

Hotfoot/43 Side A
Interview with Glen Jackson
November 17, 1981

KF Now then, you worked on your own alot of the time.

GJ Right.

KF First in Kuwait and then in Jordan.

GJ Right.

KF You went to Paris with the whole team.

GJ Right.

KF And then four of them left for Switzerland and then you stayed in Paris for a little while, 'how long?'

GJ A total of ten days as I remember, thereabouts.

KF Okay, let's take it from there then because I think I've done the training with four or five people so I think I'm going to know all I'm going to know about that.

GJ Okay.

KF So tell me what you did beginning from that Paris stay?

GJ From Paris we thought Kuwait would be a good spot since it's close to Iran, the Gulf is in between, the potential route out would be by boat, should they be able to make it to the coast. I went to Kuwait for two reasons, one is I had legitimate business there that I could work on and as a good cover. At the same time to check the coast, any

GJ coast defenses if any, check out the situation there and if we brought people in with no passports, that kind of thing. And so I went on to Kuwait from Paris.

KF And this would have been about what date?

GJ I believe about 19 January thereabout, very close.

KF Okay. Now you had worked in Kuwait before?

GJ No, I had worked in the Middle East quite a bit but not in Kuwait.

KF What kind of operation did EDS have in Kuwait?

GJ Okay. We had several things, we had a contract with the Ministry Department of the government there which was basically Social Security we were also working on a contract with the Central Bank of Kuwait which was at that time was in the early study phase and that's what I worked on. I have a background in Thrift Banking that's what I worked on was the study of the Central Bank of Kuwait. Which gave me alot of free time, that was in and out of type thing, alot of paperwork. So it gave me alot of free time, and also provided a fair amount of just independence, what tied to a particular account.

KF Whose idea was it that you should go there?

GJ I don't know, I got a directive from either Merv or Tom Walter in Paris. To go there, to go to work that the Country Manager had been notified that I would be coming in to help for approximately 30 days or so.

KF And did the Country Manager know anything about your other activities?

GJ No he didn't.

KF He must have thought that you spent rather alot of time goofing off.

GJ Well and alot of money on telephones. He, I suspect, see I know he knew that the men were in prison. I suspect he thought I was working on something like that. I don't know, he didn't mention it.

KF What was his name?

GJ Maloy Jones. He's currently working in Dallas here now.

KF Okay your instructions were using this as a cover to explore the possibilities of leaving Kuwait by boat?

GJ Coming into Kuwait by boat.

KF Coming in as well.

GJ Yea.

KF Okay. Now tell me everything that you did while you were there.

GJ Okay. Primarily my first thing to do was I checked out the, what would happen if the Kuwaitis picked up an American with no passport, you know, if he tried to leave with no passport. Well the first thing I investigated was what if you went and told them you lost your passport. They have records, if they checked them, which they may or may not they can tell you that you actually entered the country illegally. And what we had were guys that had not entered the country legally. So we would be in trouble again at that same time there were literally hundreds of Iranians coming into Kuwait illegally. Trying by aircraft, the few flights that were coming in, by boat, just about anyway they could get in. Some of them were driving in through Iraq through that way. I spent some time at the airport just watching how the custom officials worked and stuff like this. One of the things

GJ they were doing was packing these guys up and sending them right back to where they came from. And I don't know at whose expense but...

KF You just observed that at the airport.

GJ Yea, they were catching these guys, especially the Iranians and were sending them right back on any return flights they had they were taking them right back to Iran.

KF Presumably because they had no passports?

GJ Exactly, I guess their theory was it's not our problem what you're trying to get away from, but it's our problem that you're here, I suppose that was their theory.

KF How did you find that the Kuwaitis could check whether or not you'd entered the country illegally?

GJ I went to the American Embassy, now see I had been there once before with this very problem. In fact, in November of 1978 the American Embassy in Tehran, my passports expired for myself and my family, and in doing so they cancelled all of our visas and everything. Which is not particularly the correct thing to do but then when I got a new passport I was illegal in the country. Because with the old passport cancelled the new passport had no visas in it.

KF This is in Tehran?

GJ This is in Tehran. So I went through a deal with the American Government there to try to get my passports corrected and basically they couldn't help me. So then upon my own initiative with the company we went, I decided to go to Kuwait with all the passports to the Iranian passports to the Iranian Embassy there and get them restamped, then come back in. Well I went through a extreme hassle getting out of the country in fact I had one guy threatening to throw

GJ me in jail. While another guy, one guy was threatening to throw me in jail because I had illegal passports, illegal entry in the country. Another was threatening to throw me in if I didn't leave. And so at any rate, they let me leave, I went to Kuwait and while I was at the passport office there in Kuwait, I spent some time talking to people it was on a Thursday which is effective Saturday there. And they were not supposed to be there working but they helped me. I talked to them alot about the passports the way they handled them and so forth. And I didn't get all of this information at that time. But I got some information. Then when I went there in January, I went to the passport and told the American diplomat, the American Consul there that I thought that one of my children had lost a passport and I was concerned about what they would do, what the checks were and stuff like this. And basically he went through the procedure and one of the things they could do is check the paper, they have a piece of paper that they scribble on when you come in with your passport. And evidently that's kept in a record somewhere that they can check.

KF I see. Okay. So the conclusion was that there would be problems if...

GJ Could be. Right, we don't know if they were really checking or not. The fact was there was a very intense concern on the part of the Kuwaitis. With the problems in Iran with the fact that they had alot of Palestinians within the country, percentage of I don't know what. It's a big problem for them, they're basically a defensive oriented people I guess from what I gathered there, and Palestinians are not. And I guess their feeling was with internal problems they had and with the problems going on in Iran they could spread it there pretty easily. And so, they were really listening for anything like political action, talk amongst foreigners there, that kind of thing. And basically they were sending them out of the country.

Interruption

KF Oh, in Kuwait.

GJ Yea.

KF Over here right, the conclusion was that if Bill and Paul tried to come in without passports.

GJ I believe we... Getting them in at the time I thought would be fairly easy, at that time. Getting them out could be a bigger problem, basically they have the one entry into the country, you know, one legal entry into the country. Saudi is on basically the south, well surrounding it except for the Gulf.

KF Well would the Kuwaitis have let them in with no passports?

GJ Not, it's hard to say, but probably not, not legally. The Kuwaitis are very careful about that and they will not let people into the airport even on business unless you have some, a letter from someone in the country stating that you're there and for what duration of time. And, at that point in time they were especially sensitive because of the illegal entry problem they had from presumably mostly from Iran, but it was possible from others. So my next, from that well I decided well how to get people into the country. I didn't think that they would let them into the airport as a normal entry. We went to watching the coastline and generally speaking they had a very small coast defense that amounted to nothing. During that period of time as the activity in Iran picked up, evidently the problem with illegal aliens got worse because they put alot of small craft, military and other craft with policemen on it and stuff like this. And they were really watching the coast and I on various times, evenings, days, nights went all up and down the coast from the Iraqi border to the Saudi border which is about 60 miles or so.

KF You drove?

GJ Yea, and did alot of standing around on the beaches and looking for seashells in the winter time. But what I observed was a very alertness on those guys, they were stopping all small craft. Of course this is only watching from a half or a quarter mile out or a mile out. I don't know what was going on between but they were obviously really checking the craft coming in. And at the same time at the airport, they were bundling literally dozens at a time of these people together. Handcuffing them you know, hand to hand, they weren't treating them bad they were just sending them out of the country. Keeping them together and sending them back out on the return flights. So what we did was then all up and down through here patrolled all around, and especially this area here there are some very good beaches and you would expect to see alot of people and thought being if we ever got them to the shore. And alot of small craft people doing legitimate fishing and that kind of thing. But, the coast watch was really terrific basically I don't know what they, how far they were letting the natives go off. But they were stopping all boats.

KF Okay, so when you arrived the coastal defenses were light but it trickling with a matter of days I suppose, became very heavy.

GJ In fact the EDSers that I've talked to since then have said they had never even noticed a coast watch prior to just about the revolution.

KF Alright, so you conclude one it is tough to get in by air...

GJ They had a very tough stand once they got their hands on a view. Their stand was, you go back where you came from. Now we could've taken a chance I don't know that it would have been worth it but because it would have been Americans involved, they would have sent us out of the country but not back to Iran, I don't know.

KF I see.

GJ But their stand on the Pakistani, Indian, people who were coming out of Iran anyway they could get out they were sending them back to Iran, regardless of their nationality but that was Middle Easterners I don't know about the Europeans or the Westerners.

KF Alright. When you looked at this coastline were you thinking of getting them out by boat assuming they had able to get in some other way, or getting them in by boat?

GJ At that point in time I was only concerned with getting them in.

KF Getting them in to Kuwait.

GJ Right, my thought was okay we can get them out of a hostile zone into a less hostile zone and then if we need to for months we can collect the passport problem until we can get additional passports in the states and fly them in to them. Something.

KF They could have hid out in Kuwait.

GJ Sure, we had homes all over the place, basically they weren't watching the people within that area. So had we been able to get them in I think it would have been a matter of just keeping quiet, making sure they didn't get involved in a traffic accident or anything like that.

KF Yea, I see okay. And the rest of this journey however they might have done it was their concern and not of yours.

GJ That's tough, primarily, well I'm not familiar with some of the roads off to one side or the other but this would have been a road that I'm sure it's easy to watch I would imagine they had relatively.

KF Come on above them.

GJ That's right.

KF So you're conclusion's pretty pessimistic.

GJ Yea, with what I saw happening on the coast and at the airport I felt that should they get picked up that they would be sent back to Iran. Now hindsight, that might have been right or wrong, I don't know. But they certainly were treating the people without any favoritism, they were sending them back.

KF Okay, and you reported to whom?

GJ To Merv.

KF Okay, what happened then?

GJ Well, it just stayed that way for quite some time.

KF And did you stay in Kuwait.

GJ I stayed in Kuwait and then approximately the same period of time that they guy, well a little before, but about the same time that the prison break occurred. I was trying to think, that occurred on the 11th of February. About that same time Merv asked me to move my operation to Ahman, Jordan, okay. And in Ahman to go ahead and set up jet service to go into Tehran airport or where ever to pick them up if necessary. So I did, I contacted ^{Roy} Roy or Jordanian Airlines, it was a little small charter airlines, Arab Wings and contacted them. Got the jet service set up and basically this went into a hold pattern for several days.

KF What did you tell Arab Wings that you wanted to do?

GJ Just that we had two men and we even gave them names, that...

KF Real names?

GJ No. Gave them fictitious names, no last names, just gave them first names, I've even forgotten, Dan and Dave or something like that. What we did, well really, I was trying to remember what I told them, I just told them that we had people that the Iranians wanted that we wanted to get out of the country. And he had been handling situations like that.

KF Who?

GJ This airline, this charter airline had been handling some really fairly shaky deals getting groups of people in and out that you know, perhaps were of questionable situation in Iran. Now, I don't know anything about those people but the guy that was the chairman or the President of Arab Wings, Akel Diltaji.

KF How do you spell that?

GJ Akel, A k e l D i l t a j i.

KF Okay you spoke to him directly.

GJ I spent a lot of time with him as a matter of fact.

KF Had you met him before?

GJ No, he was just very friendly. Well Ross and someone had flown through there when Ross went into Iran.

KF Oh yes.

GJ And so he was familiar with EDS. He was ready and willing to give us any service we needed. Basically, everything was quite until they cut down the communications out of Iran, up into that point in time, the contact with the guys loose and hid out in Iran had been fairly good. But at that point in time I guess we had no contact with them at all. I think that was for a period of three days. They closed airport and

GJ they cut off communication lines and everything. We tried in through various ways through Singapore offices, through the London office, through the various offices, the Kuwait offices so forth, to establish some kind of telephone contact with the guys and were unable to do that. So,...

KF This must have been on Wednesday, the 14th.

GJ I don't remember the exact date but it was during the week. And...

KF But the airport must have been closed earlier?

GJ Well the airport, I'm not sure, I don't remember the dates. But when we lost contact, I guess about the second day Merv and I talked. In fact, I contacted him and requested permission to go into the country at the same time he was getting ready to contact me to ask me to go into the country.

KF And this was the day that the phones that the phones were cut off, or the day after?

GJ The day after.

KF The day after, that must have the Thursday.

GJ So we, I set up the flight from Jordan to Tehran and went in. Basically there was no airport facilities at all as far as people, air controllers or anything like this. We got in over the airport but they sent up fighters when they spotted us and made us turn back.

KF You actually got as far as Tehran?

GJ We got as far as Tehran, three times as a matter of fact.

KF On the same day?

GJ No twice that day and once the next day. And everytime we'd turn back completely unable to get in.

KF Each time you got as far as the airport, each time they sent up fighters?

GJ Right.

KF How do you know when fighters are turning you back, or did you just assume that's what they did.

GJ Oh, they contacted to us, the pilot talked to them. They, he tried to talk him into letting us land, he claimed everything in the world, from mercy mission you name it. But, they wouldn't talk about it, he would talk to the point where they'd said well you've gone far enough, we're going to have to stop you. And we would say fine, I'm turning back. And they never actually did any threatening scenes other than threaten, that was it.

KF What kind of plane were you in?

GJ Lear Jet.

KF You tried again Friday morning I assume.

GJ I was not on the flight, let's see Thursday, two flights Thursday and then the next day went in once, tried to go in again. Well that same day I had heard that an American journalist had been killed and I was talking to Akel Diltaji and he suggested that perhaps he could get a flight to land from Birjand, they had another office in Birjand. On the mission of picking up the body, just to see if we could get some wheels on the ground somewhere. And so he went through the Press Secretary for King Husain and got supposed permission from the Khomeini regime to land at the airport and did. We sent an airplane from Birjand into it and they landed and picked up the body and brought it out.

KF This was, what nationality was he?

GJ He was an American journalist.

KF I see.

GJ I don't remember the name or anything.

KF Okay, I'll be able to find that out. So that was Friday, and what was...

GJ About that time the airport opened up too, now I don't know if it was on a Friday or a Saturday.

KF Saturday it was.

GJ About that same time as we were getting ready to try something else, we thought maybe they were watching too close from the Jordan side, maybe that's why we were getting in and out. Because the guys going in from Birjand had no problems at all with fighters, they went right on in and landed. And so...

KF What was the point, what was the object of the exercise from your point of view?

GJ Okay, what I was going to do is go in as a crew and they were basically not watching our crew at all. And just land and go into the airport go through and take a taxi into town and make contact with the guys, and find out whatever we needed to do and come back out the same way.

KF Why didn't you go on that flight from Birjand?

GJ We didn't know if they would land or not, so I stayed in Jordan. We just wanted to see if we could get wheels on the ground.

KF And once it had been established that that route was possible, you would have taken it, but by then you must have known that everybody was out of Iran? No?

GJ When did they get out, on Friday or Saturday?

KF Thursday night, half past midnight.

GJ Okay, then what we're talking about took place several days earlier than that, it must have. I don't remember the days because yes,...

KF Wednesday morning they left, and headed for the border. Thursday night late they crossed the border. By Friday morning breakfast time they had made contact with Ross.

GJ This happened earlier then, boy I wish I had kept up with that. They because the day they contacted me I had been in Jordan for five days and I didn't try to go in until about my third day, third and fourth day. I guess it was the fifth day that I got contact that they were out and clean. I stayed an extra 24 hours and left on the following day.

KF Well let's see if we can work this out. You went to Jordan, you went to Ahman.

GJ What day did they land in Germany? Because that's when I got contacted that they had actually landed in Germany.

KF Saturday morning. Saturday morning everybody went to Frankfurt.

GJ Sunday they went on to Dallas. I must have arrived in Dallas on Monday because I was a day later, I spent Sunday then in London, Saturday I left Jordan. So I was contacted Friday that they were free and clear. That must have been the day that the flight picked up the body from Birjand.

- KF And once it had been established that that route was possible, you would have taken it, but by then you must have known that everybody was out of Iran? No?
- GJ When did they get out, on Friday or Saturday?
- KF Thursday night, half past midnight.
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KF Friday, okay. So you're original dates were correct. When you actually made when that flight from Birjand actually went in they were in fact already in Turkey.

GJ Evidently free, yea.

KF Well not quite free but they were in Turkey.

GJ Out of Iran.

KF Yea. So you must have been told on Friday that they were there because you didn't make any further preparations any further attempts to go in.

GJ No, that's right. When I was contacted that they were free I went from that point to the airport to make arrangements for me to leave. We had an interesting thing because I don't remember if it was when they contacted me or a little while later, Tom Walter contacted me and said that he had reason to believe that the Iranians knew where I was. And I don't know why, I have no idea, and that I should make every effort to stay out of sight and to get out. So I changed hotels and basically it's a, I don't know if you've been to Ahman, but it's a one airport very small. If they want to find somebody it ought to be very easy to find somebody there. Very flights leaving out on a daily basis to a Western part of the world. What I did was went down on Friday to get a flight out and there were none, they were already gone. The only flights out were other places in that part of the Middle East. So I bought a ticket to London for the next day and went back and checked in at another hotel under a different name. Basically, I just walked out. I don't know if anybody was ever interested in me or not, I don't know how they would have ever found me.

KF Okay, let's just see if we can firm this up. I must have been Sunday the 11th that you went to Ahman? Didn't you say that?

GJ That's right I believe, yea.

KF Or was it Monday the 12th?

GJ No, I believe it was Sunday, I believe it was the day they made their escape. We had determined that Kuwait was probably not possible. Both for the drive down and for the entry into Kuwait. I think it was primarily for the drive down.

KF Well the Colonel never much liked that option. But I think what you found must have put the lid on that suggestion. But nobody knew that Bill and Paul were safe until late afternoon Sunday, it was about 6:00 that they finally got to the hotel.

GJ That's time here?

KF Middle East time.

GJ Middle East time, okay.

KF So if you, when you were contacted it must have been either very late Sunday or perhaps even early Monday. It seems to me on reception you must have.

GJ It was Monday, because it was in the morning I know and it was already too late to catch a flight out they had morning flights to London and it was already too late for that. So it must have been Monday.

KF So Monday you got a plane from Kuwait then to Ahman, or maybe Tuesday.

GJ I'm still on the other end of this thing here. Sunday that would there Monday, no because I did not go back to work on Monday that's right on Sunday evidently I was contacted by telephone in Kuwait that I

GJ don't even remember if they told me they were out, I think that they did. But that I should go to Ahman and I left on Monday morning.

KF Okay. They must have phoned you late on Sunday night?

GJ I don't remember, yea they did because I had to go find the money for the ticket.

KF Alright, Monday you went to Ahman, you probably contacted Arab Wings the same day.

GJ Yea, sure did.

KF Set that up. Were you waiting for instructions to try to get into Tehran?

GJ Right. All I did basically Monday was make the contact and set up the potential flight. Basically they reserved an aircraft for me. Tuesday and Wednesday, Tuesday I did nothing.

KF Wednesday the phone lines came down.

GJ Yea, it was Thursday when I made my two flights.

KF Thursday you tried to get in, Friday the Barjand flight was tried and worked but on the same day you were told that they were out.

GJ Yea. Because I made three trips in, two on one day and one the following day, but I'm thinking.

KF Wait a minute, you made three trips from Ahman to Tehran?

GJ Yes, all together.

KF Oh, I thought it was two, plus one from Birjand.

GJ There was four all together. I did not go on the one from Birjand. But I made two, I'm just trying to get that straight, I don't remember if we sent the one, if I went in and tried it the third time from Ahman and then that same day we sent one from Birjand. It had to have happened that way because that had to happen on Friday. Friday morning I must have flown in...

KF A third time on the same day the Birjand flight worked.

GJ That's right.

KF Then it must have been Friday during the day after you have tried to get out you came back from Tehran.

GJ Yea because I spent alot of time after we got turned back, spent alot of time with Akel to figure out a way that we could get on the ground someway, and it was his thought to try a flight from Birjand in there. And at the same time he made arrangements to pick up the journalist's body. So he went in under the guides of a mercy mission but had not problems, they did not send up fighters after that flight.

KF But by that time you had been informed that they were out, do you remember who called you?

GJ Yea, it was Tom Walter I believe.

KF Tom Walter called you. This would have been Friday morning, Friday afternoon?

GJ Yea, it must have been Friday sometime after the middle of the morning because the last flight out was like 11:00 o'clock or so and so sometime after that. Because when I got to the airport to make arrangements there were no flights out. And had to get a ticket out Saturday to London and I spent the night Saturday. Is that correct? That doesn't make any sense because I got in to Dallas...

KF No you would have spent Friday night, you tried to get out Friday you spent Friday night in Ahman.

GJ I arrived in Dallas the day after they day. They got in Dallas on Sunday, right?

KF Yea, so Saturday you went to London and probably Sunday night you flew to Dallas, are those overnight flights, no...

GJ No that leaves in the afternoon, well around noon sometime they leave. Because you get into Dallas about 2:30, 3:00 o'clock something in that nature. That's a seven or eight hour flight, nine hour flight. So that means I had to spend Sunday night in London which means I arrived in London on Sunday. I left Ahman on Saturday...

KF It's an 11:00 o'clock flight, flight from Ahman.

GJ I must have been contacted on Saturday, let me think because I had a 24 hour delay. If I arrived on Monday to Dallas that means I spent one night in London, and I did, I arrived late, fairly late. That had to be Sunday night. Which means that Saturday I was contacted and couldn't get a flight out at all.

KF Well if you had gone from Ahman to London on Saturday you might not have got the early flight, see they've got a very early flight Sunday morning.

GJ Ahman to London.

KF No sorry the rest of them got an early flight from Gatwick to Dallas left very early in the morning and got home around midday or something. If you have taken a later flight yea, you would have still have gotten there Sunday evening. If you left on Sunday you'd still get here on Sunday.

GJ It was a workday though, because they had somebody meet at the airport and I came right into the office there were, it was a normal workday, I'm sure it was on Monday, I'm sure of that. So...

KF But we've lost 24 hours there somewhere, you must have...

GJ Well let me just back up. Okay. The one thing I was not certain about is the Birjand flight on the same day of my third flight or the day after because following that, the success of that we were trying to set up a plan. And this about when I was contacted and that must have been on Saturday.

KF Well they were rather tardy contacting you, telling you that the guys were out.

GJ Evidently.

KF If that's the case.

GJ Yes.

KF They knew,

GJ Yea.

KF Friday morning they knew. They didn't contact you until Saturday.

GJ Evidently not, because what I, yea.

KF Maybe they forgot about it?

GJ I doubt it, they probably had their hands full.

KF Still they didn't want another man going into Tehran when they just got everybody out. I would have thought they would phoned you pretty quick. I'm surprised Ross didn't call you.

- GJ No, Tom called me I know that. Now I'm, because when I was contacted I know that I went out the next day, then the next day, and I arrived in Dallas on Monday. So that had to be on Saturday, that had to be. Twice on Thursday, once on Friday...
- KF I'll tell you what, the reason they contacted you on Saturday because it was Saturday, no wait a minute they contacted you Friday.
- GJ No, I don't think so.
- KF If they contacted you...
- GJ No, they contacted me Saturday, had to.
- KF Okay.
- GJ Because I was already too late to get a flight and I got it the next day which was Sunday and I spent Sunday in London.
- KF I've just realized why they didn't pull you out earlier. Because the clean team is still in Tehran so they might have needed that jet after all.
- GJ Okay.
- KF That's the explanation. So they probably called you when the clean team actually got off the ground.
- GJ Probably so. Is that, on Saturday is that the Iran team, is that the clean team?
- KF Clean team is John Howell, Bob Young, Rich and Kathy Gallagher, Joe Poche and the dog.
- GJ And the dog.

KF They got on the plane on Saturday morning didn't actually take off until late Saturday afternoon, and once they had taken off then there was no longer any need to take a plane into Tehran.

GJ That must have been it, that must have been why I was contacted. Because I remember only one contact that they were out and so that must have been on Saturday as far as them contacting them that the team was out, that the dirty team was out on Friday. I don't remember that I got contacted on them.

KF Alright so that deals with your sort of part of the escape. Tell me a little bit about yourself. Tell me when and where you were born?

GJ I was born in East Texas in 1943 during the war.

KF Birthdate?

GJ February 3rd.

KF Three?

GJ Yes, raised on an oilfield. Grew up in a, not a, a family of modest means, not a poverty family by any means. But we did have alot of extra stuff.

KF What did your father do for a living?

GJ He was a pumper in the oilfield, worked as a pumper switcher. Basically made a comfortable living, we always had gardens and our own beef around and raised our own hogs, that kind of thing. Not alot of money but plenty of food, that kind of thing. Went to Texas University, got married just before I went to Texas University.

KF What did you study?

GJ Mathematics and physics. When I got out of the University I went through in three and a half years. Went to work for IBM and at the Manned Spacecraft Center in Houston. Went through their, hired as a programmer, went through their five or six week programming courses. Then because of the nature of what they were doing at the time in combination with NASA and other contractors and because of my interest I really at that time wasn't really that interested in programming. But I was interested in the scientific aspect of what they were working on, I requested to go into what they called the Mission Control Group, and was assigned to that group. I guess at that point in time I was the first, I was an experiment, I was their first inexperienced flight controller that was ever put into that group. Spent well through from early 1965, February and March until April of 1969 at the Manned Spacecraft Center in Houston working as a flight controller, astronaut trainer. Basically a liason between NASA and IBM in the software mission aspect of the thing, the programs that we designed specifically responsible for things like the return to earth maneuvering, the entry maneuvering, that kind of thing. Worked as a flight dynamics officer part of the time and as a flight retrofire officer, very shortly, very short period of time.

KF If my memory serves me right that must have been an exciting time to do it.

GJ It certainly was, I was Christmas day of December 1960, yea 1968 was the last mission I helped fly. And it was the first lunar flyby, and I had helped calculate the maneuver behind the moon and when they came out from behind the moon of course they're in a blackout there for 23 minutes and when they came out from behind the moon of course we have to start building radar and telemetry data to figure the trajectory that they're on. But at the same time we have computer readouts, residuals we call them, that they could read down the results of the maneuver they had performed. And we could very quickly figure out how well the maneuver performed and what the potentials would be. The guys were very tired because of excitement and they had not slept, they had missed two sleep periods. And Jim

GJ Lovell read the residuals down to the Cap Can he read them down wrong. And I had already redlined parameters where we were acceptable, unacceptable and so forth and one of the numbers he read down was way out in the redline zone. So I asked the Cap Can to have him read them down again, and he read them down again, again wrong and that time I contacted the flight director and told him if the numbers were correct then we had three astronauts that we'd lost. Because there was not enough fuel to xxxx them back. At that point in time, we ask them again to read them down, and he read them down wrong a third time. And then while we were standing looking at each other wondering what we were going to do next, he said oh, wait a minute I'm reading these wrong. And he read them down and it was nearly a perfect maneuver, but that was my flight I put out of there. About at that time I was contacted by EDS somewhere, came to work for EDS in April of '69.

KF As what?

GJ As a programmer, well as a systems engineer, went through SED program here.

KF SED is Systems Engineer...

GJ Development.

KF Development.

GJ Yea. During that time, well during early 70's I wanted to work overseas and at that time had not only no interest overseas but no offices at all. So I went to work for Bell Helicopter in Iran and worked a couple of years, late '73 through mid '75 in Iran for Bell. And designed a ...

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