

**Robert Buchanan:** Matter of fact, Ken Claypool, he gave me the name of somebody that wrote a book, I don't know who that was. I didn't recognize the name at all. In that, it had in there that the three men that became prisoners of war in Japan were never heard from or nobody knew where they was at until after the war was over and that's not true either.

Oh. I got to know the one quite well from a reunion. His name was Carl Creamer. I think I ... didn't I give you their names and addresses?

**Janis Kozlowski:** Yes, you did, un-hnn.

**Robert Buchanan:** Did you ever contact them at all?

**Janis Kozlowski:** Not yet, I haven't. No.

**Robert Buchanan:** Ok. I didn't ... because I don't know if they're even living yet. But there was a Carl Creamer and Wiley Hunt, but that's the only two that I knew. And Wiley Hunt I met him and was with him for just a matter of a few hours, in fact my wife and I and he and his wife went out to eat I remember and we talked. Carl Creamer I got to know him quite well. Matter of fact I've got a picture of myself and him and Jeff...

**Janis Kozlowski:** Jeff Dickrell?

**Robert Buchanan:** Dickrell, yeah. Because Jeff Dickrell used to come to our reunions.

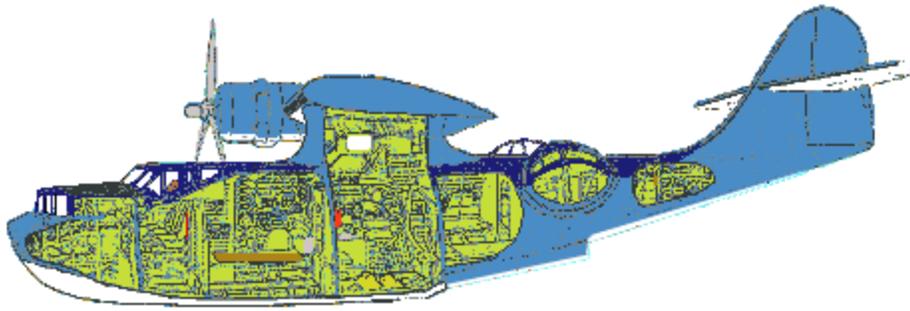
**Janis Kozlowski:** Let me, can I jump back for a minute again to when ... in the PBV you were ... so you were up in this tower. Was that a ... what could you see up there? What was in view there and what were you doing?

**Robert Buchanan:** Well, there was instruments and so forth in that tower. If you look at a PBV – a picture of a PBV – between the main body and the wing there, you'll see a section goes up from the body where the wing comes across and is fastened on the top of that. On each side of that is a little window, you can see that on a picture of a PBV if you look at it. And that's where the tower was. The tower was up into that. There was a seat up there, you sat up into that. Like I say, there's a, I have pictures of that tower from a book that I got one time of all the parts of a plane.

**Janis Kozlowski:** So were you monitoring engine performance?

**Robert Buchanan:** Yes, you could up there. Engine heat, rpm's, everything in that, yeah, we could monitor that up there in the tower.

**Janis Kozlowski:** Did you have control over the engines or did you just monitor them?



*Cutaway image of a PB5Y. From: A project to restore a 1942 Consolidated Aircraft Corporation PB5Y-5B Patrol Bomber Seaplane for Display in the National Museum of Naval Aviation.*  
<http://home.earthlink.net/~cutawaypby/>

**Robert Buchanan:** The only control that we had up there was when we started them and also of ... to regulate the fuel consumption while we were flying, how many gallons per hour we would set the engines to use.

**Janis Kozlowski:** And did you have good contact with the pilots up front then?

**Robert Buchanan:** Oh, yeah, we had, we could talk to them over their intercom and plus we had a bunch of little buttons and we had a little ... above them was a little light you could flick on a light. And that light would tell you certain things. Like when we would run the floats up, the pilot, would ... if we were operating off of water, he'd take off and [when] he wanted the floats up he'd flip that button on and it would come on up in the tower and you'd run the floats up. Then you'd just jog the button up and down and that told him that you were done, the floats were up and you were sure they were locked. And the same way if you come off of ... if you were taking off from the land, you could tell him whether the wheels had locked up into place when they come up. Just different things like that were on this board going across up in the tower. I don't remember all of them.