

Interviewer: Unknown

Interviewee: Mr. Ron Spencer, Tuskegee Airman

Date of interview: Unknown

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Interviewer: Do you have any pictures left, even one or two?

Ron Spencer: Yes.

Interviewer: You have some?

Spencer: Yes, I was goin', I was looking for mine and I just thought I could put my hands on them and I went to try and found them this morning. So, well, I'll take them this jacket.

Interviewer: Well, we can, we can look at those pictures another time, you know.

Spencer: Yes, well I'll have those.

Interviewer: Okay, do anything else that you wanted to show us or was this just a jacket?

Spencer: Well, I have a book over here. It's a little a...

Interviewer: In your bag? (Assisting with pulling items located in bag) If not, that's okay.

(Cuts to another clip)

Interviewer: Before you joined up or where you living somewhere else?

Spencer: I was living in DC at the time.

Interviewer: I'm gonna put this back in here so you can save it okay. Can we make a photo copy of this?

Spencer: And umm, I went from, I went from DC to the, umm, Tuskegee. It was umm, at that time it was called the Army Air Corps and we went in and umm, all of the guys were volunteers., you know. We went in there and umm, our training. We had basic training and after that we were sent to Tuskegee Institute. They had a field over there called Morgan field and it was all black instructors and umm, you might have heard of Chappie James. He was one of those instructors, but he later became a four-star general, you know. Anyway-

Interviewer: What year was that? When you first started?

Spencer: Hmmm, '43. I was in the class that came out of my classes 43B which means that I was...it was February... '43.

Interviewer: What was your motivation or you're feeling? What were you thinking when you decided to join up? What was your, why did you do it?

Spencer: Well, I had always been interested in planes and I was on the verge of being called in, you know. That's, that's- I'll rather fly and than walk and so I, I volunteered, and I was called. Quickly called and umm as I said we were...we had basic training then we went to Tuskegee where we had our first introduction to the planes and so they had all the planes and all that the flyers and all the instructors were black at that point and if you, this was called primary, and if you survive that then you went back to the Army Air Base which was about 12 miles out to Tuskegee and if you survive the primary, then you went back and started your training in basic...basic plane and after that the next step was advanced. When you finish the advanced training then you got your wings.

Interviewer: Do you remember the day you got your wings?

Spencer: Well, it was in February of '43... 43 years, I don't remember the exact date.

Interviewer: Well was it, do you remember how you felt that day? Was it exciting or scary?

Spencer: It was very exciting. My sister came up and subsequently pinned my wings on me and everything and I want to take her up, but it was inclement weather and she didn't have to go, and she was so happy cause she...(laughing) because she don't want to go up, you know, but she later became is very interested in flying. She flies everywhere now, but at that time...(laughing) it was a no-no. So, she was so happy that it was bad weather, and I couldn't take her up- you were allowed to take your relatives up, you know, and umm I incidentally took my wife up and I was teaching her actually, a little. She was doing pretty good, but we weren't going up that much, you know. She's learned a little-

Interviewer: How long after that you got your wings, were you shipped out to Europe? How long did it take before they ship you out to Europe?

Spencer: Well um we went out...let's see...the last part of '43 or was '42 and '44, but most of my combat time was spent in '44 and I had 76 combat missions which included, which was all over Europe. The Southern France, I was doing on the D, D day in Southern France and I went to Port Paul Les De Onfield (verify location) in Romania. I went there six times. That was a grueling flight because you flew directly into the sun. You were going from Italy, we were based, go directly into the sun all the way to Romania.

Interviewer: What were you, were you one of the guides for the bombers or were you-

Spencer: Yes, we were protection for the bombers.

Interviewer: Okay.

Spencer: And you must remember at that time it was segregated, you know. We had our own little group and over about 25 miles, there was a white group. They were also protectors of the pursue (check this) fighters and we go on a mission, say like umm Arnfield's (???) our flight, our group would take them to the target and, and the white group would pick them up and bring them back and reverse... and see we didn't have as much range for fuel, so we had to work it like that and umm it was interesting.

Interviewer: Was it scary sometimes? I mean were you did you, were you ever shot at?

Spencer: Well, I saw some of the most depressing thing that I've seen in my life on that flight, on that flight. Every time we go there, the bombers, when they line up for those targets, they had to hold a steady coast, you know. So, they could hit the target and they were just duck, you know, just like ducks from the ground fire. They could, they could beam in on them and I've saw many of them got hit, you know the bombers and the guys would try to get out and a lot of times you see the blossom of the shoot burning the guys. Just, just saying that, just a matter of minutes. I saw that just about every time we went up there. I went up there six times. When you started on the seventh one and ran into a little mishap myself. I got hit by ground fire over in Yugoslavia (verify location) and was about, 20, 30-7 thousand feet and this time was I flying a P-47 and I got hit and went into a spin and I thought I was about 9,000 feet and I thought I had got dropped that far. At 9,000 feet, I started to get out and I tried the controls again and I got some response and I finally I pulled it out and I was lower than 9,000 feet. So, they, they sent a guy back with me. They always do that if you get hit or something, send a guy back with you to the base.

Interviewer: Fly-flew back with you?

Spencer: Yes. They sent a guy back with you and so I had to come all the way across the Adriatic Sea and into Italy where we were based and when I landed it, when I got down there I had seven holes in it, but kind of like that in diameter. I was just lucky that I didn't get hit or none of my-I didn't get hit in say the oil line or gas line. I was just plain flat lucky.

(Everyone is discussing what Mr. Spencer just revealed)

Somebody was interviewing me or something I was telling them about say, "Did you ever get shot down"? I say, "No, not shot down, but I got shout up". I got shot up, yeah.

Interviewer: That's the closet you can get without being shout at. Did you, did you have other fighters that, you know, German, Germans, that came at you?

Spencer: Oh yes, yes, I did...dog fights.

Interviewer: Did you have protection like did you have guns and stuff on your plane?

Another Interviewer: Yeah, sure he's a fighter.

Spencer: Of course.

Interviewer: And so that's why you did this, that's why you would sort of clear the way?

Another Interviewer: Yeah.

Spencer: Well, we were there to protect, keep the German fighters from coming in on the bombers, our bombers and we had to do distinction that we didn't lose a bomber... and I would see us sitting out there, well we would be sitting out, well we would be watching them and checking around see no bogies around and they would see us out there and on occasions when we would go on leave and run into some of the bomber pilots and they say, "Every time, we see

you sitting out there, we feel, we feel safe, you know.” We had the record and we didn't lose a plane to a bomber- I mean to a fighter.

Interviewer: Did you shoot down any German fighters?

Spencer: Well, I had a probable. A JU88, out there in Italy and I think he, I don't think he got back, but umm what happened was, I have...do I have a book in here (looks in his bag)? It shows you what was... (couldn't hear him) ..., but he was in pretty bad shape, I don't think he got passed because I knocked up a lot of them on the ground, but they don't, you don't get credit for that.

Interviewer: Now, are those some pictures from some, some pictures from garden Parks' set or...

Spencer: These are pictures of Tuskegee Airmen and different...

Interviewer: When you went to Europe and worked there and, and, you know, both when you were in the air, but also when you were on the ground doing the different things, was it different than America in terms of how you were treated as a black man? You know when you treated, did it was, it a new feeling to be seen as somebody who was just there to do a job? Did you feel like you suffered any discrimination when you were overseas? Do you know what I mean? Once you got, once you were overseas and got in the military while you were at Tuskegee Airmen, did you write, feel any discrimination, the kind that you might have experienced before the war began?

Spencer: Well it's funny you ask that. when I came back, and it was sent to redistribution place in the Atlantic City and in route to Tuskegee and we had trouble, my wife and I and trouble getting...we wanted to get a...berth (check this) on the train going down and they don't want to give it to us, you know.

Interviewer: Right when you got back?

Spencer: I raised some hell that day.

Interviewer: Did you get the berth (check this)? Did you get it?

Spencer: I did. I told them you back from being shot at and all face this kind of stuff.

Interviewer: Do you remember what you said? Do you remember what, did you remember what you said that day?

Spencer: I don't remember. I probably can't tell you.

Interviewer: Was it different, were you receive differently in Italy by the Italians then you then you were here?

Spencer: No, no trouble there. I went there- we were going around, walking around Naples and little kids and come up and, you know, talk to you and they looked up and saw the magazines and saw a picture of me in it and they say, “That's you, that's you”. They were very, very humble...very kind.

Right, so in other countries, they didn't seem to have the same kind of problems that they were having in America?

Another Interviewer: But now what about the other soldiers. Were you treated differently or the same way by white soldiers as you were treated in the United States when you were over in Italy?

Spencer: No and everything went along pretty good, pretty good. We were all fighting, you know, together and it wasn't that bad.

Interviewer: I'm talking about to the American soldiers.

Spencer: American soldiers...well um I didn't. I'll put it like that. But we go on and get leaves and we go to the bigger cities like Four J (check the location), Naples. This was after we moved to the East Coast and every so often, they would send you to rest camp after you, you on combat for so long, they send you to the rest camp for a couple of weeks, to let you, you know. I remember one day, I was over in the rest camp and I got to meet Joe Louis. He came in, he and I played table tennis together and all and he was-it was a really fun day, you know, meeting him. Quite a nice guy and let's see we were over in that East Coast of Italy and they sent us back over to the West Coast... we had a rest home over there and we go in there and stay a couple of weeks. Then, we go back, back to the compound.

Interviewer: Was it the distress? Was it the stressful being in combat day after day?

Spencer: Yes, you could say that because I mean you steady going. They, they tried to compensate. They, we all had air mattresses and things. You don't sleep on all pilots did. We had air mattress and pretty good food, too. They feed us a lot of carrots because of the lifeline. It's suppose to aid your lifeline.

Interviewer: Did you feel like; did you feel patriotic about it? Did you feel-

Spencer: Yeah, yeah mm-hmm.

Interviewer: Did it give you a good feeling?

Spencer: Oh yeah.

Interviewer: You mentioned that when you got back, you had that problem on the train, a lot of- I've spoken to maybe 10 or 15 other African American men who took some part in the World War 2 effort either they were, you know, working in the army or working like you or all different kinds of things and some of them after the war and they had the- they experienced the same kind of thing I spoke to a gentleman, Reverend uh-hmm...

(Clip was cut)

In a minute, you know, this is just that give that extra push. Did you take any part in the civil rights movement in Florida? Now, when did first of all, when did you come to Florida?

Spencer: I came here about, might have been about six years ago. I came back-

Another Interviewer: He came back. Yeah, he grew up here.

Spencer: This is my home. I was-remember I was away in the service and then I think I got out of the service, I worked in the New York area and so forth. I've only been back here about oh I'll say about six year.

Interviewer: So, you've been in New York all this time? You've been in New York until six years ago?

Spencer: Yeah (laughing).

Interviewer: Did you prefer New York to- why'd you go to New York rather than come back home?

Spencer: Well, I have a sister up there at the time, two sisters, and I don't know they sort of encouraged me to go up that way. Then, I got a job at the... Curtiss-Wright aeronautical plant ...

Another Interviewer: He graduated from Florida A&M.

Interviewer: Before you went to Tuskegee?

Another Interviewer: Before you went to DC?

Interviewer: Tuskegee?

Another Interviewer: But I think he lived in DC?

Spencer: Do you know...anything about umm A&M? Do you know much about it?

Interviewer: A little bit.

Spencer: They have a dormitory area over there named Polkinghorne village (check name of this building). You heard of that?

Interviewer: What's it called again?

Spencer: Polkinghorne village (check name of this building).

Interviewer: Is it the new ones? The new-

Spencer: No, it been there quite a while...., but anyhow, Polkinghorne and I, name is James Polkinghorne, went to school together at A&M and we finally, we met in flight school and we were put in the same class, you know, and then we went over, overseas. He was, he was in three o first squadron and I was in the three on second and he umm, he got shot down over Anzio in Italy. I was on the flight, but I was with my spotter and he was with his. He got hit by ground fire and we never saw him any more...and the school named that village in honor, you know, of him.

Interviewer: So, when you went, this was all before you went to Tuskegee? You had already graduated from A&M or did you graduate and come back later to school?

Spencer: No, we both, we were in school before that, you know, during the war.

Interviewer: So, you were really in an elite group? There were really very few black graduates who would, you know, be in the Air Corps of Tuskegee. That was a -you must have felt like you had really-

Spencer: Yeah, I tell you-he was from Pensacola, Florida incidentally and he umm...each class would come in and it was most time like 20 different numbers. If 20 of us started and only 7 finished. That's how grueling it was. Physical there was something...you'd run at least five miles a day and you, you would umm around school in the morning and fly in the evening and umm versus verse. It was grueling. Main thing it was tough having your buddies, you see them today and tomorrow is washed out. They just gone you know. It's tough and that the way it was

Interviewer: While you were in New York, did you take part in the civil rights movement at all? Was it as, was it going on as much there as it was here in Florida?

Another Interviewer: Not to the extent there was-

Spencer: Not to a great extent. I don't...

Another Interviewer: There was prejudice in a northern state, but it wasn't as over as it is here as it was employed. It was more covert in in the northern states, you know. It was where you live-

(Clips was cut short)

Spencer: New Jersey which is just right across the George Washington Bridge from New York. My sister had a home out there.

Interviewer: But, what did you do for Curtis? You said you worked for Curtis? What did you do there?

Spencer: I trained. Well, I umm did...what was it umm...working on certain parts, you know, and laying just wood, you know. Coming in with you know did the disk, the dick that goes in the umm jets. I worked on that.

Interviewer: So, you're a capital engineer? That was your training... engineering?

Another Interviewer: Yeah, what was your training in from FAMU?

Spencer: No, actually my training from FAMU was in printing. (laughs)

Interviewer: So, you went a whole different direction?

Spencer: Yes.

Another Interviewer: Did you, when you taught a lot about the plans, when you went to Tuskegee, when you were in the school, even about the different parts of the planes and hop and repairing anything like that?

Spencer: Oh yes.

Interviewer: So, that's how you got the job at Curtis?

Spencer: I guess so, yes.

Interviewer: Did you work there for a long time or did you then do something else after that?

Spencer: No, no I was there for about five years and then I went into the government with the mailing and the post office. I didn't work in the mails. I worked in the, what do they call that, mail processing. The mail processing and they sent us out to Oklahoma to the training with the new stuff that's coming in. They would send us out there periodically.

Interviewer: Did people treat you as a war hero when you came back?

Spencer: Well, to a certain extent, but it cooled off really quickly. I know Detroit Free Press, I think it's called Detroit, ran a story on me when I first came back from overseas.

Interviewer: Why did they pick you out? Just as a typical-

Spencer: Well, I guess they had a way of knowing, you know-

Interviewer: They knew you from Gordon Parks picture. They recognize you probably.

Spencer: Yeah, they came by and did a story on me.

Interviewer: Did you feel like a hero yourself?

Spencer: Not really. (Laughing) Maybe, maybe to an certain extent.

Another Interviewer: Well, because you were.

Interviewer: You did the job and put your life on the line.

Spencer: Well, I went there and umm I stayed there until...at Tuskegee...

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Spencer: Based until '46. And in during that time, I had taught flying, you know, to the students down there-

Interviewer: When you got back from the war?

Spencer: Yes.

Interviewer: Immediately when you got back, you taught?

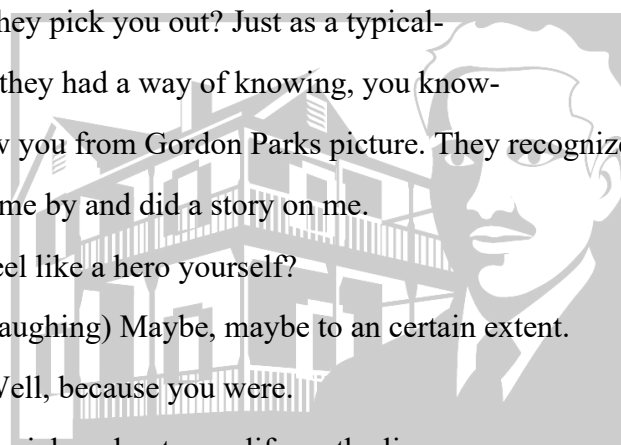
Spencer: Yes.

Interviewer: How long were you overseas? From what, from what-

Spencer: About a year.

Interviewer: Like '44, '45?

Another Interviewer: Was there anyone, anytime where a group of experiences that in retrospect that, that whole experience unit at the time you probably didn't feel that way, but it really defined your life really didn't it. When, you know, being shot at by-



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Spencer: Oh yeah. I tell you, yeah. I mean you do think about those things, you know. I've had the experience of umm encountering jets, German jets, the later stages of the war...and umm we were flying somewhere in there and they were in a Munich, Germany and my wingman called in bogeys. It was about umm eight o'clock...seven o'clock and I looked around and turn around and there was this plane bearing down on us with no propellers (laughing). With no propellers. What is this? So, I realized what it was finally and if they had not called it on, I would have not been here today because they say he would've shot us down, but that umm Mustang was so maneuverable- that's something, that's really what saved my life because how it turned and he couldn't get a bead on...

Interviewer: And they didn't pursue then?

Spencer: Yeah, then and I got on him, but we couldn't catch him (laughing). The jet was so fast. We really just, we don't even stand a chance.

Interviewer: Yeah, but he couldn't maneuver as, well right?

Spencer: They couldn't maneuver. That's the only thing save us.

Interviewer: Interesting.

Another Interviewer: Now, when you went out you said your wing, right, was this someone in another plane or how do you know, what would be the flight path or what was it like? Was it two or three planes-

Spencer: No, it was through individually lines. Just one person-

Another Interviewer: One person per plane? Okay, okay.

Spencer: But I'm here and he's back here (using hands to show demonstration) and then he hears something. Of course, everybody covers us. You are looking this way and he is looking that way. The minute they saw him, you were supposed to call it in.

Other Interviewer: So, you had a formation? Was there a certain formation you were in?

Spencer: Yes, a formation. Yes, yes.

Interviewer: Well, then as soon as they call, what do you, how do you know where to fly when they say, you know, so- there's a German fighter over here?

Another Interviewer: Seven o'clock.

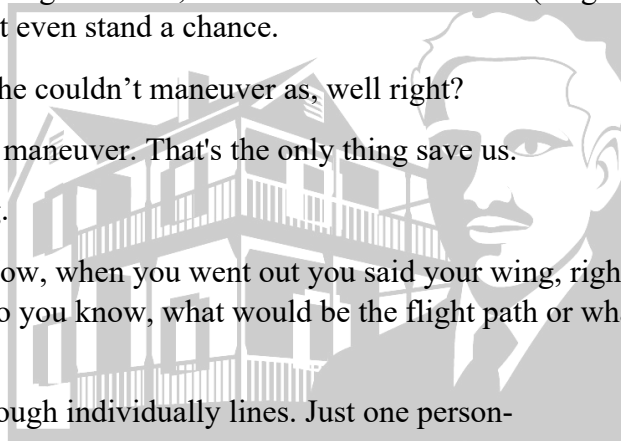
Spencer: Yeah, seven o'clock, you know, that's-

Interviewer: And then there's a special way to get out of the way?

Spencer: In fact, he was almost on my tail. Really it was six o'clock. He would've been on me.

Interviewer: Wow, then you just duck down and turn around basically?

Spencer: Yeah, you just start turning. You just start turning.



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Another Interviewer: When you're in formation like, I'm sorry, when you're tight like that and you turn, you all have to turn together don't you or do you split?

Spencer: We turn together. That's why it's...it's umm very important. The training got to be right cause you are flying almost as one. You are going, and you know. If the guys aren't able to keep up, say for instants, that's no good.

Interviewer: If one person makes a mistake, it can take everybody, out right? Cause you're flying so close?

Spencer: It could happen, but all those guys. They were all good.

Another Interviewer: How many were in yours...you were in squadrons or in company? How many were in your squadron?

Spencer: We had about 16.

Interviewer: So, when you would fly out, you would fly with 16 others?

Spencer: Yeah, that's our squadron. We go to...Aspen (check location) and some of the others, big targets, we would have the whole group with us. Which be umm four, four squadrons there.

Interviewer: But when you were, the 16 where they divided into groups of four or how did you?

Spencer: Four.

Another Interviewer: Four each. Like, like a diamond huh/

Spencer: Yes.

Another Interviewer: Front, back and two sides?

Spencer: Yes, and I was flight captain and you had three other wingmen.

Another Interviewer: So, you were the head of the four, the four- the one group?

Another Interviewer: You were the captain?

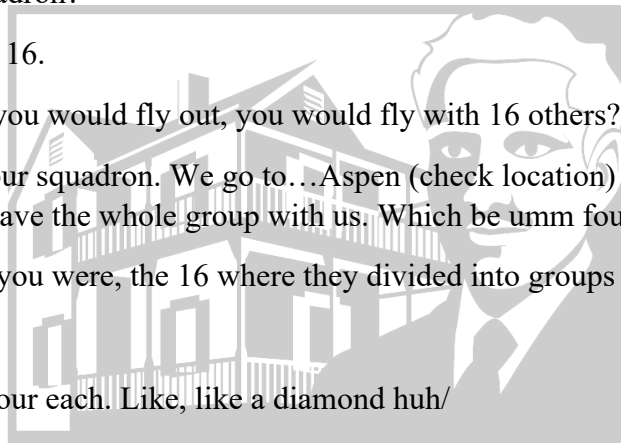
Spencer: Yes.

Another Interviewer: What do they call that, that four group of fours or a name for that?

Spencer: Well, you called that a flight.

Another Interviewer: Flight group? It's funny when you tell- (Clip was cut short)

Spencer: With the experience. Twice, they selected me to go with the group and that was Yugoslavia...on the ground and picked up this summer powers and other soldiers and they had them and they took them to a certain spot and they had us to go in and protect them while they put them, they sent them in a transport down, pick them up and we would fly over the area so no planes come in and hit them, you know. I did that twice.



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Another Interviewer: You were really, your group was an important group to the service in the Air Corp because you did a lot of protection.

Spencer: Oh, we did, yeah.

Another Interviewer: You saw a lot of history from the...Gordon Parks and Joe Lewis and the first Jets in combat-

Spencer: How about that (laughing). I saw Mount Silvius when it was erupted.

Another Interviewer: Really? Did you see it from the air?

Spencer: Yes. We flew over it, but we couldn't get but so close. Lava was coming out, the shooting up...so we couldn't close to it, we couldn't, we tried to look over and see what was going on.

Interviewer: I bet that was interesting.

Spencer: That and the mountain that destroyed Pompei years ago. So, that was interesting.

Another Interviewer: How long were you in Italy then? The whole time?

Spencer: About a year. About a year.

Another Interviewer: So, the war was still wasn't over when you left? You, you were just cycled out?

Spencer: Right, yes.

Another Interviewer: But it must have ended shortly thereafter because it...

(The interviewers are talking among themselves)

Another Interviewer: What was the casualty rate in, with the airmen? What percentage of them never made it back?

Spencer: Well I don't know. I can tell you that...a lot I guess I could...its written somewhere.

Another Interviewer: Yeah, it's pretty high though was it?

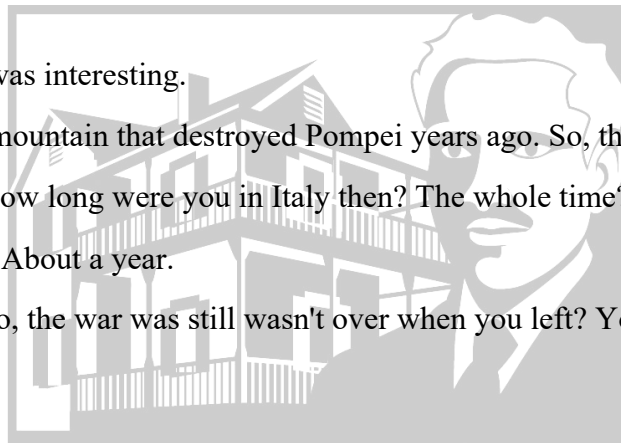
Spencer: Yeah, we lost quite a few.... mainly to ground fire.

Another Interviewer: Do you think, do you think you did more to contribute to the civil rights part of what you did by, by showing obviously having the opportunity and really excelling to being a fighter pilot?

Spencer: It had to aid, you know, in the civil rights group.

Another Interviewer: I know, but did you feel that, that was as much of a contribution as what you did is as a fighter pilot to, to sort of, you know, carry the standard for Black men?

Spencer: Yes, of course.



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Another Interviewer: The Tuskegee Airmen were the first African American fighter pilots.

Interviewer: Was that nice for you to be able to do some teaching when you got back?

Spencer: Yes, yes.

Interviewer: Kind of past that legacy on?

Spencer: Yeah, well doing the time, I was one in the first like, you know, we, we had all the white power and umm when we came back, they started substituting and letting some of us go in and teach the guys who were coming in. So...I guess things had begun to change a lot, you know, but umm I tell you I know some of it was...didn't seem very fair, I guess, those who got washed out felt like there some injustice had been, but umm I, I found I got along pretty well with my instructor. We come down, we have little things that happen such as this. We come down after flight, you know, and they all gather in and instructors would come down and everybody's relaxed and umm, you know. So, this one instructor comes down he says to a guy, I remember him really well, his name is Stapler. He says, umm "Hey Stapler". The instructor says, "Hey Stapler, do you smoke"? Stapler says, "Sir, I take a little sip every now and then". He says, "I don't ask you if you drank." (Laughing) Oh, we got a big laugh out of that. Old Stapler made it up near the last, but then he got shot, he got cut out. My buddies got washed out. My brother was a dentist in Pensacola. He got up to, I think, he got up to advance. I was overseas, and I remember getting a letter from him saying, "He was having a tough time" and so-

Another Interviewer: Did he go back to Pensacola and continue with his dentistry?

Spencer: No, he went in there, when they left Tuskegee...at the end of the aircraft. He went to pacific.

Another Interviewer: Was it, was it Chappie who set up the whole the Tuskegee Airmen, the group? I mean how did it come into being that because at first it you, you were a mix of those of some white pilots and then it got to be all black right or was it always all black?

Spencer: It was always all black.

Another Interviewer: But even to said that who is the person who really set this up?

Spencer: I don't know if I can tell you exactly what end it had to go through.

Congress...Congress is that right? They decide to...come up with this experiment. They call it an experiment and they first want to know if we could fly. Me and the blacks and it turned out they found out we could do more than fly. We could fly the way our army wanted to fly, you know. Combat flying, which is very different, there was some guys who had done some flying before they went in there and a lot of those didn't, didn't pass. They want you to do it and do it a certain way. You had to be able to do that before you could graduate.

Another Interviewer: Yeah, I remember umm- (clip was cut)

Spencer: They were just forming that. I don't get an into that, but they were in the process of forming a bomber group.

Another Interviewer: So, some former Tuskegee fighter pilots then became B-25 bomber pilot?

Spencer: Yes., but they didn't see any combat. It was late.

Another Interviewer: Yeah, the war was over.

Another Interviewer: After they had proven what they could do, then, then they wanted them to go on? Right that's why they started to form the bomber-

Spencer: Yeah, yeah. Well, that was a...step towards I guess...becoming an airline pilot, you know. Bigger plane, you know, another thing that displeased me was the fact they had us, they let us take examinations or commercial flying and we never heard anything from it. You, they let you take it, but nobody made it then, you know. I'm in the airline.

Interviewer: You probably, probably passed and they just let it go. They just didn't want you to fly.

Spencer: I just know we don't hear anything from it.

Interviewer: Right. They just did that sort of...as a show- pacify you right.

Another Interviewer: The other white pilots that were what, they were attached with in like at the same airfield in Italy. There were another white squadron, right? How did you all get along?

Spencer: Oh, we got along okay. We'd meet occasionally, you know, in the city or somewhere.

Interviewer: Was there sort of a mutual respect?

Spencer: Yes.

Another Interviewer: How about the crew? The ground crews? Was that all black, too? All the service, the support that you had?

Spencer: Yes, they were.

Another Interviewer: They were all black. They wouldn't want it. I guess they wouldn't allow that to happen right. They wouldn't have a white ground crew for you.

Spencer: Well, umm all of our health personnel was black. Everything was black.

Another Interviewer: Even the person it was over, the total group, was black. Was that Chappie...General James or was that umm someone else?

Spencer: No, General James, actually he didn't, he didn't go to Europe. I told you he was an instructor at the primary Tuskegee when I first went in and umm he was teaching these students as we would come in and he, he went to, he went to Korea and he went to Korea. He had a lot of success over there, but he not, he was one guy who had experience in flying before he went in, but he made it okay. He flew it the way they wanted him to fly.

Interviewer: That must have been hard because they had to learn to fly in a pretty short period of time.

Spencer: Oh yes.

Interviewer: In a one-year period?

Spencer: Yeah, about nine months.

Interviewer: You had to be up and running and then be ready to go?

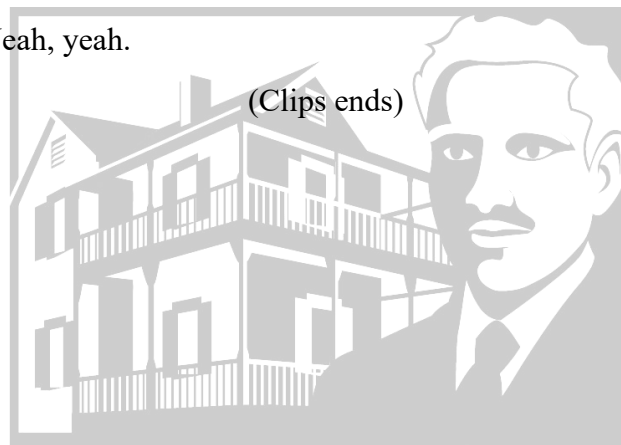
Spencer: Yeah, oh yeah.

Interviewer: So-

Spencer: They don't waste anything.

Interviewer: Well, I think that was a pretty good feed.

Another Interviewer: Yeah, yeah.



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