

We are rolling. We are rolling. This is a continuation of the United States Holocaust Memorial Museum interview with Mr. Ernest Dutcher on February 19, 2013 in Encino, California. And Mr. Dutcher, we wanted to follow up on a few things that we talked about earlier-- just one of them, that one question about your transport of survivors. Did you ever meet any of these people who had been on the plane with you or any of the other planes that took them out from Germany to France for medical attention?

Unfortunately, no.

You never did.

No.

No. And you never came across anybody's story who said that they had been on such a plane, whether they wrote about it, or it was filmed, or anything like.

That's the thing. It was the 90th Air Force. It was just forgotten about, apparently. And none of the things were ever publicized a lot.

OK. Now let's step back and talk in more detail about-- you mentioned Douglas Fairbanks, Jr. and his role. And we started to talk about that a little bit. But explain exactly where in the picture he fit. When you were explaining to us about the squadrons, and the wings, and the-- what was his-- not just his rank-- but what was his job?

His job was to mislead the Germans into where we were going to land at almost every landing. His job, at the specific southern France invasion, was to use about 10 of his 12 PT boats in the squadron. They were equipped with very powerful amplifiers and loud speakers. And he would race along the shore at about 40 knots or 50 miles an hour-- so very fast in the water. And they would turn on these things as if there were 10,000 boats out there-- very, very loud and very deceiving.

At the same time, he'd have a plane flying and dropping what they call a window.

And what's that?

A window is strips of tin foil. And the strips of tin foil would look on the German radar like a whole big fleet of airplanes coming. And they were all headed for this fake landing site he had designed.

He also designed rubber paratroopers of different sizes to make it look like there are a of them. They were inflatable. And then they dropped those from the planes at some point-- that looked like there is the place they're going to be. So the Germans would move all their reinforcements over there, which then, of course, made the real invasion point much safer for the planes coming in, especially planes like C-47s that had did not have an ounce of firepower on it. It was very vulnerable.

So did this happen simultaneously as the Normandy invasion or just prior?

No. This happened in August of the same year as the invasion. We moved down to southern-- we were stationed in a wheat field in the middle of Italy called Canino Air Base. And from there, we did our training and so forth.

And then I was picked out from the four radar officers of our 430th Group to be the one to go on detached service for the Navy. That was a Navy operation. So I was then broke away from the group and moved down-- or broke away from our squadron-- and moved down to Corsica.

And in Corsica, there was a harbor for these boats. And adjacent to the harbor were their living quarters, and mess halls, and so forth. And I lived like a Navy person at that time and very graciously entertained. I was kind of the top person there for a while, because I was the one they picked to put the marker beacon in the middle of the Mediterranean so that

the final turn of the aircraft for the paratroopers first and then followed by the--

The rubber paratroopers.

Huh?

The rubber paratroopers.

No, no, this was the real thing, the real thing. The reasons for me being there was the fact I had to man that light. And we did it on a PT boat. But the fake paratroopers was his design. And far from being a playboy, this guy was valuable, so valuable, in fact, that all of our participation had to be sworn secret. We couldn't discuss it with our own family. You couldn't discuss it with your bunk mate.

All that secrecy was not lifted until after the Vietnam War. That's why nothing has been printed about it. And as far as I know, I'm the only living person that has the knowledge of what went on.

Did you meet Douglas Fairbanks, Jr?

Pardon?

Did you meet him, Douglas Fairbanks?

Oh, absolutely. I had lunch-- we had the same mess hall. He was a very self-depreciating person, a very nice person.

And it was his thoughts, his ideas for these types of diversionary and misleading tactics.

Yeah, he got his start with Mountbatten out of England. And he got his commission out of England and then eventually was transferred to a Navy commission. And there, he started doing his dirty work.

And would you say successfully?

Very successful, yes, very.

OK. Is there anything else to that episode that you'd like to add about him?

I only saw him at the mess hall. That's the only time that-- usually in the evening after we got through with our maneuvers. And we went through several weeks of training on the Mediterranean at different points on the Mediterranean.

And I was assigned two of the PT boats that were heavily armed with 40-millimeter anti-aircraft guns, and 20-millimeter and twin-50 calibers, and about a half a dozen depth charges for submarines-- there were still submarines in the area-- and also about four torpedoes. This little 78-foot wooden boat carried all those.

And we practiced targets. We practiced torpedoing the ship. And we'd go straight at the ship at high speed and then make a hard left and let the torpedo go before we made our turn. That way, we were hauled away from the blast.

Mm-hmm.

Then at night, we were very flexible. At night, we would pull into a little canal where there was trees and shrubbery over us. And we'd stay the night there. And about daybreak, we'd go back out to our training.

So that part have not been documented yet. And that's what I'm involved in trying to get pulled together for-- I don't want to release the whole thing yet, because the whole thing is not here yet.

Got it. Got it. You mentioned earlier, also, that there had been these tragic and senseless mistakes in England due to decisions made by military leaders and also just the sheer number of flights, that there were these accidents that resulted in victims. Do you recall any other such instances where there were these sad events that happened?

Well, the biggest one of all was Operation Market Basket. Had that not been diverted by General Montgomery selling the idea to Eisenhower-- these are all our opinions, not only mine but a lot of our people-- that those tanks of Patton could have been continuing on their unobstructed drive to Germany. And it would save one year of war.

Yeah.

That's the biggest of all.

Yeah. And that's because the gasoline-- you've said that the gasoline was used.

Yes, the old Workhorse 47 when it was carrying-- we would fly gasoline in and land that little pastures or muddy fields, anywhere that there was a space big enough the plane could roll out in. We would even help-- when I say we, it's the people aboard the plane. Because I had enough to do at the base in England to keep the plane's radar properly working.

But they would help unload the planes with the gasoline. And they carried about 6,000 pounds of gasoline. At 8 pounds per gallon, you can calculate how many Jerry cans there were.

Yeah.

Anyway, they were the standard Jerry cans laid inside the cabin on the floor. And they not only helped unload those cans-- and so the tanks can be refueled-- they far outran their surface supply tanker trucks. They were going that fast.

So we would unload the gas cans and then load up the wounded, the most seriously wounded, and bring them back with the litters that came down from the side inside the plane and flew them back to hospitals in England. And then sometimes they made two trips a day, each pilot. They were very tired.

I can imagine.

But I have no doubt, myself, that the war would have ended one year earlier-- at least a year or maybe even sooner. Because keep in mind, all this is compressed now. Everything we're talking about is compressed into a two-year time frame.

Yeah. What about civilian casualties in England?

Ooh, they were high.

Were they?

In my start of my book, I said-- my book was going to be entitled "I Was There." On the first chapter, I describe the fact that I loved ice skating. I met my wife that way and so forth before I left. I loved ice skating.

And they had a nice ice skating rink in one of the suburbs of London. So I used to go frequently. As often as we had any sort of a pass, I'd take the train into London and take the subway-- the famed British subway system, which was also their air raid shelters. I'd take it out to the rink, which was, as I say, a suburb.

And after that, I would come back to the Red Cross building, where, as soon as we heard the sirens, everyone was supposed to dive for the shelters. We got to the point where we were playing Russian Roulette, that "it's not going to hit us" type of thing. And so when the V2s come over, they were sort of a staccato sound, very staccato.

And when they stopped being staccato is when we had to worry. Because then the power had been cut off, and they just

indiscriminately fell into the heart of London. And of course, there was thousands of British civilians killed during that time. I think they lost many more civilians than they did soldiers.

Oh, then another time, we had to go on a trip to pick up supplies up to Coventry, England. And you remember the Coventry thing, where a bomb hit an air raid shelter. And they were all sealed in there forever.

And driving by Coventry, we ran across a British fish and chips place. And the fish and chips were put into old newspaper. And then we drove out of town.

We didn't get very far. But we had to turn around, and come back, and get a second order of it. They were so delicious, even though they had a little print sometimes on a French fry.

What about Salisbury? You mentioned earlier to me that there used to be dances near Salisbury.

Well, they'd hold officer dances at the Officers Club on our base. And they would go out and get these girls. The single guys-- the single pilots and all-- they could go out and do that. Us old married people had to stick to our inventing.

[LAUGHTER]

So anyway, they would bring them in to the base and then had the responsibility to take them back to their home after.

Were there any incidents there of civilians, some of the girls, who might have been hurt?

That's the only ones I know of.

Well, tell us about that incident. Tell us about that incident that you mentioned to me off camera.

Oh, I thought it was on camera already.

No, it wasn't on camera.

Yeah, well, during that particular period of time, the headlights of the Jeeps and every ground vehicle, including civilian cars if any, had to have a little slit in the light with projectile that slit, enough-- not to see too much of the road or anything, but for other drivers to be able to see it. So these two young pilots were taking their girlfriends for the night. They had picked them up and brought them in for the dance.

No, I'm sorry. It's the other way around. They having picked them up at their homes, were coming in to the base before the dance. And the small headlight, the small square of light, wasn't enough for them to be stopped or have the pilot see it in time for him to do something.

But a pilot was coming back from a night mission where he was training. And he was just crossing the highway where the Jeep-load of people were coming his way. And his right prop started chewing up the Jeep.

And it did result in-- one pilot was killed immediately. And another pilot lost an arm and a leg. And the two girls were fatally injured, but they didn't die instantly.

Bob Owens tells the story that he was right next to-- his office was right next to the accident. So he was the first on the scene. And he was holding the girls in his arms.

And was all this classified information?

Oh, of course.

OK.

This information never would get out to the public. Because the public was only fed information that was positive. Very few of the setbacks were ever mentioned to the public. And I think even the Bridge Too Far movie that was made-- I don't think the impression was given that it was a failure at all. It was just another very exciting mission.

And these are items that were not fed to the public for one big reason. The public was doing a magnificent job of producing all of the war materials that were needed for that huge undertaking for all of the different participants, including Russia-- Russia and England mainly-- and the French when they were able to. And had they released any of this information, it might have destroyed some morale back home. And they had a good reason, I think, for doing it. So the fact that they didn't tell the home front everything, I can understand.

Yeah, yeah. But do you feel better now that it's possible to talk about these things? Do you think people need to know about them?

I think they really need to know, because a varnished truth is not the truth. And if they want to know the truth about what went on-- and I think most people do-- I've talked to my grandson. And I've talked to my son. And every one of them agree that this is the right way to go is to let it out.

Mm-hmm. Let's turn now to something that you have said earlier that was very important to you. Tell us about the book, Band of Brothers, and the author, Stephen Ambrose, and the story that he told. Tell us about the story that he told and, after that, what you think is misleading about that story.

Well, the Band of Brothers was worldwide. It was a very, very successful movie. And of course, the people that made the movie was following a script that was flawed. So I don't fault any of the actors or any other participants in that movie, including the paratroopers involved.

The only thing that was missing was the fact-- and I think a very important fact was missing-- was that no pilot, no member, no--

Excuse me. I have to stop you. What was the story of the Band of Brothers? Can you summarize to us, what was the story of the Band of Brothers?

It was a series of very, very exciting and apparently true story of the 101st and 82nd Airborne being dropped into France on Normandy on D-Day, for example-- mainly on D-Day. That's where the most damage was done to our reputation. These people that they interviewed happened to be people that were on a plane that went into this terrible cloud bank that they encountered just before the drop zones.

Excuse me again. I have to interrupt.

Yeah, sure.

Are you talking now about the story of Band of Brothers or about interviews done for the story? I'd like to know more about, what was the story of the Band of Brothers, and what were the points that were being made in that story?

Oh, yeah. It was mainly a story about their training, their formation back here in the States. There was different CDs. I think there are about seven CDs.

OK.

And it would go from home here at their training bases here. Then they'd go to England. And they're training in England in the countryside, and how they got acquainted with the British people, and so forth.

Then they had the story of the actual one of the-- I think the third CD. Somewhere in there, it told about their actual landing in Normandy, the first people ever to touch foot in Normandy since the Nazis took over.

Mm-hmm.

A wonderful story had it not been mistold. Keeping ongoing, it was then the race across France, and the various strategies, and the big battles they were involved in, and then Bastogne. They were the heroes of Bastogne. They deserved every accolade they could get, because they were a tough bunch.

OK. And at what part do you say-- what was shown in the movie or written in the book where you say it damaged the reputation of the 101st-- is that what--

No, the reputation of the 9th Troop Carrier Command.

OK. How was the 9th Troop Carrier Command portrayed?

They were portrayed as a bunch of over-the-hill airline pilots that have been converted to drive these big crash-- big airplanes. It was unflattering. I can't remember the exact words. But in any event, I got a story from Captain Gates-- was then a Major Gates.

Hang on a second before we go there. So they were portrayed as over-the-hill airline pilots who didn't know what they were doing. Is this what the issue was?

Well, they knew what they were doing, but they were just drivers of transports. That's it.

Of airplane transports.

Airplane drivers.

OK. OK.

The indication seemed to be that group of pilots were the lower echelon of pilots.

OK. So that's how it was in Band of Brothers. What was it like in your view and according to your experience?

Just the real story that I kind of like to get out to help bring the fame of the real accomplishment of the 90th Troop Carrier Command-- bring it into the truth. And they did marvelous things. They did really marvelous things.

First of all, instead of being old, inexperienced airline pilots who knew nothing about night flying or anything, they were really highly trained. They were highly trained in the States. I mentioned at lunch, they were highly trained in the States by being forced to fly 5 feet over the highest obstacle for 500 miles. And they were highly trained, because for many weeks before D-Day, I held schooling in all the different radar in the aircraft. Every pilot knew how to operate the Rebecca gear, which was one of the main airborne navigation pieces. He knew all about offering the new British G system that was brought aboard by another story.

We did an awful lot of training. And these are highly-trained people. They were trained so well, in fact, that they were chosen by Eisenhower to be the lead group to lead the whole group of aircraft participating in the invasion into the fields of fire, like we say here-- into Germany, into Normandy.

OK, into Normandy, France first, yeah?

Yeah, we were the absolute first. We allowed the 101st Troop Carrier and 82nd Troop Carrier to be the first put boots on the ground. But they wouldn't have been able to put those boots on the ground were it not for the fact that we were very proficient in finding the spot where they should be, as well as not losing anyone that we are aware of in the flight part of the operation.

So then they turned around. And they come back to the field and picked up the gliders. And they helped one glider per aircraft-- took off, flew those gliders on in. And one of my very close friends and most senior fighter pilots was killed in that particular operation.

Before that was flawless. No one had died. No planes were lost. And they flew that group in.

What was his name?

His name was Lieutenant Darling. And he has a cross at one of the close cemeteries there that I've got pictures of and so forth. But the stories of those pilots of the gliders-- I'll get it straight-- became fighters when they got on the ground. They were just part of the fighting group. So they took their different weapons.

And they tried hard to-- you're supposed to get back as fast as they could. And some of them had some harrowing stories to tell of how Germans would massacre the soldiers that were in some of the downed gliders, and injured, and so on. It was too much detail to even bring him along now, with one exception.

One of the pilots that came back was a very quiet, red-headed glider pilot. They cut loose from the tow aircraft. And while he was landing, there was a German soldier in the middle of the little hedgerow field.

And he had what they call a burp gun. That's an automatic pistol. He was waiting for him to get close enough in other words. They were dead ducks.

So he kicked the windshield out of his-- he was a co-pilot. He kicked the windshield out, and took his gun, took careful aim. And the glider, after it's cut loose, it's very stable, very steady. He killed a German soldier and saved, of course, that whole planeload.

One other thing-- the German was standing in the middle of a field. The Germans and all the hedgerows around waiting to shoot and they were using wooden bullets. I don't think that's well known.

Wooden bullets were blue-coated hardwood bullets. And they would travel a certain distance before losing their velocity. So before it hits the opposite hedgerow-- it was twice as far away as the German in the middle-- they would fade out. If they hit a person, though, they were devastating.

Were they like exploding bullets?

They almost had about the same effect to your internal organs. They would never pass through you. They'd just tear you up terribly. So they were vicious.

But as I said, I haven't heard from anyone else anywhere about it. I even brought some back. And eventually, my kids were probably playing with them and stuff. I lost them.

So those bullets were being aimed at the gliders?

They were being aimed at the glider load. The paratroopers or glider troopers, they were called. The nose of the glider would tilt up on landing. And then they could race off from the front in different directions.

But he was waiting to shoot them as they were coming out. And the ones around the hedgerows were waiting to get them with the wooden bullets without hurting their own people.

And that's why they use them, because they lost their velocity before they'd hit the other hedgerow.

Exactly.

I see. And were they able to use them? What happened to the glider-- were any of the gliders lost?

On this particular one, the Germans were not in the hedgerows. This was just a situation I brought up as a side issue.

OK.

But on this one where he killed his potential executioner, they didn't have any in the hedgerows there. He was able to get everyone out. And he got back.

OK. So have you given a full story according to what you believe we need to know about, what was the true professionalism of the pilots and those who were piloting the glider planes? Or is there more that you want to show that they really did know their stuff?

Well, the best evidence was the fact they got the presidential citation. It's either the presidential or department citation. Some call it presidential-- a citation as being the only group of 1,000 airplanes that were flying-- the only group to win that award. And then the 88th other group that liberated your actual slave labor camps there, also the 88th one-- the same distinguished citation as a unit citation. Every member of the group could wear the ribbon.

What did the ribbon look like?

It was a gold-framed blue, just plain blue. I was going to bring them along, but I couldn't find them.

So why did the Band of Brothers get it wrong?

Because the author got it wrong. He was a famous author.

Mm-hmm. What was his name?

His name is Stephen Ambrose. And we-- when I say we-- some of the Troop Carrier people, such as Major Gates who is now Colonel Gates-- and he wrote an email to me that was very revealing. He's the one that said that not one Troop Carrier pilot to his is knowledge-- and he was quite high up there-- had ever been interviewed for this.

So although it was a wonderful movie and a very successful movie-- we can't blame any of the actors, and we can't blame any of the participants in it. Because they had no knowledge that he had not interviewed any of these. However, the damage had been done.

And a lawsuit was started by the 438th Troop Carrier Group against Ambrose, not against Band of Brothers. And it was proceeding at the time he died.

I see.

Ambrose died. And then the Troop Carrier Group dropped the lawsuit.

And what were they charging him again?

Against defamation. I mean, it's ruining the reputation of an entire command.

How many people would that involve?

Well, it involved 1,000 aircraft. And 1,000 aircraft involved at least five people per aircraft plus the ground personnel that equal that. So you can use the math on it and figure out that an awful lot of people-- some people didn't care. They got out of the war. Hey, am I still alive? What am I complaining about?

But some did. And it's still hurting us for the fact that the Holocaust happened yesterday showed the people that liberated-- the different groups and liberated it. And it showed the 101st. It showed the 82nd. But there was a vacant



spot down below there that didn't show the 90th Air Force.

Because the thought was that nobody but ground people were involved in the liberation. So that's the thing that--

Forgive me for this, but was there a direct way that the 90th Aircraft was involved?

Well, our thought would be-- maybe it's only mine-- but our thought would be that the fact that this plane shortened the war so much that a lot of the Holocaust survivors benefited from the fact that-- and were still alive today because of the-- even Eisenhower said that-- said that we were such a big force in ending the war. And so was the ground troops that fought from foxholes and so forth. I'm taking nothing away from them. They did a great job.

And a great number of them died. And so did a great number of the people in the 9th Troop Air Command. They also died.

So my feeling that liberators-- we were the pre-liberators. You might put it that way. We shortened the time.

OK.

Had it not been for us supplying gasoline as the fast we did to Patton, those ground troops that liberated the camp would not have been there yet. They weren't free enough to be there yet. So that's my position.

Is there anything else you'd want to add to this episode, this part of the story that you think--

No, that's basically the thing that's driven me for trying to piece the whole thing together, particularly in the last two years. Because I didn't know the whole story. I couldn't put it together.

OK.

Just two points of fact that were--

Sure.

You keep saying-- either 90th or the 9th?

90th, 9-0.

I heard 9th, and I heard 90th. So it's definitely 90th. OK, the second one was [INAUDIBLE] Patton was a field marshal for England. If Fairbanks had a relationship with him, they had to know the commission. Was it a British commission or American commission in the Navy, since you were with him on Corsica?

He was with the United States Navy at that time. It had to be a Navy commission.

So he left from the British Army.

Yeah, there could have been--

--American. So that's an interesting fact.

He had a title.

So if we can just explore this, I don't know whether your voice is caught on the mic when you're asking this question. If I can repeat it, Douglas Fairbanks, Jr had both a British commission, as well as a US commission. Is that correct?

That was the question. And he had, definitely at the time I was involved, an American commission and an American

Navy group. His British-- he had a title there. And I think it was Lieutenant. But I can't tell you. And I'm not even sure what Lieutenant meant in rank there.

But I did want to mention one more humorous side of the Montgomery story. During the build up-- it could have even been a day before D-Day-- oh, no, I'm sorry. This is different. Let me straighten that out.

Sure.

Because he was on the base at that time, too. He was with MacArthur in that famous picture of MacArthur.

Who's he?

Huh?

Who are you referring to?

Montgomery.

Or Mountbatten, which one?

Montgomery.

Montgomery.

Yeah, General Montgomery, the famous general.

Right.

But around December 23-- from the 20th to the 25th-- was the hold out at Bastogne. But there was a rumor around our air base that a German prisoner of war camp was going to break out on that day. And we armed everybody to the teeth. So I carried a submachine gun, a Thompson 30-caliber submachine gun. And I was appointed officer of the day on that particular day.

Well, in come this big, big British command car. And I had orders that nobody entered that base without showing identification. And so-- not that I didn't recognize them, but my orders were that I had to ask for identification from everyone entering that base. And so he didn't want to give it.

Well, my submachine gun was held over the shoulder. I unstrapped it. And I said, sir, can I see your ID? I got it real quick.

Did you really?

[LAUGHTER]

I got it real quick. Because there's no-nonsense time, you know?

Yeah.

And I laughed afterwards, thinking that, if I had used it, it might have shortened the war even more.

Oh, gosh.

[LAUGHTER]

No, you better strike that one.

Yeah.

[LAUGHTER]

No, it was desperate times.

The fish and chips story. They were going back for another--

OK. You were going back for another fish and chips. What was the significance when you talked to us about the fish and chips that you picked up and how tasty they were, and you went back for another one. Was there something that was part of that?

The part of that was that we were in Coventry. And we were reviewing the town, and getting the history of it, and so forth. I actually went there with a Jeep and a trailer to pick up parts for our radar operation. And we were coming back from picking up the parts. And we saw this fish and chips place along the road.

We stopped. And we got an order of fish and chips, which they carefully wrapped in a piece of newspaper. And we continued on our way to we got a mile or so out of town. And we finished our fish and chips.

They were so darn good. We had to turn around, make a trip back for a second batch.

And did you?

And we did.

You got a second batch.

We got a second batch. And that fish and chips was not one of the targets of the Germans?

That was not under any problem whatsoever. It was just great. And since that time, I can't pass a fish and chips dinner.

OK. OK.

There was something else that you had asked, which was the 9th or the 90th.

He would say either the 90th or the 9th. And so, therefore, it shows a discrepancy. So what is it? Without equivocation, he said the 90th.

So it's the 90th. Can you explain what? Because I'm not a military--

It's the 90th Troop Carrier Group.

The 90th Troop--

9-0, 90th.

90th Troop Carrier Group.

Which, I guarantee, you haven't heard too much of in the public since the Band of Brothers come out.

Yeah. Yeah. What else would you want a younger generation to know about what it is that you saw during the war and what it is that you'd want them to understand about the Holocaust survivors and what they went through that you

witnessed, as well?

One thing I'd like to have them know that our experiences over there and experiences since that time have made a non-Jewish person and most of our buddies that were over there with us feel more sympathy for the Jewish race and more admiration for the Jewish race. And part of the admiration was-- we were trying to tell ourselves, why would they go through that torture and everything without committing suicide? We couldn't figure that out. Well, the answer came in the fact that their great faith and their great will. And that's kind of answered the question.

But the younger generation-- my grandson, I mentioned, took me to what they call bring and tell to a first grade class. And he brought me. And the other kids brought toys and different things like that. He brought me in.

And he says, this is my grandpa, and he wants to tell you something about the war. Well, they didn't utter a word. I told him I had to be careful, because they were Japanese teachers there. So I had to be careful not to mention how bad they were.

But I only mentioned this bad man out of Germany. And he took all those people. And he put them in camps. And he nearly killed them. And this was terrible.

But it was a bad war. And then at the end, a little Korean first grader came up to me and says, who won the war? I said, well, we did. He says, cool!

[LAUGHTER]

So anyway-- but yeah, I think the thing that should be done now-- and I've offered to do it over the years-- is to speak to high school groups and high school history groups as part of their curriculum. And I've never had an invitation to do so.

It takes time. It takes time--

It does.

--and understanding. And sometimes that understanding isn't there of what the significance is of a person's experience.

That could be, too, yeah.

Yeah. Well, thank you very much for agreeing to share those experiences with us today. It's much appreciated. You've filled in a piece of the puzzle that we weren't aware of.

And I know that my colleagues back in the Museum are also grateful to you for your contribution. So in their name, also, thank you. And this concludes our interview with Ernest Dutcher on February 19, 2013 in Encino, California.

You're very welcome.