

## **Cable, Dave US Navy**

[00:00:15.92] JOE GALLOWAY: How old were you when you went to Vietnam?

[00:00:19.01] DAVE CABLE: Oh boy, that was 1966. So that made me just 25 years old.

[00:00:26.63] JOE GALLOWAY: 25.

[00:00:26.99] DAVE CABLE: I was born in '41. Yeah.

[00:00:29.81] JOE GALLOWAY: Me too.

[00:00:30.77] DAVE CABLE: How about that.

[00:00:31.55] JOE GALLOWAY: How about that. We'll check seniority here in a minute.

[00:00:35.66] DAVE CABLE: My mother and dad were, of course, still around. I had an older brother. I was not married. And for good reason at that point, I came close to that status before I went over. And my bombardier navigator, Stu Johnson did. But I didn't want to have anybody waiting for me when I-- there were a good chance maybe I wasn't coming home, so--

[00:01:10.72] JOE GALLOWAY: What was your hometown?

[00:01:12.28] DAVE CABLE: Pittsburgh, Pennsylvania.

[00:01:13.69] JOE GALLOWAY: All right. How did you come to be commissioned in the military? You were Navy?

[00:01:22.48] DAVE CABLE: I was Navy, went to Purdue University on an NROTC regular scholarship. I was very fortunate to be appointed. So I spent four years as a midshipman in regular status. And then when I was graduated and commissioned, I went straight from there to Pensacola. I had gone through a program called the Flight Indoctrination Program at Purdue where I actually got my private pilot's license courtesy of the Navy as long as I met my commitment to them that I would fly later on. So that's what I did.

[00:02:04.75] JOE GALLOWAY: What was your sense of the Vietnam war before you went on-- before you were commissioned?

[00:02:12.88] DAVE CABLE: Well, I didn't really have much sense of it. They didn't really start doing anything up north until April of '65, I think it was. I got my wings in June of '65. So we were seeing this on the TV, ooh, what's all this going on over there? And at that time, I was making a-- they were asking us to select what type aircraft we wanted to fly. And having flown in south Texas and chased cows on the King Ranch down there with a-- when we were flying, I thought, boy, this attack game is pretty neat.

[00:02:53.12] So I said I want to fly attack. And they even said, where would you like to be based? And I said, oh, the East Coast, of course, because I want to go to the Med. Things are peaceful over there. Well, I was assigned to the A-6, which--

[00:03:13.01] JOE GALLOWAY: Is a brand new aircraft.

[00:03:14.23] DAVE CABLE: --didn't compute. Right. The newest thing the Navy had. And it was attack, of course. So off to Virginia Beach. I went at Oceana and began flying the A-6. And within two weeks of the time that we got there, we sat down in a classroom. And one of the officers got up and said, well, next week you guys are going to Rangeley, Maine for survival school because you're going to deploy to Vietnam in the next 12 to 18 months. Oh, OK, I guess I'm not going to the Med. So that's how I kind of got into that-- this whole game.

[00:04:01.77] JOE GALLOWAY: Describe the training you received both basic flight school and into the Intruder--

[00:04:10.92] DAVE CABLE: OK, that's also an interesting story because there were some events there that changed my life. Probably wouldn't be here today if it weren't for that. Began at Pensacola flying the T-34, which in those days every one of us had a stint there. And my wife and I went back, just an aside, went back last year in our motor home and stayed on the base at Pensacola. And she had never been there. And so we were-- had the pleasure of staying right at the RV park at Pensacola.

[00:04:47.31] So anyway, let me get forward here. Flew the T-34. And after that decided that-- I thought at that time I wanted to fly helicopters. Don't ask me why, but that's what I thought I wanted to do. So off to Whiting Field to fly the T-28, which was a prop called the Trojan. And it was a fun airplane to fly. And it was the first airplane that I had to land on an aircraft carrier. Got my first landing on the landings on the Essex. That was one of these things with the canopy open. And if you had a white scarf, it'd be flying out the back and so on.

[00:05:28.70] But anyway, my whole idea of what I wanted to do in the Navy changed that day when I made my first carrier landing. And I went to the skipper of the training squadron at Whiting Field in Florida and I said, Skipper, I will do anything to fly off a carrier. Well, he said, Cable, you're lucky you're top of your class. And there's one-- we have two slots that are open at Kingsville. And away you go.

[00:05:58.00] So Kingsville, Texas is where the advanced flight training, jet training was. And so I was fortunate to be selected to go off and make a detour back towards jets where I really wanted to be, not helicopters. So that's how I got started there. And then graduated from flight school in June of '65. And then was assigned to the A-6 at Oceana, Virginia Beach.

[00:06:25.41] JOE GALLOWAY: How long were you at Oceana beach?

[00:06:28.92] DAVE CABLE: At Oceana? We were at Oceana from '60-- from the summer of '65 until actually the fall of 1966 when we deployed aboard the Enterprise out of San Francisco, out of Alameda. And we were the fourth A-6 squadron, VA-35. We were the fourth A-6

squadron to go into combat. And we were very fortunate probably, VA-35, we were able to fly together. I flew with my bombardier probably for, oh, at least 12 months before we had to go into combat. So we knew one another, knew the airplane.

[00:07:16.02] The other squadrons weren't quite so fortunate. Many of them only had several months, maybe three or four months before they had to go into combat. And as a result of that, we were able to perform our mission. And we did lose one crew. That was a very unfortunate incident. But we had been pretty darn lucky through nine, ten-month deployment over there.

[00:07:41.24] JOE GALLOWAY: Your deployment was all aboard the Enterprise.

[00:07:43.90] DAVE CABLE: The Enterprise. Yes.

[00:07:45.06] JOE GALLOWAY: I did 10 days on the Enterprise on Yankee Station.

[00:07:48.27] DAVE CABLE: Did you?

[00:07:48.69] JOE GALLOWAY: Yeah.

[00:07:49.68] DAVE CABLE: And where--

[00:07:50.55] JOE GALLOWAY: Would have been in early '66, I think.

[00:07:53.14] DAVE CABLE: Early '66.

[00:07:54.40] JOE GALLOWAY: Yeah.

[00:07:54.75] DAVE CABLE: OK, well, we arrived and joined up with the Enterprise in the fall. It was September, I guess, when we got aboard. And then started on in the Yankee Station in late November, early December '66.

[00:08:08.76] JOE GALLOWAY: They must have gone home after I was aboard and picked you guys up and came back out.

[00:08:14.34] DAVE CABLE: Yup, yup. Must have.

[00:08:22.03] JOE GALLOWAY: So you joined the ship and sailed out.

[00:08:24.63] DAVE CABLE: Yes, yes. That was pretty typical going west. When we came home, the ship came home. And they flew the aviators back on the commercial--

[00:08:39.01] JOE GALLOWAY: Oh, commercial

[00:08:40.00] DAVE CABLE: Continental flight back.

[00:08:41.65] JOE GALLOWAY: Did you ever get your feet on the ground in Vietnam?

[00:08:45.71] DAVE CABLE: One time. And that was after-- fortunately it was after I had been on the Enterprise and was stationed right up here at Whidbey Island at the Naval Air Station here. At the end of my tour, I was assigned to be an instructor pilot at Whidbey.

[00:09:05.45] And during that time, there were airplanes being flown back and forth to supply-- particularly to help out the Marines who were losing their airplanes at a fairly rapid rate over there. And so I ferried an A-6 to Da Nang. Flew across. We had to go out here and tank, refuel, and so forth in order to be able to make it to Hawaii. And then from there on we went to--

[00:09:33.46] JOE GALLOWAY: Guam and Wake.

[00:09:34.93] DAVE CABLE: Well, Wake. And actually I'm forgetting the one in between there were all the--

[00:09:40.24] JOE GALLOWAY: Midway?

[00:09:42.16] DAVE CABLE: No, it was Wake and then into the Philippines. But the one stop-- oh gosh, having a senior moment here. It's where they did all the atomic missile launches and top secret-- I mean, heck we got in there, they didn't even want us to leave our airplanes. Everybody was so secretive about what was going on. So anyway I'll think of it probably before we finish our talk. But then anyway, from there to Da Nang, stepped on the ground, left my airplane, and my friends were waiting in an A-3 Skywarrior to take us back to the Philippines.

[00:10:23.04] JOE GALLOWAY: Go back to the Philippines.

[00:10:24.12] DAVE CABLE: And then I had to hitch a ride home. And we just sort of had to find our way to Tokyo. I hadn't been to Japan. So I went to Tokyo and was able to spend about four or five days there as a tourist.

[00:10:38.01] JOE GALLOWAY: What do you think about Vietnam once you got your feet on the ground there?

[00:10:41.92] DAVE CABLE: Well, all I can say is that I was only there for probably an hour and a half. My impression was as we were landing, there was a guy that got shot down just close to the flight pattern. And I thought, well, this is about the way I expected it. We were there for about an hour and then--

[00:11:03.04] JOE GALLOWAY: Bing, out of there.

[00:11:03.40] DAVE CABLE: --we were gone. Yeah. So, yeah. Sometimes when we were on Yankee Station it was pretty much-- we were-- the ship operated on a 12-hour cycle. And we might be out there with the Kitty Hawk and the Bonhomme Richard. There were usually three ships on station. But the big ships, the Kitty and the Enterprise, would alternate 12-hour cycle.

[00:11:35.86] So we'd fly noon to midnight for a week or so. And then we'd shift to midnight to noon. And so consequently, I mean, your flight schedule kind of dictated how you were going to

behave around the-- aboard ship. I was a division officer and I had the quality control group, great chief, who I worked with, who kept things going because I sure wasn't available very often. But when we were--

[00:12:10.56] JOE GALLOWAY: That was your extra duties.

[00:12:12.35] DAVE CABLE: Yeah, those were our extra duties. And so we paid attention to that. And sometimes we'd fly two hops a day. So you were preparing to do that, eating. I used to eat. I swear I'd eat five meals a day. I always pledged to myself that I would eat before I flew, because I wanted to be on a full stomach if I didn't turn around and come back. But you know, watch the nightly movie, see to it that things were going on OK with my collateral duty. And then sleep was a big part of that too.

[00:12:51.86] JOE GALLOWAY: Yeah. What were your quarters like?

[00:12:55.28] DAVE CABLE: Well, lived in the JO bunkroom, the junior officer bunkroom. There were six of us in there.

[00:13:02.15] JOE GALLOWAY: In one room?

[00:13:02.81] DAVE CABLE: In one room. Yeah. We all got along pretty well.

[00:13:06.03] JOE GALLOWAY: Good thing.

[00:13:06.83] DAVE CABLE: Yeah, I've been in contact with one of my roommates here just over the last several days in writing that piece that I left with you. And Ken Van Lue. And then we had a couple of the air intelligence officers with us. And another couple of good friends who I continue to communicate with over the years.

[00:13:31.02] JOE GALLOWAY: And when you're on Yankee Station you're primarily flying missions into North Vietnam.

[00:13:37.01] DAVE CABLE: Yeah, all my missions were up into the north, yeah, I flew.

[00:13:40.73] JOE GALLOWAY: Describe a typical mission, what you did.

[00:13:43.97] DAVE CABLE: Well, a typical mission was-- it was typically about two hours long. We'd first brief with the air intelligence guys up and the air intelligence spaces. I forget what the numbers were. But anyhow, look at the targets, see what the threat was in terms of flak and SAMs, and so on. My bombardier navigator would lay out our intended course and pick out the various coordinates of turn points and so forth that we needed to get into the computer to get us where we wanted to be.

[00:14:27.41] Then we'd-- at the time-- when the time came, we'd get suited up probably, oh, half an hour, 20 minutes before time to launch, and make our way up to the flight deck. And the ship would typically be steaming downwind so that you had no wind over the deck. You'd just be

able to-- you'd say, gee, we're hardly even moving. And the ship would be going probably 20, 25 knots anyway. And so you do a preflight on the airplane, be sure that all the arming wires are on the bombs. We used to carry a typical load for the A-6, was 22 500 pounders.

[00:15:18.38] JOE GALLOWAY: 22--

[00:15:19.22] DAVE CABLE: 22 500 pounders.

[00:15:20.69] JOE GALLOWAY: 500 pound bombs. That's a wad of explosives.

[00:15:24.71] DAVE CABLE: Yeah, It is. And it made a heck of a bang when they went off.

[00:15:29.54] JOE GALLOWAY: I bet.

[00:15:30.32] DAVE CABLE: But no, we'd check all the arming wires to secure to the bombs. Because you don't want to take off if you know the fuse on the bomb rotates 43 times after it's released from the airplane.

[00:15:47.94] JOE GALLOWAY: And then it's hot

[00:15:48.50] DAVE CABLE: Then it's hot. And there's a copper wire that goes in to keep that little propeller from going while you're flying. And so the wire stays with the rack as the bomb falls away and they're ready to go. So you check all that out. Get up and be sure you got-- you kick the tire and then light the fire. And the plane captain would be standing out in front to taxi you. And you taxi away. And then up onto the catapult and--

[00:16:19.94] JOE GALLOWAY: Bang, you're gone.

[00:16:21.08] DAVE CABLE: Well, yeah. And that was always an interesting-- particularly at night, it was interesting. They used to put the A-6 right up on either the number one or the number two cat. And the number two cat was right off your-- you're in a complete black hole. And it was an instrument takeoff. Didn't make any difference whether you were on a starry night or a cloudy night, it was an instrument takeoff.

[00:16:48.97] And so we had to set the nose up trim to five clicks, nose up. And supposedly that you could make a takeoff hands off. And they always recommended you ought to do that. Well, I never trusted that, because typically you'd go down there. And the airplane would either-- depending on how much excess N speed the catapult officer gave you, you'd either pitch up or pitch down. So you're always ready to make that correction and away you go, so--

[00:17:16.04] JOE GALLOWAY: And you were feet dry in what, half an hour?

[00:17:21.77] DAVE CABLE: Sometimes 15 minutes. Sometimes 40 minutes, depending upon where Yankee Station was. It'd move-- I mean, we would move up and down in the South China Sea there. And depending upon what the intended targets were in the north we did.

[00:17:41.36] JOE GALLOWAY: Typical target.

[00:17:43.22] DAVE CABLE: Typical target was bridge, petroleum site, truck park, power plant. We made one trip one night that was a memorable one. To that time, they were telling us that we had more SAMs fired at us than anybody had had up until that time. We had seven missiles fired at us one time.

[00:18:12.83] JOE GALLOWAY: That was your plane and how many others?

[00:18:15.92] DAVE CABLE: No, just us.

[00:18:16.95] JOE GALLOWAY: Just us?

[00:18:17.75] DAVE CABLE: Just us. What happened Joe early on-- here we're the fourth squadron to go over. And we hadn't really developed all the tactics that were to be used by the A-6. And so we were feeling our way and our leadership was. And so the typical formation flying, I mean, whether it's night or daytime. So you had the mutual support of one another and so forth. The A-6 kind of went beyond all that because I had--

[00:18:54.62] JOE GALLOWAY: You were flying loner missions.

[00:18:55.61] DAVE CABLE: Yeah, well, we didn't start that way. We started going in in formation. We'd have two or three airplanes all lined up, and the leader and the lead B/N would be the guy that was leading this parade. Heck, my bombardier was probably as good as anybody in the squadron at acquiring a target and so forth.

[00:19:12.90] So anyway, we started out doing this formation stuff. And at night and in the goo, the bad weather, it was really tough for all of us to stay joined up. So the JOs, me being one of those junior officers, began to complain about, hey, you guys, here we are. We got-- I've got a marvelous guy over here who can find the targets and so forth.

[00:19:39.74] So they decided, well, instead of being all joined up, maybe what we'll do is we'll be joined up until we get to a coast in point and then the leader will go in, and then count 20, and then the next guy would go in, and then another if there were four planes or whatever. And by the time about the third airplane got in over the target, all hell was breaking loose because the first guys--

[00:20:03.61] JOE GALLOWAY: Yeah, right. You woke them up.

[00:20:04.73] DAVE CABLE: woke them up. So what happened there shortly thereafter is we decided, well, the way to do this was a--

[00:20:11.54] JOE GALLOWAY: Single, single flight.

[00:20:13.16] DAVE CABLE: Single, single airplane at the target. Sometimes we would have a guy go in above us on a Shrike mission. Shrikes being missiles that were anti-SAM missiles--

[00:20:26.59] JOE GALLOWAY: Anti-SAM radar missiles, anti-ARM missiles.

[00:20:29.87] DAVE CABLE: Yeah, they'd home in on the transmission from the SAM site and bingo. Those were fun flights.

[00:20:36.83] JOE GALLOWAY: Yeah, I bet.

[00:20:37.88] DAVE CABLE: But anyway, so we might have that kind of cover. But most of the time we went in all by ourselves. And that was really the way to do it. So this one particular night when we went in to the power plant, we were all alone and--

[00:20:54.05] JOE GALLOWAY: You got seven SAMs fired at you.

[00:20:56.33] DAVE CABLE: And the last one hit us actually.

[00:20:58.16] JOE GALLOWAY: Whoa.

[00:20:59.69] DAVE CABLE: Fortunately he was underneath us, so I did a-- we were so low, we were at about-- we were only at about 500 feet, something like that, I think, when the thing-- and I was watching it in my mirrors come after us. And I made a roll and the airplane-- and the missile blew up down here. And the armor plate, we had 3/4 inch aluminum armor plate underneath the critical parts of the fuselage and--

[00:21:28.23] JOE GALLOWAY: That absorbed the blast.

[00:21:29.23] DAVE CABLE: It absorbed the blast. And we scooted for home. So that was a pretty exciting night.

[00:21:37.28] JOE GALLOWAY: You have any close calls as far as getting shot down?

[00:21:43.89] DAVE CABLE: Well, that was one.

[00:21:44.83] JOE GALLOWAY: That was one.

[00:21:46.14] DAVE CABLE: But the other one that probably sticks in my mind as much as any. Well, also we went after the airfields up there. Kep was one of the airfields we went after. And I did get a MiG that was on the ground dropped. He was sitting in a revetment and I rolled right in on it. And bingo, we rolled off. And by golly, there he was.

[00:22:06.19] JOE GALLOWAY: There he was.

[00:22:07.53] DAVE CABLE: No more.

[00:22:08.34] JOE GALLOWAY: There he ceased to be--

[00:22:08.70] DAVE CABLE: There he was. But, no, one night we had-- we were going after what was supposed to be a North Vietnamese camp of some kind up in the mountains. And we went in fine, made our-- it was, of course, a radar drop on the target.

[00:22:32.97] And we turned around. And as we turned around, I look out here right off about the 10 o'clock position, and what do you know, we had an alert system, a missile alert. It was a red-- what do I want to call it? light that was mounted up on the dash. And it said, missile. And that thing would begin to flash at you. And we had this warble sound in our headsets that was the most miserable sound. So you knew when you got the red light and the warble sound that there were missiles in the air somewhere--

[00:23:09.38] JOE GALLOWAY: There's something coming at you.

[00:23:10.29] DAVE CABLE: Yeah, well, it was a clear night. And we looked right out and here's this darn missile. And you know that it's coming at you, because it looks kind of like an eclipse of the sun where there's a black hole in the middle and red around the outside. And you know that he's got you bore sighted.

[00:23:27.75] JOE GALLOWAY: Absolutely.

[00:23:28.65] DAVE CABLE: And so-- boy oh boy, so anyway, we began to descend further and further. And we were so close to the ground there's just not much else to do. And fortunately we had a mountain range here over to the right of us a little bit. And my bombardier, he was pretty upset saying, I think we're going to die. In so many words. A little louder than that.

[00:23:53.71] But anyway, as we got lower at the last minute, the missile went off right above us. And I can see it to this day. And as it went off, I let go of the stick and I put my hands right up over my head and thought maybe we were done for. But because of the direction of the missile, and we were going this way, all the explosion went on-- from the inertia carried it on over top of us. And so, again, we scooted for home. But that was one where I could see we had our name on that darn thing until the last few seconds. Yeah, it's easy to laugh about these things now, Joe.

[00:24:39.27] JOE GALLOWAY: Yeah, I guess.

[00:24:43.02] DAVE CABLE: Oh boy. Stu and I flew 95 missions. I had a total of 100 missions over there. But he and I flew 95 of those together. We weren't in the same-- and we decided before we went that we weren't going to room together. We thought it was important that we not carry our day's efforts--

[00:25:10.90] JOE GALLOWAY: Back to your--

[00:25:11.32] DAVE CABLE: back to our rooms. And we weren't all that close during that time, but we are now. We ski-- we've tried to ski once a year together over the past 15, 20 years. And we had planned-- just a little aside here, we had planned to go and visit Vietnam together a year

and 1/2 ago. And unfortunately Stu's wife had a fall over Christmas and she couldn't go. And so we had to cancel our piece of that. And we haven't rescheduled but--

[00:25:49.60] JOE GALLOWAY: I recommend you do.

[00:25:51.10] DAVE CABLE: Yeah, that's what I understand. It's a great trip.

[00:25:53.98] JOE GALLOWAY: It really is.

[00:25:54.86] DAVE CABLE: Yeah. But Stu is one of my closest. This fellow that I've written about, Kelly Patterson, who was shot down in front of me was a very close friend. We had flown together prior to going to Vietnam when we were doing our training back at Oceana. He and I had had several hops together. And he also was a marvelous B/N. And his pilot, Red McDaniel, who was POW for five and 1/2 years. And you made--

[00:26:30.75] JOE GALLOWAY: Your friend was the back seater?

[00:26:33.88] DAVE CABLE: Right seater.

[00:26:34.66] JOE GALLOWAY: Right seater--

[00:26:35.44] DAVE CABLE: It was side by side.

[00:26:36.19] JOE GALLOWAY: Yeah.

[00:26:36.64] DAVE CABLE: Yeah, yeah.

[00:26:38.47] JOE GALLOWAY: And Red got out but he didn't?

[00:26:41.38] DAVE CABLE: No, they both got out of the airplane when the missile hit them. Red was captured and Kelly was never heard from again. I mean, that's a whole other story that has not been verified. But there's some belief on the part of many of us that perhaps the Soviets may have had a hand in the whole thing. And may have spirited him off--

[00:27:16.87] JOE GALLOWAY: Taken him off.

[00:27:17.83] DAVE CABLE: --to interrogate him. Yeah.

[00:27:19.39] JOE GALLOWAY: And that nobody came back from that.

[00:27:21.82] DAVE CABLE: Yeah. No, they didn't. And because the bombardier's-- here's this brand new airplane and everybody is trying to figure out what was going on with it. So the bombardier's were really the technicians. They were the guys that knew how this marvelous system worked. We had to-- it's called the DIANE system-- the Digital Integrated Navigation and Attack Equipment. And so we had radars, tracking radars, all centered about this computer.

[00:27:53.74] JOE GALLOWAY: Electronic warfare stuff.

[00:27:55.27] DAVE CABLE: Oh, yeah, yeah. It was if you've used your GPS, well, the display that we had in the A-6 was very similar to the display that we have for navigating in the water out here if you-- it gives you a steering. I mean, it was the simplest, most marvelous thing. Because in the combat environment, all you had to do, all the pilot had to do with a bombardier sitting over here, he acquires the target.

[00:28:23.77] All you had to do was put this little box in the steering symbol and follow steering. And it took you right into the target. We could bomb in any kind of an attitude. It was just incredible. You squeeze the trigger and the computer decides where it's going to release the bombs--

[00:28:43.03] JOE GALLOWAY: Where it's going to go.

[00:28:43.42] DAVE CABLE: Yeah.

[00:28:45.88] JOE GALLOWAY: And the guy just disappeared.

[00:28:47.77] DAVE CABLE: Yeah.

[00:28:48.93] JOE GALLOWAY: And he's never been heard from since.

[00:28:50.88] DAVE CABLE: Never been heard from. No. But that's part of the sadness of this whole thing. And, of course, he's got a brother. His brother is Luck, younger brother. And I think at least a sister. And they've been very distraught about this thing over the years. I mean, they have no closure. Not knowing what's happened with him. And, of course, all this rumors and everything that goes on. It's just really sad. Yup.

[00:29:18.79] JOE GALLOWAY: Probably doesn't apply very much, but what did you do for off-duty activities, or recreation, or did you have any?

[00:29:26.32] DAVE CABLE: Oh, we did. We always had typical line period as the ship was out on Yankee Station, was about 30 days. We were extended towards the end of our deployment an additional two weeks or something like that. But in between times, we were based out of Subic Bay in the Philippines. And we'd of course go in there. And there was an officer's club and the pool. And we could go downtown into Olongapo City. And some of the guys got in trouble there, of course.

[00:30:08.98] JOE GALLOWAY: Of course.

[00:30:10.18] [LAUGHTER]

[00:30:11.62] DAVE CABLE: But that was kind of the deal at Subic. And we would then go-- sometimes we'd take off and go over to Manila and stay overnight there. We did go twice into Hong Kong, Enterprise went in there a couple of times. That was a lot of fun, a lot of good

shopping, and so forth. You could go broke saving money in that place. And one R&R period, a bunch of us hopped a transport up to Bangkok. Had some good times there.

[00:30:50.89] JOE GALLOWAY: You could have some good times there.

[00:30:52.42] DAVE CABLE: Yeah. And so that was kind of the story. We played a lot of squash. My good friend Bob Miles was a good squash player. And between that kind of exercise, and touring, and swimming, and getting a little sun that was the story.

[00:31:17.12] The Beatles, of course, were just coming on in 1965. So that was a big deal for music. But I've got to tell you we were so focused on what we were doing. I was not very conscious of all the unrest that was fomenting in the South and so forth. We just were-- we were surviving. And the only kind of communication, we might have would be maybe a movie in there. Every night there was a movie in the ready room. What was-- I'm trying to remember when I was about to-- Shangri-La or something like that. William Holden and whatever.

[00:32:13.01] JOE GALLOWAY: Oh, yeah.

[00:32:15.47] DAVE CABLE: But--

[00:32:16.58] JOE GALLOWAY: Love is a Many-Splendored Thing--

[00:32:17.84] DAVE CABLE: Love is a Many-Splendored Thing. That's right. And that was taken in Hong Kong and so forth.

[00:32:21.38] JOE GALLOWAY: Yeah.

[00:32:21.67] DAVE CABLE: Yeah, right. Thanks. And so I got to tell you we were just-- I was not in touch. Here I was 25 years old, flying this airplane, and so forth. And I was paying attention to my business and not much outside of that. And as far as the politics of the war and so forth, we were told almost daily, well, they're trying, they're in peace talks, and so forth. And we'd have a stand down every now and then where we wouldn't go in and bomb up North. I mean, that was just giving them a chance to reload. That was all.

[00:32:59.06] JOE GALLOWAY: Reload.

[00:32:59.96] [LAUGHTER]

[00:33:02.54] DAVE CABLE: So, no, I'm sorry to say that I was--

[00:33:08.06] JOE GALLOWAY: A little bit preoccupied.

[00:33:09.71] DAVE CABLE: A little bit preoccupied.

[00:33:11.24] JOE GALLOWAY: What were your emotions like at the time.

[00:33:14.51] DAVE CABLE: Oh boy. Well, I guess, I can give you one physical example. I weigh about 172 pounds today. And I weighed probably when I started our deployment out there in the fall of '65, I weighed probably 168, 170 pounds. When I came off the line the following July, I weighed 155 pounds.

[00:33:45.10] JOE GALLOWAY: Eating five meals a day.

[00:33:46.48] DAVE CABLE: Eating five meals a day. After we just about got bagged that night going up to the Bac Giang power plant, it took me a little while to get settled down. And the flight surgeon gave me some help with a pill or two to say, hey, maybe, Cable, this'll help you. And so we got pretty excited about things over there.

[00:34:14.72] JOE GALLOWAY: Yeah, Yeah.

[00:34:15.71] DAVE CABLE: Yeah. Well, probably those two incidents where we were tangling with the missiles. There were other days though some of the excitement of the success of getting our MiG on the ground. But the day that Red and Kelly were shot down, that was-- that day-- 19 May, 1967-- is known as Black Friday. The three ships that were out-- Enterprise, Bonnie Dick, and Kitty Hawk-- each lost two aircraft that day and 10 aircrew.

[00:35:02.01] And from our squadron, of course, there was Red and Kelly. And then Dick Rich, who was the squadron commander of the F-4 squadron, VF-96, was shot down. He was leading the F-4s on the flak suppression ahead of us who were supposed to bomb the target. And unfortunately we never did get to the target. The weather had obscured the target. We weren't allowed to bomb because we had to see the target. It was right up on the outskirts of Hanoi. And the rules of engagement said that if you can't see your target, you can't drop.

[00:35:40.39] Well, here we are in the A-6, the most sophisticated-- Stu had the target and we could have bombed it. It was a very disappointing day all the way around. And with the loss of our friends, another friend of mine who I found out later, and is my friend now, Bill Metzger, was shot down in an F-8 Crusader that same day from the Bonnie Dick. And he spent five and 1/2 years in Hanoi and was a roommate of Red McDaniel's.

[00:36:18.19] The day I landed on the Enterprise after my last mission. And I sat down and I cried.

[00:36:27.40] JOE GALLOWAY: You knew it was over.

[00:36:28.81] DAVE CABLE: Yeah.

[00:36:31.91] JOE GALLOWAY: Did you think you'd be coming back?

[00:36:36.00] DAVE CABLE: Well, no. I had-- didn't think about that. I thought, well, I didn't have any connections back home with that lady. I kind of let that go. And I didn't know what was going to happen. And I had said goodbye to my parents and my brother. So I didn't know. Yeah.

[00:37:09.45] Well, it was probably two days after Red and Kelly were shot down when we found out that they'd called off the rescue mission. They'd gone in with this Fulton recovery system, which was a capsule with a balloon in it that would carry a wire up to a C-130 with these pincers would come across and pick the-- catch the balloon and the wire and jerk the subject, the pilot, bombardier, or whatever right up out of the jungle.

[00:37:46.21] JOE GALLOWAY: God, did they ever deploy that?

[00:37:48.15] DAVE CABLE: Well, I understand there's a Richard Drury who was an Air Force A-1 pilot was rescuing people out of Laos.

[00:38:05.85] JOE GALLOWAY: That way?

[00:38:07.11] DAVE CABLE: Well, he was flying an A-1. But the C-130-- apparently they did rescue somebody out of the thing with it. But I don't-- I only know of maybe one time.

[00:38:18.84] JOE GALLOWAY: Wow.

[00:38:19.86] DAVE CABLE: But what happened was they dropped this thing in to Kelly and it wasn't close enough to him. And the North Vietnamese got it before he could get to it. And they could deploy it and so forth. And after that--

[00:38:33.09] JOE GALLOWAY: But they had him on the radio.

[00:38:35.91] DAVE CABLE: They had him on the radio, the RESCAP folks that were driving around there. And whether he was-- he-- seemed to me he was talking to Red because he was down-- maybe because of the way these-- they were called the PRC-10s, were these goofy walkie-talkie things that we had. We never heard Kelly's voice ever over the radio, only Red's voice.

[00:39:04.77] And anyway, so there was this discussion about this having been dropped to him. And may have been that the guys that were flying around overhead saw that the North Vietnamese had gotten in and gotten it. But I'm not sure how that all connected. But anyway the Viets got the system. And from there on, we knew nothing of Kelly. After that it was all over. And Red we figured-- we knew he had been captured. He was gone.

[00:39:42.01] Well, that system worked pretty well. I had a tape deck. And interestingly enough, I've probably got a dozen or more, maybe 15 tapes, reel-to-reel tapes, and I have not listened to these since I've come back. But my brother saved a whole several of them, and my folks did. And so I've got them in an airtight case in my office out at home. And I've got to find some way to be able to play the goofy things. I can't even find a--

[00:40:16.30] JOE GALLOWAY: A tape deck anymore.

[00:40:17.41] DAVE CABLE: --a tape deck that'll handle it. But I'd love to get those things all digitized.

[00:40:21.94] JOE GALLOWAY: Go on eBay, you'll find a tape deck.

[00:40:23.83] DAVE CABLE: I probably will. You're right. I'll do it, Joe. But we passed these tapes back and forth. And I wrote letters and so forth. But it was-- it worked pretty darn well and quickly. The COD would come aboard with the mail. And it was-- sometimes I'd get a letter in two or three days.

[00:40:46.60] JOE GALLOWAY: Oh, really.

[00:40:48.10] DAVE CABLE: It was really good. Yeah.

[00:40:50.05] JOE GALLOWAY: How much news did you receive about the war from home, or from Stars and Stripes?

[00:40:56.26] DAVE CABLE: Well, Stars and Stripes, we got that. And they concentrated mostly-- well, it seemed like what we were reading-- we wanted to read about what we were doing. But there was some--

[00:41:11.11] JOE GALLOWAY: Bother you.

[00:41:13.75] DAVE CABLE: Oh, it didn't. And it goes back to this thing where I was there to do a job. The job that I was trained to do. I didn't expect to wind up over doing what I was doing. But I'd signed up. I wanted to fly. I loved flying. And this was it. This was the job I had to do. I know that sounds pretty simple, but that's the way a lot of the guys looked at it.

[00:41:45.34] JOE GALLOWAY: That's the way it is.

[00:41:46.48] DAVE CABLE: Yeah.

[00:41:50.23] JOE GALLOWAY: Were you aware of political and social events and movements going on back home?

[00:41:58.90] DAVE CABLE: Oh, I'll tell you the one time that brought this to my attention was Harrison Salisbury came aboard the Enterprise. And the story goes that he wandered around a little bit and he got up to interview Jim Holloway. And the first question that he asked Holly was, I don't see any black officers, or chiefs, or something like that on your ship.

[00:42:45.97] And Holloway said, Mr. Salisbury, you get out of my office, off the bridge, and off my ship. I have a war to fight. And that was the extent of that conversation. So that's the rumor anyway. Because anyway, shortly after this happened, I mean, he was gone.

[00:43:12.28] So I guess to some degree, I was aware. But not until really I got home, and was out here in Seattle, and we had our problems here, and so forth that were being dealt with. So, yeah, that's about the extent of it.

[00:43:41.34] July of '67. And that was a fun event. They flew us all-- flew the air wing guys back on Continental Airlines to Travis Air Force Base outside of San Francisco. So I had about a week to enjoy that wonderful city and so forth after we gotten home. And, of course, my family is back in Pittsburgh and home base is back in Oceana. But we had to hang out until the ship got back because we had to fly our airplanes home.

[00:44:17.73] So we waited for the ship. And actually my bombardier, because he was married, he went on to Virginia Beach to Nancy. And I stayed because I was single, and so on. Well, the ship came in and I was the most junior pilot at that time that was going to fly an airplane back. Nick Carpenter was-- he had also gone home. He was the most junior pilot. But I was next to him in seniority. And anyway so the airplane that I had to fly home was the hangar queen. And they had used it for the spare parts for practically the whole crew. So they put it-- while they were cruising back across the Pacific, they were putting this airplane back together--

[00:45:02.89] JOE GALLOWAY: Putting it all back together.

[00:45:04.18] DAVE CABLE: Well, they lifted it off-- all the other airplanes had flown in, flown off the ship. And then we're at Alameda. Well, this one they had the crane to drop it off. And Cable, there's your airplane. Well, so we were all going to fly back together, all nine airplanes. And that's-- by the way, that was the smallest squadron also of A-6's. Most of them were 12 to 15 airplanes. And after that they-- but we were only nine airplanes.

[00:45:35.43] So we took off. And I was flying on my good friend Bruce Bremner's wing. And as soon as I got airborne, one of the alternators dropped off the line. I went to raise the gear, the gear wouldn't come up. And so I had to turn around and go back to Alameda.

[00:46:00.71] Well interestingly enough, there wasn't-- nobody knew what an A-6 even looked like in their maintenance department there. So here's the rest of the squadron has gone back to Oceana. I'm there with a new bombardier, brand new, still dripping wet, green.

[00:46:20.81] JOE GALLOWAY: And a hangar queen aircraft.

[00:46:22.63] DAVE CABLE: Yeah, So in a hangar queen. So anyway, so I waited an appropriate time 5, 6 hours to-- in fact, it was the next morning. I called back to the squadron and talked to Glenn Coleman who was the executive officer, great guy. And I said, boss, this airplane is pretty sick. And he said, well, what do you think we got to do? I said, well-- I said, I think it's flyable. The gear may not come up. But it's certainly got me off the ground and back down here.

[00:46:56.78] And so he said, well, what do you think? I said, well, Whidbey is only 1,000 miles north of here. Maybe I can get it up there and they can fix it. Because that's where that was a brand new A-6 training squadron where I was later on assigned. So he said, well, go for it, Cable.

[00:47:15.47] So we got in the airplane, took off. And we couldn't get the gear up, so we flew it up here under 250 knots. And--

[00:47:25.91] JOE GALLOWAY: With the wheels down.

[00:47:27.11] DAVE CABLE: With the wheels down. And soon after, lost the radio. We had no navigation once-- after we got going. But it was a reasonably clear day, so we followed I-5 the whole way.

[00:47:42.73] JOE GALLOWAY: The whole way.

[00:47:42.98] DAVE CABLE: And I mean, this kid that was with me could do OK with visual landmarks. Alright, so we found our way up to Seattle. And then north. And turned over and went into Whidbey. And wiggled our wings at the tower. And they gave us a green light to land.

[00:48:02.06] And took it in. And here's the amazing thing. It was a Saturday and we got there about 2:00 in the afternoon. And I gave the airplane, turned the airplane over to the chief there. He said, when do you want it, sir? I said, well, I'd like to leave for Oceana at 8 o'clock in the morning. He said, it'll be ready. There were something like 19 downing gripes on the goofy airplane. And he had that airplane shipshape by 8 o'clock the next morning. And I took off and all the way to Oceana--

[00:48:37.24] JOE GALLOWAY: All the way.

[00:48:37.94] DAVE CABLE: Yup. Nonstop to Oceana. Four drop tanks. And when we got into Oceana, and I remember this so distinctly, came into the break and the guys in the tower just went through their normal routine. And as I touched down and taxied it I said, isn't anybody up there going to say welcome home? I expected some sort of fanfare, but there was nothing.

[00:49:04.74] JOE GALLOWAY: Nothing.

[00:49:05.22] DAVE CABLE: Nothing at all. So that's how we came home.

[00:49:11.40] JOE GALLOWAY: How was your reception from family and friends?

[00:49:14.17] DAVE CABLE: Oh, of course, that was marvelous. I mean, everybody was glad to see us. And there wasn't any animosity, I mean, at that point. The war was still a little bit new, so we weren't having any demonstrations. It wasn't until actually a couple of years later after I got out of the Navy and went back to graduate school at Purdue, that we were having the Chicago Seven and all that kind of stuff going on. But, of course, Purdue is one of the more conservative schools in the country. And it was a good place to be. And I was always treated with respect, and so forth, there at school, in graduate school.

[00:50:00.02] JOE GALLOWAY: How much contact have you had with your fellow veterans and squadron mates over the years?

[00:50:07.88] DAVE CABLE: Well, you either have or will see a couple of the guys that I have breakfast with on a monthly basis here. I don't know if Greg Woods is on your calendar, and Marty Ellison maybe, and Dave Woodrell (Sarge). We get together monthly at the Palomino in Bellevue. And there will be anywhere.

[00:50:36.20] We started this imagine back in-- gosh, it was about 1991, started having breakfast. There were only four of us then-- Bob Benjamin, and Dave Williams, and John Ney, and myself. And the four of us would get together. Well, soon we began talking to our friends about this. And the next thing this group began to grow. And we'll have anywhere from 8 to 20 of us get together for breakfast. And it'll be a two hour breakfast. And it's one of those things that none of us wants to miss. That's good times.

[00:51:22.15] JOE GALLOWAY: Good times.

[00:51:22.70] DAVE CABLE: Yup.

[00:51:24.82] JOE GALLOWAY: Did you have any difficulty readjusting to life after combat?

[00:51:31.54] DAVE CABLE: I guess, I would-- my initial answer would be no, I didn't. I went back to graduate school. That was marvelous and so forth. But I think I suffered-- graduate school delayed my transition, because it was another challenge and so forth. So that was a year. And I worked at Purdue. And was a great place.

[00:51:59.53] It wasn't until I got off into my first civilian job in New York with Corn Products company, that-- it wasn't nearly-- civilian life was really dull. And so I really-- I suffered from that. The excitement of the flying and all that was a real-- I mean, it's kind of like I think Buzz Aldrin talked about his difficulty in having gone to the moon and come back, and then--

[00:52:34.03] JOE GALLOWAY: What do you do?

[00:52:34.87] DAVE CABLE: What do you-- what's left? I mean, I've done it all. And I kind of felt that way about having survived Vietnam and gone back to graduate school. Everything was really on an upper. And then I got this boring life. And I got married. And it was a really quick deal-- romance. And then the marriage just crumbled. And it only took-- I mean, it was just like that. I mean, it was over almost as quickly as it began.

[00:53:09.37] And I really look at that as my own kind of problem that I had that I was trying to deal with in terms of where is the excitement in life. And so I was in New York for-- worked for Corn Products for I guess about two years. But I was bound and determined I was coming back to Seattle. And so that turmoil in my marriage and so forth, I left that. And came out here and been here ever since. But that-- I think that period of time was my adjustment period.

[00:53:53.80] JOE GALLOWAY: Is there any memory or experience from your time in Vietnam that has stayed with you through the years and had a lasting influence on your life?

[00:54:03.83] DAVE CABLE: Well, I'd say that my whole-- I compare all of my experiences, my civilian occupations and so forth, with my experience in the Navy. That was the most-- probably the most thrilling, most rewarding time, professional time that I have had.

[00:54:33.28] I guess I can say the responsibility that I think was given to us-- well, it was a huge maturing process here. Having a-- then it was a \$6 million airplane. Today, probably 10 times

that kind of responsibility. And flying on the ship, all that challenge and meeting the challenge, it was a great experience.

[00:55:10.46] So I don't know that any one specific thing other than some of these things that we talk about that were life threatening. But the friendships, I think also, I can look back and I haven't gone to a high school reunion, I've only been back to one college reunion. My real friends are the friends that I made in the Navy.

[00:55:33.91] JOE GALLOWAY: That you flew with.

[00:55:34.89] DAVE CABLE: Yeah.

[00:55:35.20] JOE GALLOWAY: Yeah.

[00:55:35.60] DAVE CABLE: Yeah. And these guys that I see every month. I mean, even though they are only two or three of them out of this group that gets together every month that we actually flew together. Dave Williams and I flew together. And anyway, they're really the close friendships.

[00:55:59.83] JOE GALLOWAY: Did your experience in Vietnam affect the way that you think about veterans coming home from combat today?

[00:56:10.66] DAVE CABLE: Well, yeah. I am very sympathetic to this whole issue, the wounded warriors and so forth. I think that our country has come a long ways in terms of trying to support our troops and the recognition, and so forth. I think there's a much better job being done now than there was way back.

[00:56:42.73] I mean, there was a-- I mean, certainly the-- World War II, and the homecoming, and so forth, and the greatest generation, and all that. But there's been this kind of a lull in here for us guys that participated in the Vietnam conflict. And even the Korean War. I mean--

[00:57:00.40] JOE GALLOWAY: Same deal.

[00:57:01.29] DAVE CABLE: Yeah, same deal for those guys too. So I think there's been a change. And I'm sensitive to that so.

[00:57:09.11] JOE GALLOWAY: How do you think the Vietnam War is remembered in our society today, or is it?

[00:57:17.49] DAVE CABLE: I think it's probably looked at as a war that we lost. It was a mistake like getting into Iraq, and so forth. Why were we doing that? Well, I was conscious. I'll go back now and say, I knew why we were there. I mean, the Domino Theory was-- that was well imprinted here. And I knew that I was going to stop the communists from taking any more of the territory.

[00:57:47.54] And I guess that I have to retrench on what I said earlier. I understood the political aspects of the whole thing. And I supported what we were doing. But I didn't support the way it was being done because we were being micromanaged by LBJ and our Secretary of Defense, what's his name?

[00:58:07.94] JOE GALLOWAY: McNamara.

[00:58:08.80] DAVE CABLE: McNamara. And--

[00:58:10.43] JOE GALLOWAY: Rumsnamara [LAUGHS].

[00:58:11.42] DAVE CABLE: I'll tell you a little story that I'll never-- I remember so distinctly is that Stu and I, my bombardier and I were ordered to go up to Hanoi one night without any weapons to go and see if the lights were on. Yeah, they sent us up there. And we had to go and see if the lights were on.

[00:58:33.68] JOE GALLOWAY: Were they?

[00:58:34.73] DAVE CABLE: Yeah, they were on. Because we had bombed a power plant the day before and everybody said, oh, that'll take care of it.

[00:58:41.46] JOE GALLOWAY: That'll take care of that.

[00:58:44.21] DAVE CABLE: Nonsense. The lights were still on. But to go up there without having anything other than going on a reconnaissance mission was pretty silly. I mean, they had RA-5Cs that went supersonic that could go up and do that kind of stuff, not us little guys in our A-6.

[00:59:01.76] JOE GALLOWAY: I believe we even had a U-2, or two around.

[00:59:04.36] DAVE CABLE: Oh, you bet. Well, they were flying the Blackbirds in those days too. It was the early times of the Blackbirds that go in. And they were--

[00:59:13.25] JOE GALLOWAY: And they send an A-6 Intruder up to check on whether the lights are on.

[00:59:17.84] DAVE CABLE: Yeah, you right. It's just-- yeah.

[00:59:20.10] [LAUGHTER]

[00:59:21.59] JOE GALLOWAY: That's pretty-- that's one of the funniest things I've ever heard.

[00:59:25.49] DAVE CABLE: [LAUGHS] Yeah. So fortunately we didn't get any missiles shot at us that night. I don't know why, but we didn't. Boy.

[00:59:37.63] JOE GALLOWAY: Did you take away from Vietnam more that was positive and useful than you invested in blood, sweat, and tears?

[00:59:48.07] DAVE CABLE: Well, I guess I'm an optimist by nature. My wife tells me that I am. And, yeah, I think so. I think that the experience-- it's one of those things you say, well, gee, I'm glad I'm here to talk about that anyway. I think--

[01:00:14.34] JOE GALLOWAY: And you'd do it again.

[01:00:15.81] DAVE CABLE: And I'd do it again. Yeah, that's true. I would. Yeah. I was a little disappointed that my son didn't want to be a naval aviator, but he's doing-- he's got a good life and he didn't have to go through all that so. But, no, I would do it again. In fact, one of the top rungs on my bucket list is I'd love to have one more catapult and one more arrestment on-- I don't care what carrier it would be. But now that I'm living by--

[01:00:52.00] JOE GALLOWAY: Can we get you a COD trip?

[01:00:54.25] DAVE CABLE: That wouldn't do it.

[01:00:55.23] JOE GALLOWAY: It wouldn't do it?

[01:00:55.81] DAVE CABLE: No, that wouldn't do it. [LAUGHS]

[01:00:58.25] JOE GALLOWAY: That's a pretty--

[01:00:59.35] DAVE CABLE: It's got to be--

[01:01:00.19] JOE GALLOWAY: -- good kick in the butt.

[01:01:01.37] DAVE CABLE: Oh, it is. I agree with you. And actually the S-3s these days that they use, they're good airplanes. But I guess if I could get in the right seat of an S-3, that'd be all right.

[01:01:13.70] JOE GALLOWAY: Yeah, we'll get you out there somehow.

[01:01:15.31] [LAUGHTER]

[01:01:20.35] Are there lessons that you took from Vietnam that you would like to pass on to future generations of Americans?

[01:01:29.89] DAVE CABLE: Well, boy oh boy, I was going to mention before, we didn't lose that war. In fact, we had really won the war. It was the politics of the whole thing that finally brought the-- allowed the North Vietnamese to come in and do what they did.

[01:01:58.20] And I guess that the lessons that we must learn, but don't seem to act on-- it's the old thing, if you don't look at your history, you're bound to repeat it. I just think that-- I wish that

we would stand up and do-- we as a country would stand up and do what is right in the Middle East.

[01:02:32.88] And I'm not sure that-- there are so many different answers there. But that if you're going to go to war, you go to war to win. And you don't go in and fight with one hand tied behind your back, like we did in Vietnam. And we're-- I mean, it's just these rules of engagement that we seem to put on ourselves is the surest way to continue-- to continue, to continue, to continue when you should really end the war in a humane way. Get it done.

[01:03:08.76] But as far as life lessons go, I think that we each individually-- and I hope that I have done that, have maintained my personal values, and live by some standards. It concerns me as I've looked at the way our history is playing out here in this country is that we're not really standing up for principles the way we used to, seems like. And I'm very distressed by that. And certainly my wife and I talk about it frequently.

[01:03:56.74] But that's a-- I think-- I feel that-- certainly the guys that I hang out with me every month, and so forth, one of the reasons we do is because we share the same kind of values and beliefs, and so on. And that's so important to the fundamental-- and the long-term of our society, our government.

[01:04:31.42] Well, I always-- I think about my friend Kelly. And it's hard for me to describe without getting choked up about it. But it's a point of sadness because of the way the whole thing played out, the sacrifice of blood and treasure, and to really no result.

[01:05:05.00] The fortunate thing is today I think that Vietnam is a place that maybe people would like to visit now and maybe can. It certainly-- I have the greatest admiration for the Vietnamese people, the ones that I know, and so forth. I mean, they're industrious. They have integrity and character. And that's laudable. I mean, they're good people.

[01:05:31.67] There was a memorial service where they had the Vietnam Portable Wall up at the Bellevue Sunset Hills or whatever it is. And Greg Wood, you talked to him, he went to the ceremony that the Vietnamese put on up there. And the veterans that were there were all honored with I understand either a single rose or some kind of bouquet here. This was a couple of years ago. And they all said-- they thanked everyone who was there for what we had done. Very touching.

[01:06:14.51] JOE GALLOWAY: Amazing.

[01:06:15.17] DAVE CABLE: Yeah. I think it's great. I mean, I think that, goodness, it's about time.

[01:06:25.40] JOE GALLOWAY: It's about time.

[01:06:26.63] DAVE CABLE: 50 years for crying out loud. No, but I think it's a great idea. And great to do that and get some recognition that is long deserved for those-- both who had to give it all and those that are still around.

[01:06:46.39] JOE GALLOWAY: Thank you, Mr. Cable for your time and your story.

[01:06:49.84] DAVE CABLE: Thank you, Joe.