

**Hale Burge:** Anyway, we got along real good. I had a lot of good friends down there from Texas and New York and everywhere. But most of them were just good friends and lot of them were mechanics. But I rate a mechanic as good, bad, and real good, not real bad but just not real good either. You know you can't make everybody be a mechanic. They have to have ... be inborn with something. So I classified myself and I still do to this day, when I retired from the Air Force on jet engines. I figured I was one of the best and I still say that and I've proved it different times. Because I had different people with different engine problems and they couldn't figure them out and I did it for them so I know what I'm talking about.

All the airplanes I worked on were damaged aircraft so it wasn't day to day routine flying like the squadron ones that would bomb and whatever they did -- the fighter squadrons and all. I didn't have nothing to do with day to day maintenance on them. I did later on in life when I went back into the Service in 1946. I was on day to day maintenance and crewed on different airplanes. So that was mainly my part there and what I did most of the time was just rebuild crashed airplanes.