on arm or hand, nail puncture wounds in feet. We didn't have any other major tragedies that happened while manipulating a plane. But we did have a lot of medical problems such as dysentery, respiratory infections, simple abscesses, caused by bacteria on skin.

H: Well, that was not exactly a good environment, medically.

R: That's true.

H: You say respiratory illnesses and diarrhea and things like that were primary.

R: Yes. They were our primary regions. I think I picked one case of tuberculosis in a boy because I felt that the way he looked, anemic appearance. Screening and X-Ray came in New Orleans and found him to have it.

H: Was that a local or one of the ones from elsewhere?

R: One of the boys on the island.

H: So pretty much the people waited all week with their problems till you came down over the weekend.

R: Yes. We had a problem with the natives. They would all gather there because I happened to be acquainted with quite a few of them and operated on quite a few in the city of New Orleans at Baptist Hospital for multiple reasons. Of course while there they wanted me to treat them. It got so bad, we got it so often, that I had to open up a little office up in the village there, which I did. The mayor of Grand Isle was a lady mayor, they called her Judge Adams, Mercedes Adams. Did you ever hear of

her?

H: No, I sure didn't.

R: Well, anyway, she gave me a room plus a kitchen where I could sterilize instruments, needles, syringes and other equipment that might be necessary. So once a week I had them gather there on a Saturday afternoon so that we could limit the visitation to the base.

H: Now when they visited you, and this is a very sensitive area, but it's something I'd like to clarify for the record, when they visited you, they were a regular paying patient of yours, is that correct?

R: Yes.

H: Now how about the personnel on the base, that was just normal treatment for them?

R: No charges for personnel on the base.

H: Your compensation at the time was a nominal amount or something.

R: Yes, some small amount.

H: Pilots were usually paid about $8 a day and ground people

were paid about $5. And you got paid that when they remembered to pay you. Because in talking to some other people down there you didn't get paid too regular. Is there anything else about the medical aspects down there?

R: Well, we had a planned program of sanitation and water purification for the base of course, but it didn't involve anyone on the island. Because the great percentage of their water was collected in cisterns. We did not have a water supply from the adjacent town called Leeville. So that was a prophylactic, hygiene, sanitation and preventive medicine measure, in reference to purification of the water.

H: In the medical and sanitation area did you have any specific assistants that worked with you down there?

R: No.

H: There was a nurse down there at one time called Nina Rosen.

R: Maybe she was there later.

H: The only record that I have of her being there is much later. She probably did like a lot of the ladies during the period and came with her husband. In fact she did come down with her husband.

R: He was a doctor, I guess.

H: No, he wasn't, but she was a registered nurse.

R: I see.

H: I just thought possibly you had worked with her. The blood bank is a real interesting thing. What kind of storage facilities did you have for your blood? Did you have refrigeration?

R: Well, we had it under refrigeration and collected under aseptic conditions, and they would come after it from New Orleans with a specialized refrigerated container, to get it back into the blood bank at Southern Baptist Hospital.

H: And then you kept some in storage down there also?

R: Emergencies, some emergencies, we had about one unit. If we had any tragedy requiring it we immediately sent them in to New Orleans.

H: Which was not an easy job, I imagine.

R: No. And then we had intravenous fluid that we gave in case of accident or catastrophe of any kind. Or an acute illness, in which intravenous treatments were normal, the electrolytes, sugar solution, glucose and such.

H: Now, the base operated from roughly July '42 to August of '43. Were you there for the entire period?

R: Yes.

H: When they finished at the end of August of '43, did you continue your association with CAP?

R: Yes. I think for about another year. The government took care of the equipment that I'd requested, operating tables, instruments.

H: They did equip you pretty well, then?

R: Oh yes.

H: That's encouraging, because they lacked a lot of other support.

R: We had not only the operating table, instruments, but sterilization measures.

H: Well a bit facetiously, they apparently treated doctors a lot better than mechanics, because mechanics had to bring their own tools.

R: We were fully equipped equivalent to the operating room at

Baptist Hospital. But of course not to the same magnitude. Sterilization, you see, now subject measures, hygiene and sanitation principles were applied equally there as if we were in an operating room.

H: How much actual flying did you do down there, Doctor?

R: I didn't do too much. A couple hours on the weekend, maybe three.

H: But you would just take your patrol when you were down there on a weekend?

R: Yes.

H: Who was your observer most of the time.

R: I cannot think of his name. He was a well trained pilot, big tall blond fellow.

H: Well, that was just curiosity. When we finish the interview I'll give you a list of names that might help you. So you flew mostly just a couple of hours on the weekend so you had the opportunity to go out over the water quite a bit.

R: Oh yes, quite a bit.

H: More than you really wanted to.

R: Believe it or not we'd go out there without a Mae West belt on. It was foolish. One time there I was out there in an airplane and looked back and the gasoline cap was off the tank and there was gasoline coming out of the tank. You see we had mechanics there servicing the planes doing all that work. Of course I should have checked it out. I was careless.

H: I hate to tell you who those mechanics were.

R: You do?

H: No, sir, they were fine dedicated people, but for the most part they were automobile mechanics.

R: Yes, that's true.

H: There is a gentleman named Bill Fandison with whom I did an interview, who's still here in town.

R: Was he down there at that time?

H: Yes, sir. He was there during that period of time. He was a mechanic. He was an automobile mechanic turned airplane mechanic. He was a very interesting gentleman. What did you do in your spare time on weekends down there, or wasn't there much of that?

R: Wasn't too much, because maybe in rare instances I would go fishing. I had some patients who had a schooner and fishing boats, fishing for trout and such things.

H: To set my statistics right, at the time, how old were you?

R: I believe I was thirty-six.

H: Thirty-six. You still liked to party a little then. So what did you do on Saturday night?

R: I was about thirty-four or something like that. Oh yes, we'd go to the parties they had at the various clubs they had around there. Generally in a group, we'd go together. Some of us had our wives there, others didn't.

H: As far as your aircraft was concerned you undoubtedly had a radio in it. Was that a government provided radio of some special type?

R: It was. I think so. Because that was one of the rules and regulations, I think.

H: That you utilize a radio from down there. You don't remember what type of radio it was, other than the fact that you talked into it.

R: That was some thirty years ago.

H: And it's really not germane, it's just that I like to establish the type of equipment that you did have.

R: All the equipment at that base was new, I think, those planes that some of the men had, some of the bigger planes, the Navions, Beechcraft Commander. (Editor's note: Aircraft type questionable.)

H: Let me get into some specifics, if I may. There was a crash involving a pilot named DiCarlo, and Heim, who went down.

R: Yes, I remember DiCarlo.

H: Can you remember anything relating to that crash?

R: No, they were not killed?

H: No, sir. It was a water related thing and they went down in the water and were picked up.

R: Picked up by the Coast Guard, I think. I don't think they were severely injured, I think one had his wrist sprained, but I don't recall a definite fracture.

H: Did you treat them when they came back?

R: No, I don't think I was there at the time. I think it was during the week instead of the weekend.

H: Do you know, were those people from Louisiana or were they from someplace else?

R: DiCarlo? I think they were from Louisiana. We had one or two that were from out of state.

H: But you definitely recall that they were involved in a crash.

R: Yes, I remember now.

H: It'll be covered in a little history book I'm giving you.

R: I had forgotten that episode though. Every now and then they'd have a minor thing, a gust of wind come over there and knock a plane on its side.

H: There was a doctor, I don't know if he was an M.D. type, eye doctor, or an ophthalmologist, Dr. Dimitri, that was involved in a crash down there.

R: Yes, he was from New Orleans, had his own plane. He was an optometrist, I believe, not an M.D.

H: I didn't know, because quite frequently in the text they refer to Doc Dimitri.

R: He was a capable pilot.

H: Yes, sir. He went swimming along with his observer whose name was Jenkins on another occasion.

R: Oh, yes. I do recall that too, but he wasn't injured, was he?

H: Neither one. Both of these were rescued by a tanker, and came back in. Grand Isle was very fortunate in that it did not have any fatalities. I'm sure you know that.

R: And I don't recall any severe accident where they had to be hospitalized.

H: Well, the next one is one I want to ask you about because I think you may have been somewhat backhandedly involved in it. The statement was made that somebody flew the Doc back to New Orleans and crashed on his way back to Grand Isle. A gentleman named Haller, it was in August of '43. Now I don't know if they were referring to you or Dimitri.

R: Could have been. I don't recall that, me being associated with the plane that went back.

H: Apparently they brought someone, either yourself or someone

else, up to New Orleans--it must have been about dark on Sunday afternoon and they left New Orleans about six o'clock to go back to the island, and crashed.

R: Was he rescued all right?

H: Yes, sir, about two days later. He had a rather harrowing experience. His name was Haller, H-A-L-L-E-R.

R: Oh, yes, I remember him.

H: That's where I first uncovered the name Nina Rosen. She was a nurse that was on the rescue party. It took them two days to get to him because he was out in the swamp where he was not accessible. He was, I've heard conflicting stories, I heard he was injured pretty badly, and then I heard he wasn't, other than the bad exposure situation, which of course is not good. But you don't specifically recall whether that was you they brought. Did they have a habit of flying you back to New Orleans?

R: No.

H: You'd just get back on your own?

R: Yes.

H: Okay. It may have been Dr. Dimitri then. Incidentally, there is still a Dimitri eye clinic here in New Orleans.

R: Yes. His father was a prominent name here.

H: Well, I called and, like I did you, and people at the eye clinic here said that was an uncle and they didn't know anything about it.

R: He was a big tall brunette. Did you interview him?

H: No, sir, he's deceased.

R: The one that was at Grand Isle?

H: Yes.

R: I didn't know that. I knew his father was deceased, but I didn't know this boy had passed away.

H: Like I say, I just called the Dimitri eye clinic.

R: Well, it's true that after we returned to New Orleans, I never did see much of any of them, except one by the name of Pedro. He was possibly one of the best pilots that's ever flown.

H: Pedro, was that his last name, first name or nickname?

R: Let's see, Pedro. You've got his name there, Nat Pedro.

Yes, Pedro was his last name then. Nat was his first name. He and I flew together quite a bit.

H: Have you seen him as of late?

R: No. He lives in Texas some where, and every time he returns to New Orleans. He stopped flying, incidentally, he told me on his last visit. But he had a plane there and he had a landing strip in the rear of his home, at least on the outskirts of town. He was one of the best precision pilots I've ever flown with, careful to the Nth degree. You would think he was taking chances, but he was flying with precision. Amazing pilot.

H: Were you personally involved in any accidents while you were down there?

R: No, never. I was flying that little Aeronca, the first one I trained in, which was a little powered glider, sat squat down on the ground. Maybe you don't remember.

H: Yes, sir, I remember the old Aeroncas.

R: Well, I'd go out there and try and fly that thing in thirty-five mile winds, you know, and it tipped me over once or twice--learned a lesson.

H: How about any unusual events while you were there. Did you spot any submarines?

R: No, I thought I saw a ripple in the water there. I don't think any of them ever saw any. I don't recall.

H: You didn't drop any bombs then?

R: No.

H: How about survivors, did you spot any survivors?

R: No. I never did see anyone. I saw a lot of debris, such as that. Some of them washed ashore down there at Grand Isle, were washed up on the beach.

H: Living conditions down there were pretty spartan, I take it.

R: Yes.

H: How did you all eat down there? Did you eat in a centralized location or was it catch as catch can?

R: Yes, we ate at the Oleander Hotel, in the dining area there.

H: And that was run by base personnel?

R: Yes, Ludwig.

H: Ludwig?

R: The Ludwig Hotel, was the Oleander then. He sold it later and is now living in Covington.

H: He was there at the time?

R: Yes.

H: Is his name Ludwig?

R: Yes, Noel Ludwig. Now he would have a lot of historical tales about Grand Isle, because his family was there, years ahead of him. The original owner of the Oleander was his father. He had a turtle farm, but it disappeared when we arrived.

H: That's a good name, if he's still around. I have some friends in Covington that might be able to help me locate him.

R: He'd have a lot of tales about CAP, the majority lived in his hotel.

H: We briefly touched on finances before. What was your summary of the finance situation as far as your pay and things of that nature?

R: Oh well, it didn't make any difference to me. I think it was a very small stipend for I don't think we got very much. I've

forgotten what they did pay us.

H: Well, the general attitude of most of the people at the time was that they wanted to do their bit for the war effort.

R: Oh yes, and I gave them my boat. I had a little simple cruiser there, I think it was about sixteen feet long or something like that and they let it sink. Now that wasn't the Civil Air Patrol, that was the Coast Guard, and they let it sink. I lost it.

H: Did you wear a uniform at the time?

R: Yes, we had to have a uniform.

H: Do you recall anything special about it?

R: Well, we had the red epaulets. Red something else.

H: You said your rank was a first lieutenant.

R: I think that was what my rank was. I never did pay much attention. I think it was one silver bar.

H: One silver bar, yes. And, let's see, you wore wings as a pilot?

R: Yes, I wore them.

H: And your caduceus, I imagine you wore one?

R: No, I don't recall a caduceus, possibly it was.

H: Well, some doctors wore the CAP and the caduceus.

R: It could have been. It was different on each side. That's about it.

H: You definitely wore red epaulets?

R: Yes, we had to. I didn't do it in the beginning and I got called down about it by Major Smith--not reprimanded, but he told me I ought to get those things. He said it didn't look good for me to come down there without them.

H: While we're on the subject of insignia and special markings and things of that nature, was there any insignia painted on the planes to show that they came from Grand Isle?

R: Not to my knowledge.

H: You all didn't have a special unit patch or anything?

R: Not that I recall.

H: It's always bad to ask a completely open question, but what do you consider your most significant accomplishment down there?

R: I think the only accomplishment I had was at least I was there for emergency, with a facility to get them into the hospital, which I had made arrangements with. The blood distribution and we had the facilities of an airplane to get them there and I arranged with the emergency unit at Southern Baptist Hospital to take them in and they had an ambulance to meet us at the airport, in case.

H: That would be the Lakefront Airport here in New Orleans?

R: Yes. That's about the only significant thing I did there. As I recall, it was the potential, the preparation for potential tragedy. I could infuse them there if they were unconscious or something, intravenous infusions plus blood.

H: As a trained observer, which of course somebody in your profession is, how did you observe the general morale and attitude and desire of the people to be there?

R: I think everybody enjoyed it. I certainly did. I don't know that there was any outright friction. I think there was a little complaint or two about insignificant situations, which you could naturally see in a group annoyed by the food or the time on duty, and getting off duty. I think that's common.

H: Well, as a good troop leader always said, troops will get upset and gripe, and just don't take away their griping privileges.

R: I don't recall anything.

H: On the positive side, you'd consider them pretty well motivated?

R: Oh yes, they wouldn't have been there. I never heard any criticism of the base as a whole. As I said I would only catch it three days a week, Friday, Saturday and Sunday. Sometimes I'd go down Thursdays, or I'd go down on an emergency. We didn't have any, it was amazing that we didn't.

H: I've been able to extract a list of about 102 people who served down there at Grand Isle, and I'm wondering if I could ask you to kind of quickly scan the list and see if you recall anybody of any significance to you, or anybody who comes to mind for any special significance, or that may still be around that you know, or things of that nature.

R: I think that Alderman sounds vaguely familiar, Armstrong, Byron Armstrong, Autin.

H: Armstrong was the first CO.

R: Barber, Beeson, Block, Bradbury, from the island, Jack Brown, that was his little hotel we were in. Chambers, Chicazola, Coulon, they were from Grand Isle. Curran, Harold Curran, he was a very good man. Crotty, DeClerk, Denham, Deweese, Louis DeCarlo, Dimitri, Englehart. Yes, Freddy Englehart.

H: Now Freddy was one of the two people from Louisiana that were killed during World War II while doing CAP work.

R: Oh, later?

H: Yes, sir. He was killed in a crash here in New Orleans.

R: But not related.

H: No, not related to Coastal Patrol. He was flying somebody from Camp Plauche, and he and an Army Colonel crashed into the river.

R: He was a very nice fellow. Fisher, Garvin, Joe Greiner, he was another good one, had his own plane.

H: He was a mechanic.

R: He was from New Orleans.

H: Yes, sir. I'm hoping to contact him through his son. I

know where to reach his son.

R: Junior Griffith, Adalai, Haller, Heim, Bill Heim, Hebert, Jenkins, Byron Launey, Lum MacAnnich.

H: He had an interesting situation, he overshot a landing and he dunked his plane about two hundred yards offshore.

R: Did he? McClain, Middleton, Minnich, from Grand Isle, Muntz, Pedro, Pokey, Jack Crier, very capable man, Reno, Fred Reno and his wife Martha.

H: She was a secretary.

R: He incidentally passed away several years ago, and his wife approached me six months ago.

H: Oh, she did? You wouldn't by any chance recall where?

R: Yes, I don't know whether it was Houston, but if I find it, I have your address and I'll send it to you.

H: I certainly would appreciate it.

R: Rippberger, now there's another good pilot. Robinson is questionable. (Laughter.)

H: Yes, I even had his name spelled two different ways.

R: I don't know the Rosen girl. I don't imagine she was there at the time. The hospital would know. Salley, St. Anthonys, they're all Grand Isle, Savoie, they're Grand Isle. Smith--

H: Bob Smith's son has helped me quite a bit.

R: Springer, I believe. All this was at Grand Isle?

H: Yes sir. Well, I know some would come and some would go.

R: That's right.

H: Actually there seems to have been about three major groups that came in.

R: Terrebonne and Trahan, and Treadaway. Trosclair, Troxler, Verdon, Vissier, Weller. Well, I felt that some of these names were rather strange, so they did come in and out.

H: Yes sir, actually Grand Isle like a lot of other places, they had a lot of people from up north.

R: Yes.

H: During that period of time you could go on active duty for six months, twelve months, or eighteen months.

R: Now that you brought that up I believe I do recall there was a clash of personalities you asked about and they were gone or transferred or something.

H: And of course a lot of people left there to go into the military.

R: Yes, I believe so.

H: They were young and they weren't in a position. sort of like yourself, they were waiting for commission status and they were waiting to go into the military. So they spent some time down there. They had a mixture of young and old.

R: And those that I don't know or recall were transferred.

H: That's probably what it was.

R: Some of them were intimate friends, they used to visit here.

H: Well, do you know of any of them still around New Orleans or have addresses on any of them, other than possibly Mrs. Reno?

R: No, Reno is the only one that communicated by mail except for that one in New York. I can't think of his name. He used to write regular, twice a year. Harold, I can't remember his last name now, he was the only one.

H: Well, there were about six New Yorkers there. I can't recall, but I'll do a little leg work. If you run across any material, you don't by any chance have any pictures of you or your airplane or the Island or anything else?

R: My wife had some, we looked for those things about six months ago. I could scout around.

H: I would appreciate it. What I like to do is borrow them and take copies of them, and put those in the records.

R: I think I had some here at the airport. First solo. But this Nat Pedro is the man, if I can get his address.

H: That'll help. The more leads, you know I found you because somebody told me to go see somebody else.

R: He pulled more stunts down there, capable. He was flying all around on his own too. He was probably the most significant person we had down there.

H: He and Freddy Englehart both were pretty substantial citizens, and Bob Smith, what contemporary accounts I've been able to get, pretty strong people. Well, let me do this, close the interview out, unless you have anything else.