

Transcription: Charles Ingle

Today is Monday, March 28th, 2011. My name is James Crabtree and today I'll be interviewing Mr. Charles Ingle. This interview is being conducted by phone. I'm at the General Land Office Building in Austin, Texas, and Mr. Ingle is at his home in Woodville, Texas. This interview is being conducted in support of the Texas Veterans Land Board Voices of Veterans Oral History Program. Sir, thank you very much for taking the time to talk to us today. It's always an honor for us, especially in my case to talk to a fellow Marine veteran. I guess the first question, sir, is just tell us a little bit about your childhood and your life before you went in the Marines.

Charles Ingle: OK, my name is Charles Edward Ingle, I-N-G-L-E. A lot of people misspell it, but I was raised, born, and my grass roots are between Tuscaloosa and Birmingham, Alabama. As a kid, I learned to fly on the dirt strip, Hypercub, and Steerman. I was hittin' around the field and the owner give me lessons. Later I'd go, I'd been dug coal in the mines by the way, so didn't have a lot, but had each other and had a lot of family love. But anyway, I'd go in the Marine Corps Aviation Reserve 541 in Buckingham, and my ambition was to go to Arbor and be an aeronautic engineer, so I figured well, the best way to learn is to get your hands dirty.

What year was it you went in the Marine Corps?

Charles Ingle: October of '49.

Were you drafted or did you choose to go in the Marines?

Charles Ingle: I chose.

What was it that made you pick the Marine Corps?

Charles Ingle: I'm just, I guess I'm a candidate for punishment. Is that a good answer?

Yes sir, so you signed up at a recruiting office there in Alabama near where you lived?

Charles Ingle: No, I went to the Reserve squadron there in Birmingham and joined, and I was a weekend warrior so to speak.

Did they still send you though to the regular boot camp?

Charles Ingle: Later. When the Korean situation kicked off in '50, a destroyer was activated in '51. Then we had to go through training and continuous boot camp and continuous training in a respect. I was first sent to Marine Corps air station in New Orleans on Lake Pontchartrain which it no longer exists, and I was put in a Corsair squadron. Now my MOS was 6-412. I was an engine mechanic. But the fact that I had some flying ability, this helped out, too, and from there, later the squadron proceeded to El Toro, California, for further training, and then went to Korea. Training for me was in PT-19 and then S&J rather which was like an AT6, which is the tandem seats, so you get in the back seat.

Were you ever sent to Paris Island though for regular recruit training?

Charles Ingle: I was there briefly.

How long were you there for?

Charles Ingle: I didn't get the full 13.

So they just sent you through a shortened version?

Charles Ingle: Right.

How long was that?

Charles Ingle: They was in a hurry to get us over to Korea to the outbreak there, that I don't recall, it was very brief. In fact it was so brief I wouldn't mention it.

Yeah, that's definitely different because I was a Reservist myself and of course we had to go through regular boot camp before we could join our Reserve unit.

Charles Ingle: I understand that's normal, but the pressure was on in Korea. In 1950, Korea was short handed. We were on in 1945, a lot of officers were deactivated. They pulled a lot, whatever they could out of Japan to kind of slow it down. And I got there in '51. I was with BMF 311, and that was out of K2 ____, near Ponrengdon, and to begin with we had Corsair's, F7 Mouse, then we had Banchee's, and then the A1 Sky Raider which is to me one the best planes the Marine Corps ever had.

What was your first thoughts, your first impressions upon arriving in Korea?

Charles Ingle: First impressions, just like any other place, strange. You didn't know what's going to happen next or where you are, and just a matter of digging in and making do.

When was it that you arrived in Korea? Was it winter time, summer?

Charles Ingle: Face JC, MIG's, I know it was MIG's, troop ship. I'd have to look on my – it was into '51, it was pretty close to '52.

What were your thoughts at that time? Were you excited about going to Korea, or were you scared, nervous? Do you remember what your feelings were?

Charles Ingle: I don't know, can't ever say you're not scared of anything, at any time, but you learned to adjust because of all the guys you were serving with.

Because you were a Reserve unit, I imagine you kind of knew all the guys you were going over with, is that right?

Charles Ingle: Right, but see, when I went over, I reenlisted for six years regular. I went regular Marines, so they gave me, actually eight years, eight and a half years really, actually, somewhere in there. But what else, Korea, in starting off, I would like to say one thing about that period, if it wasn't for the enlisted carrying the ball, it wouldn't have made out, it wouldn't have worked out.

Sure, it's always that way.

Charles Ingle: I don't know if you were aware of during that period, but sergeants were flying the planes and I spent time as a mechanic on the ground or in the trench, or making do, improvising. Sometimes I called them all to fly a little bit, and when needed, whatever. You never know from day to day just what's going to take place. But I do say, England, all the United Nations, a lot of them, Australians and all of us, were flying. Sergeants were doing all those, carrying the ball on that game. It was out in '52 when the F9F jets, ____ jets showed up and they started bringing in, reinstating the officers, training. Then John Glenn was in my squadron, but he was on transfer to the Air Force to fly the Saber jet, and I had Ted Williams was in my squad.

I was going to mention that because I know that Ted Williams had talked about being in the same squadron with John Glenn.

Charles Ingle: They flew it with BMF 115, Jerry Coleman.

Yeah, he was another famous ball player and announcer. Did you have a chance to meet both of them?

Charles Ingle: Oh yes, a lot of times.

What were they like around the troops? I'm curious because I know that they got attention for being over there.

Charles Ingle: Jerry Coleman was a regular guy. Ted Williams' ego got in the way a lot. I give him credit. He got caught, he pulled a no-no on a bomb run, an F90, got caught in his own bomb blast, so when we got back to the field, he rode it in, hydraulics landing gear, so he rode it, barely landed, which is all right. He had just, most of his fuel, packed a lot of what he had left, so he rode it in.

What was a typical day like for you there, if there was a typical day? Did you do a lot of maintenance just to try and keep the jets flying?

Charles Ingle: Usually the jets are reciprocated engines. I worked either way. You know it gets pretty cold over there, and putting the heater jackets around the engines, especially the Corsair's, the prop jobs, keeping them warm for restart. But see at times, like once on some of the air fields when the enemy tried to overrun 'em, you'd wind up in the trench with the rest of the ground __, Triple A or whatever, you know. You've got whatever. I was there during the, I didn't get out until December of '53. Cease fire was July of '53, and I was there during that period when Syngman Rhee turned loose, he was the South Korean president. He turned loose 25,000 POW's. He wanted to mess up the cease fire talks, so he turned them loose behind us. That got to be a nightmare, you didn't know from whence we were gonna come, behind me or where it was. But we kept on and the Marines and Chesty -

Chesty Puller?

Charles Ingle: Oh yeah, all them, nothing but the best. The thing that I'm real proud about being a Marine, I've seen a PFC take the bull by the horns and do some leaps of faith when opportunity prevails. Didn't wait to be told, you know. I've always said that's what made a

Marine. We take the initiative. We don't wait for some officer to tell you which way to do it or what to do.

What were your living conditions like there?

Charles Ingle: Oh, at times in a pyramid tent, at times the base might have a long barracks building – it's a wooden building, bunker building.

But it was all pretty rudimentary then though, wherever you were, it was pretty Spartan.

Charles Ingle: Yes. I don't know if what I'm saying makes sense to you.

Yes it does. Were you able to get much mail from back home?

Charles Ingle: Oh, it would catch up some time. If you were away from the field, it would be back there accumulating for you when you got back or whatever. It's packed up in other words.

How did your family feel about you being in Korea? Were they worried for you?

Charles Ingle: Oh, my mother and dad, yes. They got real upset when I reenlisted. My dad did. I told him I wasn't going back to Alabama and digging those coal mines. You can just forget it, not this boy! But I got, I'm very proud of being a Marine. I think you feel the same that, in fact the weather challenges still yesterday where Paris Allen, that John Katori was there, going through it. I've even been to pick a medals – they got me on that. So I was a pretty good Marine I think. I miss, I got my training, a lot of my training hands on in a hurry. When I came back for Korea, my first U.S. station was Opa-locka Marine Corps Air Station, Opa-Locka, Florida. I was in Ham's 31 heavy maintenance squadron. There in 1957, the Corsair was retired from active duty. I wished the Corps would keep the A1 Sky Raider. I believe I've heard something about it being going out of retirement, have you?

No, I've not heard that.

Charles Ingle: It's an awesome, well they used it in Vietnam, sandy air sea rescue a lot.

Tell us a little bit, sir, about being an airplane mechanic. Was it something that, did it come pretty naturally to you? Did you enjoy working on jet engines?

Charles Ingle: My dad taught me early, foolin' with automobiles, getting your hands dirty, scrapin' engine blocks, sanding, so forth, so I had a little break-in as far as mechanical. Then I had a good fortune in high school, there at Bessemer High School 1951 class, I wasn't there for my graduation but they honored me by giving me my graduation certificate while I was gone.

Oh, that's great.

Charles Ingle: And while I was there, we had, I was able to take four years of mechanical and architectural drafting, which came in handy later in life as well. What else did you ask?

I was just asking in general about the airplanes and the jet engines, because I think to the average person, they think boy, working on a jet engine, that's got to be really hard and complex, and how did you learn all that?

Charles Ingle: The jet engine is not as complicated at all as a reciprocating engine or a piston engine. The reason I picked the A1 Sky Raider, it had a lot of horsepower – 3350 engine – about 2800 horsepower, you had armor plating on each side of the top pit, you had die brakes behind you, you got a 300-gallon tank, and you got drop ____, you got more stay time over targets. It was an extensively well, a lot of hang time you call it. Then it would carry a pay load almost equal to a B17 bomber. It's endurance. And when you're low to the ground, they don't see, they don't even know you're coming until you leave. The noise travels behind it. You fly off a deck. Sometimes you go out three miles visibility, hugging a deck. It was a marvelous, all around I think. To be close air support is hugging the deck right over the troops and taking them out, you know.

So that was by far your favorite aircraft.

Charles Ingle: It was. Of course there was famous -

What was the hardest or most troublesome to work on? Was there a particular jet that was more difficult?

Charles Ingle: No, the reason I favored the reciprocating engine front drives over the jets, the jets, they lost so many in Vietnam because they got to slow down to hit your target. But when you're down on deck, it's better than a helicopter. Jets were, you opened the back end, slide it off, and you can ____ stand on the engine and just peel it out. But a reciprocating engine, it takes a lot more to get it off the firewall. And I'll say one other thing, when I was at Opa-locka, we went to Rosa Roads down in Puerto Rico a lot for maneuvers, east coast. I guess you've heard of that.

Yes sir, I have.

Charles Ingle: I was in Ham, put me in whatever, mechanic, but then I flew second seat in a C-119 box car. Texar was flying first seat and I'm a staff sergeant in the second seat. In '56, ____, you had to go revert back to enlisted. That's the way it was. Going to one year, I guess, I can't remember what year it was, it might be '56, we were flying to Rosa Roads, and running about 10,000 feet, and the starboard engine went out, and we had to make it in on one of the tracking stations, which high classified they didn't like, so they was fast to get us another box car, bring another engine over and change it out and get out of there, yeah, real quick. But Rosa Roads, it was all right. Years later I met a person here in east Texas. I can't remember her name, whose dad built the strip back there.

That's interesting. During your time in the Marines were you single, were you married?

Charles Ingle: I got married in '54 after I got back. When I was in ____ I met a fine, fine young lady, and married her in '54. We quit in '74, and I worked for Avondale ship yards. I guess an old Marine went into the maritime industry, ship building industry. It was a Navy guy, but my flying days were over. By the way, in Opa-locka, I wanted to go flying with Eastern, but I had it all set up, too, and on my second flight test, medical – I can't think of it right now – my ears, there's something with my right ear that nearly killed me right there.

Knocked you out of being able to fly for Eastern Airlines?

Charles Ingle: Flying period. I'd just started out of the Marine Corps, I was damned, and I couldn't back up or go forward, so I was dead on that. So I came to Louisiana with my wife, first, and I worked for, got into the old business, the maritime business in building, and my years of drafting experience played off. I will say this, in 1960, I had access to ____, wait a minute, until 1965 or so, it was a IBM 360 computer, CNC. In the shipyard we got into that and I was on the ground floor of that.

That was back when the computers took up the size of an entire room.

Charles Ingle: Right. I tell a lot of these today, young fellows, people that in this computer science, before the chip it was trigonometry that got you there. Sine, cosine, and all of that stuff, robotics, we were into it. I got to, Avondale let me go to night school and better myself. I became a manufacturing industrial engineer.

That's great.

Charles Ingle: So I didn't have that top tier to go to college and get it paid for then.

Sure. Let me ask you, sir, because you sent me a bunch of stuff, I was going to ask you about some of these things you sent me from worship services that you guys had in Korea.

Charles Ingle: Right, that was our chaplain, you see at the heading all right.

I was wondering if you could just tell us a little bit about why you sent this to me and your memories.

Charles Ingle: I don't think you or most, probably not you, you may have, but a lot of those people don't know about that part. As I said, my stepson, he went through Southwest cemetery there in Fort Worth, there was 17 South Korean's getting their degree, ___ and all, and I said what is this? That was news to me. It turned out that South Korea is one of the most Christian evangelical countries in the world today. It brought back to memory during the period over there, kids running around loose all over the place. Marines in my area, CB's, whoever, all pulled together and we were put together off in places for these kids to take care of them and sent home some books and clothes, and I like to think that their offspring would be the ones today who are getting their degrees, wouldn't you think, time-wise?

I would think so.

Charles Ingle: There weren't any missionaries or atheists running around during that period at all. I would like to think that the Marines and service personnel were doing the missionary work with the kids. I've been proud of that because you hear so much that's critical of the Marine Corps, or whoever, especially the Marines Corps about civilians and hurting kids, and I don't believe that.

Those are people that don't know what they're talking about. Let me ask you, sir, I noticed in all four of these service bulletins that you sent me, the chaplain is named J. Rex Smith. What can you tell me about Chaplain Smith?

Charles Ingle: It's been so many years. It's been too many years. I'd like to. I even tried drawing, make an image of him, I don't remember exactly what he looked like.

But for some reason you held onto these bulletins.

Charles Ingle: I have, in 1952 in Japan I bought a musical album, Japanese made. Back then, 300 yen equals 1 American dollar, oo-boy. And it's a musical album, you crank the music box and the handle on it, and it plays, it played a Japanese tune. I can't remember which one it was, I used to know them real well. But it had this thing on the front and all, and I had those bulletins, church bulletins in it.

It's neat that you held onto them because I'm looking at them -

Charles Ingle: It's proof, there's proof right there in print that that existed. That's something everywhere I go, this crap I read, that I tell about the Marine Corps, I tell about that because that's one thing I'm very proud of with the Marine Corps. I don't care, kill or be killed, and we lost, we had 4 percent casualties due to the infiltration of the enemy getting in refugee columns, and they would catch servicemen down the line who were unaware, and find them later killed. And these kids had been known to have some sort of Claymire grenades under their arms, strapped to their arms, and all kind of stuff.

Let me read here real quick in one of the bulletins, it's mark says let us remember that our Sunday morning offerings support the work of the Marine Memorial Orphanage and the Marine Memorial Children's Clinic. It says the men of MAG 33 and 1st Marine Air Wing have done a wonderful work for the Korean orphan children. Let us continue the good work by our Christian stewardship this Sunday morning.

Charles Ingle: Amen.

That's great. I think it's neat and I really appreciate you sending me copies of this, and it mentions this here in the next bulletin also from October 4th of '53, it says don't forget our work with the Korean orphans, and it says please write back home and ask folks for help in sending, and it has the address where to send donations to. So absolutely, here you see it, and I'm glad you saved this. I like seeing this.

Charles Ingle: You don't hear anything about. You don't hear anything about, let's see, I think it was the little name of the magazine, I think it was May 2003. I got it around somewhere. I've misplaced it, but in it, it talked about Korea, and how the various, all the enlisted was carrying the ball and doing this. It's in there somewhere in that article. You may have seen it before yourself. But it was about, it didn't cover that. Wars never cover the good side.

Sure. I think anybody can watch the news today and see how horrible things are in North Korea with just a tyrannical dictator running the place, and I think anyone can see the difference between the quality of life, the people that live in South Korea and those that live under tyrannical Communism in North Korea.

Charles Ingle: It was very demoralizing when Harry Truman took it over. He created that 38th DMZ and he called it a police action. Boy, you talk about that went over like you know what.

Sure, I know MacArthur wanted to push the Communists all the way out in Korea, and I think in retrospect it probably would have been the right thing to do because North Korea has suffered immensely.

Charles Ingle: You know what hurts my feelings today? We had 8,000 MIA's, you know that. What happened to them? We felt, a lot of us felt then and still feel they were shipped to China. What happened to them?

Yeah, you're right.

Charles Ingle: And we borrow money from China. That goes against the grain for me, that does. I'm not against the Chinese, I just don't, I got memories of a lot of the atrocities that they did do. They were big on that. They wouldn't take prisoners. They'd kill them.

Exactly.

Charles Ingle: But you never know, but it still, as I told you before, my closure came when I was invited to the Korean anniversary in D.C. and the 50-year anniversary, and the Korea Memorial statue of the 19 ___ going through a rice paddy, oh, they looked so real, in the night. In fact during the day, word was passed to me that you want to see it at night in the lights, and they did, they come alive. I mean facial, everything. If you've never been there, you need to go.

I've seen it, yes sir, I know exactly what -

Charles Ingle: Do you agree with me?

Yes sir, I agree exactly what you're talking about, it's a beautiful memorial.

Charles Ingle: It represents every grunt, every Marine, period. You know what a Marine is, we all basically, riflemen, right?

Right, every Marine is a rifleman, that's right.

Charles Ingle: I learned that real quick.

It's still that way today.

Charles Ingle: The only thing I disagree with today is I think ___ medal__ cold weather training. I've seen it, they've had it on the military channel, the way it's operated today, but back in '66 I think I went over there, some guy in Florida pulled my jacket. Said well let's see old Mr. Ingle to pick a medal, and this was after Korea. I'm there getting my sunshine for a change. So I was still up there and it was rough, rough, rough. Major, I don't remember his name, Commander, he told all the platoon leaders and platoon sergeants, you don't make it, I'll bust you. He did. I got busted.

That was the cold weather training?

Charles Ingle: Right. And coming down, going up that mountain from scratch, we didn't get to walk across the country five miles, we went right up, and you got a slope must have been 60 degrees of dirt, trying to get up it, and you learned, I thought that would be in every book, but it didn't have any what do you call, Amtrack, to take you down off the mountain. We lost three out of my platoon and we got two of them back. So I thought that was pretty good. And we all came down like Paul Bunyan. Coming down, I could've whipped a bear then.

How long was your cold weather training?

Charles Ingle: Now you're asking something --

Probably a week or two?

Charles Ingle: At least. I'm sorry, it's been too many years, but the thing I remember about it is after the real thing in Korea becomes from ___ station, you go shipped over to Santa Fe. It is very different today. Back then we didn't have to make a couple ___, these woods, we didn't have to, we learned to survive. I put a K-bar on the end of a pole, I rigged it and made a dang good spear. Didn't build a, packed snow and cut it with a bayonet and stack 'em around to block the wind, and then put our shelter halves together with a candle inside. That was our warmth.

Let me ask you sir, you went in in 1949, and you got out in 1959.

Charles Ingle: Well actually the beginning of '58. I said '59, I don't know.

When you got out, why was it you decided to get out of the Marine Corps?

Charles Ingle: I wanted to go, I was looking to a future, and I knew some people with ___ and their lines there in Miami, and I was offered to work, go in the shop for a while until I get familiar with the aircraft and so forth, and I looked to, I wanted to make it up to, inside either the, well I wanted to get into cop fit, that's what it was.

When did you move to Texas?

Charles Ingle: I stayed 20 years around the oil patch in Louisiana, and then if you've ever been there around Baratate Base, that was oh yes, wonderful, best source of country shrimp, bat ridge and snuckle trout, but that rig drilling made me an offer I couldn't turn down. They brought me over to Livingston shipyard here in Texas. I was represented them in building a semi-submergeable rig, a blue water 4. That's let me see, I think it was around '78 or '79, right in there, or '75 I think it was.

That's when you came to Texas, was to work in the ship building industry?

Charles Ingle: Well they brought me over on that project to build that rig. I represented South A Drillers as a customer in that yard. I had to sign off on everything, fix everything and get it built. Then I met a Texas gal and here I am.

And so now you're in Woodville.

Charles Ingle: Yes.

How long have you been in Woodville?

Charles Ingle: Well, I've been in tech here, 15 altogether. We've been married 32 years. We were married in the First Baptist Church here in Woodville, in November 18th, '78.

That's great. Are you active with any groups like the American Legion or the VFW?

Charles Ingle: I'm a lifetime member of the VFW. I've been to the tea parties. Yeah, I went to what was it, 2008? The one up there in Lufkin. I got one here put on my magnetic sign you put on the tailgate of your truck. The first one said I served my country, not my government. That went over big at that tea party. The one I got now says American Christians unite, in big letters across another, one nation under God, and under it, it has Forefathers Created. That's my prayer that we get back to the American Constitution and our one nation under God.

Sure. Let me ask you too, sir, have you had a chance to go to any old air shows, that sort of thing, and see any of the aircraft you used to work on?

Charles Ingle: I went to over here in Jasper they have an air show now and then. I didn't get to make this one recently, but I have been to it. There was a guy that flew the Corsair F4U4 out of the museum down in Galveston. I asked him, I said how'd you learn to fly? He said the back seat of an AT6. I said all right, of course he's got a long nose on it. But you got to remember, I just feel basically I worked the two's and worked the engines, and then filled in sometimes in the trench, whatever. Flying was, it's just something you don't hear anymore about the enlisted flying. They don't want to talk about that, so I just don't say as much as possible about it.

Well I think it's interesting to know, and our program is all about trying to record these memories for posterity, so future generations can hear these stories.

Charles Ingle: I think it was 11 date magazine, you may have it, I think it was the year 2003, May, I know it was the month of May. It has an article talking about VMF 311 fighter squadron and all the, what went on, including enlisted, what all they did. But you don't hear that anymore. The Marine Corps did treat it that one time. I haven't heard it no more. Thank you sir, I've got a bone to pick. You want to cut me off?

Well sir, I just wanted to thank you again for letting us interview you.

Charles Ingle: Oh, my pleasure. You better edit it out.

No sir. And what we're going to send you in a week or so, copies of this interview on CD.

Charles Ingle: What do you think? Did I fill in?

Yes sir, it was a good interview, and –

Charles Ingle: I've still got some memory. I thank the Lord every day waking up. I'm 6 foot 1. I was a husky guy all my life, played football. Back then in my time, high school, football was better than college. Rougher, too. And especially from Bare Bryan Custer there in Alabama. But being a Marine, I got to say, my dad, that's what he taught me. The tough get tougher, and they did in the Marine Corps. That's what I did, Mr. Crabtree. I just bunkered down and got tougher with it. I never backed up to nobody, even when you're in Puerto Rico and you hear that bloody line man, and rebuilt the ___ there ___. The British got a ship in, maneuvers, that Rosa Road to go over there. It wouldn't take five minutes for some guy to open his mouth. I enjoyed all that though.

Yes sir. Well sir, I want to thank you and – Commissioner Patterson who is also a Marine veteran and everybody here at the Land Office, it's just a small way of us to say thank you for your service to our nation.

Charles Ingle: Well just keep me down as I served my country. Not my government.

Yes sir. We'll be sending you –

Charles Ingle: When you serve the country, you serve the people, and that's what it's all about. Being a Marine, the family that you have, that's why I have it set up to be buried in Houston at the National Cemetery. It's the Stringer Funeral Home here in Woodville has a file on me, with my duty 214 and everything else and gonna put me when the good Lord pulls me, I want to be buried with, I may not know 'em all, but there might be some in there I do know, but I'll be in good company.

Yes sir, well also they can get a Marine unit there for the burial detail with the flag and the bugle and honors, and once a Marine always a Marine.

Charles Ingle: Well I had another selfish reason for it, to take the burden off my wife. They take care of it, she don't have to.

That's right.

Charles Ingle: Oh, one other thing about BMF 311. We had two presidential unit citations, and I think the 1st Marines got a total of 10, that's two of them. For my service, a ribbon and I have two Stars for it. So I'm real pleased with that. I never did get, I got a tab a few times and _____ up and kept there, but I never did get a Purple Heart, and that's OK, I don't want it. We all were scratching and doing the best we can and I'm not worried about awards at that time.

That's right. Well sir, again, I really do appreciate you taking the time today and thank you for your service.

Charles Ingle: I'm keeping you too long.

No sir, you're not, but I just wanted to thank you and let you know that everyone here appreciates your service to our nation, and –

Charles Ingle: You might find me in the Texas Veterans Land Board file somewhere. I had a farm in Chester and I wanted some help, but I didn't get it. I even went to the Veterans Affairs for veterans benefits, because I wanted to get a new tractor and some things for my farm.

Yeah, the Veterans Land Board won't do anything like that.

Charles Ingle: No, I found that out, and neither did VA. In fact, this coming Friday will be my first trip to the VA clinic here in Beaumont. I'm hoping they can help me on the cost of my medication.

Yeah hopefully, yes sir.

Charles Ingle: So that's it. I look forward some day to meet you.

Yes sir, and sir, like I said, I'll be sending you copies of this CD along with a letter and a nice certificate from Commissioner Patterson. You'll be getting those in probably a week or two.

Charles Ingle: Hoo-ha!

Yes sir. All right sir, well take care -

Charles Ingle: By the way I've got DVD's of course that I got years ago of some of the guys flying on my new, but that's all right. Don't keep you, that popped in mind.

All right sir, take care.

Charles Ingle: Thank you for calling me. I feel very honored that you did.

Thank you. Well we're honored, too, sir, thank you very much, take care.

Charles Ingle: Yes sir.

[End of recording]