

Wisconsin Veterans Museum
Research Center

Transcript of an

Oral History Interview with

RUSSELL R. DAHLQUIST

Helicopter Maintenance, Air Rescue, Intelligence, Air Force, Vietnam War.

2004

OH
461

OH
461

Dahlquist, Russell R., (1948-2004). Oral History Interview, 2004.

User Copy: 1 sound cassette (ca. 30 min.), analog, 1 7/8 ips, mono.

Master Copy: 1 sound cassette (ca. 30 min.), analog, 1 7/8 ips, mono.

Transcript: 0.1 linear ft. (1 folder).

Military Papers: 0.1 linear ft. (1 folder).

Abstract:

Russell R. Dahlquist, a Racine, Wisconsin native, discusses his Vietnam War service with the Air Force working with helicopters and intelligence. He talks about his family's military history, basic training at Sheppard Field (Texas), and he describes basic training as less stressful than Boy Scouts. Dahlquist touches upon training in single engine helicopter maintenance, scoring high on all his tests, assignment to Central Air Rescue and Recovery, and basic flight training. Assigned to Laredo Air Force Base (Texas), he mentions flying for fun in order to log forty hours of flight per month and once accidentally flying over an artillery range. Dahlquist states he was sent on temporary duty to Vietnam in 1970. After triggering a thyroid condition, he talks about being medically rejected from the Air Force Academy, losing flight status, assignment to Sheppard Field training helicopter pilots, and wounding his legs in an accident. While in the hospital he was recruited to intelligence. He touches on a tense landing in an F-4 during a mission in the Middle East. Dahlquist mentions that his work is still classified, and he reflects on the difficulty of determining why certain information is classified secret. He mentions developing digital maps, planning strategic missile strikes, working on NATO's nuclear strike plan, generating terrain-masking flight plans, and implementing strategic bombing into United States Armed Forces in Europe. Dahlquist analyses the effects of affirmative action in the military, telling that it resulted in a lack of discipline and respect. He details attending a human relations sensitivity training program and getting into a verbal fight with the instructor. Dahlquist discusses the lack of promotional opportunities in the Air Force after the war, and he touches on his medical retirement. Mr. Dahlquist died shortly after the interview, and it is possible that his memory was affected by his illness.

Biographical Sketch:

Dahlquist (1948-2004) served in the Air Force during the Vietnam War. He attended college at the University of Wisconsin-Racine and the University of Wisconsin-Platteville, and he entered the Air Force in 1968. After work in helicopter maintenance and as an air rescue pilot, Dahlquist was recruited into military intelligence in the 1970s, and he retired from the Air Force in 1980. He eventually settled in Beaver Dam (Wisconsin).

Interviewed by Jim Kurtz, 2004.

Transcribed by Rebecca Berhow, Wisconsin Court Reporter, 2008.

Format corrected by Katy Marty, 2008.

Corrected by Channing Welch, 2010.

Corrections typed by Erin Dix, 2010.

Abstract written by Susan Krueger, 2010.

Interview Transcript:

[Note: There are 21 minutes on Side A and 9 minutes on Side B. Approx. 7-second pause in recording at start of tape]

- Kurtz: So you come from a long lineage of military people.
- Dahlquist: My uncles, and when you start getting past my grandfather then it's Prussian Army.
- Kurtz: Prussian [laughs]. That sounds kinda like my background, but I don't know. My relatives— [Approx. 3-second pause in recording] February 19th, 2004. My name is Jim Kurtz. I am doing an interview of Russ Dahlquist. Russ, where were you born and what was the date?
- Dahlquist: I was born September 24th, 1948 at 1313 hours.
- Kurtz: Okay, and what city?
- Dahlquist: Racine, Wisconsin.
- Kurtz: Racine. Okay. And did you grow up in Racine, Wisconsin?
- Dahlquist: Right and went to grade schools, junior high, high school.
- Kurtz: What year did you graduate from high school?
- Dahlquist: '66.
- Kurtz: Graduated from high school. And which high school?
- Dahlquist: Washington Park.
- Kurtz: Washington Park, and then after high school what did you do?
- Dahlquist: I went to college.
- Kurtz: And where did you go to college?
- Dahlquist: University of Wisconsin, Racine which no longer exists, and then I went to the University of Wisconsin, Platteville.
- Kurtz: Okay.
- Dahlquist: And while I was in the Air Force I went to seven other different universities and ended up with a total credit load of about 500 credits.

Kurtz: Okay. And you went to college two years before you entered the Air Force, is that correct?

Dahlquist: Correct.

Kurtz: Okay. And what—when—what was the date that you entered the Air Force?

Dahlquist: 8 October 1968.

Kurtz: In 8 October, and was that your first choice, the Air Force?

Dahlquist: Yes. Ah, that's what I was ordered into.

Kurtz: Okay.

Dahlquist: Our family's been professional military for generations, and --

Kurtz: So your family ordered you into the Air Force --

Dahlquist: Right.

Kurtz: Not Lyndon Johnson?

Dahlquist: No. It was my family.

Kurtz: All right.

Dahlquist: Which carried more rank.

Kurtz: Yeah. And where did you get your basic training?

Dahlquist: Went to Sheppard for basic training.

Kurtz: What state is that in?

Dahlquist: Texas.

Kurtz: Okay. And how long was that?

Dahlquist: It was sixteen weeks. It was fun.

Kurtz: Okay.

Dahlquist: It was actually less stressful than a lot of the Boy Scout training that I had.

- Kurtz: Mm-hmm. Did you meet anybody there that you retained a relationship in your military career?
- Dahlquist: No.
- Kurtz: Okay. Then after basic training what did you do?
- Dahlquist: After basic training I was sent to single engine jet helicopter maintenance.
- Kurtz: Okay.
- Dahlquist: And it was totally way below the aptitude scores that I had, and I found out later I was part of that Project 100,000 [a Dept. of Defense recruitment project in the 1960s that was considered part of President Johnson's Great Society].
- Kurtz: Okay.
- Dahlquist: And we were told that if we did not get our test back, that we failed the examination at first. So I figured, well, that was so simple that on that exam that I didn't see any problem, but I didn't get my test back. So I figured, oh man, I missed a question and got off sequence and just blew it. And two other guys failed it, but they called me into the commandant's office, and he asked me, he says, "You missed a question." He says, "I want to know why." And he says, "The question read if you are at 10,000 feet in a UH-1 flying at 90 knots and you lose engine power, how many strokes of the collective do you have available?" And the textbook answer would have been four to six. But I said, "Well, at that altitude the accumulator would have been totally charged, and you would have actually eight to ten because of the volume of the cylinder and so on." So he says, "That's right," he says, "I agree." He turned to the instructor and says "Change the question." So after that in all of the tech schools I went to, and there were about twenty of them, I never missed a question. I was always honor graduate, always top in the class.
- Kurtz: So you graduated from this single engine school, then what did you do?
- Dahlquist: I was assigned to a special activity unit that was part of Central Air Rescue and Recovery, and we were flying a very peculiar helicopter that would fly faster straight up than it would forward. We could climb at 120 knots vertical, but we could only do 90 to 95 knots forward.
- Kurtz: What kind of helicopter was it?
- Dahlquist: It was a Kaman H-43.

- Kurtz: Okay.
- Dahlquist: It was the only dual counter rotating semi-articulated rotor system that had ever been used, and it was unique in that the rotor blades were actually shaped like a wing and not symmetrical like all of the other helicopters are.
- Kurtz: Then when did you go to flight school?
- Dahlquist: Pretty much at about the same—right after then.
- Kurtz: Okay. What year?
- Dahlquist: Pretty much crew chiefs and all of the units were pretty much trained to fly the bird out of any tough situation in case the regular pilot was killed or whatever. So we didn't have the extensive, you know, all the rotation skills or night flying or whatever. We were just, you know, be able to get the bird off the ground and get the heck out of there.
- Kurtz: Okay. So you were a crew chief on one of these rescue helicopters at this point?
- Dahlquist: Right.
- Kurtz: And you went to flight school just to get the basics of how to fly the plane if – the helicopter if you needed to?
- Dahlquist: Right. And I already know that because I had flight training actually before I went in.
- Kurtz: Okay.
- Dahlquist: I didn't have my license, but I was familiar enough with aircraft that it was just applying principles to a rotating wing instead of stationary.
- Kurtz: Okay. Then when you – what – where are we year-wise? 1969 now?
- Dahlquist: Yeah. About 1969.
- Kurtz: Okay. Did you have any other assignments before you went to Vietnam?
- Dahlquist: I'm trying to remember because in '99 I had terrible car accident, and I was in intensive care at UW-I for a long, long time, and I've had a lot of brain damage. After—see, after tech school, I went to Laredo, and Laredo is—or was—at the time was a fighter training base, and they couldn't fly students unless rescue was spotted and ready to go. So there was a lot of pressure on us to maintain our two aircraft. So not only did we have to maintain them

but we had to make sure that we had forty hours or more put on each aircraft per month. So it made for a lot of, “Let’s fly up to 9,000 feet to cool off,” or we’d fly them over to the Goodyear test track and race the cars around the track. One day I was sitting in the door, nothing holding me in except the, you know, mike cord [laughs], and I looked down and there was a row of puffs of smoke, and I said, “What the heck is that?” I looked again, and I’m on hot mike anyway so I said, “Where in the hell are we?” and they said, “Well, we’re over Fort Sill and I said, “You jerk” for flying right across the 105 range. So that the shells were going, you know, right past us [laughs].

Kurtz: Oh, yeah.

Dahlquist: So we get the heck—real quick.

Kurtz: I can understand that. Okay. So when did you go to Vietnam?

Dahlquist: I can't remember. It was a TDY [Temporary Duty] and it was in a location that I can't discuss. But it was only, you know, it was less than ninety days for that.

Kurtz: Okay. So how many times did you go to Vietnam?

Dahlquist: With Rescue just the once.

Kurtz: Okay.

Dahlquist: After I went from Laredo and then I went up to—then I was asked by the Air Force to go to the Academy while I was at Laredo. The first one that it ever happened to. I was solicited to go there.

Kurtz: Was that 1970?

Dahlquist: That would be – yeah, 1970. But changing from sea level to 10,000 feet it triggered a thyroid storm that I didn't even know I had a thyroid condition, and that bounced me off. I collapsed. So I was medically rejected then.

Kurtz: From the Air Force Academy?

Dahlquist: Right. And I should have known that when I went in, and I was the—a member of the last flight to be given an Air Force service number that was other than your Social Security number. So I have two Air Force service numbers. First one was [deleted for privacy considerations], and then with the Social Security number it would be [deleted for privacy considerations]. So I should have known then [laughs]. But the medical problem was the first of a series. I ended up being sent back to Sheppard because they were only 40 percent manned, and we were working eighteen hours a day training

helicopter pilots because they were killing them off so fast. And I got hurt, and they pulled me out of the chopper, and my legs were just all mangled up. So spent some time in the hospital, a lot of time in the hospital.

Kurtz: Okay.

Dahlquist: And while I was in the hospital I had a visit by a couple of field grade officers and was recruited to work “behind the green door.”

Kurtz: What is that?

Dahlquist: Intelligence.

Kurtz: Okay.

Dahlquist: And I was recruited because I was one of only a handful of people that had perfect scores on a placement test, and that's what they were looking for. So I said, “Sure, why not?” because at that point I could either take a medical discharge or take their offer, and I said “Well, you know, there’s nothing else I want—”

Kurtz: So the medical situation took you out of flight status, is that accurate?

Dahlquist: Right. In an emergency I could still fly if I needed to.

Kurtz: Mm-hmm.

Dahlquist: I had enough hands-on control and, you know, I had time in just about every aircraft that the Air Force had, and I had stick time. I could probably get it down, definitely could take it off, but getting it down would be a little tricky and would be white knuckled. But I did come back from one mission in an F-4 where we—during the course of about two hours we split the G meter 12 points and totally upset everybody on the base and the crew chief included, and we splashed all our weapons into the water when we pulled 8 G’s on a—

Kurtz: Was this at Sheppard Air Force Base?

Dahlquist: No, this was in the Middle East.

Kurtz: Okay.

Dahlquist: It was right after the Arabs tried to shoot down that C-130. Well, it was not just a C-130, it was an EC-130. It was an electronic counter measure, and they just turned themselves invisible and left. And the Arabs would try and find them, and they couldn't. So a little while later our unit went up in fully

loaded F-4s flying a bowed echelon to simulate the radar return on the C-130, and, you know, transponding on their type of frequency and essentially hoping that they'd come up to try to shoot down another cargo plane and would find U.S. F-4s and it would have been just like Libya later on [laughs]. But they didn't, so it ended up being kind of a—so—

Kurtz: Okay. Did you have any more Vietnam experiences beyond the 90 day TDY?

Dahlquist: No, no, not that I can own up to.

Kurtz: Okay.

Dahlquist: Because after 1970, going through the intelligence school that I did, basically all I can do is, a lot of it is classified now and still is, and when you sign a document that is open-ended and says that you can be executed if you divulge information about what you were doing.

Kurtz: It really isn't worth giving an interview on.

Dahlquist: Yeah [laughs]. It was interesting; it was fun. But people today don't really need to know that. The technology back then was dated. But we're still, you know, committed to the silence.

Kurtz: Sure.

Dahlquist: Mostly because, you know, a picture may be classified top secret and you say "Why in the heck is that top secret?" because it was just a simple missile. But it turns out, it's top secret because of the location that the picture was taken, and they could go back, find that location and find out who or generally who took it. So you're protecting the human element in the chain. So it gets very difficult to determine why certain things are classified.

Kurtz: Okay. Did any people that you met stand out?

Dahlquist: There were a number of people, friends, that helped me a lot, you know, as far as my career. In the '70's there wasn't a whole lot of opportunity in the military. It was pretty much locked down.

Kurtz: Is that because it was being downsized—

Dahlquist: No.

Kurtz: Right after the war?

Dahlquist: No, it was—actually things were being inflated and people added, but in all of the branches of service starting in the '70's affirmative action was the politically correct position, and I couldn't see it. Fifty people sitting around in a big circle in a room and having a one striper with a head of hair that's six inches wider—

Kurtz: What's a one striper?

Dahlquist: An airman.

Kurtz: Okay. Just for the record.

Dahlquist: Be like a private.

Kurtz: Okay.

Dahlquist: And to have him address a full colonel as "Dude" just went across my grain. I said, that is—that is not being—that's not affirmative action, that's just total disrespect. But disrespect is a term now of the new century. Back then it was just incredible. Minorities would sit in the theater when the national anthem was played, and everybody else would have to stand at attention, and it went on and on. They would promote 10 percent of the minorities. So if there was 100 minority members in a particular career field they would promote ten of them, and if there were only eight slots available they would promote ten of them, and nobody else could get promoted. And that went on year after year after year, and then I lost a bet one time. 1974 I lost a bet because we were in Southern California, and I was in another special intelligence unit, and the bet was "Did we qualify for welfare?" So I lost the bet, and there was five of us who drew straws, and I had to go down to the welfare office in full dress, Class A Uniform and I went in there, and the gal that helped me she says, "Oh, yeah, that's no problem." She said the entire enlisted corps of the United States military, no matter what their rank, qualified for food stamps and about 75 percent of the junior office corps qualified for welfare.

Kurtz: What rank were you when you did this?

Dahlquist: At that time I was an E-5, multiple degreed and could not, that was it. I couldn't get promoted, couldn't get transferred, couldn't get out. All I could do was get out of the Air Force, and that was the only option we had. So at least I'm happy to say that we didn't end up going to war in the '80's because the military was really fractured. Race riots and things happened that never made the newspapers: the total disgust, the low morale, just the genuine simmering anger that totally destroyed the NCO corps and most of the junior office corps and part of the field grade officer corps.

- Kurtz: What year did you leave Air Force?
- Dahlquist: I was medically retired in 1980. Unfortunately, I was not unhappy to get out. I would have liked to have stayed in, and, you know, because I enjoyed the lifestyle, and I liked what I was doing, but things were untenable. As a matter of fact, we had a meeting in the base theater. They reserved the base theater, and they had security police stationed around the outside because we would possibly have classified information discussed. And in our intelligence center we had about, oh, 100 people. And in the 100 people enlisted, there were over 300 university degrees. And the colonel that commanded the unit, he had his hands full with that kind of a bunch of prima donnas. But we went to the base theater, and the subject was—they knew that we couldn't get promoted, couldn't get transferred, and all the rest of this. So the Army came in. So our colonel introduced two colonels, full colonels, from the Army and said that in essence that if any of us wanted to go to the Army that they would make us either W-4 or W-3 or O-1 or O-2 depending upon our education, our own(??) background. One of the guys stood up and said, "Do you mean to say that we can't make sergeant in the Air Force but we can make lieutenant in the Army just by signing a piece of paper?" And the Air Force colonel said, "Yup." [Kurtz laughs] So that was the situation in the Air Force in the '70's.
- Kurtz: Can you describe which— I understand you've got classified issues, but what type of tasks did you do in these intelligence units?
- Dahlquist: Well, the official use only citation that went with my MSM --
- Kurtz: What's an MS—
- Dahlquist: Meritorious Service Medal was that I had designed one-third of NATO's nuclear strike plan.
- Kurtz: Okay.
- Dahlquist: Previously I had been at 15th Air Force and—
- Kurtz: Where was 15th Air Force?
- Dahlquist: That was in Southern California.
- Kurtz: Okay.
- Dahlquist: And I would work strategic missile restrike. In essence, we had kind of like a library ladder and a twenty foot high map of the world and as missiles became available and assets became available we'd check our deconflictions listing so that we wouldn't put a bomb on target at the same time that some

B-52 was there which would really tee off the crew badly. So as the assets became available I would target whatever place—and it felt strange sitting there, four o'clock in the morning with a cup of coffee in one hand and a jelly donut on a paper plate, poking a pin in a map, calling out coordinates to put a hydrogen or weapon on a target. It was really surreal.

Kurtz: So would it be fair to say what your tasks were it was targeting U.S. nuclear weapons on whatever targets?

Dahlquist: Right. Because one of the missions was that I had an exceptional spatial analysis ability. I could visualize a three-dimensional map, and I would take and generate flight plans that would keep the air crew invisible. At that time, you know, it was terrain masking. I'm not sure what the current term for it is, but back then we had to do it manually. Now with everything being digitized and having GPS, the missions are designed basically the same way as AutoCAD when we're designing a part in a machine. The machine don't care, the computer don't care, it just does where it point to point.

Kurtz: Yeah.

Dahlquist: But at the time it was an indispensable ability to the point where when I was in England for the implantation of strategic bombing into USAFE. I was the lead man for that.

Kurtz: What's USAFE? What's that?

Dahlquist: United States Armed Forces in Europe.

Kurtz: Okay.

Dahlquist: So I walked into a mission planning cell during a readiness inspection and found the wing commander and the base commander fighting over who got me on their planning team because I would come up with kind of neat tricks on ingress and egress. Definite style of my own that was highly valued.

Kurtz: Okay. After you left the Air Force did you have any other experiences in this area or—

Dahlquist: No. I did utilize a lot of my rescue training when I went in the Air Force Auxiliary which is now part of the anti-terrorist or homefront security.

Kurtz: Yeah.

Dahlquist: Which changes a lot of the status. Whereas, before the Air Force Auxiliary was kind of looked at as kind of like Boy Scouts, and now it is being credited with what it has been doing for years and years and years since World War

II. People don't know that civilians were flying armed combat missions over the Atlantic and actually engaged German vessels and sank submarines. And it was a civilian, and I think it was the admiral that was in charge of the submarine fleet—can't remember his name off the top of my head. He said that they would have had more success except for those damn little yellow airplanes. [Kurtz laughs] So the Auxiliary did a very good job even back then.

Kurtz: Is there anything else that we should cover on your Air Force experiences that we haven't?

Dahlquist: The one thing I can say is that there were, you know, there were major turning points in my career all the way through. Unlike most careerists who were pretty much straight tracked, and the people themselves were great. It was the best experience I had in my life even with the downside. The groups that we worked with had high morale even if some of the groups were, you know, 90 percent on Valium to keep us in line.

Kurtz: What— would you care to share what that's about?

Dahlquist: Well, that was the beginning the early stages before GPS where we completely digitized everything from Aunt Nellie's barn to the Eiffel Tower, every bridge, every road, every crossing, every population, anything that could be targeted was targeted, was assigned a number. And it serves a good point and more because you don't have much time, and the military headquarters looks exactly the same from the air as a high school or a hospital, has a flag pole and the multi-story building and the drive-up access and all the rest of that. So being able to identify that before you fly combat missions is nice because it's not very politically nice to blow up the kids or a hospital. And that was the beginning of what they have today where you can develop a flight plan with a few mouse clicks because the computer knows the entire topography, knows the hypsography [study of the distribution of elevations], data, targeting, everything. If you were the president and you wanted to target any bridge that was five foot long, that's the only thing—you could do it. They could be pulled out of the encyclopedia and set up.

Kurtz: I'm going to – **[End of Tape 1, Side A, ca. 21 min.]**

[Approx. 3-min. pause in recording at start of Tape 1, Side B]

Dahlquist: Did a lot of things. And it gets kind of on the borderline, you know, well, is that in violation of, you know, the Secrecy Act? It goes back to the old thing, you know, what's the difference between a fairy tale and a war story? Well, the fairy tale starts out "Once upon a time," and the war story starts out "This ain't no shit." There were a lot of great experiences, a lot of bad ones, but you tend to forget the bad ones, and you remember the good ones.

Kurtz: Sure. Would it be fair to say that the bad ones were related in your intelligence experience about decisions that people made that weren't right?

Dahlquist: No. The bad ones were always freaky things that would be imposed on me. Like because of my job I had to be put in base housing regardless. So for my rank I definitely did not rate that, but I'd be put in that there and that caused friction in people. You couldn't explain to them why you were there or why you had to be by the telephone all the time, and that was back in the day before cell phones. You had a radio. It was like a brick to carry around.

Kurtz: Yeah.

Dahlquist: But it was—it was really a gas. Where the conflict came in was when you actually got your paycheck, and that went back into the early days of affirmative action where it was so bad. There was one incident—it's kind of a lengthy story. I don't know if you want to go into it, but we were sent over for the fifth course in human relations sensitivity, and it got to the point where it was just ad nauseam, and most of the guys that I knew would—hey, if you could do the job better than me, that's fine, I don't care if you're purple with no arms and no legs. Go ahead. But we were all sent away. There was fifty of us, and they ran from a full colonel down to a “slick sleeve” [no uniform insignia]. Nothing, O-1, E-1.

Kurtz: Yeah.

Dahlquist: And again, you know, having an E-1 address a full colonel as “Dude” just didn't make it. But anyway, the class started and there was fifty of us in this big circular room, and a black captain came in, well-educated, introduced himself as doctor whatever and saying that he would be in charge of this training program. So one of the things that they did was the guy that was sitting on my right was a chief master sergeant in charge of security police. And this captain got this chief master sergeant up and had him stand next to him by the door, and he says we're going to run across the road. He says, “On the count of three we'll run across the road.” So he goes “1, 2, 3, run.” And, well, the chief, he kind of jogs on across because he's kind of, you know, on the spot and embarrassed. Well, the captain gets to the middle of the room and then stops, and then turns around and says, “See what I mean?” What do you mean, see what you mean? You stopped in the middle of the room. What are you talking about? He says, “Well, that's what minorities have had to contend with in the military and in civilian.” Okay, well this hokey. So he goes back over by the chief, and he says, “Okay, we'll jog back across the room.” Well, for this trip the chief is really reluctant to do anything so he's like—and the captain puts on some speed and definitely gets all the way across it. He says, “This is what we're trying to do, get back in the race.”

So the chief sits back down next to me, and I can hear his teeth grinding, and the next thing we had a little later is a movie. In the movie there is a machine shop situation, and there is a white employee, been with the company ten years and has a high school education, and the other eligible individual is a black man that has eight years with the company and a high school GED. And the boss comes down and he says to the black man, "We're going to promote you." And then he turns to the white man, "We're going to give you a raise." And the white guy goes, "Wait a minute, that's not right." He says, "That should be my position. I want it." And he says, "Well, no, you can't." And he says, "Well, I want to see the steward." And the movie ends, and this doctor, psychologist, he says, "This is the scenario, and I want to know what you think," and he picks on me this time. And he says, "What do you think it ends up?" I said, "Well, it doesn't matter what I think." He says, "Well, that's not the answer I'm looking for." I said, "Well, because he asked for the steward that meant it was a union shop. If it's a union shop the man with the most seniority gets the job. Period. And I don't care if he's purple, yellow, green, it doesn't matter. He's got the seniority." Well, this captain says, "Well, that's not the answer I'm looking for." I says, "You want me to say, 'well, you should give it to the minority instead of the white man because he has the need, wherein the white guy has the ability.'" "Yeah, that's kind of what I'm—" I said, "Oh, I see. So you're saying you take it from the guy that has the ability and you give it to the guy that has the need." "That's exactly right." I said "Well, Doctor," I said, "that sounds an awful lot like from each according to his ability, to each according to his need, and that's the basic precept of Communism." And this guy went rigid [Kurtz laughs], and he dismissed the entire class. Everybody out. He says, "You stay here. Hold it." The chief master sergeant of the security police, he stayed there, he wasn't about to leave me alone. And this doctor says, "Are you deliberately trying to disrupt my class?" And I looked at him and says, "For a guy that introduced himself as a doctor," I said, "You sure are easy." And he went livid. "You report back to your squadron right now."

Well, he didn't know what squadron I was in. He looked at the roster and called up. He didn't know I was in the secret city over there, and he called up the commander, Colonel Egas(??), and I had to walk. So I ended up walking back there. By the time I got back there he had called Colonel Egas(??), but the chief had called the general and the general had called Egas(??)— this is—so he had both sides of the story. And I walked through the doors and Egas(??) is waiting for me. He says, "Come on in the office." He says, "I got some phone calls." So we get in the office. He says, "You want a cup of coffee?" I says, "Yeah." So I had a cup of coffee [unintelligible] from his little credenza there and he says, "Is what I hear true?" I said, "Well, what did you hear?" [laughs] And he reiterated. I said "Well, yeah, basically." He says, "Jesus, couldn't you've just sat there and shut up?" [Kurtz laughs] He says, "You guys are always looking for something to make life miserable for

me.” So he says, “Don't worry about it, just go on back to work.” A week later I ran across this captain and he had been Article 15, and was being released from the Air Force, not because of me but because he really had stepped way outside of what the intent of the program was. So the gist of it was absolutely great in intention. But when it finally got filtered down to the lower levels of being applied it had disastrous consequences. I'm just glad that nobody got—really got killed out of it because there could have been some really, really serious problems if we had gone up against, you know, like in '91 if that had been carried forward there would never have been the kind of response. And the—there was also the carryover of anti-military in the civilian community as well. So you really felt like you were part of a fraternity, but a blacklisted one at that.

Kurtz: I think that's a good note to end on. Have we covered everything you'd like to cover?

Dahlquist: Yeah.

Kurtz: Okay.

[End of interview]