

## Allen Forsyth

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**Question:** Your name, address and phone number, so I have it on tape, and the correct spelling?

**Answer:** When I say my name do I spell it right away?

**Question:** Yes please.

**Answer:** I'm Allen A-L-L-E-N P. for middle initial, and F-O-R-S-Y-T-H and I live at 2305 Marietta in Steilacoom, Washington. And that is 98388. The ah, you wouldn't be interested in the telephone number.

**Question:** Yes please, just so I can have it on file.

**Answer:** The telephone number is 581-5162 in Steilacoom.

**Question:** I have to think of a, I have a Frank Adams. Do you know Frank? Down in Steilacoom?

**Answer:** No, what does he do?

**Question:** Well he's a, I'm trying to remember his rank. He's retired.

**Answer:** Oh, one of those guys tumbling around in there (laughs).

**Question:** Now you ah, your rank was Colonel.

**Answer:** Yes, 16 years Colonel, never made BG.

**Question:** And how and when did you get into the service?

**Answer:** Well I was practicing law in Minneapolis, seventh floor of the Northwest Bank building and the head secretary in the law firm was a broad minded gal and had some military connections and I had a brother that was in the Army at the time and they were hitting it off pretty well and ah, kind of feeling sorry for me because I was unhappy, I found out what the practice of law was like. It's the most miserable if you're not really sympathetic with it I guess or something, something that ah solves that problem with some people certainly. Anyway, then as now there was ways of getting some ah privileges from the government and they knew about a program that ah, I was flying a little bit with the Cubs and things like that. And it cost about a dollar and a quarter I think for about a half hour those days (laughs). And even I could afford that making \$200.00 a month in this law firm you see. Anyway, um we um, made some, I mostly observed these two getting me into a real flying school. It wouldn't cost me anything, I'd enlist as a flying cadet and um, I could go over to Fort Stoning and sign into the Army and list was called and um, they take it from there. And sure enough, I was on the train from San Antonio, Texas and um, went through flying training.

**Question:** So what year are we in now?

**Answer:** Ok, very good. That's '39. And I got out in '39 too. And it was um, a very interesting thing for me because what I guess I discovered was that I, my heart was really with machines and three-dimensional problems instead of straight, legal problems. And I went through there with no problems, I never had any trouble flying an airplane or anything, or got a pink slip or whatever you call it, you know to... Strive a little harder or something like that.

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**Question:** So what type of birds are you flying?

**Answer:** Well at that time we started out with something about PT-3. It didn't have brakes, it didn't have lights, it didn't have a tail wheel. The other cadets would run out onto the field and grab a wing and hold you here and try to accelerate your wide swing to get you into the line even. There was nothing. That's where you started and that was pretty basic, you're just flying. This thing would get into the air and it would stay in the air a couple of hours and you'd come back and land it. And then you progressed. The next thing you got about was brakes. And then a couple of weeks later you find you've got a steerable tail wheel and so.. So it's a steady progression ah, and they finally graduate you after a tour at Kelly which is at San Antonio also when you have lights, brakes, the whole thing, instruments. You worry about more things as you go on of course. And um, I just got, which was customary in those days, those days, I think, of just, I got orders to go to McChord Field and join the 3rd Bomb group and um, I made my way up here, McChord, and um, were signed ever since. They found somebody that had re-orders and they spelled it right and so forth, and so I (laughs) kept going.

**Question:** So when you enlisted things were still pretty calm.

**Answer:** They didn't know, and of course, we were friendly with any neighbor and so forth (inaudible). Yeah, we didn't know about it, we thought things were a little crazy. Nobody ever figured out really what Hitler was all about and I don't suppose they did in Europe any more than they did here. But they certainly didn't. And um, it wasn't until of course, the 7th of December, 1941 and that was, that's a thing you should really cover, when the country galvanized, from one, from being a Republican to a Democrat is nothing compared to what happened to each individual that paid any attention to international affairs. And ah, it was just more than we could handle on the 8th of December, of 1941. We are at war and we knew it and it didn't take Roosevelt long to recognize that he had better get really rolling. And he had been rolling for a couple of years.

**Question:** How did you find out? Where were you when you heard the news?

**Answer:** Oh, heard the news.

**Question:** And what were you thinking? What did you feel?

**Answer:** Oh yes, I was in the hospital with a, with an overnight thing, they babied the heck out of their pilots and if you were rated, that's what they call flying status, if you were rated they took care of you, and if you sniffled, in the hospital you go, see. And I was walking around the um, the building across from the castle on McChord field in the hall and I heard this thing, that the Japanese, you know, attacked the essentials of the whole thing. You can do that in about one sentence and have people just losing it. Yeah, that's where I was and ah, of course I quickly got out of the infirmary I mean right now didn't think about it for years. Yeah, yeah that was it.

**Question:** 'Cause and at this point, well once Pearl Harbor started and they started really enlisting and bringing these really young kids in you must have been an old-timer then.

**Answer:** (Interrupted) Yes, yes, you bet. Oh yes! Oh yes, I was well acquainted, I thought I knew lots of things (laughs) didn't bare out that well I suppose, but I thought so. And flying an airplane all by myself, and so forth you know, comes very, very quickly, in conditions like that.

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**Question:** So where did you get sent?

**Answer:** Well I stayed at McChord for a few months, that would be maximum wherever you were and wherever you were, and I was Esther field in Louisiana, and um, hopped from base to base in Florid

**Answer:** And these places were building frantically, as you can imagine in that time of the war. Any bulldozer that could move dirt was out moving dirt. And ah, they realized they had some things to be doing. Roosevelt, you know, had been helping, literally helping 25, the Destroyer adventure was big stuff really. The British thinking they were naval, a naval country were broke and they had no, nothing that'd float either. So um, our joining them, Churchill's, you know, words, in due course, our friends from the West will come, and we will get into the war again. They were broke, they had no weapons, ah just in terrible shape and of course, France was conquered. Petain had to go clear down to the Mediterranean to find a place he could even call his headquarters. And the Germans ran the rest of the country, so well that got underway pretty fast. You know, and um, ah I was going from one airplane to another, night and day, night and day, but it was very, very active, and they were using people like me to, to get, you know, train, train some other people that were coming in, in a way, but never anything but a tactical pilot, never was in the training command or anything like that. So um, I just kept going from airplane to airplane, bomber to bomber and a little more advanced and I ah, got into 25 which is a sweetheart of an airplane. Anybody can fly that whether they're trained or not. And ah, enjoyed that and went again from base to base. The whole country was interested in getting ahead but they didn't exactly know where they were going and where they would want to go, and be helpful. The country's heart was in this thing very satisfactorily. I never did see the public ah, lose interest in what we were doing or vice versa

**Answer:**

**Question:** So you're still state side at this point?

**Answer:** Yeah. Oh yes, oh yes!

**Question:** So when you finally get orders (interrupted)..

**Answer:** Well ah in '60, or in '42, '41 was yeah, in '42 I realized that I was pointed towards bigger things. Yeah, and um, I went to one base after another that would have a few more 25's and somebody around who understood some more about how you would fight a 25 not just ride in one (laughs) and so forth but ah, this went by very, very fast, um training mostly in Florida and Carolina and then we were finding out how to have a crew, joining up in a crew, that's pretty great stuff. You got to have a bombardier and a navigator and how do they work together. How can they make it. And um, then one day in early, in '42, in early '42, spring, um, got orders to go to Florida and um, organize and be organized into a fighting outfit. And we had 25, 25's and we had a lieutenant colonel, was starting commander. And um, we ah, in a very short time, in ten days, we were flying 25 airplanes, you know, that's finishing us off. And then, and then we simply got individual orders to take off starting here and our clearances would be for the next station. And how they did that I don't know because you just couldn't find an American, on an air base except one guy and he was an expeditor, and he was an old colonel, older than I am this very day probably, and he didn't allow any malingering. You got orders to go to Behlem, see, and you got orders to go to Roberts Field in Africa, and what are you standing around here for? Well that's been minutes (laughs). If you're not, no they were really ruthless and this guy never said a kind word to anybody, I don't think he ever did but for instance, that kind of a guy. And he started moving us and the only people I ever saw were 25's and our 25's. We were the only people in the action until we

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got to Africa and then we started finding some of P-40's and I don't think we had any, no P-40's let's leave it at P-40's.

**Question:** What was the, on the 25, what was your duty? What did you ... were you the pilot?

**Answer:** Oh, oh yes, oh yes, oh yeah I was the oldest pilot there I suppose, except our squadron commander was a wonderful guy. We killed him as soon as we got into real action of course.

**Answer:** And um, well my duty, so we went on, we went on, 18, 18 stops that they directed for me to stop at. Mostly to get gas and also to pick up some more P-40's so that by the time I got to about Cairo I had a family of 40's too. And they hung onto me because of our navigator, you see, 'cause we knew the way to Baghdad and Bahrain and so forth.

**Question:** Is a 40 smaller than a 25?

**Answer:** Oh a 40 is a fighter.

**Question:** That's what I thought.

**Answer:** A single engine fighter. And they were going to the AVG's, see these guys were wearing overalls (laughs), straw hats and stuff like that. And they'd always get mired on our stops too because they'd meet girlfriends there that didn't want to get up that early in the morning and so forth. But anyway, we kept chugging along through to India where we had a very interesting time and we established a kind of a squadron or headquarters. We were going to, we didn't have any, any idea of where we were going but we knew that they weren't fighting in India and so forth. They were fighting somewhere still to the East and it would be a good long time and formidable Himalayas in the way and all that sort of thing. But that's where we were going. And what we did was we divided these squadron in half and I was the next guy to Leighland who was lieutenant colonel. So I was a lieutenant at the time, and the senior guy under the squadron commander. So um, Leighland, ah we decided in our wisdom, that he would go get orders where we were going. We knew then we were going to cross the Himalayas and go into China, we knew that and something. Anyway, we decided that he would go take half of the squadron and go first and find out what it was all about and he would get a message back to me and you come on, with the rest of the guys yeah. Well when Leighland had about ah, about ah ten airplanes that he took off with and two of them made it. The rest of them, they went into a cloud up there at the top of the Himalayas and they were too close to the peaks so they ripped all but two of his planes went into rock, and so forth, including Leighland. And um, these two guys, they happened to be good solid people, good crews, they went on to a place called Kunming, beautiful spot. My wife and I have been back there just to ooh and ah at a wonderful place. And um, I didn't even know who I was going to get orders from then (laughs) and what there, I thought about that a great deal. Who in the hell were these people giving us orders? And why did we follow them? We bombed people, we killed people, we shot out villages and so forth. Um and we didn't know who were or what we were doing. Really. Really. There was no substance to our organization. Just people that could, if you can fly an airplane or fix an airplane or load a bomb properly or navigate to a target, ah we can use you. If not you weren't there I guess, you know.

**Question:** So the orders kept coming.

**Answer:** The orders kept coming, and there was a guy there and a bunch of these guys who wore straw hats and so forth, um around, and the boss around there was a guy named

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Chennault, and we hired him by the hour I guess or some damn thing (laughs). He was the most nondescript character you ever saw, course we made a major general out of him for a good reason, he was the only guy who really knew any art of what we were doing over there. And especially those fighters. They got \$500.00 a kill. And they had to have pictures of the kill. The cameras would go on when the, for firing 50 calibers were going on, and so forth. And they kept us alive, there's no question about it. Because we would go out on a missions and the sky would be full of zero's. They're trying to protect their nest, and then, my God, and they had a ball until these bombers came and that's what that old Chennault was saying, we've got to get a cubby, you see, so that we can do some good. So um, the, that's where they got this idea and brought those 25's over and the Japanese really didn't like that, they didn't, because we'd drop bombs on them, and their hangars and aroun.. line of zero's and anything that we could find that would make them least happy we would bomb, and we could bomb by then. And ah...

**Question:** Was that usually your, um your target and orders, here's where a base is?

**Answer:** That's right.

**Question:** Sneak over the Himalayas and ...

**Answer:** Yep, yep, that's where it is, just stuff like that. And our navigators were always close to us because where in the hell are we you know? And where are we going again? And how far is that going to be? And how high is it going to be, and so forth. Yep. It was very primitive really, just can't believe it, but that's how we started and nobody knew anything. The last thing that rang in my ears, really authoritative, was Roosevelt, and I'm sure became a, I don't know, can't make a Democrat, but I certainly became an admirer of a guy who could be a president for four terms. Re-elected at least to four terms.

**Question:** What's it like flying in a mission like that? I mean, loud, cold, hot?

**Answer:** Well, noisy, mostly as I say the 25 was a very forgiving airplane for keeping the thing in the air and doing something with it. But they used to have a collector ring on the engines that is the ones that they introduced us to this nice airplane you know, and then the next damn airplane that you got a hold of had the exhaust ports coming right out of the fuselage. You see, out of the engine mount and there were 18 cylinders I suppose on the thing. I haven't thought about that for about fifty years (laughs). But they, it was just like they were coming in your ears, you can't imagine sitting in between those two engines. Just terrible. But ah, we didn't bitch about anything I guess in those days. The Chinese took care of us. They had pretty good beds for the Chinese. You can't get much better, rope, you know, mattresses, and springs and so forth were always, rope thing on the frame. And they fed us Chinese food, every bit as good as the stuff you can get at a Chinese restaurant now. And always tasted good. The first Chinese meal that I tried, man this is good, tasty, as Chinese food does. It's got a wide clientele.

**Question:** Huh...

**Answer:** You know, um and they kept our barracks clean and so forth and um, there was a little, they guarded us too. When we would get up in the morning, always way before daylight that we would get going, especially the flying guys that could get an airplane in the air. And then those guys would be in the dark of night and they would be standing in the shadows if there were any shadows of the moon, and then they would come up with the most blood-curdling cry of some sort trying to scare us and it did (laughs). You just don't get used to a bunch of Chinese guards. But then they would laugh themselves sick because we would,

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we didn't accept that as really a friendly act and so forth. But we got along ... as allies, I would say. Something like the world does it, like the United States does it. You know, we don't ask questions about whether he's an Irish man or Chinese or what he is in this country and we weren't in those days. They were fighting the war, trying to get the job done, and so were we and we got along fine.

**Question:** So you worked side-by-side.

**Answer:** Yes indeed.

**Question:** What's it like to um, I mean, you find this plane, it's full of bombs, you find your target, what's it like to open up and do a bombing?

**Answer:** Well, it's a very sober time. You martial yourself, the navigator and the bombardier has got to have a steady platform because the Norden bomb site was a kind of a nervous thing and the bubbles would start to go up and down the tube but you had to have the bubbles stopped. And how do you do that? You get that damn pilot up there to fly without (laughs) crashing I guess and still end up with the red spot up there. Uh everybody, everybody hops to and does the job because that's the payoff. That pays for everything. Even getting shot down later or something. You might as well have done something nasty, I guess. And um, the interesting thing about the 25, it never really gained that kind of popularity, but a 25 was faster than a zero. We could outrun a zero anytime. Give me those throttles up there and we'll get the hell out of here, you see. And that, we didn't see zero's, except those that started from way above and had the energy of altitude and they could come past us, one pass, but we were gone.

**Question:** How accurate could you be with..? How high are you flying when you're dropping your bombs?

**Answer:** Oh, we flew high. We flew high. When I say high I mean over 20,000 feet. And that was a peculiarity of mine and ah, nobody argued with me because I'd be the first one in there, you know (laughs). And always kept my missions up so that nobody ever flew more than I did. But I flew at 20,000 feet because of the air battle, that is generally, all their damn zero's were all over the place and really working out their tactics against our tactics. But one of the things that we did was get in front of (inaudible), the zero was beginning to lose its altitude too. It didn't do well when it got up about there. So we could, the kind of shots that the Japanese were, we could generally take one of them by the whole bunch, because they were not that good, and then we would be gone then, we wouldn't see anymore. So that is the tactics, um, I got in trouble with them because just before I left home the B-24's came and um, that's a big, lumbering thing. It has turbos super chargers, which is the key to altitude -- get air pressure up there. Um, and we were gear driven so it was kind of costly for us to go up there, but anyway that's the way we went. And um, the B-24's, of course, had to brag. See, they had so god damned many bombs under there, they couldn't, they couldn't fail to bomb everything you know, they had so damn much of it in there. Well we had generally carried about six 500 pounders in 25's. Well anyway, they would boast about that, well of course, we did hit this bridge or we did put a line across this railroad ah, because we'd do it at about 10,000 feet, you see. And ah, I think the 25's were in on this thing but I never saw them see(laughs). You know, so ah, there are some tactics here but I brought more of my people home. Those 24's were averaging about 30% casualties, a mission. It was some operation just to keep them manned. And we used to bring back our whole damn mission and many, many times we didn't lose a plane or you know.

**Question:** How long, or how did you find out if you were successful in your bombing?

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**Answer:** Oh. Well of course, we had to, just like the fighters had to have pictures of the their target going down. We had the same requirements. They just studied and found (laughs) what they wanted to find, I guess, from the pictures that we took of all the runs, and you'd almost know by the fact that you could see on the pictures that the airplane wasn't stable enough to be a bomb site platform. And of course it would fling a 500 bomb a thousand feet to the right of you just like nothing and that doesn't get a bridge, you know, that sort of thing, but that's what we... We had another interesting little thing we could do. This was another private adventure and that is to sink the trans-coastal route of the Japanese. You know the way that they occupied China at the time is the big bulge that really, if you're east, east and west and so forth, that is China, well so that the commerce comes out of Hong Kong and it, he just can't help it, he's not going to go way out to sea just to get around up here. So he stays as close to, close to where he's going, up to Shanghai and so forth, as he can. Well we'd go out, let's go out and get some this afternoon or something. So we'd get somebody and I to this day don't know who the hell it was we were inquiring, can we get some inter coastal shipping. And they always let us go. And we would fly there well, just minimum, just minimum, probably 10-20 feet off the water. Just enough to keep out of the um water. And then we'd, I'd, we were always hoping that we would surprise them, that they weren't really watching for some damn little speck to get a little bigger. We had very good luck with that. We lost a few people, very good friend of mine that came back. We heard from him -- his name was L.J. Murphy and crew -- and my God a message comes through the Chinese that there is an American crew that is pushing inland, probably coming, want, probably trying to get to Kweilin and by God they survived getting shot down. Nasty situation. Didn't have much altitude to work with but they, good people.

**Question:** When you look back, or even when you were there, did you wonder where your bombs were landing or anything?

**Answer:** Oh yeah. Oh yeah. That's the payoff and it's also your reputation. You and your crew have a mission to deliver bombs certain spot. And when you didn't do it it was damn near tears you know, yeah it was really bad. And you generally know who really wasn't doing it.

**Question:** You would fly in as a squadron...right, you would have a couple of bombers and...

**Answer:** Always in formation. When you're in bombers almost always in formation. Down in Burma we also had Burma on our hands there and um, we would um, well I didn't do it much but it took a little bit of, you know, AP Forsythe with me into the goddamn... And what these guys would do was they'd break up their tight formation and go around a village in Burma and empty their guns. They'd just turn their turret, so instead of like this (demonstrates) when they were going around these towns their guns, the turrets they'd hardly have to train at all would go into those villages. I could never find out who the hell was guilty of anything in those Burmese. Of course, that's were vinegar Joe Stillwell really made his whatever reputation as a general was down there on the Burma Road situation. And those guys were one step after the other going over those 23,000 passes, 23,000 foot passes, yeah. But ah, I think the discipline it could of been anything that we thought was an order and so forth, we'd do it. But there were not, much of that. I always felt, gee, they'd go, what is your altitude? Always left up to the guy leading the formation, that I had any experience with. Very loose.

**Question:** Do you think that there's a message from World War II for future generations?

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**Answer:** Well, ah, we were peculiarly unprepared for.. the world, if you read the condition of the mental set of various countries in the world, east and west and so forth. Roosevelt seemed to understand that we are going to have a real fix on our hands here, sooner or later we're going to do it, clearly. And he even got the public along with him -- they favored him and kept on re-electing him and he was a very powerful man. Did some things politically we couldn't even think of doing today. He was a really, he really was leading. And um, he had it but not too many other people were ready, that's why this Pearl Harbor date is just a blockbuster of an event. I don't know how you can change, I don't know how many citizens in the United States to just change those people from just placid to fighting, and they kept it up. We had wonderful morale clear to the end of that fracas. And that's the only thing I can think of that we should have read, we got rid of Mussolini but we should have read the tenacity of a guy like Hitler, I think, better. And we just look around and we know it's up to us because we'd lost our solid allies, except like Canada of course. But um, I don't know, there's a long way to go for a nation that had been made safe for democracy to mortal war like we did, probably had to do it to come out.

**Question:** Do you think it could happen again?

**Answer:** Well, I'm absolutely certain. And you start looking at the populated countries of the world -- Pakistan, India and Chin

**Answer:** I don't know, but I would guess that it's going to be hard to get everybody into that thing but I think, yes I think you could have another World War again.

**Question:** When you see the American Flag or hear the National Anthem and Star Spangled banner, what does that mean to you?

**Answer:** Man I'm telling you. When, after we got established over there, we were, we would go in generally one airplane. I would go up to see Chennault and talk about what we could do and so forth, and probably one of the first ones I parked, drove right up to the front door and got out and went in to his office and here was old Chennault sitting at his desk and an American flag, not a big one, but an American flag on his desk. There were probably pictures like that. And I came into that room and my God, there's a flag, look at that flag. Hadn't seen it for a long time. And that's who I am, I'm an American. I can remember those, that just froze me right there, an American flag. And he was in uniform at that time and ah, oh yeah, I can't ah, the people knew who they were, I think so. And you're in such a strange situation you know. I think it's there, just plain old homely patriotism and that's about what went through my head. That's who I am, I'm an American for God's sake, there's the flag. And ah (laughs), short time ago he was a civilian, no there was no more established civilian in the whole (inaudible), but he knew who he was, too. He really did. He didn't last too long.

**Question:** Do you still feel the same way? I mean, you see a parade and the American flag comes and...

**Answer:** Well I'm not much of a flag waver. I don't fly it over the house and I uh, just don't do it, I don't know why. I think my wife would like to. But uh, I haven't really decided what to do but I don't have any personal troubles about who I am and my mission in life is that people should be friendly one to another, no matter, whether you like them or not. This stuff that's been going on in Kosovo, just hate anyone that isn't a Kosovo citizen, right? Somebody different than you, by God wipe them out if you can, you know, is really that extent. It's there, you can examine it. We've got examples of it right today. And they, I guess, think they're going to be better off by wiping out their friends. And ah, I think we do it a little differently. Well we've been doing it a long time and ah, in our federalist papers and



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constitution and so forth the queue there is this is a union, the union, the first guys, before we even had a country here, really organized, they were talking about a union see? And um, I think whether the word makes it in other applications but certainly we have just about made it, I think, compared to a lot of other people that are kind of making it. But they don't know whether that guy wouldn't like to wipe him out. And I don't know if we have very much of that going on in our country, that we have areas that we want to wipe out. We've suffered a little bit over that I guess, trying to make up for feeble and very slow minds, um but somehow that we're a union and we've got to worry a little about the other guy in our country and he's not nearly as bad as some people say -- we can get along with them just fine.

**Question:** When you went to War, went to World War II, who or what were you fighting against?

**Answer:** Well, the idea, that we'd just been monkeying with. Hitler was not understood by anyone who read his morning paper. Um, the way he went into Poland in September 1st , of 1940, '40, oh '39, it just didn't fit. He's got no damn business attacking a country like Poland just because he wanted to attack them. And ah clear out some debris, or something (laughs). I don't know how he did it. He was pretty far gone I think. Except he thought he was right.

**Question:** Yeah, that's probably the only thing that...

**Answer:** Yep.

**Question:** What do you think the history books have left out?

**Answer:** Well yeah, probably some of this stuff (laughs). This is stuff you don't ever talk about and as I say I don't even fly the flag. And um, I wouldn't want anybody to say you don't fly the flag so you have to stand back here someplace. I wouldn't want say that. And nobody had given me any trouble with it. They just assume that he's an American and he pays his taxes, whatever he does and um, I'm perfectly happy. I think, I think we're catching it that way. You fly the flag if that's the way you happen to figure it out and if you don't fly the flag nobody gets worried about that I guess. But it's a pretty complicated thing, it's hard to talk about, isn't it? How you really feel. And that's one of the things I don't understand how Yugoslavia, how they got along, even under Tito, even a guy whose lashing them into compliance, you know. How did they think, what did they think they were doing? How are they ever going to have any cohesion if they act that way? And of course they didn't. And they're a wreck today. And we're probably stronger, and just continue to be stronger in our relationships with people. We even get along with people that are our athletic enemies. Have a little trouble making enemies out of our opponents (laughs).

**Question:** Think that's probably was some of the toughest part about the U.S. I think that's a good thing -- we have a tough time making enemies out of our opponents.

**Answer:** Yeah.

**Question:** We're very humane.

**Answer:** And yes, I think so I think that has been established. It works we think, sometimes unconsciously are thinking, but ah, I think it would be a problem to change us to something else. Take a Nazi regime, just give me a country the size of the United States with all our communications and boy we can do that in nothing flat. I don't know. I think you'd very, have a very, tough problem there, I think we're pretty solid on that, that concept.

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**Question:** Well thank you very much.

**Answer:** Um.