The John H. Glenn, Jr.
Oral History Project

Oral History Interview 11

with
John H. Glenn, Jr.

in the Hart Senate Office Building
in Washington, D.C.

May 12, 1997

Brien R. Williams
Interviewer

[Begin Interview 11, Tape 1, Side A]

WILLIAMS: This is the eleventh interview with Senator John Glenn. We're in his office in the Hart Senate Office Building. It's May 12, 1997. I'm Brien Williams.

I think we're picking this up where you and the family came ashore in Southern California, after your time in Guam.

SEN. GLENN: We came back into San Francisco. I think we stayed at least one night, or maybe a couple of nights, at the Marine Memorial Club there in San Francisco, which is a private institution completely, but it provides regular hotel services for Marines and their dependents going through, or retired Marines can still use it to this day.

WILLIAMS: I was often a guest of my uncle there.

SEN. GLENN: In fact, I was in it last summer, I guess. We were over in San Francisco with our son and his family out there and walking around, and we walked up to that. It's just up above the main part of San Francisco, just a couple of blocks. So we

walked up there and went up in the dining room, up on top of the building, where you can look out over San Francisco Bay. Anyway, that's where we stayed.

Then I was ordered to Marine Corps Air Station, El Toro, which is down just south of Los Angeles, for further assignment, and was assigned to the training command in Corpus Christi, Texas. I didn't much want that. That was something that most active fighter pilots saw as sort of a weigh station taking them out of more active or squadron-type flying for a while. But it turned out to be an excellent experience.

From California, we went back home first on leave, and I might say just a little bit about that. Every time I was gone for an extended period of time overseas or whatever, Annie would go back and live back in New Concord with her parents. That was true while I'd been on Guam. She'd been back there living with her parents and our two small children at that time, and made that trip that I described before out to Guam and back again. So once again we were home in New Concord and leaving then to go to Corpus Christi for me to be an instructor, I hoped in the fighter training at Corpus Christi.

When I got to Corpus Christi, I got one of the surprises that turned out to be a ninety-day stint as night shore patrol officer in downtown Corpus Christi. It had nothing to do with flying. But when I checked into the base expecting to be assigned to a squadron to start instructing, it turns out that they were looking for the next Marine that checked in to be night shore patrol officer in downtown Corpus Christi, which meant that you went to work at about six o'clock in the evening and worked until about two in the morning, and weekends were off. They

had somebody take over on weekends. But, obviously, with the huge naval base there and the outlying fields, Corpus Christi was the major place for liberty. With all the sailors, mainly sailors, a few Marines, but mainly sailors, there was a lot of activity and a lot of need for a shore patrol at night in downtown Corpus Christi. I had never had any training in that sort of thing.

We'd get calls from the local police department that sailors were involved in some sort of a difficulty, and we'd go out and either get them out of whatever it was that was occurring or I'd put them under arrest, which I could do as a Marine officer, and bring them back. We had a couple of small cells with bars on them there, just like a regular jail lock-up, in the downtown shore patrol headquarters. A lot of times there would be knives involved or razor blades and weapons. There weren't many guns at that time, but there were a lot of knives and things like that, and it was not unusual to have fights that got quite bloody, as a matter of fact.

There was one area of Corpus Christi that was looked at as mainly a Mexican area. The regular sailors were not permitted to go into that district at all. Sometimes they would, even though it was forbidden. If we got word of that, we'd have to go down in that area and bring them back out of there. There was one night there when a particularly big fight ensued that I recall very vividly. We got a call at shore patrol headquarters that there was a big fight and that we should come immediately. I had set up the shore patrol so that we had some people that would man the shore patrol headquarters—we had a few that did that, and then the others were people to assist me in actually going out and doing whatever had to be done.

I had one fellow there, he was a Navy chief, and he was a big fellow. He was about six-four or six-five and very husky. He probably weighed 235 to 250 pounds, mostly muscle. He was very good. He'd been on the shore patrol detail down there for a long time, and he knew Corpus Christi better than I did. So every time we got a call, I would take him with me in the shore patrol truck. We had a couple of pickup trucks that we used to go out to these events.

So I remember this one night very well. His name was Bodderman [phonetic], Chief Bodderman. We got this call; there was a big ruckus going on. I grabbed Bodderman and another person or two, and we got in the trucks and headed out to this thing. When we got down in the middle of this, I could see some people in white uniforms in the center of this crowd having a big fight. The crowd was very excited. You never knew who had a knife, or who had what. I stopped the truck and jumped out and started wading through the crowd. I was pulling people, trying to get into the center of this crowd to get the thing broken up. This was about my first week on duty and I was going to show them how we were going to operate the shore patrol for the time I was down there. I'm pulling people aside and getting in and yelling myself hoarse and getting them out of the way. I almost got in there, and I looked around to see where Bodderman was, and it turned out he hadn't left the truck yet. [Laughter] So I was alone in the middle of all this mess and didn't know what was going to happen. So I beat a strategic retreat until we got better organized. So I got back and got them, and we wound up getting the people out.

But the reason there was some danger—knives were the big thing at that

time, and cutting fights. Not so much stabbing, where people were killed, but sailors sometimes would have, if they knew they were going down in an area like that, they would actually have razor blades—these single-edge razor blades like you used to see with a strong metal backing along one edge. They put them between their fingers and put a little tape over their fingers so the blade didn't slide through. Their hands would be out as though they were going to slap someone, when, actually, if they slapped them, they had this razor blade projecting out from their fingers, and you'd see some people cut up very, very badly from a fight like that.

So that was always something—every time we arrested someone or brought them in, we would search them completely to see what kind of weapons they had. We had a whole drawer full of pocket knives that had been sharpened, and razor blades and things like that. People that came into town wanted to go down to some of those rough areas; it wasn't a very good area to be in.

A lot of people we'd get in town would get too drunk and we'd take them down and sober them up. Then at two o'clock in the morning we had a run, where the shore patrol would come in from the main naval air station and pick them up and take them back. Then when they were charged with court-martial or something, then I'd have to spend part of my day where I wasn't supposed to be on duty out there testifying as to what had happened. So it wound up as a job that I didn't really care for at all, but it was intensely interesting.

There were a lot of other things that happened, too. One night I remember there was a woman came in, or a girl came in, and she was very mad. She looked

like a lady of the evening, as far as I could tell, and it turns out that's exactly what she was. Some sailor had picked her up and they had had their relationship down under some bushes on the main square in Corpus Christi, and then he refused to pay her. She was mad and came in and wanted the shore patrol to make us find him and make him pay. So you ran into all sorts of things on night shore patrol duty.

There was another time for a period of a couple of weeks, the CID people, Criminal Investigation Division of the Navy, had people operating in plainclothes out of our office tracking someone on drugs or whatever it was down there at that time; although drugs were not as big a thing at that time as they are now. It was rare that we got—we got some people in on drugs occasionally. One person that was on drugs one night, I was certain was on drugs. We brought this fellow in and he was completely out of control. So we locked him up in the little cell and he was on drugs, I knew that. He didn't smell like alcohol or anything.

After we'd locked him up, I heard him shuffling around and just about that time there was a huge thump on the wall, and by the time I got over to look in the cell he was laying on the floor. He got back up again. He was okay. He got back up and stood up again. Then he got back over along one wall, backed over against one wall, and put his head down and he was cussing. This was the middle of the winter. But he was talking about the damn shore patrol mosquitoes, and he thought the mosquitoes were after him in this cell. He put his head down and he's still saying something about the shore patrol mosquitoes. He started running across the cell and ran his head right into the other wall and fell down again. So

after that time, why, we got him up, handcuffed him, and then kept him so he couldn't do that again. But he was really whacked out. I think that's one of the first times I ever had been around anybody who really was on drugs and I had a chance to see first-hand what crazy things they can do.

Another event—Tuesday night wrestling was a big thing back in Corpus Christi then, professional wrestling in downtown. A lot of the sailors would show up at the wrestling matches. I would go down there to make sure something didn't get out of hand. So I'd be in there, in the back, just watching things. It turned out, after having been down there several weeks I got to where I'd go back into the dressing rooms where the professional wrestlers were. There's one I remember who was a champion at that time, supposedly a Texas champion or something—his name was Wild Red Barry. I got to know him a little bit. I'd be back there when these people would be rehearsing some of their routines as to what they were going to do out in the ring later on. So that was a backstage look at professional wrestling.

The only night I ever saw that not carried out as they had planned, however, was apparently one of the wrestlers one night felt that he had been dirtied. He'd been hit too hard or something. He really got angry. He got the other guy and hoisted him up on his shoulders and, apparently, I don't know whether the other guy had not realized what was happening, but he spun him around, went over to the edge of the ring, and tossed him really out into the seats. The seats were not just folding chairs; these were bolted-down theater-type seats. It really broke him up, and the ambulance came and took him away. He was in

the hospital for a while. So that was at least one match that got carried out with people really unhappy with each other.

So this was usually enlisted people. We had a few cases where we had officers picked up in downtown Corpus Christi and we'd have to take them back out to the base, too. That only occurred a very few times while I was there. We'd also get calls from the regular police force when they'd pick someone up and had them over in their holding cells at the police headquarters. They had an arrangement with the base where I could go over and sign for them, and then we'd take them back out in the two o'clock van back to Main Side to face whatever charges they were going to face from the Navy.

So that was a very informative but unwelcome entry to my life in Corpus Christi, Texas. After these three months were done, which, as I say, was informative, but not particularly enhancing to my career plans for the future, I was sent out to Cabaniss Field to become a flight instructor.

After I was assigned out there, they sent all new instructors to—I think it was about a six-week tour, through the instructor's advanced training unit. At that time we put new instructors through to not only check out their ability to instruct and their ability to fly, but also to get standardization in how the different units taught fighters and gunnery and dive-bombing and torpedo-bombing and all the other things that we were training the new cadets to do.

The instructor's advanced training unit was made up of about, I guess, maybe ten instructors and maybe another twenty-five or so enlisted personnel to take care of administrative functions. The instructors would then put the new

instructors through quite a broad syllabus of not only flying and checking them out in their own abilities, but also teaching them teaching techniques; things about weather; things about administration in the training command. You had aircraft maintenance, what they needed to know about that, and pre-flighting aircraft. I think there were maybe a dozen different subjects that were taught to the instructors coming through before we turned them loose then on the cadets.

One of the main things was to get standardized treatment of how we wanted all these things to be taught. Well, I went through the instructors' training unit, and then at the end of that time I had just been assigned down to Advanced Training Unit 1, VF-1, they called it, which was flying Corsairs and Hellcats and so on. I was just there a few days and they asked that I come back to be an instructor in the instructors' training unit. So that's what I did, and I went back. So I was involved with checking out the instructors at that time before we turned them loose on the regular cadet syllabus.

WILLIAMS: So you started out as a student teacher.

SEN. GLENN: I started out being a student, and then I went through the whole thing, was assigned to a unit and then was immediately taken back just a few days later to become one of the instructors in the unit I had just left.

WILLIAMS: How do you account for that?

SEN. GLENN: Well, I don't know. Being proud of my activity, I guess I'd done pretty well there. I don't know. I know later on we selected the people coming through that we thought could do the best job instructing other instructors and could work with them. So I don't know at the time I was selected, I'm not exactly sure what, I

suppose it was the same kind of—with all due humility, I suppose it was the same type.

I know the people later on, at least, that I helped select later on, were people that if I thought they were outstanding and would do a good job, and were above average in the work that they did when they first went through, then we asked them to come back and be an instructor if there was an opening. I'm sure there were many people who could have been wonderful instructors, but there was no opening available at that particular time. I probably was selected at least in part because there just happened to be an opening at that time.

WILLIAMS: So you were "denied the opportunity" to sort of practice what you had learned in your own course of study to become an instructor and went right back and started teaching others how to teach.

SEN. GLENN: Yes. I taught other instructors how to teach, but to make sure that we weren't too separated from this, the instructors in the instructors' training unit went down and flew with the different units. If an instructor was on leave or something like that, we'd occasionally fill in, or if there was a day off and they needed an instructor. We had so many flights a month that we were required to do with the cadets so that we knew what the problems were, so that we weren't remote from what the instructors were actually running into.

I might add, in that regard, I forget the name now, but the very first minority student that came through, through pilot training—black, I forget his name now. He died some years later. But I was one of his instructors for some of these periods when we'd go down there to the line.

But most of your time, ninety percent of your time, at least, was taken up in instructing the new instructors coming through. We had a class. I think it was every six or maybe eight weeks. So it was a good experience in teaching, which I had never done before on such an organized basis.

WILLIAMS: How much of the curriculum that you taught was based upon your own experience?

SEN. GLENN: Oh, some of it. You'd work personal experience into all of your presentations if you possibly could, so that people knew you weren't just talking from theory, but most of the things were set out in lesson plans that were drawn up. I could alter, if I wanted to alter them, but only if I submitted them to the person running the unit, who was a Navy commander at that time, Charles Roemer, as I recall. He was there most of the time I was there. We'd submit them to him and then these changes in curriculum would be submitted to all of the instructors that were there. We acted as an academic advisory group on whether to change things in the syllabus or not. So we tried to keep the syllabus something that we all had a hand in forming. But you'd still work in personal experiences and things like that into your lectures. So my background did have something to do with it.

WILLIAMS: Was this unit unique to the Navy, or were there others doing the same thing in other parts of the country?

SEN. GLENN: No, this was unique to the Navy there in Corpus Christi, because that was the spot where naval aviators were being trained at that time. They were just in the process of taking out a similar training function over at Pensacola [Florida], and Corpus Christi was to become the big center because it had better air facilities and

was not in as congested an area. So Corpus was expanding, and it was the only place in the Navy where they did that particular type of instruction for new naval aviators.

We'd go out with the students and we'd lead our own students out, the students in the school. We would lead them on gunnery flights and on dive-bombing flights and all the things that they were going to later be teaching to their students. There was a wide variation in what kind of experience they had had, as a matter of fact. So having a school like the instructors' advanced training unit, I thought was very, very good.

I had been there for, I guess it was maybe eight or ten months, or maybe a year, and we had had some correspondence back and forth with a similar training group that the Air Force had out at Williams Air Force Base. That's where they were doing a lot of their training of brand-new pilots, also, and putting them into actual combat airplanes—not the primary flight training, but the putting them into actual combat airplanes and checking them out.

Their program was very similar, and I had written to them and received as much information as I could about their program. Then we started a program, it started just about the time I arrived there, that the Navy and the Air Force were exchanging some instructors back and forth to work with cadets. We had one or two Navy and Marine people that were instructing. Then they had a couple of Air Force people that were in one of our units down there instructing.

I suggested, at that time, that with the instructors' advanced training unit that I was in, and them having an instructors' training unit out at Williams Air

Force Base, also, that we thought was very similar, that why didn't we send someone out there and go through their syllabus to see whether we could learn something from the way they checked out their new instructors. Well, I finally wrote this up and made this a formal proposal to my boss, who thought it was a good idea. He forwarded it on up the chain of command, through the training command, and they thought it was a good idea, too. So it came back down as to who we would send. So, obviously, since I had suggested it, I volunteered to go and was accepted because I was the one that had started that whole project.

Now, there was another angle to this, also, that I was very interested in; that is, all of our training at Corpus Christi was being given in propeller airplanes. Training at the Air Force given out at Williams was being given in jet aircraft, the very first jets that came into the services, the old P-80, the Lockheed Shooting Star. In later years it became known as the T-33 and was around for decade after decade.

So going out there to Williams meant that I would be out there about three months and would go through their instruction course out there, and actually fly some flights with some of their Air Force cadets as an instructor in jets before I went back to Corpus Christi, which is what I did. That was a great experience, because to get checked out in jets was something that was everyone's fondest wish at that time. We just had the first few jets coming into the Navy and Marine Corps back at that time, just getting started with the very first squadrons, and we did not have jet training in the training command as such yet.

So I went out there, reported in, and had a great time out there going

through their instructors' training course, which was in jets. Many of their people coming in had to be checked out in jets first, as I did. So their program had a little different bent than the one we had at Corpus Christi.

Now, in reviewing not long ago my reporting of my experience out there, I thought it was interesting that I was very critical of the way that they actually checked out their new instructors. Their emphasis out there was not on bombing and gunnery and all of the things that we were concerned about with our people being able to go into combat when you trained a naval aviation cadet at Corpus Christi. When we turned out a product, we thought they should have a minimum proficiency, acceptable proficiency in bombing and gunnery and navigation and all the other things that go in to making a well-rounded service pilot, a combat pilot.

The Air Force hadn't gotten to that point yet. They were more interested in checking out people in jets. About the only thing that was similar, once that occurred, was cross-country training where they had their people flying on long navigation flights and things like that. But there was no gunnery training or bombing or anything else. So that was their main emphasis. As it turned out, their teaching methods—they had very little in the way of teaching methods or letting their new instructors have the benefit of what the best teaching techniques are and things like that. They didn't do that at all, where we had that as a priority in Corpus Christi. I enjoyed the tour very much, but I was afraid when I came back there was very little that I could pass on to the Navy and the instructors' advanced training unit, IATU, that was going to be beneficial.

One thing we had done out there was set up what I thought was a better aircraft check-out procedure on the aircraft itself. They had taken a P-80 and mounted it up on concrete pedestals where you could get in the cockpit and actually start the engine and run it sitting up on these concrete pillars, and put the flaps down, the wheels up and down, and go through a whole flight sitting up there on the concrete blocks with the engine running, and that was something. It was called captiveair, all one word. I thought that was an interesting thing. It's one thing that the Navy looked into after I got back and when I had made my report.

The checking-out in jets was a completely different flight experience, needless to say. Your flight patterns are different. Your speeds are different. In the P-80 out there we were traveling, just on the average, probably twice as fast as we traveled in the prop planes, prop fighters, back at Corpus Christi. Your landing patterns were different. You didn't fly the pattern the same way. It was just a whole different kind of flying, different speeds more than anything else.

WILLIAMS: How did it feel?

SEN. GLENN: The feel of it I got used to very rapidly. The main thing that was different was you always had to plan a little farther ahead then you did in a…

[Begin Tape 1, Side 2]

SEN. GLENN: You did much flatter approaches, because you couldn't come up close to the field and just cut the power back and come down like you do in a prop airplane sometimes. You did that also because you wanted to keep power up on the

engine. It takes a jet engine a lot longer to accelerate from a low speed to a high speed, so you don't get the thrust out of it for maybe several seconds, where on a prop plane, when you open up the throttle you get almost immediate thrust on the airplane to get out of an emergency.

Some people would land too fast, and some people were being checked out that were very nervous about it—would sometimes run off the far end of the runway, either that or they'd come in so low and they'd make too flat an approach and hit before they got to the runway. That was known as Joining the Desert Club. I never joined the Desert Club.

We did some cross-country work while I was there, and that was one of the main things that they considered almost a graduation exercise, was to take the airplane out and make a long cross-country flight somewhere and come back. So to summarize it, their emphasis was far more on just getting checked out in the airplane than it was being able to use it as a combat weapon, which is what we stressed at Corpus Christi.

All during this period, when I would take leave sometimes, which was rare that you could get a couple of weeks' leave, but we went back a couple of times and drove from Corpus Christi to Ohio for short leaves to see our parents. Then there were a couple times during that period where our parents came down to Corpus Christi to see us and visit a few days. Even after all that long trip driving, my dad had sort of a rule: he thought three-day visits were great. When it got beyond that, then it got to be a little stuffy sometimes, even though I loved to have him there. And that's something Annie and I follow to this day. We rarely visit

anybody more than three days, even our own family. [Laughter] Because I think my dad was on the right track. But they would come to Corpus Christi. They got a big kick out of seeing everything and being out and watching flight operations. I was glad to have them come and visit.

Annie and I, in Corpus Christi, bought the first house that we ever owned. It was a place that had been built by a man that owned a lumberyard. He'd built it for himself and he had very special wood in it. I think the price for that whole house at that time, which would be in early 1949, is when we bought the house, and it was $12,500. It was small. It was three-bedroom, but it had two bedrooms downstairs and then a little stairway up off one corner of the living room that went to sort of a very large area with a sloped roof down on each side upstairs. That was our master bedroom up there. There was no air-conditioning, and we had a window fan up there that could draw the air out of the house. We'd open up a few windows down below. In the evening when it cooled off a little bit, the air would be pulled in from down below and upstairs and out through the upstairs fan that we had on. We had a huge stone fireplace in this small living room, and that's one of the things that attracted us to that house. We loved that fireplace.

WILLIAMS: What was your social life like at that time?

SEN. GLENN: Oh, with other people, mainly other Marines that were stationed there. My good friend Tom Miller, to this day, was stationed there at the same time. We got there just about the same time. They lived over in a little different part of town. Tom Collins was another one, a Marine Corps lieutenant who made captain while he was there. He later was killed in the Korean War.

We'd have picnics and go out to the beach. There was a long old causeway across to Padre Island Beach, which I think since that time all that area has been built up with hotels and major highways put out there, but at that time it was still a deserted beach area and we loved to go out in that area in the summertime. There was always a squadron softball team and a league out on the base, and we'd join out there and then maybe go to the club for dinner and things like that.

WILLIAMS: What about Annie?

SEN. GLENN: Annie was a very accomplished organist, big pipe organ, in college. I think I mentioned that earlier. She was very, very good. Everywhere we ever were stationed, starting in Corpus Christi, she would play the organ either at the base chapel or at a church in town or something like that. She did that in Corpus Christi, she played at one of the churches in town most of the time. So that took up some of her time also. Of course, we had the two small kids at that time.

Down there you had to watch out for scorpions and a few other things like that. We had a garage that when we moved in had a dirt floor. I remember one time we turned over a board there, and here was a mother scorpion and a whole bunch of little ones under there. So you had to be a little careful with the kids out.

There was another one that I never saw anywhere else, I remember very vividly in that regard, and that is it was cold one evening, and I went to step out the front door. We had an eave under the house along there that shaded it. I stepped down a couple of steps down to the cement floor of this little overhang off the front of the house and saw something on the step. I looked down and it was a great, big tarantula spider. I never had seen one out in the open before. There

weren't very many around that area at that time; it was sort of rare. It was cold and it wasn't moving fast and didn't run or anything like that. In fact, I found out that they're a rather sedentary spider to begin with, although they can go fast if they want to. But I went back in the house and it was big enough, I got a fruit jar, a Mason fruit jar, and took it out and put that fruit jar down over the spider, and it was big enough that the legs stuck out on several sides when I had the fruit jar down on top of it. Then I slid a piece of cardboard under it and got it in the jar. The kids were in a little kindergarten-type day school, or Dave was, and so he took the tarantula to school with him the next day as a thing for school in kindergarten.

One other thing I remember, too, about the family there. There was a dog next door that the people had, and they kept it penned up. It was a female dog. When it was in heat, it got very sort of nasty. Lynn was a little toddler at that time, about maybe two years old or something. The dog was out and she started to pet it, and the dog jumped on her and gashed her head and opened up a big thing in her head, and it required several stitches. Well, the bad part though was not just the stitches, but it was the fact that we weren't sure whether the dog could have rabies or not. So they had to start the rabies shots on Lynn. That's when they had to give this big long needle into the stomach-type thing. The first day, taking Lynn to the doctor, "Let's go to the doctor." "Okay, fine." But I'll tell you the after the first day every time that we got ready to go to the doctor, it was practically putting Lynn in a straightjacket. Fortunately, we only had to do that, I think, maybe two or three days before they decided the dog did not have rabies,

and then she didn't have to do that anymore. But I remember that. That was highly painful to her and she hated that one.

After I had been at Cabaniss for, I guess it was almost about a year and a half, I applied to go through the Naval Aviation School of All-Weather Flight, which is where they took pilots and put them through a very special instrument training course on how you fly on instruments when you're in a cloud or in bad weather. Just flying by the instruments in the airplane that you're looking at, how you do that.

They had a school at what was called Main Side, which was the main naval air station. I was based out of Cabaniss and we'd go back and forth. The main PX and things like that were all over at the main naval air station. But this Naval Aviation School of All-Weather Flight was at main side. I asked to go to that, and that was a three-month course, so I was accepted to that. They'd take a limited number of people from out at Cabaniss and make slots for them over there, so we could get some people with more weather flying experience. Those flights were all done in a twin-engine Beech, little transport called a Beech 18, which was a very common airplane back in those days, a small transport, about six or eight people in the back and the pilot and co-pilot—tail low, tail-dragger, as we called them.

The school was known throughout everywhere. It was known to airlines and everybody else, that if you wanted really good instrument flight training, why, you went to the Naval School Of All-Weather Flight. I applied for that, was accepted, and went over and I went through that, and that was a three-month

course. It was excellent instrument training, something that was of extreme value to me later on.

At the end of that course, again, I had done well in the course, and they asked me if I wanted to get transferred over and stay there and be an instructor in the all-weather flight school. I thought that would be good, to get that kind of experience, so I accepted that and they arranged for my transfer over there. That was a very good experience, as far as my future flying went.

I was there then. As an instructor, I took two other classes. As everyone knows, the best way to learn a subject is to have to teach it yourself. Instrument flying was a sufficiently specialized art that taking two other classes just about did the job of solidifying what I knew about all-weather flying. It was one of the best experiences I had down there. So the training program, what I got out of my whole tour at Corpus Christi was better than I had expected when I got there.

Things I remember particularly about all-weather flight school, though, we were up one day and it turned out that a cold front moved in and we had low fog set in and the fog was freezing on the airplanes when we were trying to make an instrument approach. They had the typical stack of airplanes set up at a holding point and you work your way down in the stack then until they clear the next airplane to come in and make an approach in and land. Well, those airplanes were all getting iced up, and so I remember it very well. They'd be right in the middle of all this; they had the beam, as we used to call it back in those days, which was your main radio navigational fix, the main way that you made an approach to a field. That radio facility went off the air, and there we were up there with people

in the stack and no way to get down, and people literally fanned out all over south Texas. I think we had airplanes wound up in about five or six different fields.

I remember what I did. I went back up towards San Antonio, because that was the area where we knew the weather had moved in from, that direction. So we went back to San Antonio and reported in by radio what we were doing and everyone held their same altitude. But that was some emergency that day. We were lucky that somebody didn't get in serious trouble that day. But it all worked all right, finally. But you had a good bunch of pilots there that knew what they were doing on instruments, but that was unusual. It's the only time in my career to this day that I've ever been in a situation like that, where you had your main fix and your main navigation just flat went off the air and left everybody stranded out there.

Also, they'd gotten into GCA, ground control approach, as I recall at that time. I used to do some of that, but the ground control approach radar and all was out that particular day, was not operable, so it really left people stranded. I remember that day very, very well.

One of our final graduation week exercises there, too, was to take your assigned students and go off somewhere on a long cross-country flight. They did all the planning, the flight planning, and all the weather briefing. I rode the co-pilot's seat and watched everything they did and critiqued everything they did. Those were enjoyable, when you did something like that. On one trip I went back up to Ohio with a group.

Sometimes you'd fill in. If somebody couldn't make a trip like that, why,

you'd volunteer to make it for another instructor or something. So I had several of those, more than just the two groups of students that I took through personally. But it was good experience. I think that in all-weather flight school down there, and taking a couple of students through myself, it was like a life insurance policy later on in other flying that I've done ever since then. I still have a better feel for weather flying because of that, even all these years later. I have it today.

WILLIAMS: Describe the students. These were men who had had experience in World War II or not?

SEN. GLENN: Many of them had. Some had not. A fairly high percentage of them were people who were multi-engine pilots, who needed instrument training because they were doing patrol squadron work out in all kinds of weather. But we had transport pilots who came back through there. So there I was, a fighter pilot, instructing transport pilots on how to fly instruments, which I got a kick out of. Mostly they were big-plane pilots, the multi-engine pilots, but we had a number of fighter pilots, like myself, would go through it also.

Then it was also presumed that all the pilots that went through that program would go back to their squadrons and institute programs for instrument training back in their own units. Now, everyone knew they couldn't set up the same kinds of facilities that we had there at Corpus Christi, but they were supposed to go back and be the instrument training officers for those squadrons as much as they possibly could. So it had that function also.

In that respect, it was almost like IATU, in that you're setting up instructors that you send to do other instruction work. So we were, in fact,

instructors training instructors by being in all-weather flight school. It was a big operation. I don't remember how many planes we'd have out at one time, but as I recall, there was something like thirty or forty airplanes out on regular flights. You normally flew a three or a three-and-a-half-hour flight with two students in the airplane. Maybe they were four, four-hour flights.

What you did was, you went up and you put colored plastic up, to simulate instrument conditions, so that they couldn't see outside the cockpit. We had big pieces of plastic, flexible plastic cut the same shape as the windshield and the side windows. You would put those up and they were sort of a light orange color. When you put those up, the instructor pilot, namely me, in that situation, could still see through that and see outside okay. I could still see the horizon and see outside.

But then you put goggles on the student pilot and he couldn't see through that, and that cut off his vision, so he was like flying at midnight when he had the goggles on, even though I could still see outside. So it made instrument training very, very real. You didn't have auto pilots; they had to fly the airplane the whole time. So it was excellent training. You'd have each one of the students in about a four-hour flight would fly their two hours, or you'd have an hour on and an hour off. So they were long flights where you'd build up a lot of flight time back then. But it was very good training, also.

Now, the other thing you would do is, once the pilots were in their advanced stages, you would take a little piece of plastic, or a little thing, and put it over certain instruments so they couldn't see those, so it's called partial panel. On

an aircraft instrument panel, you have certain basic instruments, and then those that are very necessary for flying the airplane, you have a back-up for that instrument. A gyro horizon that you normally would look at to give you your idea of the position and for keeping your wings level could be backed up by what you called a needle ball instrument, by which you could keep the airplane straight and level, if you knew how to do it. It gave you a back-up presentation to the gyro horizon.

You had back-up altimeters in there, because knowing the specific altitude is very important. So that's another thing that happened on the instruction flights. When they got very accurate, you'd go to partial panel. You'd start covering up one or more instruments and seeing how the pilot reacted, just to simulate an instrument failure that might happen sometime. So that was where you really got into some interesting flying, also. You see how pilots react to that sort of thing and how able they were to still control the airplane and still get it down safely if they had to.

You always had check rides. We would take turns, if I was instructing two students and I had them along to a certain stage right near the end, before they were going to graduate, you'd have a check ride to see if they really were good enough that you wanted to give them a green card. A green card was the highest instrument rating that there was in the Navy and Marine Corps at that time, called the green card. When you got your green card, you were cleared for flying in conditions that the regular pilots in the service were not cleared to fly in, so a green card was quite coveted.

If you had a green card, later on if you got out of the service, you could automatically get an FAA instrument rating. So getting your green card was something, but you didn't let everybody—you still gave a check. Even though I might have run these people through, and would be willing to testify that, yes, they're fully capable—that didn't cut it. You always had another instructor come over and give a check ride and go up and they'd put them through all this and go through all the partial panel and different things and simulate failing different instruments and do all sorts of things like that. So it was a very good school that I always was glad that I went through after that.

WILLIAMS: Obviously, the pilots that you were training were highly qualified.

SEN. GLENN: They were highly qualified pilots on their airplane, but not necessarily with as much detail instrument training. They had had instrument training, but not to the level we gave at all-weather flight.

WILLIAMS: But that would mean that you wouldn't have harrowing moments through incompetence very often, probably, or maybe not at all.

SEN. GLENN: No, that's true. Most of the pilots were seasoned pilots when they got there. They'd done a lot of flying when they got there. You weren't doing this with the cadets, although we gave cadets instrument flying, also. That was part of our training at Instructors' Advanced Training Unit, at IATU. The instructors had to go through an instrument training thing like that. Then they, in turn, gave instrument training to some of their students that were going through as cadets.

Out there we didn't have the Beechcraft airplane. What we had was the old T-6, which was a two-person plane, fore and aft, a training plane. In the back

seat where you would put the cadet, or put your trainee back there, you had a canvas bag that was on sort of a thing up over the pilot's head and it normally lay back behind where he was sitting. You reached back and pulled that forward and it made a hood and you latched it down and up over the front of the instrument panel. You had this canvas hood that he was flying under then. He had no way to fly the airplane, except to look at the instruments.

So the instructor then would be sitting up in the front seeing where the plane was going and watching what was going on, and you would have the cadet back there make instrument approaches to the field and go through all the procedures that you had to go through, much like what we did in much more detail over in the all-weather flight school. Some of the students then from all-weather flight would come over and go back then to instructing cadets later on.

As it turned out, the way my tour of duty at Corpus Christi worked out, by the time I finished this three months of my own and running two more classes through was the time for me to move on to other things, so I was transferred out of Corpus Christi then later on.

WILLIAMS: You had requested transfer of duty to Cherry Point, this was in '48, and that was denied, and so you went to Corpus Christi. Did you cover that? Did you tell me what you wanted to do?

SEN. GLENN: Yes. I wanted to go back in a squadron again at Cherry Point. I had liked Cherry Point in the short time I'd been there. I did not want to go to the training command. That was one thing I did not want to do. I wanted to be in an operating squadron. But having been through Corpus Christi and the training

command and IATU and all-weather flight, it turned out it was a good tour. Even the shore patrol was a good experience, although I wouldn't volunteer for that one again. There wasn't much career-enhancing going on being shore patrol officer.

WILLIAMS: Mentioning that brings me back to a question that occurred to me while you were talking about your shore patrol. You had led, we could call it a somewhat sheltered life in Ohio as a youth, and then through your war experiences, and you were talking about the opium den in China and so forth. You were getting experiences that probably the average person in central Ohio wasn't getting. How did you incorporate this in your…

SEN. GLENN: Well, that's true, but being in a squadron and all the enlisted people in the squadron, you're throwing people together from all over the whole country, of all different levels, all different economic levels and capability levels. So you were fully aware of the real world out there and what drinking does and things like that. You're right that until I left Ohio, I probably had not seen as much of that as maybe some people that grew up in the middle of a big city someplace. But it didn't take long in the Marine Corps to be around some of these things where the seamier sides of life were exhibited. That shore patrol duty at Corpus Christi was sure one of them. I'll tell you, I'll never forget that tour of duty. I certainly didn't volunteer for it, that's for sure. In fact, I fought against it. I wanted to keep on flying. I wanted to go right to a unit and fly, but I was the next Marine aboard and they were looking for a Marine, and I was it.

WILLIAMS: You said you undertook that without any training. They didn't sit you down…

SEN. GLENN: No, the fellow I was relieving was a Navy lieutenant commander. He just told

me about the duty and what I should do when they sent the prisoners back out every night. I had the enlisted people there that were experienced, and so it was pretty much OJT, on-the-job-training. You really ran into the seamier side of life in that job, because you were dealing with drunkenness and people being out of control in that area almost every night you were down there. Drugs hadn't taken over as much at that time as they have now. That was not as much of a problem, although I mentioned earlier where there were some people on drugs. Just realizing how many people walking around with knives on them and razor blades—I mentioned about how the sailors would carry these razor blades in their little Navy enlisted cap and tuck it down inside that outer brim that's turned up. So if something started, they'd reach up in their hat and get a razor blade, put in between their fingers, and they were set to go if anybody wanted to fight.

I don't mean to imply that every person in town went in that way. These were rarities. There were thousands of people on liberty in town at any given night. Maybe not any given night, but certainly on weekends. A very, very few would be out of control, probably very few or far fewer than would be out of control in any civilian night out on a weekend in a major town. But we were there to make sure that the Navy and Marine personnel downtown were not getting into trouble. If they were—get them out of trouble and get them out of there. That was our job. So that tour of duty is one that I'll always remember.

WILLIAMS: When you were talking about it earlier, you made some comment about your approach to it was to sort of come in and set up not exactly new roles and regs or something, but you were sort of in a—I've forgotten exactly how you expressed it.

But take charge and make this a better unit or something.

SEN. GLENN: Yes, absolutely. No, the worst thing you could do in a situation like that was to avoid what I was supposed to be doing there. You couldn't do something like…

[Begin Tape 2, Side 1]

SEN. GLENN: In working with the other enlisted personnel, the last thing I wanted them to think was that I wasn't serious about this. So when I came in there it was with the attitude of, if I'm going to be assigned to this thing—I didn't ask for it, in fact, I tried to avoid it—but if I'm going to be assigned to it, then I'm going to do the best job I can do here, and that meant being right in the forefront of this thing. I wasn't going to be somebody that sent them into some place, whether it was a bar or a fracas or whatever it was, I wasn't going to send them in and hang back myself. The best way to do what I was going to do, or to do a good job there was to step right in and do it. That's exactly what we did. That was the best advice I ever passed on to my successor there, too, was you've got to make sure that you're on top of everything here, you're not sending your people out there to do things that you won't do yourself.

WILLIAMS: How would you describe yourself at this point in your life?

SEN. GLENN: Describe myself as what? Well, I don't know, at that point in my life, as the big picture, I'd accepted a commission in the regular Marine Corps, had decided I wanted to make it a career. I loved to fly. Had a family by that time, Annie and the two kids, so we were trying to bring them up, save a little bit of money, which we never were able to do much. You divided your time pretty much between the

base and the daily work and then maybe trying to go to the beach or get together with some of our friends, Millers or Rainforths. Dick Rainforth was another. No, Rainforths weren't down there. Tom Collins was the one that was down there then. We'd get together.

So all in all, I knew that my flying was good and I looked forward to a career in the Marine Corps. There were certain things you were pretty much expected to do in the Marine Corps, certain schools that you knew you'd have to go to if you're going to get any advancement. That's what happened then out of Corpus Christi. I then was sent to the Amphibious Warfare School junior course at Quantico, Virginia. The school there was a six-month school that the Marine Corps required all junior officers to go through as a way of building your foundation within the Marine Corps for the overall Marine Corps. Now, I didn't want that assignment either, but I was assigned that out of Corpus Christi.

The Amphibious Warfare School then went into all sorts of things. It wasn't just about flying, it was quite the opposite. Flying was part of it, but your emphasis at that time then was to go into all sorts of things that made the Marine Corps operate and made the Marine Corps different. In other words, amphibious warfare, flying as a supporting arm, like artillery, mortar fire, intelligence work, all sorts of things.

When you got to Quantico, that's exactly what we were studying. This was in 1950 or '51. Let me see. Yes, I reported in there in July of 1951 and went through the course, about a six-month course. It went through everything there is to go through in the Marine Corps, including up to having us take turns being staff

officers like in a Marine Corps ground division, in simulated war patterns and so on. I remember one of the ones where I was a commanding general once. We were going in and taking something around Mt. Vesuvius in Italy. They had projects like this or potential combat spots all over the world. Then we'd split up and we'd have people in different rooms training, after having had the lectures in all these particular areas.

In going through some of the old material we were given at Quantico, which I still have, there's some here on field artillery. The organization and doctrine of employment; combined armed section of Marine Corps Educational Center on field artillery definitions; how you use field artillery. This particular folder that I happen to have is almost all on artillery. There were other sections of the course that went through how you employ aviation in support of ground troops in the Marine Corps, observation for aerial observation and how you go through that.

Then you'd go through similar situation with regard to employment of tanks or mortar fire; how you actually would set up a plan for organizing how you would take a particular target and doing the logistics for it, as well as the arms for it. How you would organize troops to go aboard ship. It was every facet, everything you could think of, logistics, supply, and equipment. You had to take that under consideration.

I was just noticing going through some of this that I had a thing here, this was back in the artillery folder, once again, that it was a little chart showing the ranges of different types of artillery and what the maximum altitude is, an artillery

shell gets up to when you fire it. For instance, you got a four-and-a-half-inch rocket launcher, its range—it will go out to about six miles, five and a half or six miles, and hit a target. Then you come back through 75-mm howitzer, 105-mm, 155-mm, and then 155-mm gun, which gets you clear out to about sixteen miles, and the shell actually goes up to about eight miles above the Earth on its way out there to hit the target.

You had to know all those things, because that determined where you could place your artillery to still support an attack on a particular target. You had to know naval gunfire, because if you're going to land and you want to know what naval gunfire can do in a particular combat situation, well, you had to know the ranges of the different guns, sixteen-inch on down. Things like how long a landing craft would take to get to the beach once it started out. In other words, everything there would be to know about land combat or amphibious warfare operation. Of course, our background in aviation was fed into this also, because we could make comments on those things as these lectures went on.

We had lectures and huge combat maps that would pull down there maybe fifteen, twenty feet across and ten feet high, something like that. The instructor would be up lecturing with a big pointer or a light gun as they gave the lecture. Then we spent part of the time out in the field, as we called it, which was out doing some of these projects and doing how you set up a platoon in a defensive position or an offensive position. It was down out in the area in Quantico called the Guadalcanal area. It's on the other side of Route 1, which goes down through and bisects all the Marine Corps property in that particular area.

They would set up. We'd have night live firing exercises, where you had a lot of tracer ammunition, so you could see it particularly at night. You'd go out there and see crossfire back and forth showing what defensive positions look like when live firing was going on at night. So it was very realistic training, some of it. We spent quite a bit of time out doing that on field exercises, which I liked. I liked those better than the classroom work, but you needed the classroom work to enable you to do that.

This was a junior course, as it was called. Then there was an amphibious warfare senior course, which I never went to. It was more for high-level staff officers and how you organized big-time amphibious operations. But the junior course was very informative and I learned a lot out of it.

Our living conditions for the family were not very good when we were there. When you check in on any base, there was never enough housing for everyone stationed at that base, so you were on your own. We went out to the little village of Triangle, which is right out along Route 1, out of the main base at Quantico, and Annie finally found a little place. It wasn't much. It was a tiny, tiny little place with four very, very small rooms, one a little living room, two bedrooms, and a combined kitchen, dining room, altogether—very tiny place, pretty well run down. We went on the list for base housing.

We had this first place and we lived there, that wasn't much of anything. Incidentally, we drove by it a year or so ago and the little house is still there. I couldn't believe it. I thought it would have fallen down a long time ago. It looks in real disrepair now, even worse than it did when we moved in. But it was a

place to live.

Then the next thing we got, they had some Quonset huts set up down at a little place. They called it Midway Village, which was about seven or eight miles south of Quantico on a piece of Marine property. They had some Quonset huts set up, and a family could live in half of a Quonset hut. We got that, so we moved out of the first place and moved down to that half a Quonset hut at Midway Village. It was one where, through the fiberboard wall to the people living next door you could literally hear each other breathe.

They didn't have any central heating or anything like that. Each one of these units, our half of the unit, literally had a potbelly stove, an old one like an old potbelly stove. Some of the people who had been living there longer had converted those over to some oil heating. But when we moved in there, we were told it was just temporary and that we were going to get base quarters then later on, or a place that was just off of the main part of the base. It was called Thomison [phonetic] Park. It was nice apartment buildings, multiple apartments and duplexes and triplexes and all sort of like row houses lined up together. So we thought that's what we were going to get. They advised us at that time, this was in the early fall, to take Midway Village because we were going to move into one of the base houses very shortly, probably wouldn't be more than thirty days or so, as I recall.

Well, one thing led to another, and our base housing did not materialize and here we were through the winter in that Quonset hut. Knowing we were going to move out shortly, I didn't want to spend the money to convert anything

there. They had a place on the base where when they cut down certain trees and split them up, they had slabs, some slabs left. They'd split those down and had wood then you could get if you wanted it. So I would load up our car, load up the trunk with these split slabs from out on the base, drive down and had them outside. Every morning I'd have to get up and start a new fire in the middle of the winter in this potbelly stove.

We never moved out of that place until the following spring. We were in it about six months, through the worst six months in the middle of the winter. That was not very good living. It was early the next spring, just about at the end of the winter we finally got into Thomison Park and some decent apartments there.

At the end of my Amphibious Warfare School junior course, I once again hoped I'd be getting back in a squadron. By the time I got out of there, of course, Korea was well under way. I think I even volunteered to go to Korea when I was leaving the junior course. Instead of that, I was kept on the general staff of the commanding officer of all of Quantico and all the Marine training at Quantico. I was put in the operations section. I didn't like being on the general staff. I was the only pilot assigned to the general staff. It was the only time I ever was stationed straight in a ground command in the Marine Corps in my twenty-three years in the Marine Corps.

But I was on the general staff, and, as such, I was in charge of what they called the E areas. They were the live firing areas out in the Guadalcanal area, where they had different ranges set up. I was in charge of scheduling those every

day, for what was to occur in each one of them, and making sure that the roadblocks were up to prohibit trucks from coming in that weren't supposed to come in, and all the safety procedures and all of that. There was a lot of live firing going on out there. They even had artillery firing back at that time that reached up, quite a ways up. Luckily, I had a very fine master sergeant who had been doing this work for a long, long time. While I had to check everything that he did, because I was the one that was responsible, he was very, very good, and I was fortunate to have him with me.

Every month I would write a letter to my commanding officer, who was the operations officer for all of Quantico, a Colonel Thompson. I requested that I be assigned to Korea. The Korean War was on then, and I felt that with all the training I had, to have something going on where the whole Marine Corps was involved and I wasn't going to use all the training I had, I just thought it wasn't right. So I was anxious to go to the Korean War. I would write a letter about every month, or every other month, and I'd get a reply back, "Your request is denied." That went on for some time. I was in that—oh, how long was I in Quantico after I got out of the Amphibious Warfare School? It was quite a while.

WILLIAMS: Right at the bottom of the page.

SEN. GLENN: I went to Quantico in July of '51. Then I was assigned to the general staff there in December of '51. I was there on the staff then for almost a year until the following November. No, I actually left there in January of '53. No, wait a minute, I'm sorry—until October of '52 I was on the general staff, yes.

WILLIAMS: You were at Quantico?

SEN. GLENN: Yes, I was at Quantico. Then they finally did grant my request to go to Korea. In fact, I'd get a letter back every month, "Request denied." Then I was told one day to not submit any more letters; when they got ready to send me to Korea they would send me and not before that. So I didn't know what was going to happen.

So then a couple of months after that, I actually did get orders, and it was to go first down to Cherry Point for temporary duty, duty under instruction. I was to go through the jet training course down there because I had jet time before, since I'd been out at Williams and I had been checked out in jets. So this was to check out in F-9s, F-4s and 5s, the old Panther, so that when I went to Korea I'd be assigned to a jet squadron in Korea, which is what I wanted.

So I was down there then for a couple of months undergoing instruction in jet flying and bombing and air-to-air combat and the whole thing. During that time period, since we were not going back to Quantico, Annie then moved back to Ohio with her folks again. Then when I finished, I went back through. When I finished my jet training at Cherry Point, I went back through Ohio then and had leave and then left for the West Coast to go on to Korea.

During the time we were at Quantico, our folks came down a couple of times to see us during that year that we were there. We drove back to Ohio a couple of times, too, during that year, so we were back and forth a lot.

As it turned out, Tom Miller was transferred to Quantico about the same time I was, from Corpus Christi, except he was assigned to the Marine Corps air station there. So we moved up there about the same time with the Millers and the things that we would do around there—Tom Collins, I mentioned that we knew

him down in Corpus Christi. They were transferred to Quantico about the same time. So the Millers, the Collins, and Dick Rainforth, another couple that we had known from back in 155 days, in World War II days, all were there at about the same time. So that was sort of our social structure at that time. We had a lot of picnics and cookouts. We'd go down to some of the little state parks around there and have a fire and have a cookout summer evenings, or things like that.

We went out and tried to learn how to sail there. They had some sailing boats there at Quantico you could take lessons on. We did some of that. Usual sort of standard weekend practice, Annie again played the organ in the base chapel there at Quantico. In fact, she was the chief organist there for a long time. We'd go to church on Sunday morning and then all meet at the O Club for lunch afterwards. That was sort of a standard weekend, almost every weekend, and back and forth once in a while to some things in Washington, since it's only about twenty-five miles away. So we came to a number of events up here in Washington.

WILLIAMS: Quantico at that time represented what in terms of the Marine Corps nationally? You say general staff. Was that *the* headquarters for the U.S. Marine Corps?

SEN. GLENN: No, the general that was in charge of Quantico, on his staff. That was the general, on his staff.

WILLIAMS: But Quantico was serving what function during that period?

SEN. GLENN: Quantico's always been the main training spot for ground officers and basic school. You have a basic school for all officer-training there. You have a lot of enlisted training going on there, also, but enlisted training is mainly down at

Camp Lejeune and other places like that, and the Marine Corps Recruit Depot in San Diego. Quantico always had the training or basic school, which is your second lieutenant training, the basic officer training in the Marine Corps.

WILLIAMS: So during the time you were there doing the junior course, flight was not part of that curriculum really, except sort of incidentally?

SEN. GLENN: No, as a pilot, you're required to get fours hours a month to get your flight pay back then. They've changed all that now. So we would go down and get flight time enough to get our four hours a month. But we were busy enough with our studies, and it was a very hectic course, we were busy enough, you didn't have time enough. You did that on the weekends normally. So you didn't get much flying while you were there.

WILLIAMS: But was flying operations part of the curriculum or was it sort of airplanes were not part of what you were talking about there?

SEN. GLENN: No, they were not. We were not training in airplanes at all. You were there to learn how to operate as a ground officer more than anything else. Tom Miller and I, when we were there, after I was out of junior school, Tom and I would go sometimes on weekends and fly on weekends. In fact, when I checked in, I was the only Marine pilot on the staff. My boss at that time was a person who wasn't particularly friendly toward Marine aviators, and he drew a pretty hard line. A lot of the ground people always were a bit jealous that we got extra pay for flying, for one thing.

I remember very well when I checked in and went in to see him about assuming my new duties, I remember him asking how much time did I need per

month to qualify for flight pay. I said, "Four hours a month, sir." His response was, very well, I'd be permitted four hours a month off from my duties there in the headquarters to go do my flying. Four hours a month. So I did him better than that. I never took any time off and I did all my flying on weekends.

So Tom Miller and I used to take the old R-4D, it was the service's counterpart of the old DC-3 that was a standard airplane on the airlines for many, many years, twin-engine airplane. You still see them around once in a while. Tom and I would take that airplane to get some flight time in, which was fine. We were supposed to keep up on navigation and things, even if we were in a staff job. We would take the airplane and we'd go to the waiting room where some of the people going on leave were waiting to see if they could catch an air ride someplace. We'd see where people wanted to go and we'd load them up and take them where they wanted to go and get our flying in. So that's the way we did most of our flight training.

WILLIAMS: So no one was saying you have to do such and such on this, it was really just getting up in the air?

SEN. GLENN: Just getting our flight time in, yes. It wasn't any gunnery. There was nothing like that. It was just flying a transport airplane. But that got us our flight time in for the month, plus more, we got more than just our four hours a month usually.

WILLIAMS: When I asked you a few minutes ago to describe yourself a little bit at this stage, let me ask you this question. As you were going through this period at Corpus Christi and then Quantico and eventually to Korea, how far out were you sort of looking and seeing yourself? Did you have objectives for a few years out, or were

you sort of taking things as they came?

SEN. GLENN: Oh, I think you did both. Anybody in the Marine Corps, any Marine officer, hopes that some day he'll wind up as Commandant, I guess, although there's never been a flyer, Marine pilot, as Commandant in the Marine Corps, which is still a sore subject with most Marine aviators to this day. I suppose I wanted to make a good enough record that I could rise up to high rank in the Marine Corps and hopefully, at least, make general some day or something like that. But did I ever really think I'd be Commandant? Probably not. But I aspired to go as far up the chain as I could go.

But at the same time, I loved to fly, and you tried to get assignments that would do both. I guess I wanted to fly, but I didn't see that—there were people who went the other route, who thought if they deliberately tried to be staff aides on a general staff or something like that, that was the best way to get ahead in the Marine Corps. I wanted to be more in the operations end of things. I was proud to be a combat pilot, and I wanted to keep that up. I think if it came to a choice of getting my ticket punched, in effect, on a certain thing that the Marine Corps might look at well, or be in a good flying position, I'd probably take the latter and hope for the best as far as the Marine career went.

Actually, that's almost—we'll get into this later on, but that's a decision I made when I came out of the Korean War later on and decided to go to test pilot training. Something I wanted to do, but as far as advancing my career in the Marine Corps, it probably, at that time at least, it was looked at as probably not doing that. In fact, you were going to be away three or four or five years from

your parent service if you went to test pilot training, and that wasn't the way to move farther up the ladder. But I did that because I was interested in it, and in my case it all worked out beautifully in the long run.

So I guess the answer would be—I wasn't looking. I was hoping for the best, but not exactly taking every action that would move me in the best direction toward high rank in the Marine Corps.

One thing I did do at Quantico, though, that I just thought about a second ago. I think I mentioned earlier, I had never received my degree at Muskingum, and I did want to get the degree. Earlier, back at El Toro once, I had taken a lot of courses, several correspondence courses through the Armed Forces Institute that was based out of Wisconsin. They were college-level courses, and most of these, if you completed these courses, they were actually acceptable for college credit at most colleges then. So I had taken several of those courses, some in math and other things, and had those. But when I was at Quantico, the University of Maryland had an extension school in the Pentagon, and they had night classes. I signed up for some of those classes and drove up, most of the time, for about a year, I drove up at least two nights a week and sometimes three nights a week to take courses in the Pentagon. There were all sorts of things. One I remember particularly was on international relations, on foreign policy and all of that. So I had a number of credits that I'd gotten from the University of Maryland.

[Begin Tape 2, Side 2]

SEN. GLENN: But I had these credits and I just had not submitted them and didn't for some

time after that. I just didn't bother with it. I finally got my orders to Korea, and off we went.

But when I think of Quantico, it was probably the duty I disliked the most in the Marine Corps. But it turned out to be the best living conditions at the end because we were there at Quantico and we finally had good quarters right at the end of my tour there and could go back and forth to Washington. Quantico is a beautiful base. There were a lot of things to do there. So as far as that part of it went, it was very enjoyable, but the duty I had on the staff there was not that great. I think the Marine Corps has come around an awful lot from those days when I was still in the Marine Corps. It's come around an awful lot towards treating all their officers a lot more the same than they were back then.

WILLIAMS: So you felt you were getting less than equal treatment?

SEN. GLENN: Yes. Well, the general attitude toward a pilot on the staff at Quantico in those days was not what you would hope for, so I was very careful to make sure that I did everything, absolutely everything, that I should do, and more, to make sure that I didn't get marked down on a fitness report. You get marked down on a fitness report, it probably means at least your next promotion is gone, and maybe your career. So it was that kind of thing.

WILLIAMS: If you had stayed there and not been writing these letters to try to get to Korea, where might the path had led to, do you imagine?

SEN. GLENN: You mean if I had not gone to Korea?

WILLIAMS: Yes.

SEN. GLENN: I have no idea—hard to tell. I probably would have gone out of there, I suppose

back to a squadron someplace. Whether that would have led on up the chain of promotions or not is hard to tell.

As it worked out, I think the instruction there at Quantico, the Amphibious Warfare School junior course, that was an excellent course to try and help you understand more fully how everything fits together in the Marine Corps, and that's what it was supposed to do and it did. Even my experience on the general staff, it was something with benefits, of course, because you're operating in a little different environment than you did before, so that wasn't all that bad, but it was not a duty that I really preferred.

WILLIAMS: Describe the quarters that you had at the end there.

SEN. GLENN: Well, finally, at the end of the tour in Quantico, I think we moved finally into permanent base housing, which was a nice, big, very well-kept apartment. There were apartment buildings with apartments, some on the first floor and some on the second floor. We were on the second floor, but it was a nice big three-bedroom apartment, and we enjoyed that living. It was the first time we ever had—it was the only time in all my twenty-three years in the Marine Corps we ever had permanent base housing. We had temporary quarters out at El Toro once, but the Quantico experience, that last three months there before I went to Korea, we finally had real base housing. But I was ready to leave anyway, so I was glad to leave and have that part of my career behind me.

WILLIAMS: Was Dave preschool still at that point?

SEN. GLENN: Yes, Dave was in kindergarten or preschool, I guess, it was. Dave just started school there. Dave went to first grade there, I think, at Quantico. I believe that's

where he started in school. Lynn was not in school yet, but Dave was first grade. Then when they moved back to Ohio, then he was entered in the elementary school in New Concord, when I went to Korea.

Just some funny little things I recall out at Quantico. One time Tom Miller and I were taking a little Beechcraft, and the general, the commanding general at Quantico was going to—I forget where he was going, I think down to Cherry Point. Tom was flying as pilot, I was flying as co-pilot, and then we'd reverse on the trip back. We were going to fly the general down there. We were picked, I think, to do that one occasion because we had both been through All-Weather Flight School down in Corpus Christi. So they'd pick us for something like that once in a while.

I remember this one time that we went out and it was sort of cold weather, and we had the Beechcraft, went out and ran the engines up and took off. It was sort of cold in the airplane, and I turned the heater on, and almost immediately the whole cabin and cockpit and everything filled up with very dense smoke. It was really dense. It took a little while for the heater to cut on, so I immediately shoved the thing off again. Well, it was several minutes before the cabin was completely cleared of smoke.

When this thing first happened, I glanced back over my shoulder to the general, who was sitting back behind me, and I could see nothing but big eyeballs. [Laughter] He didn't know what was going on. Of course, we didn't either at the moment. But he was afraid the whole thing was on fire. What had happened, we found out later, in preparation for the general's trip, they had cleaned the airplane

particularly well the night before and scrubbed down the outside of it with some of this gunk that they had, this cleanser, real strong stuff. They used to use it on hangar floors. It was gunk they'd use to take grease off certain parts on the outside of the airplane. Some of that had gotten down in the air intake duct that led to the heater. The heater was a surrounding collar over the exhaust coming out of the airplane, so it was very hot, almost red hot. When that soapy mixture hit that hot area, it just filled up the cockpit with smoke. I don't remember whether the general ever had us as his pilots after that or not. It wasn't our fault. [Laughter] We found out that's what the problem was. I remember looking back, and I can still remember seeing him with two big—he wasn't quite sure what was going on.

WILLIAMS: How did you relieve that situation? Is there a window that you open and just…

SEN. GLENN: Yes, just regular flow of the air through the airplane. I don't remember whether we opened the outside air vents, probably, just to clean it out. But I don't think we cut the heater back on after that. Anyway, there was no fire in the cockpit, but it sure looked like it for a little bit.

WILLIAMS: You were so lucky to share all this time with Tom Miller, weren't you? That just happened?

SEN. GLENN: Yes, just by luck of the draw, we happened to get assignments in flight school. We were there a year together in VMF-155, or two years together, almost—then overseas together, flew combat together and back. Then both of us, I was on a different tour when I went to China, of course, but then Tom and I happened to get orders to Corpus Christi at the same time and we were there for a couple years together. Then to Quantico at the same time, although it just happened. We didn't

go to the same functional spot in our career. He was assigned to the Marine Corps air station at Quantico, and I was assigned to Amphibious Warfare School junior course. Then I was kept there on the staff, and then Tom went to Korea a little ahead of me. Then I went to Korea. We went out there at the same time.

WILLIAMS: Did you see him there?

SEN. GLENN: I saw him occasionally out there. He was at a different base than I was. I was flying jets down at K3 and he was at K6 flying prop planes, flying the Corsairs still. So we saw each other occasionally out there—very unusual.

WILLIAMS: Since we're on that topic now, and then since, were there also points where you were in the same place again, or did your careers diverge after that?

SEN. GLENN: No. To follow up on Tom, when we came back then from Korea, Tom was assigned to Hawaii, on the staff out there in Hawaii, Fleet Marine Force Pacific. I went to Patuxent River and was a test pilot. We'd be in touch once in a while and talk back and forth. But when I came off of that and was assigned to Washington, when I came out of the test program and was assigned to the old Navy Bureau of Aeronautics as a project officer on some of the new fighter aircraft, it happened to be the same time Tom was coming back from Hawaii and being assigned to Headquarters Marine Corps. So we were in touch.

When I came up to Washington, I wanted our kids, who by that time were getting to be of junior-high age, I wanted to know what the best junior high school was in the Washington area. Well, all the people said go to Arlington County at that time; they have the best school system in the Washington area. So I went over there and I actually went to the school board and they wouldn't say which

school they thought was the best. But finally one of their members said, if I was moving here I'd try and locate in the Williamsburg Junior High School area. Well, that was enough for me.

So Tom and I—I'd talked to them and they wanted to do the same thing. Their kids were the same age as ours, approximately. So we went out and I had a map of the school district, and I was going to start at the front door of the school and start going out in ever-widening circles around that area in the school district until I found something we liked.

Well, lo and behold, we got out there, and across the street from Williamsburg Junior High, across from the main entrance were some wooded lots with a sign on it, "Lots for sale." Mr. Dent was the name of the guy that owned the lots. So Tom and I bought lots together side by side and contracted with a fellow to build them—he built both our houses, to basically the same plan, although they don't look the same outside. Built them at the same time and moved in. Our families were living there together, with him in Headquarters Marine Corps and me going into the old Navy Bureau of Aeronautics, which has now since been torn down and redone in the Navy's organization, also.

Then that's where I was, that's where I was living then when I was picked up in the space program. So we were side by side there living all that time. When I was training and then afterwards when Tom was still at Headquarters Marine Corps, after I was selected for the flight and came back, then Tom was assigned for temporary duty for several times, because he knew the family and everything. When we'd be going someplace, like the big parade in New York and we needed

some help, why, Tom would be assigned to go with us and help out on some of that. So it was great.

WILLIAMS: Are they still in the same house?

SEN. GLENN: Millers still live in the same house. Now, we sold ours after that, after I was in the space program and they were moving it to the Johnson Space Center at Houston. We were going to move, we put our house up for sale, and we sold our house, because we knew we wanted to build another one down there.

Tom, however, kept his house and when he was gone on other duty, he'd rent it out while he was gone. He's kept it all these years, which was a smart move on his part, because it's worth many times what he paid for it now. So he's retired now from the Marines. He lived in the house then when he was here at Headquarters Marine Corps; when he became the director of all Marine aviation. Tom wound up as a lieutenant general, a three-star, in the Marine Corps. So when he retired from the Marine Corps then, he just continued living in the same house he had right here in Washington. He's still there, retired and living in the same house.

WILLIAMS: So when you go over to visit him that's like going home for you.

SEN. GLENN: Yes, a little exercise in nostalgia with the house next door and all that.

WILLIAMS: Good.

SEN. GLENN: That pretty much takes us through getting ready to go to Korea, I guess.

WILLIAMS: That will be our next…

SEN. GLENN: That's a good spot to…

[End of interview]