

OH-3031, John Shaw, 4-19-2014, WY In Flight

Part 1

JUNGE: [00:00:00] John, you understand the purpose of this project?

JOHN SHAW: Yes.

JUNGE: OK. Good. You seem to just go with the flow.

JOHN SHAW: Whatever you say.

JUNGE: And this is --

JOHN SHAW: Queenie.

JUNGE: Queenie. How you doing, Queenie? How you doing?  
This is a Schnauzer?

JOHN SHAW: Uh-huh.

JUNGE: And she's 15?

JOHN SHAW: Uh-huh.

JUNGE: And your wife is Eloise.

JOHN SHAW: Eloise Laird Shaw.

JUNGE: How many kids do you have?

JOHN SHAW: Just two.

JUNGE: Boys, girls?

JOHN SHAW: One of each.

JUNGE: OK. When and where were you born?

JOHN SHAW: Buffalo, Wyoming, on January 2<sup>nd</sup>, 1929.

JUNGE: So you have just turned --

JOHN SHAW:       Eighty-five.

JUNGE:        -- 85.  OK.  How did your folks get to Buffalo?

JUNGE:        My dad was a cowboy.

JUNGE:        He was a cowboy?

JOHN SHAW:       Uh-huh.  He worked on a ranch there.  I can't  
                remember the name of the ranch.  I should, but I can't.

JUNGE:        Was it west of town, south of town?  [00:01:00]

JOHN SHAW:       South and a little bit -- let's see, Buffalo is -  
                - no, I just think it's south of town.

JUNGE:        You know the McBrides?

JOHN SHAW:       I know a McBride, but not the ranchers, no.

JUNGE:        You don't know Kelly McBride?  He was a rancher --

JOHN SHAW:       No.

JUNGE:        -- in that vicinity.

JOHN SHAW:       I knew a guy called Hoss McBride that was killed  
                in Vietnam.

JUNGE:        OK.  So you grew up in Buffalo?

JOHN SHAW:       No, I grew up in Worland.

JUNGE:        How did you get from Buffalo to Worland?

JOHN SHAW:       My dad, during the Depression, left the ranch in  
                Buffalo and worked for the state highway department I guess  
                you'd call it.

JUNGE:        What was he?

JOHN SHAW: A mechanic. Well, an operator, equipment operator.

JUNGE: OK. And our mom was what?

JOHN SHAW: A mom

JUNGE: A housewife. OK. So you came up because your dad's job changed?

JOHN SHAW: Uh-huh.

JUNGE: OK. [00:02:00] And how long have you been in Worland?

JOHN SHAW: Since I was five years old.

ELOISE SHAW: Off and on.

JOHN SHAW: I've always considered this my home address, and the military allows you to do that.

JUNGE: Oh, really? OK. So this is where you vote?

JOHN SHAW: Yeah.

JUNGE: Absentee ballot, you can vote here.

JOHN SHAW: Yeah.

JUNGE: OK. Where did you go to school then?

JOHN SHAW: Worland, through high school. I started school in Worland, through high school, and in college I went to the University of Colorado first. That's when I had the skull fracture and blood clot on the brain. Then I went from there to Washington State, and from there to the University of Nebraska at Omaha.

JUNGE: Why did you go to Colorado University?

JOHN SHAW: Still don't know.

ELOISE SHAW: Because he didn't want to go to Laramie where he'd find everybody there would know how much money he didn't have.

JOHN SHAW: Which was practically none. No, I went to the University of Colorado because the principal of the high school [00:03:00] and the football coach thought I might have a chance.

JUNGE: Have a chance to do what?

JOHN SHAW: Play football.

JUNGE: What did you -- what position?

JOHN SHAW: Well, at that time I was pretty much wherever they'd let me play.

JUNGE: How big were you?

JOHN SHAW: About 160 pounds.

JUNGE: And how tall?

JOHN SHAW: Five foot nine.

JUNGE: Well, you weren't going to play fullback, were you?

JOHN SHAW: Oh, no. But remember, too, the University of Wyoming's defensive line, when I went to college at the University of Colorado, averaged less than 185 pounds. So I didn't consider myself small at that time. All of this growth has happened since then.

JUNGE: All this growth?

JOHN SHAW: [Seven?]-inch thighs.

JUNGE: What -- how are you now?

JOHN SHAW: How?

JUNGE: No. What is your size now?

ELOISE SHAW: Oh, you're smaller than that now.

JOHN SHAW: Oh, I'm five foot six, and I weigh 145.

JUNGE: (laughter) OK.

ELOISE SHAW: But he means that the size in college football --

JUNGE: Oh! I was going to say --

ELOISE SHAW: -- was a lot smaller.

JUNGE: Well, if you're under 285 [00:04:00] on the line,  
you're too light.

JOHN SHAW: Oh, you're too light now, but you weren't then.

JUNGE: Yeah. How long did you go to CU?

JOHN SHAW: Three years.

JUNGE: And what was your idea, what were you going to be?

JOHN SHAW: I thought if I majored in business and I did well  
that someday I'd come back to Worland, Wyoming, and go to  
work for the sugar factory which I worked in before, and  
maybe someday become the superintendent. Your goals in  
those days weren't like they are now.

JUNGE: Interesting. You spent two years there, then you went  
to Nebraska?

JOHN SHAW: I went to Washington State.

JUNGE: Oh, Washington State.

JOHN SHAW: Yeah.

JUNGE: Why did you switch?

JOHN SHAW: Well, because I was hurt and I was in debt, and my dad said if I went to Washington State I could go as a state student, and he'd help me.

JUNGE: How could you do that? He was a resident of Wyoming.

JOHN SHAW: He wasn't then, he was a resident of Washington then.

JUNGE: Oh, OK. How did you fracture your skull?

JOHN SHAW: A guy kicked me.

JUNGE: In football?

JOHN SHAW: Uh-huh.

JUNGE: What kind of helmets did you have in those days?

JOHN SHAW: Well, at this time nothing. [00:05:00] It was a pick-up game.

JUNGE: I understand those.

ELOISE SHAW: But you've got to remember that John's mother died when he was so young, and his daddy then -- John and his two younger brothers were left to be raised by his grandparents. John's daddy was able to, you know, work wherever he could. It was the Depression.

JOHN SHAW: Yeah, height of the Depression.

ELOISE SHAW: Yeah. Yeah. We were born in 1929, and that was a bad time.

JOHN SHAW: Eloise was born right over here at the farm.

ELOISE SHAW: I was born in the farm.

JOHN SHAW: The family farm, the Laird farm.

ELOISE SHAW: But anyway, but that's why his father, you know, was able to move around and go places.

JOHN SHAW: He was an engineer at that time. Well, he was classified as an engineer. He didn't have any college, but his classification [00:06:00] with General Electric was an engineer with the Hanford energy project.

JUNGE: Hanford? What did he do?

JOHN SHAW: He was an engineer.

JUNGE: I mean, he -- so this was an atomic energy plant.

JOHN SHAW: (inaudible), and it was very, very secret. I don't know exactly what his duties were.

JUNGE: So that after -- did you graduate at Washington?

JOHN SHAW: No, I graduated University of Nebraska at Omaha.

JUNGE: And got a degree in what?

JOHN SHAW: Business administration.

JUNGE: OK. So you were fulfilling your dream, then obviously you came back to Worland and you became superintendent of the sugar plant.

JOHN SHAW: No, no, no. No, no. That was my goal when I went to college, that if I worked hard, studied hard, and graduated from college that I could come back and go to work for the sugar factory like I did when I was a kid and maybe someday become the superintendent.

JUNGE: And be a wealthy man.

JOHN SHAW: Be a what?

JUNGE: A wealthy person.

JOHN SHAW: Well, I imagined in those days the [Worland wealthy?] probably made twenty thousand a year.

JUNGE: But you wouldn't have had to worry about food and putting clothes on your back [00:07:00] like you did during the Depression.

JOHN SHAW: No.

ELOISE SHAW: No.

JUNGE: OK. So what happened after you graduated?

JOHN SHAW: Well, I went into the Air Force before I graduated. That's how come I graduated from the University of Nebraska. The Air Force sent me to school for my final year.

JUNGE: Was this called ROTC?

JOHN SHAW: No, this was called an Air Force program that they picked for people that they wanted to go to school.

JUNGE: But the war was over, wasn't it?



JOHN SHAW: Well, World War II was over, but Korea was still going on, and I was a veteran of the Korean War, and this was between the Korean War and the Vietnam War.

JUNGE: So when did you actually enter the Air Force, in '46, '47?

JOHN SHAW: No, 1951, August 21<sup>st</sup>, 1951.

JUNGE: The Air Force was only four years old.

JOHN SHAW: Four years old, 1947-1951.

JUNGE: Right. Did you go in as an officer?

JOHN SHAW: [00:08:00] No, I went in as a private.

JUNGE: Go ahead. Anytime you want to add something to help us, [jump in?].

ELOISE SHAW: Well, I was just thinking about when he left Washington State he and this friend of his were just bumming, and they were down -- they were hitchhiking and stuff down through California. And they -- well, anyway, you --

JOHN SHAW: No, we were just raising heck, didn't have any money, ran out of money, were hitchhiking. So I got to California and went to work, got enough money to come back to Worland and join the Air Force. Because I -- you don't understand these things, but they had a draft deferment exam in those days that I scored very, very high on, so I

didn't have to go into the service. I went into the service because I wanted to.

JUNGE: Well, why did you want to fly?

JOHN SHAW: It had been a dream. I wrote an eighth grade thing on [00:09:00] what you want to do with the rest of your life, and I wrote on flying in the United States military.

JUNGE: What was it about aviation that captivated you?

JOHN SHAW: The same thing that had captivated everybody else at that time. It was just the thing.

ELOISE SHAW: The freedom of flying.

JUNGE: The freedom of flying.

JOHN SHAW: I think it still is.

JUNGE: I think so, too.

JOHN SHAW: I do.

JUNGE: Well, before we get into too much more of the history, what is it about flying that you really, really love?

JOHN SHAW: Well, I think, number one, I'm a disciplined person. I like discipline. I like the freedom of flying. I had one flight before I went into the Air Force, and a guy who I guess you'd call it just hopping around, and he was out at the airport here and selling flights for five dollars. And so my grandmother made a deal with me. She gave me five dollars so I could make the flight, and

[00:10:00] I had to wash the windows of the place for the rest of the year or some dumb thing like that.

But anyway, the guy was phenomenal, the pilot of the airplane. We flew over the lakes and the dams and stuff like that, and he put it on the deck, and I just -- it was a thrill for me, it really was. But that was after I wrote this thing when I was in the fourth grade. It's just something that I think I wanted to do.

JUNGE: OK, so you joined the Air Force. You were a private first class?

JOHN SHAW: No.

JUNGE: Airman first class.

JOHN SHAW: No, you join as a private. I joined as a private.

JUNGE: Oh, OK. Did you go up from there, or did you stay there for a while?

JOHN SHAW: No, I couldn't --

ELOISE SHAW: Well, (inaudible) the fight (inaudible).

JOHN SHAW: I couldn't pass the physical. I had passed the physical before. That was another thing that they gave you an opportunity to do. After your junior year, if you committed to the Air Force and if you passed all the exams, then they put you on [00:11:00] hold until you finished college. Well, I took the test in Spokane, Washington, I

passed them all, and they put it on hold, and then I told them the truth about my head and they washed -- they wouldn't let me go into the Air Force. So the reason I got to be a pilot is I went to OCS, and then OCS, they gave me a choice, and I went through pilot and I didn't tell them about my head.

ELOISE SHAW: But how did you go to OCS? It was because you were keeping books and everything, and this colonel --

JOHN SHAW: Well, I just -- the wing commander created a position for me. I became his airman representative.

Frank Q. O'Connor was his name --

ELOISE SHAW: O'Connor.

JOHN SHAW: A good fighting Irishman. But anyway, I sat right next to him in his same office in my own little desk, and I became kind of his representative to the troops.

JUNGE: Aide de camp I think they call him.

JOHN SHAW: And that's what they -- well, that sounds awful fancy for what I was doing [00:12:00], but anyway, if that's what you want to call it, that's what it was.

ELOISE SHAW: But he saw to it that John went to OCS.

JOHN SHAW: And he recommended me for OCS.

JUNGE: So at that point you did not tell them you had a head injury?

JOHN SHAW: No.

JUNGE: OK. So they let you in and they trained you.

JOHN SHAW: They did what?

JUNGE: They trained you.

JOHN SHAW: Oh, yes.

JUNGE: Did you go to ground school to begin with?

ELOISE SHAW: Oh, this is OCS.

JOHN SHAW: No, this is OCS. OCS is ground school. The pilot training, the ground school is incorporated in the program.

JUNGE: OK. So when did you first get in a plane, in the Air Force?

JOHN SHAW: Well, of course, I had been in airplanes quite a bit in the Air Force before I went into pilot training, because of my job. I went to quite a few different places as part of a team.

JUNGE: Do you remember your solo flight, your first flight?

JOHN SHAW: Of course I do. My first flight?

JUNGE: Yeah.

JOHN SHAW: Oh, sure. You don't [00:13:00] forget things like that. I remember my solo flight and stuff like --

ELOISE SHAW: How did you get to flight school though? That colonel was something else.

JOHN SHAW: Well, I was in Korea as a second lieutenant, as an intelligence officer, and another colonel thought that

I'd be a good pilot. So he had his test pilot fly me in an airplane, and the test pilot said, "He'll be a great pilot." But that was before I went to pilot training. But the story is after he said that I'd be a great pilot -- his name was Michael K. [Shahan?], another Irishman. I always did well with the Irishmen. But Michael K. Shahan said, "All right, I want you to fill out two applications for pilot training." And see, I had already been turned down, but now this time I'm not going to tell them about my head. And Michael K. Shahan knew that, and he was [00:14:00] -- in fact, he was director of procurement for pilot training before he went to Korea.

JUNGE: He knew you had a head injury.

JOHN SHAW: Yeah. Yeah.

JUNGE: But he didn't say anything.

JOHN SHAW: No. In fact, he told me not to. In fact, he said, "You fill out one application, put it through normal channels, and give me one application." He sent me down to Seoul, Korea -- a long story -- Seoul, Korea, to take the physical, and the guy said, "You should never pass, but Mike says you'll be a great pilot, so I'm going to pass you." They both --

ELOISE SHAW: This guy that was a doctor had gone to school, had gone to West Point with --

JOHN SHAW: With Shahan.

ELOISE SHAW: -- with Shahan, and so he just, he did it, and that's why John got to be a pilot.

JOHN SHAW: I don't mind using these guys' names, because they'd be 120 now.

JUNGE: (laughter) Are any of them still alive?

JOHN SHAW: Oh, hell, no.

ELOISE SHAW: Well, they wouldn't be now, no.

JOHN SHAW: No. No.

JUNGE: OK. So you got to be a pilot. What were you flying to start with?

JOHN SHAW: Well, you mean after pilot training?

JUNGE: Yeah.

JOHN SHAW: [00:15:00] I went as a SAC [Strategic Air Command], as a co-pilot in B-47s. B-47. I was a reconnaissance pilot my whole career.

JUNGE: A reconnaissance pilot.

JOHN SHAW: Yeah.

JUNGE: So what was your job?

JOHN SHAW: Flying the airplanes.

JUNGE: Well, I mean, what was the B-47 doing? What was it supposed to be covering, Korea?

JOHN SHAW: Well, no, it was electronic countermeasures, and this is the Cold War. Curtis LeMay was my boss, and, of course, a lot of other people's boss, too.

JUNGE: Was this during Korea or after Korea?

JOHN SHAW: This is after Korea.

JUNGE: OK. Did you see any action in Korea?

JOHN SHAW: No, I was non-rated. I was a ground pounder as an intelligence officer.

JUNGE: A ground pounder?

JOHN SHAW: Yeah, that's what you called a non-rated guy.

JUNGE: OK. So you flew as co-pilot on a B-47?

JOHN SHAW: Uh-huh. Then later on I became a pilot, and I stayed in SAC and made major [00:16:00] in SAC. Then the war in Vietnam broke out and I ended up in Vietnam, and I made lieutenant colonel in Vietnam.

JUNGE: Now SAC, you should explain what SAC is.

JOHN SHAW: Strategic Air Command. Doesn't even exist anymore.

JUNGE: Why not?

JOHN SHAW: I don't know. The government changed the name, with all the changes that have taken place since I left the military.

JUNGE: Well, what was the -- and I know what Strategic Air Command is, but what was the overall purpose of SAC?



JOHN SHAW: What was the overall --

JUNGE: Overall purpose, the over-arching purpose.

JOHN SHAW: I'm very proud of what we did. We prevented World War III.

JUNGE: How so?

JOHN SHAW: We were so darn strong they were afraid to wage war against us. We surrounded Russia with aircraft. I spent most of my time on alert in England.

JUNGE: Where, in London?

JOHN SHAW: No. Brize Norton was the first one, the Chelveston is the second one, and the third one was [00:17:00] -- the third one was just north of London, not Lakenheath but -- I can't remember the name.

JUNGE: Did you graduate from the B-47 to the B-52?

JOHN SHAW: No, I turned that down, and I went into TAC [Tactical Air Command] because I wanted to. I always wanted to be a fighter pilot, so any chance I got to go in that direction, I took it.

JUNGE: Did you become a fighter pilot?

JOHN SHAW: No.

JUNGE: Why not?

JOHN SHAW: They never let me.

JUNGE: Yeah, but they let you fly a B-47?

JOHN SHAW: Well, they don't know anything. They don't know anything about my head, the Air Force doesn't. No, it's just -- well, it's a long story again but I volunteered for Vietnam, and I was accepted for Vietnam, from SAC. So I went down to Eglin Air Force Base in Florida for training down at Eglin Air Force Base in Florida, and then they had [00:18:00] the big problem in Panama, so they sent me to Panama. I spent three years in Panama as the [Air Commando?]. Then after Panama I came back to the United States in TAC, Tactical Air Command, and that's when I flew EB-66s, and they were reconnaissance airplanes, too, electronic countermeasures.

JUNGE: Were they like the one that Gary Powers got shot down in?

JOHN SHAW: No, that was a modified T-33. No, this was a twin-engine fighter-bomber that had been modified for electronic countermeasures. Powers was strictly photography.

JUNGE: What did you call it, electronic --

JOHN SHAW: Countermeasures.

JUNGE: -- countermeasures. What's that?

JOHN SHAW: Well, as you know, everything is electronic now, so we had a dual mission. Our primary mission was to make sure that they didn't [00:19:00] fire upon our fires and

stuff like that, so we blocked the signal. And our secondary mission was to find out where they were stationed so that we could tell our guys where to go to bomb them. Now, that's as simple as I can make it.

JUNGE: But are you talking about this countermeasure, electronic countermeasure, being used against a missile or against an air base or a plane or what?

JOHN SHAW: Against missiles, against planes.

JUNGE: OK, so you were really protecting the world?

JOHN SHAW: I thought so. I never had any trouble justifying my career.

JUNGE: You feel pretty proud of that.

JOHN SHAW: Yes, I do. I always will.

JUNGE: Why did you volunteer for Vietnam?

JOHN SHAW: You didn't volunteer in those days. (laughter)  
I came back from Panama, like I said, Air Commando, and I was destined because I didn't have any time in Vietnam and I was a pilot. [00:20:00] They made sure that they rectified that very, very fast, and they did that by sending me to Vietnam.

JUNGE: Tell me about your experience in Vietnam.

JOHN SHAW: Well, I was there twice. The first time I was operations, and I did all the scheduling for all the crews and stuff like that. I had 100 -- you had to have 100

missions, and I flew 150, and then I came back and then they sent me back over again, and I flew 24 missions, and then they called me back and said, "We want you in Panama because you speak Spanish." So I went to Panama as the air attaché.

JUNGE: What were the years of your service for the first, second and third series of missions? What year did you start out in Vietnam?

JOHN SHAW: [00:21:00] In 1967 -- 1966.

JUNGE: It was getting hot.

JOHN SHAW: Yeah. Well, it was very hot then. In fact, that was probably the hottest time of the war.

JUNGE: Were you in recon at that time?

JOHN SHAW: Yes.

JUNGE: OK. Was your job the same as it would have been vis-à-vis of the Russians? Was your job the same in Vietnam?

JOHN SHAW: Yes, but a different type of aircraft.

JUNGE: What?

JOHN SHAW: EB-66. Instead of the B-47, now I'm flying an EB-66. It's a twin engine. It's a modified fighter bomber with electronic countermeasures.

JUNGE: OK. Why the difference in the planes? Why did you fly that plane instead of a B-47?

JOHN SHAW: Difference in the mission. The B-47 was long range, the EB-66 was short range basically.

JUNGE: And could fly lower?

JOHN SHAW: Well, no. Both of them are pretty much at the same altitude. In a B-47 I [00:22:00] would suggest that probably the optimum altitude was 34,000. With the EB-66 probably the optimum altitude was 28 to 30. They were just different type of aircraft.

JUNGE: On your second go-round in Vietnam, what year was that?

JOHN SHAW: Let's see. Let me figure it out. We got married in 19-- Oh, I can do it better than that. [Dinah?] was 12, and Dinah was born in 1962, so it would have been 1972, 1974. No, no, it couldn't have been that late.

ELOISE SHAW: No, uh-uh. No, because Phyllis died in 1970.

JOHN SHAW: Yeah. Oh, that's it.

JUNGE: Now who is Dinah?

JOHN SHAW: Our daughter.

ELOISE SHAW: That was his daughter, John's daughter.

JOHN SHAW: Our daughter.

JUNGE: And Phyllis?

JOHN SHAW: What?

JUNGE: And Phyllis?

JOHN SHAW: She was my first wife. She died of cancer years and years ago.

JUNGE: [00:23:00] So you were -- in your second mission to Vietnam, did you do the same thing?

JOHN SHAW: Absolutely, but this time without the responsibility of the first time. The second time I was just there because of the -- well, remember the incursion into Cambodia?

JUNGE: Uh-huh.

JOHN SHAW: That's why I was there, and I would just sit there pretty much as the guy that knew everything about it. I had no responsibilities other than being a pilot. That's the second time.

JUNGE: And the third time?

JOHN SHAW: There was no third time.

JUNGE: Oh, I thought you said you flew an extra 24 missions.

JOHN SHAW: That's the second time.

JUNGE: Oh, I see. I see. Did you actually -- were you in combat?

JOHN SHAW: (laughter) Yeah, I think you'd -- that's what you would say, yes. (laughter)

JUNGE: Tell me about that.

JOHN SHAW: Well, our mission was just electronic countermeasures, so we flew whenever anybody else was

flying, to try to make sure that nobody [00:24:00] could lock onto them from a missile standpoint or lock onto them from a fighter standpoint. So we were -- not me, but the guys in my squad were always in the air when anybody else was in the air.

JUNGE: So you're talking about in Vietnam maybe like a SAM missile, a ground missile?

JOHN SHAW: Well, they had them, they had SAMs there. They only fired at me once, and of course we were so far ahead of them that it was unbelievable. They were just wasting their money, and it didn't take the Russians very long to figure that out. So...

JUNGE: What happened when they fired at you? Do you remember that incident?

JOHN SHAW: Oh, sure, I just remember I did a -- I think what we called it at the time was a hijinks, and I saw the missile go off my side.

JUNGE: What was the hijinks maneuver?

JOHN SHAW: Well, again, you put the aircraft with the nose down, and you try to impose about four negative Gs, and the SAM [00:25:00], the missile couldn't follow that.

JUNGE: I see. Did you ever have any flak, take any flak?

JOHN SHAW: No. I don't think there was much flak in any war after World War II.

JUNGE: You earned awards for your service. What were the awards?

JOHN SHAW: Well, I have, let's see, I'll have to think about it.

ELOISE SHAW: Go look at the --

JOHN SHAW: I have 16 Air Medals.

ELOISE SHAW: Do you want me to bring the thing in?

JOHN SHAW: I have a Distinguished Flying Cross twice. The one I'm most proud of is the Air Medal. I had it once. So that's pretty close to three of the six highest medals that the Air Force gives.

JUNGE: Explain to me, as a novice, as a person who was never in the military, John, how you earned those medals.

JOHN SHAW: Well, why don't I explain to you the Air Medal was because I was able to avoid the missile that was fired at me [00:26:00], and they gave me an Air Medal for that. The second one, I don't know exactly what the citation reads, as far as the Distinguished Flying Cross is concerned, but it was just pretty much for doing my job the best I could. As far as the Air Medal is concerned, I got that as a lifesaving thing.

JUNGE: But you got two Distinguished Flying Crosses.

JOHN SHAW: Yes.

JUNGE: Both for doing your job, just doing --



JOHN SHAW: I hope so.

(laughter)

JUNGE: OK.

ELOISE SHAW: I'll go get this thing. I've got this thing made up for him. We had it done. I'll bring it right back, Mark.

JOHN SHAW: And of course I got another big one there. I don't even remember what the hell the name of it is, but they gave it to me, they flew in a general to present it to me the day I retired.

JUNGE: When was that?

JOHN SHAW: July 1<sup>st</sup>, 1977.

JUNGE: [00:27:00] So you were 58 years old?

JOHN SHAW: No, no, 57, 29, 30, 47, 48 years old.

JUNGE: Forty-eight years old.

JOHN SHAW: So I've been retired for a long time, and it's been hard on the taxpayers.

(laughter)

JUNGE: It's been hard on the taxpayers. I'm one of those taxpayers! Wait a minute.

JOHN SHAW: And so am I.

JUNGE: Well, yeah, so are you. OK. What do you have there, Eloise?

ELOISE SHAW: Well, I just [haven't?] this made up for you.

JUNGE: Oh, this is gorgeous. This is about an 18 inch by 24 inch frame, black background, and all these medals.

ELOISE SHAW: All of his medals, uh-huh, and his service.

JUNGE: Distinguished -- USAF Distinguished Service, Distinguished Flying Cross, Joint Service Command Air Medal.

JOHN SHAW: The Air Medal basically is you got an Air Medal every 16 missions you completed, so that's why [00:28:00] I said I had 16 of them. Is that right?

JUNGE: Vietnam Campaign, UN Korean Service. Well, you were in the Korean service then.

ELOISE SHAW: Well, he was, but he was an intelligence officer.

JOHN SHAW: I was when I was a pilot. That's when I was a ground pounder, an intelligence officer.

ELOISE SHAW: He was a ground pounder.

JOHN SHAW: Second lieutenant.

JUNGE: Where were you stationed?

JOHN SHAW: At -- God Almighty. I know, it begins with a K.

JUNGE: Oh, I think I know what you mean, because I just read a book called *The Coldest Winter*. Did you ever read that book by David Halberstam?

JOHN SHAW: Uh-uh.

JUNGE: Yeah, I can't remember the name of the town you're talking about, but --

JOHN SHAW: Taegu. Taegu. It didn't begin with a K. T-A-E-G-U.

JUNGE: OK. See, you were there during combat operations?

JOHN SHAW: Yeah. The armistice had been signed, but we were still fighting. But the armistice had been signed.

JUNGE: OK, why were you still fighting?

JOHN SHAW: Well, I don't know. The North Koreans [00:29:00] made a move against us, and we sent up our fighters against them. I don't think we shot anybody down, but we sure scared the hell out of them.

JUNGE: So what did you -- I'm curious, because I read this book on Korean War, and it doesn't make me an expert by any means, but I'm curious what you think, looking back at the war, the purpose, the value of it?

JOHN SHAW: Well, I'd never seen such devastation, if that's what you're getting at. They were living hardly better than rats in rivers and shacks and everything else. A cart went by Taegu, down the city, every day with a gong ringing telling the people, "Bring your dead out, and we'll take them to a common burial." Oh, it was just terrible. Korea was terrible. When I left Korea the largest building in Seoul was a two-story building and I think it was a school. It just amazes me the growth in that [00:30:00] country since the war, just absolutely incredible.

JUNGE: Why the difference between North and South Korea?

JOHN SHAW: Well, I've never been to North Korea, so I don't know. I read an awfully lot, so I think probably the main difference between North Korea and South Korea is the free economy in South Korea and a controlled economy in North Korea.

JUNGE: OK, I'm going to give this back to you, Eloise. This says, "LTC, Lieutenant Colonel John V. -- Virgil -- Shaw, United States Air Force, 21 August 1951 through 1<sup>st</sup> of July '77. You spent 16 years there.

JOHN SHAW: Twenty-six years.

ELOISE SHAW: Twenty-six.

JOHN SHAW: Your math is terrible.

JUNGE: You're telling me my math is terrible!

(laughter)

JUNGE: Ok, well, give me a break, it's late at night.

(laughter) No, a lieutenant colonel never gives anybody a break, I should remember.

JOHN SHAW: Oh, I did. I don't think that's true.

JUNGE: Well, what was your opinion [00:31:00] of MacArthur at the time?

JOHN SHAW: Of what?

JUNGE: Of MacArthur, Douglas MacArthur?

JOHN SHAW: Well, I think he was wrong. I think he was a great general. You have to give him credit for that. He killed people with his hands and the enemy and stuff like that, but it all became too "me."

JUNGE: Egotistical.

JOHN SHAW: Yeah, he really did. For example, making the President of the United States wait in Korea, when Truman went over there to talk to him about it, wait until he landed was ridiculous (inaudible).

JUNGE: And he didn't salute.

JOHN SHAW: Yeah, I know.

JUNGE: You know that.

JOHN SHAW: Yeah.

JUNGE: Yeah. I'm surprised Truman kept him so long, but there would have been an uproar in the US because -- but see, I thought you would have told me that you thought MacArthur was great.

JOHN SHAW: Well, I think he was a great general, but I don't think that what he did was right. I don't mean that.

[00:32:00] Like you said, he became too egotistical. He became too "me." He forgot who he was serving and what he was serving for. No, if I'd have been President Truman I'd have fired him right then and there, regardless of the publicity.

JUNGE: Could you have made -- what's the rank above lieutenant colonel?

JOHN SHAW: Colonel.

ELOISE SHAW: Full colonel.

JUNGE: Full colonel. Could you have made that if you'd stayed in a little longer?

JOHN SHAW: No. No, again, it's back to procedure and principle and stuff like that. But if you get passed over in the Air Force, at that level, you're not going to get promoted. That's probably the reason I got out. I was offered a tremendous job, I don't mean that, but the Air Force really tried -- in all fairness, don't mind saying this at all -- really tried to keep us in, didn't they, honey?

ELOISE SHAW: Yeah, they did.

JOHN SHAW: In fact, they said, "We'll send you an assignment every month [00:33:00], and if you find one that you like, take it and extend your tenure in the Air Force." And the one that we considered was we had been --

ELOISE SHAW: NATO.

JOHN SHAW: Yeah, we had been [at Riyadh?], part of NATO, and we had been stationed in Izmir in Turkey. It would be a challenging job, but no chance for promotion.

JUNGE: So what you wanted to do was rise up?

JOHN SHAW: Uh-huh, of course.

JUNGE: Of course. OK. Then after general, you'd -- I mean,  
after --

ELOISE SHAW: A colonel.

JUNGE: -- a colonel you'd possibly work your way up to  
general?

JOHN SHAW: Yes, and I think at one time -- well, I don't  
think that's for public dissemination, but I think that at  
one time the Air Force thought I was going to be a general,  
and I don't know what happened. I made major below the  
zone, I made lieutenant colonel below the zone, and I got  
passed over for colonel.

JUNGE: [00:34:00] "Below the zone," what does that mean?

JOHN SHAW: Before I was supposed to.

JUNGE: Oh, OK. So you decided there was no future in this,  
and you weren't going to go anywhere.

ELOISE SHAW: He'd gotten blackballed someplace along the line  
--

JOHN SHAW: I don't know what it was. I have no idea.

ELOISE SHAW: -- before he came up for full bird.

JOHN SHAW: But I have no disappointments. You can underline  
that. No disappointments. I am very proud of what I did  
in the United States Air Force, and nothing can take that  
away. And I really wasn't disappointed when I didn't make

full colonel. Like I said, told people that consoled me, including an ambassador with a five-star rank, I said, "I am very proud of what I did as a lieutenant colonel. Lord knows what would have happened if I had made colonel."

JUNGE: Yeah. Well, I'm trying to relate all this to Wyoming history. Are there other people like [00:35:00] you in the state that made it to lieutenant colonel?

JOHN SHAW: Oh, yeah, and farther.

JUNGE: Who?

JOHN SHAW: And farther up. Did you see Bob Austin? He retired as a full bird.

JUNGE: Bob Osted?

JOHN SHAW: A-U-S-T-I-N. I think Bob's probably 92 now, but he made full bird. But he's the only one that I know of that did that, in this area.

JUNGE: Full bird is full colonel?

JOHN SHAW: Full colonel, yeah.

ELOISE SHAW: Full colonel, yeah.

JUNGE: Yeah. So what did you do when you got out of the Air Force?

JOHN SHAW: I became a financial planner for American Express.

JUNGE: Well, then you did get back into business?



ELOISE SHAW: Yes, he did. (laughter) He did. He used his business degree. Uh-huh, he sure did.

JOHN SHAW: Finally.

ELOISE SHAW: And we came back to Worland, where we had been born and stuff.

JOHN SHAW: I knew Eloise in high school.

ELOISE SHAW: Yeah. We had been sweethearts [00:36:00] in high school, and then we married in 1977, I mean 1975, and John retired in '77.

JUNGE: You got married in '75?

ELOISE SHAW: Uh-huh.

JUNGE: How come you waited so long?

ELOISE SHAW: Because he had been married.

JOHN SHAW: And she had been married.

ELOISE SHAW: And I'd been married, and we'd both been -- we were 46 years old. (laughter) Got back together.

JUNGE: That's great! What is it about the Air Force that you love so much?

ELOISE SHAW: Oh, gosh.

JOHN SHAW: That would be a book like the one you just read. One, the integrity. Probably the most important thing was the integrity of the people that I knew. Two was, in most cases, the absolute determination to do a good job or as good as you could a job. And number three, you could tell

somebody to do something in those days, and they did it. I don't [00:37:00] know if that's the case now or not. But I had, at one time, quite a few people basically that were working for me, and I never had any trouble with them. I told them what I expected of them, and I told them to do it, and if they couldn't do it let me know and I'd find someplace else for them, and I never had any trouble.

JUNGE: No trouble.

JOHN SHAW: None, none at all.

JUNGE: What was your greatest moment?

JOHN SHAW: In the Air Force? I would say probably when they put on my wings, my pilot wings.

JUNGE: When you became a pilot?

JOHN SHAW: Yeah, when I wanted to know where they pinned them on.

JUNGE: So it wasn't the medals you received?

JOHN SHAW: No. No.

JUNGE: It was your wings.

JOHN SHAW: We [prostrated?] the medals -- I shouldn't say that, but we prostrated the medals so bad that you started wondering why you got the damn things. And that's typical -- well, that's my opinion, honey. But that's typical [00:38:00] of a professional military. I remember sitting next to a guy when the armistice was signed -- he was a

West Point graduate -- when the armistice was signed and created, he said, "I'll have a tough time making general now, without a war." I couldn't believe he said that, but he did.

JUNGE: In other words, it wasn't worth the war just to get you your position.

JOHN SHAW: No, he needed the war to get the rank that he wanted.

JUNGE: OK. Did you mix and mingle with any of the people who really made a name for themselves like Curtis LeMay, any of those people?

JOHN SHAW: No. Curtis LeMay once told me how good a job I did.

JUNGE: He did?

JOHN SHAW: Yeah, oh, yeah.

JUNGE: Describe that occasion.

JOHN SHAW: Well, it goes back again, it was SAC. He was commander of SAC at the time, and we used to have exercises, and they called them Golden Hour Tango [00:39:00] or Silver Hour Tango. My crew won the Golden Hour Tango, so he invited me to come to Omaha for his headquarters and tell me how good a job I was doing. Then after I stood up and said goodbye and turned around, he said, "You know, it's hard for me to sleep good when you're

flying that airplane." And I said, "Why is that, General? You just told me I did a good job." He said, "You're too young for the responsibility." I had just made captain.

JUNGE: That's great. That's great. He was good, wasn't he?

JOHN SHAW: He was tough.

JUNGE: Very tough, yeah.

ELOISE SHAW: John loved him.

JOHN SHAW: I loved him.

JUNGE: Who else did you meet? I saw this book on your table here, this Air Force Historical Association book, and a number of generals have their names in it, distinguished people in the Air Force. Do you know any others that are common knowledge or common names?

JOHN SHAW: Well, I wouldn't exactly say I knew General LeMay.

JUNGE: No, but --

JOHN SHAW: [00:40:00] I'd say I met General LeMay, because he invited me, and in those days you hurried there. No, I flew an airplane there. No, I don't think so. I knew a lot of generals and stuff like that, but I wouldn't call the generals I knew any more distinguished than the master sergeants that I knew.

JUNGE: Really?

JOHN SHAW: No.

JUNGE: Why?

JOHN SHAW: I guess the position. I've known some tremendous master sergeants that would've been great officers if they had chosen to do that. The only difference between a good officer and a good enlisted man is the enlisted man chooses not to put his name on something and be responsible for it. It doesn't mean he doesn't do a good job, he just doesn't want to be held responsible for it.

JUNGE: Or maybe he didn't have the opportunity to get ahead:?

JOHN SHAW: Well, that's always possible. You know, OCS was still available to enlisted men then. I don't know about the situation now. [00:41:00] I have no idea.

JUNGE: When I started working for the State of Wyoming it was in '71, and the agency I worked for, which was Historic Preservation, was very new and very flexible. It hadn't -- and I like to use this word, because this is what happens. It was not ossified. It was not calcified. It did not make itself stiff with over regulating. When you were in the Air Force, you joined the Air Force in '51, it was only four years old. Was the Air Force different then than it was when you got out?

JOHN SHAW: Oh, my goodness, yes. There's no question, the technology had really advanced. The warfare itself, to be able to fight it, to be able to defend against it, had

really advanced. When I joined the Air Force we were so new that they issued me brown shoes. That's a true story. Now that doesn't mean much to you --

JUNGE: No.

JOHN SHAW: -- but the Air Force uniform is black shoes. But we were so [00:42:00] new, at that time, that the uniforms were still, a lot of it was still from the Army, when it was Army Air Corps, so I was the brown shoe.

JUNGE: That meant you went back a ways.

JOHN SHAW: Hell, that meant I went back quite a ways.

JUNGE: You still have those brown shoes?

JOHN SHAW: Oh, hell, no. No, no.

(laughter)

JUNGE: Well, the regimen though, the discipline, the traditions came from the Army, because it was the Army Air Force.

JOHN SHAW: Army Air Corps.

JUNGE: Army Air Corps, excuse me. But they developed a personality, would you say? Is the Air Force personality apart from the Army, apart from the Marines, apart from the Navy?

JOHN SHAW: Well, yeah, it was something that was kind of determined for us to do, to be proud. We knew, we changed the song and stuff like that and things like that, to try

to instill -- like you would do as a football coach -- in pride in your organization. It's the same thing.

JUNGE: So your theme song [00:43:00] became "Anchors Away"?

JOHN SHAW: Oh, no. Don't do that to me.

ELOISE SHAW: Oh, my! Oh, my! If anything, John loves the Marines and the Army, but not the Navy. (laughter)

JUNGE: You know, what can he do to me? He's a lieutenant colonel, he can't do anything to me.

(laughter)

JOHN SHAW: You know, I enjoyed it very much. But you saw quite a bit of change, particularly from the standpoint of discipline. When I went into the Air Force the discipline was very, very strict, and you adhered to it or you got out. And then as you progressed along, when you started thinking too much about how people felt about things and stuff like that, so we gave -- for example, in pilot training, we give self-initiated elimination. You can walk up to the boss and tell him [honestly?] "I don't like to fly, I'm afraid of it," and they'd let you out without cause.

JUNGE: Well, wouldn't that be a good thing for the Air Force, to get rid of some --

JOHN SHAW: Not in my opinion it wouldn't.

JUNGE: Why not? [00:44:00]

JOHN SHAW: I'd have kicked him out.

JUNGE: But would you rather have that guy up in the air that didn't want to fly, that was afraid to fly? Would you rather have him up there just because --

JOHN SHAW: No, I would stick with my discipline. He signed up to go to pilot training. It's his obligation, his personal obligation, to do everything he could to finish pilot training, and if he didn't do that, I'd have kicked him out.

JUNGE: Do you remember reading *Catch-22*?

JOHN SHAW: What?

ELOISE SHAW: *Catch-22*.

JOHN SHAW: Oh, a little bit, yeah.

JUNGE: Well, it was you were crazy if you went up there. If you said you were crazy and you didn't want to go up there, they sent you up there. But if you went up there, you were crazy to go up there. So you couldn't win, you couldn't win. But you came out of all this. How do you -- what do you attribute to your good fortune in coming out of some of these missions?

JOHN SHAW: Something I loved and plain flat-ass determination.

JUNGE: [00:45:00] Was there any luck involved?

JOHN SHAW: Any what?



JUNGE: Luck?

JOHN SHAW: No, you earn your own luck. I don't think God sends any luck down to this private or this corporal or this colonel. No, you earn your own luck.

JUNGE: So in the history of Wyoming aviation --

JOHN SHAW: Now there was luck.

JUNGE: What's that?

JOHN SHAW: There was luck, because in that crash I was in, the Navy pulled me out of the ocean and, contrary to what they told me they would do, they sent the x-rays of my skull that still has the pins in them, to the flight surgeon in Panama City. And the flight surgeon called me in, and he said, "Well, I'm not going to lie for you. I'm not going to tell anybody you have these pins in your head. But I'm going to put your records at the bottom of the list." So that's luck. That's luck.

ELOISE SHAW: But did you tell him about the accident?

JUNGE: No, I want to hear [00:46:00] about this.

ELOISE SHAW: You never did hear -- he never heard about that part.

JOHN SHAW: We were flying test missions in Panama City, a simulated war, and I was the operations officer for the thing. And I just jumped into the airplane with a guy, and it was a B-26, and what he had done is he had designed a

kind of a missile thing using an old mechanical [thyrite?] from World War II. The Navy used it with their torpedoes. And we would launch a missile, and the missile would be loaded with -- go back a step. We were really concerned about the lack of effort of people to escape an invasion in Southeast -- invade in Southeast Asia, and that's what brought this about. So this missile had a parachute attached to the tail end of it, and the parachute was supposed to deploy just before the missile hit the ground so that all the stuff inside the missile wouldn't be destroyed. Well, it didn't fire. [00:47:00] We were the first ones to try it, in the air, at night, in a simulated mission, war mission. And the parachute deployed around the right wing, and later on it went to the left, and the pilot went straight into the water. There were three men on the crew, three men of us, and one was killed on impact. And that's how I got the Aero Medal, I saved the other guy.

ELOISE SHAW: And you were standing though.

JOHN SHAW: What?

ELOISE SHAW: You weren't sitting even, you were standing.

JOHN SHAW: What are you talking about?

ELOISE SHAW: When you hit the ground -- the water.

JOHN SHAW: I was sitting in the seat.

ELOISE SHAW: Oh, I thought you were all -- I thought you were just on observation and so you were standing.

JOHN SHAW: No, no. I was on observation, but I was sitting in a seat, like everybody is. You know, your safety belt and stuff like that. And that was another luck. When they pulled me out of the water, and we told them what had happened, of course, they wanted to get the airplane back, so they went [00:48:00] to the bottom of the ocean where was that and hauled her back. And I told them that my seat belt had failed. If it hadn't failed I wouldn't have known how to get out of it. And it failed and the way the airplane was configured at the time, the top came open, and it just sucked me right straight up out of the water. That's luck.

ELOISE SHAW: But then you kept everybody afloat.

JOHN SHAW: Not everybody. One person.

ELOISE SHAW: One person afloat. OK.

JUNGE: Well, explain that. What happened?

JOHN SHAW: Well, he was the pilot, and he was badly hurt. His leg is broke, his back is broke. He didn't know what to do. He was floundering in the water, and I grabbed him and settled him down and deployed his --

JUNGE: Life vest?

JOHN SHAW: No, well, life vest, and more important -- well, just his life vest, that's what it come, yeah. We stayed in the water for I think it was two hours [00:49:00], 22 minutes, and 10 seconds of stark raving terror, both of us bleeding half to death in heavy shark-infested water. We didn't see a shark, didn't feel a shark. When they pulled the airplane out, there was a shark in the fuselage. He had gone into the fuselage because of the smell of blood, but he couldn't figure out how to turn around and get back out of it, so they killed this shark when they pulled the airplane up.

JUNGE: How deep of water was it?

JOHN SHAW: Oh, I don't know, 60 feet, 50 feet?

JUNGE: Oh, you weren't very far offshore.

JOHN SHAW: Oh, no. In fact, that was the whole thing. We were coming in onshore to supply the troops theoretically that were there waiting for us.

JUNGE: And when the shoot didn't deploy, it got wrapped around the wing, and it interfered with the navigation of the plane.

JOHN SHAW: Oh, yeah, it just took away the [autorun?] from me when he was in the bank and he couldn't pull it out. That's how he broke his leg, trying to straighten the nose

with his leg, with the rudder, and it hit so hard that it  
[00:50:00] crashed his leg.

JUNGE: How many people died?

JOHN SHAW: Just one.

JUNGE: The co-pilot?

JOHN SHAW: No, the navigator. That airplane didn't have a  
co-pilot.

JUNGE: OK. You were the recon man.

JOHN SHAW: No, I was the boss.

JUNGE: The boss?

JOHN SHAW: Yeah.

JUNGE: I thought the pilot was the boss.

JOHN SHAW: Well, the pilot was the boss of the airplane. I  
was his boss.

JUNGE: What were you doing on the flight in the first place?

JOHN SHAW: I just told the crew chief that was scheduled  
there to go get off, that I was going to fly.

JUNGE: You just wanted to fly?

JOHN SHAW: I wanted to fly.

JUNGE: You know what? I've seen pictures of this on the big  
silver screen, but I can't imagine what it would be like to  
be in a plane that's headed for the drink, headed for the  
water. What were you thinking?

JOHN SHAW: It happened so fast, you don't have time to think. There was no thought involved. In fact, I suggested to the pilot the first time he went through, it didn't eject [00:51:00], I suggested he go around and try it again, and he did, and I didn't even know he had tried it again, when we were in the water. I knew that the airplane had lost control, but I didn't know why.

JUNGE: So your life didn't flash before your eyes?

JOHN SHAW: No. That's a bunch of nonsense.

ELOISE SHAW: (laughter) Now...

JOHN SHAW: But it didn't. My only thought at that time was to get out of this damn mess and to get back to the base. That's the only thought I had. When I deployed his chute, I kept him afloat for the two hours, 22 minutes, and 10 seconds or whatever it was.

ELOISE SHAW: Till the Navy got there.

JOHN SHAW: The good news was the next day the Navy pulled me out of the water, but Uncle Sam is phenomenal. The whole damn horizon of the ocean was filled with ships because they knew we had gone down, and they were trying to get in there and help us. Big [00:52:00] scooters and stuff like that were all heading for us. It was unbelievable. It brought tears to your eyes, what this country will do for you. It really did.

JUNGE: Did you get an award for that, for doing what you did to help save that pilot's life?

JOHN SHAW: Yeah, I got the Air Medal, which is one of the highest medals.

JUNGE: Oh, I thought that was for avoiding the missile.

JOHN SHAW: No, that's an airman's -- that's a Distinguished Flying Cross. I got a lot of medals.

JUNGE: Gosh. So you were -- I assume that being an Air Force man that you were not afraid to get back in a plane after that.

JOHN SHAW: I flew the next day.

JUNGE: The next day? Didn't you even have, you know -- weren't you even in shock? You were in the water for over two hours.

JOHN SHAW: I think its shock is fair, but I wanted to fly because I didn't want to be afraid to fly, so therefore sent an airplane over [00:53:00] for me to fly.

JUNGE: The water had to be really cold, right?

JOHN SHAW: The water was really -- well, this was the Caribbean, but the water was still really cold.

JUNGE: Yeah. You saw the movie *Titanic*, and you see those people floating around there just freezing. That's how you felt?

JOHN SHAW: Well, when I got -- when the helicopter that picked us up landed and the ambulance was there, see, immediately he put blankets over both of us, because we were just like that, just shuddered. It's amazing how your body temperature will drop when you're in the water that long.

JUNGE: Yeah. When you talk about luck, it was luck that the sharks didn't get you.

ELOISE SHAW: Yeah, boy.

JOHN SHAW: I don't know if it was luck. I remember they really, really debriefed us on why we didn't see any sharks [00:54:00] or why we didn't feel any sharks, because that part of -- this was Puerto Rico, and that part of Puerto Rico is loaded with sharks. One of the guys thought that it might have been the noise the airplane made when it hit the water. Since then, now they have a repellent for those guys that they can put in the water when they're hit like that, and it will keep the sharks away, but we didn't have anything like that.

JUNGE: OK, now explain to me how you got out of the plane. I know that they rescued you, but did you eject?

JOHN SHAW: No, no. You don't eject when you're in the ocean.

JUNGE: How did you get out of the plane?



JOHN SHAW: Like I told you. The seat belt had failed. The top part, where you enter the aircraft, had failed, and it just pulled me out.

JUNGE: Did you go completely under the water?

JOHN SHAW: Oh, yeah. (laughter) Oh, yes.

JUNGE: Did you ever think you were going to get to the surface? [00:55:00]

JOHN SHAW: Never any doubt in my mind.

JUNGE: What's with this guy, Eloise? You married a guy --

ELOISE SHAW: (laughter) It's just the way he is.

JUNGE: That's just the way he is.

JOHN SHAW: Yeah, but they really like -- when I got to the surface and got the other guy going, there was no doubt in my mind that we would make it. He kept saying, "You're a good swimmer," and I am, or I was. He said, "You can make it. Just leave me alone and go around," and I told him at least ten times, "We got in this mess together, and we're going to get out of this mess together." And in fairness and honesty, there was no doubt in my mind that I would make it.

JUNGE: You didn't have a raft, a rubber raft, anywhere?

JOHN SHAW: Uh-uh.

JUNGE: You were just in your float vest, flotation devices?

JOHN SHAW: Yeah. I was pulling him.

JUNGE: You were pulling him? Why were you pulling him?

JOHN SHAW: Because he couldn't do anything himself.

JUNGE: Yeah, but where would you pull him to?

JOHN SHAW: There was lights that I saw on the shoreline,  
over on the side. Probably the wrong thing in the world to  
do.

JUNGE: [00:56:00] Why?

JOHN SHAW: I'd have probably made it easier by going the  
direction to the shore that was behind us, but there was no  
lights there. This is war, or pretending to be war, and  
there was no lights there, and I didn't see any flares. So  
I picked the only thing that I could, and it was clear  
across the bay, and I damn near made it, too. (laughter)

JUNGE: Across the bay?

JOHN SHAW: Yeah.

JUNGE: How far?

JOHN SHAW: Oh, I don't know. A mile maybe, a mile and a  
half, two miles.

JUNGE: You get emotional when you think about this?

JOHN SHAW: Yeah.

ELOISE SHAW: Sure.

JOHN SHAW: You what?

JUNGE: You get emotional when you think about this?

JOHN SHAW: No, not really.

JUNGE: No?

JOHN SHAW: Uh-uh. No, the navigator was killed on impact. The pilot's dead now, has been. He did get back on flying status. Finally he got back, and he was a pilot on B-52s, but he was older than I was at the time, so I don't know that he's dead, but I've never kept track of him.

JUNGE: [00:57:00] Were you in any other accidents?

JOHN SHAW: No.

JUNGE: That was it.

JOHN SHAW: I'm very proud of it. I never scratched the surface of a wing that I flew.

ELOISE SHAW: You know, you were saying about his attitude. You know, he's the little train that can. I know I can, I know I can, I know I can. (laughter) It's just the way he is.

JUNGE: Well, and that's -- he's got a right to be proud of the service, because that's the kind of people that made that organization tick.

ELOISE SHAW: Uh-huh. I know one thing you haven't mentioned about is your part in developing the refueling program.

JUNGE: Oh, yeah. I heard about that from your brother real briefly. Tell me about that.

ELOISE SHAW: Yeah. I've got a picture of that, too.

JOHN SHAW: It's time and place is all. I happened to be in the Air Force when they started air refueling, and so I started air refueling as the co-pilot. I started air refueling. Then I went to the aircraft commander [00:58:00], and then I went into EB-66s, which had short -- you know, you had to refuel almost immediately after you got airborne in the damn thing. So I have an awful lot of air refueling, and it had just become natural. And I did suggest at one time that they change the procedures, which they did, and it made it a heck of a lot easier for us all.

JUNGE: What was the procedure that was changed?

JOHN SHAW: Well, we were flying -- we were trying to refuel at attitudes of say eighteen to twenty thousand feet with a KC-97. Then they went to the 135, the jets, the four-engine jet, and the jet was just as fast as we were. Obviously it was hard for us to make contact because at the time they were trying to refuel it level, and we'd get behind the tanker and we would start to stall. So I was -- well, it was a long story, but you were supposed to [00:59:00] have an IP before you fuel with the KC-135.

JUNGE: What's an IP?

JOHN SHAW: Instructor pilot. And there was no instructor pilots available, and I was an instructor pilot so they said "You go ahead and do it," and this is across the ocean

to England, and so you got to get the fuel. And so I went at it a couple of times and could feel the shudder, so I said, "What we're doing wrong is we're trying to refuel it level. I want it to go in, and I want to make contact, then I want you to start a slight descent." And it was the slight descent put my nose down so it wasn't like this, and my nose down, and then it made the refueling a heck of a lot easier and, of course, later on I put that in writing and it was adopted.

JUNGE: So were you the first actually to refuel?

JOHN SHAW: Oh, no.

JUNGE: This was common procedure?

JOHN SHAW: No, LeMay refueled -- when they handed the tanks down from the airplane above to the airplane down below, and no, there had been a lot -- but I was one of the first to refuel in that environment, yes. [01:00:00]

JUNGE: Wait a minute. They handed the tanks down?

JOHN SHAW: Yeah. You haven't read that story?

JUNGE: No, I thought that you were talking about a fuel line.

JOHN SHAW: Oh, we do. But I'm talking about General LeMay, when he was captain or major or something like that. Basically LeMay made his fame as a navigator, not as a pilot. But anyway they were refueling in South American somewhere. I've just read this in a book and don't hold me

to the facts. But they were dreaming of the ideas of refueling, and actually they were handing the tanks somehow from the refuel -- from the aircraft with the fuel down to the aircraft below them, and then they would pour it into the lines. That was back in the early '30s. That was way before me.

JUNGE: These planes were actually making contact with each other?

JOHN SHAW: Yeah. Well, I hope they weren't, but they were pretty close.

JUNGE: (laughter) And people [01:01:00] would actually hand, one person would hand somebody else something?

JOHN SHAW: I think so.

JUNGE: Oh, really. It's hard to believe.

JOHN SHAW: Yeah. Now don't put that in my history, because that wasn't me. But no, that was General LeMay, but he was a captain at the time, and I don't think he was flying the airplane, I think he was the navigator of the airplane.

JUNGE: That's what you said he gained his fame as.

JOHN SHAW: Yeah, as a navigator really.

JUNGE: As a navigator. So you're proud of the fact that you changed the procedure that allowed this thing, this refueling?

JOHN SHAW: To make it easier.

JUNGE: OK. Now the --

ELOISE SHAW: If I got him that picture would it help him understand?

JOHN SHAW: No. He can do that. I could just take him back there if he could.

JUNGE: I'm not capable of understanding this.

JOHN SHAW: Yes, you are.

ELOISE SHAW: No, it's not that.

JUNGE: Well, you know how I envision refueling is this line comes out of a plane and it connects itself to the nose of the other plane.

JOHN SHAW: That's true. So you're getting the picture [01:02:00], when I was first doing this, refueling.

JUNGE: How did you happen to -- I mean, you were in recon, is that correct? I use recon loosely, because I don't know the term, but you were in reconnaissance. Why did you get involved in the refueling part?

JOHN SHAW: Because we spend so much time going to England. See, we were on an England alert all the time. That's what I mean, we surrounded Russia with the B-47s. England was in what we called then jokingly an unsinkable aircraft carrier. No, I spent an awful lot of time in England at three different bases.

JUNGE: Did you get along OK with the Brits?

JOHN SHAW: Very much so. Very, very -- we really, really respected the people and their no-die attitude.

ELOISE SHAW: I love this picture.

JUNGE: Well, it was their, you know, Winston Churchill called it their [01:03:00] finest hour, but it was the RAF that saved England, wasn't it?

ELOISE SHAW: Here's John, and there's --

JUNGE: This is a picture. It says "Captain John V. Shaw, pioneer in air refueling, October '61," and it shows -- what's the plane out in front?

JOHN SHAW: That's a KC-97. That's an old prop that they did away with in about, oh, I'd say 19-- Probably the last refueler -- I don't know. They still might be refueling with some of them.

JUNGE: OK, it's a prop -- it's prop driven.

JOHN SHAW: Uh-huh, that first one.

JUNGE: And this line that's going from its tail end down to the nose of the other plane --

JOHN SHAW: Contrary to what you think, that's fixed.

JUNGE: Oh, it's fixed?

JOHN SHAW: Uh-huh. It flies. There's a guy in the tail end of that that's actually flying the boon, that's what they call the boon. And he's flying the boon, trying to get into my nose, right there.



JUNGE: OK. And you're in what kind of plane?

JOHN SHAW: That's a B-47. [01:04:00]

JUNGE: OK, and the B-47's how many jets?

JOHN SHAW: Six.

JUNGE: OK. There's two next to the fuselage on each side, and then there's one further out on the wing. And how fast are you going in this?

JOHN SHAW: At that time? Oh, I don't know, probably 220 knots.

JUNGE: Are you the pilot or co-pilot?

JOHN SHAW: I co-pilot that one.

JUNGE: Two hundred and twenty knots would be what?

JOHN SHAW: Oh, 250 miles an hour.

JUNGE: Two hundred and fifty miles an hour? And that's about as slow as they would go and still --

JOHN SHAW: That's about as slow as they would go. I had a lot of experience refueling.

JUNGE: How many times?

JOHN SHAW: Oh, I have no idea. I have no idea. Hundreds.

ELOISE SHAW: After the EB, when you were in EB, you had to refuel all the time.

JOHN SHAW: Yeah, when I was in Vietnam in the EB-66 [01:05:00], I have 177 missions and in probably less than 25 of them didn't require a tanker.

JUNGE: A hundred and seventy-seven missions total?

JOHN SHAW: Uh-huh.

JUNGE: Is that about normal or way above the normal?

JOHN SHAW: Way above the normal.

JUNGE: What would the normal be?

JOHN SHAW: We sent them home with 100. Of course, these guys had volunteered to stay longer and they flew more missions. Now I flew 150 missions the first time, and then they called me back again, and I flew -- I said 177, 174. Yeah, 174.

JUNGE: See, my math was pretty good, because things weren't working out there.

JOHN SHAW: I flew 24 the second time until they called me home for another assignment.

JUNGE: Did you volunteer to do this, I mean, or was this part of your job as a career Air Force officer?

JOHN SHAW: Part of my job as a career Air Force. [01:06:00]

JUNGE: Did you enjoy doing that?

JOHN SHAW: Absolutely.

JUNGE: What's the best part about this refueling? I mean, I can imagine it would be pretty exciting.

JOHN SHAW: Are you an athlete?

JUNGE: Yes, I was.

JOHN SHAW: Well, did you enjoy winning?

JUNGE: Oh, of course.

JOHN SHAW: Did you enjoy winning more than losing?

JUNGE: Always.

JOHN SHAW: That's it. That's the story. Flying airplanes is the challenge, and when you do it right you feel good about it. When you do it bad, you don't feel good about it.

JUNGE: Is the adrenaline popping a little bit in your bloodstream?

JOHN SHAW: Oh, I don't think I was that emotional about it, I really don't. I liked flying, and I liked flying well, and I think that's the story. And I had some times when I didn't fly well, and I didn't like that, and I tried to do things about it to make sure it didn't happen again.

JUNGE: Good. OK, we've talked for an hour. I wanted to ask you, too, what's your opinion of the [01:07:00] war in Vietnam? I mean, I think you were right on --

JOHN SHAW: A terrible mistake.

JUNGE: Really?

JOHN SHAW: Oh, sure. The Gulf of Tonkin incident that led us to declare war was probably prefabricated by the President of the United States -- his name is L. B. Johnson -- and McNamara, the secretary of defense. That was probably prefabricated. We probably had no reason in the

world to go to war in Vietnam. The Constitution says only when it's a threat to the United States. Were the Vietnamese, the Viet Cong, a threat to the United States?

JUNGE: Where did you learn all this? How did you learn this, through intelligence that was common to anybody in the Air Force or because you read about it afterwards? I mean, were you aware of this at the time?

JOHN SHAW: Of course I was. They even documented it on TV.

JUNGE: Well, how could you throw your whole heart and soul into your work when you knew that this was --

JOHN SHAW: Because I love my country. [01:08:00] Right or wrong, I love my country, and I'm very grateful for the opportunity that this country has given her and me.

JUNGE: How do you feel about it, Eloise?

ELOISE SHAW: Oh, I'm very much -- (laughter).

JOHN SHAW: No, you do your job. You're doing your job right now, and I'm sure they're not paying you for talking to me at nine-thirty at night, but you're doing your job.

ELOISE SHAW: (laughter)

JUNGE: John, you're right. I'm so glad I met up with your brother.

ELOISE SHAW: Oh, that was really nice.

JUNGE: Well, I saw he was on oxygen --

ELOISE SHAW: Oh.

JUNGE: He was on oxygen sitting at McDonald's with his wife, [Gail?], and I just figured I'm going to ask him about his oxygen, because it's my job, personally, and this is not something I get paid for, but it's my job to help people understand that the more portable they are with their oxygen, the better life they're going to live. And our government does not encourage people to be independent on oxygen. [01:09:00] It's like, "Well, we'll give you the minimum. After that, if you want anything better, you're on your own, buddy." And there's a lot of people that can't afford to have an expensive oxygen system. Not that the one I've got is real expensive. It's liquid oxygen.

JOHN SHAW: Do you have one? Oh, you've got it right there!

ELOISE SHAW: Yeah, he's got it.

JOHN SHAW: I didn't even notice it.

ELOISE SHAW: He had it with him. Yeah.

JUNGE: You didn't even notice it?

JOHN SHAW: I didn't. I really -- I'm sorry, I didn't.

JUNGE: That's OK. You've been on oxygen a number of times, right?

JOHN SHAW: Well, in a hospital.

JUNGE: But you were sucking up oxygen when you were above a certain altitude.

JOHN SHAW: Oh, yeah, all the time. That was the procedure. We went on oxygen at 13,000 feet. Well, we really went on it before that, but at 13,000 feet if you're not on oxygen and your aircraft is unpressurized, you start losing your ability to do your job. It's as simple as that.

JUNGE: How high have you been in an airplane?

JOHN SHAW: Forty-five thousand feet.

JUNGE: What's it like up there?

JOHN SHAW: No different [01:10:00] than 20,000. It's still a long way to the ground.

JUNGE: I've been in airlines that normally go -- I think the pilot normally flies --

JOHN SHAW: It's 32,000 and 34,000 now.

JUNGE: Yeah. Yeah.

JOHN SHAW: No, the 45,000 was an emergency. The higher you go, the less fuel you use, and I was running out of gas because I was doing my job well, and they sent me to an alternate field to land, Plattsburg Air Force Base, New York. We were running out of gas, and we used a procedure to get up -- I'm not sure that time we went to 45,000, but 42,000.

JUNGE: Have you ever flown to Newfoundland?

JOHN SHAW: What?

JUNGE: To Newfoundland, Gander?

JOHN SHAW: A lot.

JUNGE: Gander?

JOHN SHAW: Uh-huh.

JUNGE: You've been to Gander?

JOHN SHAW: I was only at Gander once, but what's the other base? Oh, shit. Where Tom [Gee?] was stationed?

[01:11:00]

ELOISE SHAW: Yeah, and I don't remember a thing.

JOHN SHAW: We'd land there a lot if a tanker missed or if we missed the tanker, whatever, you know, we'd land at Newfoundland before we went on to the rest of England.

JUNGE: They have an air museum there, you know that now?

JOHN SHAW: No, I didn't.

JUNGE: You've never been up there? I mean, except in the Air Force?

JOHN SHAW: No, never have.

JUNGE: You guys would enjoy seeing that I think.

JOHN SHAW: That's what I've been told. Eloise has relatives that lived there for a while in Newfoundland.

ELOISE SHAW: I do, don't I?

JOHN SHAW: Yeah.

ELOISE SHAW: I'd forgotten about that.

JUNGE: They're Newfies?

ELOISE SHAW: Yeah. Well, they lived there for a while.

JUNGE: I knew there was something about you I liked. Newfies are wonderful.

ELOISE SHAW: Are they?

JUNGE: Oh, the Newfies are the greatest people.

JOHN SHAW: I've read quite a bit about that, yeah.

JUNGE: They're beautiful people, beautiful. I mean, the women come up to you and call you darling and love.

ELOISE SHAW: Is that right?

JUNGE: Sweetie.

ELOISE SHAW: Oh, my.

JUNGE: Yeah. It's like, you know, I almost feel insulted. I'm not used to that, having a woman come up to me and say, "Hi, sweetheart."

ELOISE SHAW: Yeah. Pretty fresh.

JUNGE: Yeah, but they do that. [01:12:00] They're one of the most hospitable nations -- if you call Newfoundland a nation, it's actually a province of Canada -- that I've ever come across. Now I have a friend who's been all around the world, and he said the New Zealanders, the Kiwis, are really --

ELOISE SHAW: Are they the same?

JUNGE: Yeah. He says they're really friendly. But I think the Newfies are pretty close.

ELOISE SHAW: Well, that's neat.



JUNGE: Have you two been all around the world?

ELOISE SHAW: Not -- no.

JOHN SHAW: We've traveled quite a bit --

ELOISE SHAW: We've traveled quite a bit, so, yeah, we have.

JOHN SHAW: -- since I retired. But, no...

ELOISE SHAW: We've been lucky.

JUNGE: Are you still traveling?

ELOISE SHAW: Trying to.

JOHN SHAW: We just got back from California, in fact.

JUNGE: Oh, really?

JOHN SHAW: We go out there for the winter, for part of the  
winter, not for the winter. That's not fair.

ELOISE SHAW: Yeah, for the winter.

JUNGE: You just came back recently?

ELOISE SHAW: Palm Springs, you know.

JUNGE: Really?

ELOISE SHAW: Uh-huh.

JUNGE: So I was lucky in catching you.

ELOISE SHAW: Yeah. Yeah.

JOHN SHAW: Oh, we're going to be here -- we'll be here now,  
because this is our resort for the summer.

ELOISE SHAW: Yeah. We have a pool. We have our own pool  
here.

JUNGE: Do you?

ELOISE SHAW: Uh-huh. [01:13:00] John says it's the best investment we ever made, but we do, and we swim every day. And that's what we -- we have two requirements for a house when we rent in California, for wintertime. One is to have a fenced-in yard so we can take Queenie, and the other one is to have a swimming pool so we can do our laps. That's how we get our exercise.

JUNGE: This is a big pool you have here?

ELOISE SHAW: Uh-huh, yeah. Yeah. We can show it to you.

JUNGE: Well, you know what though. I've got to get going. I really, you know, it's getting late, and you folks, I've intruded in your lives.

ELOISE SHAW: How long are you going to be --

JUNGE: Just probably to get some breakfast and take off, because I want to talk to some other people in Jackson Hole. But as soon as Dick, your brother Dick, told me about you I went -- he says, "You need to talk to him. You need to talk -- oh, man, don't miss it."

JOHN SHAW: That sounds like Dick.

JUNGE: Yeah, "Don't miss it. Oh, man, he's got some stories to tell you." [01:14:00] But I am very impressed by your determination, your integrity, and your honesty.

JOHN SHAW: Well, thank you for that. I appreciate it.

JUNGE: Well, you're welcome. You know, some people in Wyoming that I have met, a lot of people don't understand Vietnam, but they just think that we should have dropped the big one, and that would have taken care of the problem just like that. You know, why were we in there unless we wanted to win? And therefore --

JOHN SHAW: Well, of course, that's true. That part is true. But you don't win at all costs. You don't kill ten million people to win a war, and that's what a nuke would have done in Vietnam. Yeah. I think that might be encroaching on things that maybe we're not supposed to divulge.

JUNGE: You mean as an officer, a former officer?

JOHN SHAW: Yeah. [01:15:00] Well, you asked me if I knew generals that had done well. I knew the commanding officer in Vietnam of the Army, who was the commander of the forces in Vietnam, quite well.

JUNGE: Who was it?

JOHN SHAW: I'm trying to think the hell of his name. He's from South Carolina, the big guy. But anyway --

JUNGE: Joe Galloway wrote a book with a guy that talked about the very first serious fight in Vietnam. It was called *They Were Soldiers Once* or something like that. Hal Moore.

JOHN SHAW: I don't know him. Now this guy is from South Carolina, West Point, a four-star general. God, I should remember his name. That's 85. I don't remember his name.

JUNGE: OK. One last thing. Since Vietnam we've been through some minor [01:16:00] scrapes, but then Desert Storm, you know, with --

JOHN SHAW: I had nothing to do with it.

JUNGE: -- with Schwarzkopf, and the war in Iraq, Afghanistan. What do you think of those conflicts?

JOHN SHAW: Well, I haven't been in that part of the world, but I do read a lot. They have a tribal mentality. We're not going to win the war in Afghanistan. We're not going to win the war in Iraq. We're not going to win a war in Iran. As soon as we even pull our troops and our money, they'll go back to just exactly what's happening in Iraq right now. They're fighting one another. The Sunnis and the Shiites hate each other, they always will. We can't win that. And what we're doing over there, to be real truthful with you, I don't understand.

JUNGE: We should be out of there.

JOHN SHAW: Oh, we should never have gone in there. I thought, the first time we went in Iraq [01:17:00], that's what, Desert Storm, right? No, Desert Storm -- Grenada.

JUNGE: No, that was Kuwait. That was Kuwait. Desert Storm was Kuwait. Iraq. Iraq, yeah.

JOHN SHAW: Iraq. Iraq. So I thought maybe that was justified. But then to go back the second time was stupid, and I don't care who the president was at the time. I'm a very conservative man, and I liked George Bush, but I don't think we should have been in Iraq, I really don't. And I know damn good and well we shouldn't be in Afghanistan. That is ridiculous. I just finished a book on that, and those people, they don't understand us, they never will understand us. They don't understand the modern way of life. They don't want to be modern and stuff like that. They want to drop their pants and do their job regardless of where they're at. That's not the way we live in this country. And to try to support those people over there, we've made an absolute millionaire out of the head of the country, [01:18:00] and he's nothing but a crook to start off with.

JUNGE: Hamid Karzai?

JOHN SHAW: Yeah. That's just the way I feel about it.

JUNGE: Well then you probably don't feel very good about the mercenaries that were sent over there to fight instead of our troops. They were people sent over in that part of the

world to fight. What do they call them, Blackstone, Black something or other.

JOHN SHAW: Well, the company is Blackstone.

JUNGE: Blackstone.

JOHN SHAW: Yeah. But they have been doing for a long, long time.

JUNGE: The mercenaries have been with us for a long time.

JOHN SHAW: They always will be. Mercenaries are part of ancient history, in fact.

JUNGE: Oh, yeah. Very much so. Very much so. Eloise, how long you guys been married?

JOHN SHAW: Thirty-seven years.

ELOISE SHAW: We've been married 36 -- 36? We were married in 1975.

JOHN SHAW: Seventy-five. That's 25 and 14 is 39, we're 39 on November the first.

JUNGE: So it was only -- see, my math is pretty good, that's 38.

JOHN SHAW: Well, 38 now, 39 on November 1<sup>st</sup>.

JUNGE: It doesn't count. [01:19:00]

ELOISE SHAW: (laughter)

JOHN SHAW: You're probably right. I sure hope it does.

ELOISE SHAW: But we were sweethearts when we were in high school.

JOHN SHAW: And we've known each other forever.

ELOISE SHAW: Yeah.

JUNGE: So it didn't start out as love at first sight, did it?

JOHN SHAW: Oh, I think so.

ELOISE SHAW: Well, I think we might have --

JOHN SHAW: At least from my standpoint.

JUNGE: Really?

JOHN SHAW: Uh-huh. Oh, I was in love with her in high school. There's no question about that.

ELOISE SHAW: After Phyllis died, he was stationed in Idaho at the --

JOHN SHAW: Mountain Home.

ELOISE SHAW: -- Mountain Home Air Force Base. He and the two children, their two kids, their teenager kids, went to Denver to put flowers on her grave. And they were coming back and they stopped in Cheyenne to get gas, and John called me. He had my number because we have this friend here in Worland that --

JOHN SHAW: Kept us all in track.

ELOISE SHAW: -- has kept track of all of us, with our phone numbers and everything, you know. So he called.

[01:20:00] In fact, it was nine o'clock in the morning, and I had just gotten home the night before, and I had sat up with these two ladies, friends of mine, neighbors, and

we'd drunk a lot and I didn't get unpacked or anything. And John said that he'd only let me have 20 minutes, and he said, "Because I won't make the kids wait any longer than that." And I understood that. But I thought, well, I could get myself ready in 20 minutes, or I could clean up the house in 20 minutes, but I can't do both. So they left, and I wrote him this long, long letter because I was so embarrassed. I really was embarrassed. Anyway, that was on Memorial Day, and we met in Jackson on the Fourth of July and fell in love all over again, and we were married on the 1<sup>st</sup> day of November.

JOHN SHAW: Pass it up. That has nothing to do with my military. [01:21:00]

JUNGE: With what?

JOHN SHAW: My military career.

ELOISE SHAW: No, it doesn't have anything to do with that.

JOHN SHAW: We've made a pretty damn good pair. We're a good team.

ELOISE SHAW: Yeah. I finally got to be in the Air Force for two years, and I'm --

JOHN SHAW: And she was vice president of the Officers Wives Club before she left, so she went up pretty fast.

ELOISE SHAW: I liked what I was doing.

JOHN SHAW: Ah! Thank you for that.



JUNGE: OK.

JOHN SHAW: I really won't sit down in those chairs.

JUNGE: Here, let me take this off of here.

JOHN SHAW: Just a minute. Just a minute. Now I got it.

Now I'm all right now.

JUNGE: Do you get dizzy when you stand up?

JOHN SHAW: Yeah. Just a little bit.

JUNGE: OK. Here.

JOHN SHAW: Just a little bit.

JUNGE: Are you sure you don't --

JOHN SHAW: I'm all right now.

JUNGE: You don't want to sit down again?

JOHN SHAW: No, no. God, no. I just got out of there.

JUNGE: OK. I'm going to shut this off.

END OF AUDIO FILE

OH-3031, part 2, John Shaw, 4-19-2014, WY In Flight

JOHN SHAW: [00:00:00] trained in college. I crashed an airplane. I wasn't in the airplane when I crashed, but I have had two back operations, an esophagus operation. I've had cancer. I've had -- what's the other one besides the cancer? Esophagus.

JUNGE: Diabetes?

JOHN SHAW: Oh, yeah, and I had my thing down here repaired,  
so I've had a --

JUNGE: Oh, hernia. You mean a hernia?

JOHN SHAW: No, no, no. I've had that, too. But no, I'm  
talking about major surgeries. Down here where they  
removed part of my colon.

JUNGE: Oh, OK. Well, let's see if --

END OF AUDIO FILE