

Robert Buchanan: I had listed in Cleveland. I didn't I was supposed to go to Akron to enlist but you'd enlist in Akron and then you would go ... you would stay home for another several months and then they would call you and send you to Cleveland and that's when they would give you your physical and everything. So, I got a guy to take me to Cleveland and I enlisted in Cleveland; went in in the morning and enlisted, took my physical and everything, and that's all I had to do was get my parent's signature. Back then if you weren't 21 you had to have your parents signature. That's been changed now to 18. But back then you had to have a signature if you weren't 21 years of age.

Janis Kozlowski: Oh, I didn't realize that.

Robert Buchanan: So, that was my biggest problem, getting my mother to sign.

Janis Kozlowski: She didn't want you to go.

Robert Buchanan: My dad signed it. He finally talked my mother into signing for me.

Janis Kozlowski: Wasn't it likely you would have been drafted if you hadn't enlisted?

Robert Buchanan: You know, I was in the Navy and I got my notice to be drafted after I was already joined in the Navy. And my mom and dad got my thing to be drafted. That was way late because that's when they started to draft anybody that had a deferment. I think I told you I had a deferment to start with. So I'm guessing, if I remember right ... matter of fact, I think I was on Attu when I got that notice, when my Mom and Dad got a notice for me to be ... I don't know if it was the end of 1944 or even if it was after I was back in the States, I don't remember. They got a notice that I was to report for duty, to be drafted.

All of them guys that were deferred, like I was telling you about before, those guys were all drafted at the very end of the war. There was no ... I don't know what the deal was there. They took the deferments away. I don't know how that was, because they had gotten a lot of women in working, which was very uncommon earlier in the war, but at the end it was women working then. Probably had all the people they needed to work. Those guys were all drafted then, later on at the very end of the war.

Janis Kozlowski: Let me ask you one other question, did you ever get any commendations or awards?

Robert Buchanan: No, I never got nothing.

Janis Kozlowski: Sounds like you guys should have for all those missions over to Paramushiro, those were dangerous and

Robert Buchanan: They didn't give much out then. Matter of fact, as I understand each squadron had a limit of citations they could give out and I know that it never made no sense to me. I know when I was just reading it the other day, Bill Perry who was the

Executive Officer, his crew made a flight that was supposed to be some kind of a special flight from over Paramushiro and he received the distinguished flying cross and some guy that was, did something special, he wasn't in their crew, but he flew along, he got some kind of a citation. But nobody else in the crew got anything, which didn't really make too much sense to me. If you're going along for the ride I think you should give a thank you or something like that [chuckling]. But that's the way [it was]. They didn't give a

Matter of fact most of the guys probably were about as bad as me too. You didn't want to put ... we bought taylor made's. I forget what ... we thought it was an awful price to pay for our taylor made's. It was a much nicer uniform than ... had a bigger bell on the bottom of the pants and stuff like that and you didn't want to put holes in it with anything that you pinned on there. [both laughing]

Janis Kozlowski: Wanted to keep them pristine.

Robert Buchanan: No, all I got was American Theatre of War, Asiatic Pacific Theatre of War, Good Conduct medal and the Victory medal. That was the four medals that I got. That's all I got.

Robert Buchanan's flights in PBYS that are currently housed in museums across the world. This information was provided from his log books in February 2009:

Palm Springs Air Museum, California: 33 flights from Attu and Amchitka. 1 flight from Whidbey Island, Washington, totaling 34 flights.

Caribbean Airport Facility, Inc. San Juan, Puerto Rico: flown January 8, 1944 at Whidbey Island, Washington, Serial #48412.

Norwegian Historical Aircraft Museum (Flyhistorisk Museum), Stavanger, Norway: aircraft was flown on the following dates: April 14, 1945; April 15, 1945; May 3, 1945; May 17, 1945; July 4, 1945; July 24, 1945; August 19, 1945; August 25, 1945 at Whidbey Island, Washington. PBY 5A, Serial #08109.

Pima Air and Space Museum, Tucson, Arizona: PBY-5A flown May 4, 1944 from Whidbey Island, serial #48396.

Comanche Air Inc, Ephrata, Washington: PBY-5A flown March 8, 1945 and March 11, 1945 from Whidbey Island, Serial #34027.

RAF Museum at Cosford, United Kingdom: flew the PBY-6A on December 15, 1945 at Sanar, Philippines. Serial #63993.

Belem Air Force Base (Forca Aerea Brasileira), Belem, Brazil: flew the PBY-6A on September 5, 1945, September 6, 1945, September 7, 1945 from Whidbey Island, serial #46643.

Hatzerim Israeli Air Force Museum, Hatzerim, Israel: flew PBY-6A on November 14, 1945 from Sanar, Philippines, serial #64017