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After graduating Townsend Harris High School in 1939 at 15 years of age, I started at the Baruch School of CCNY but took a leave of absence to join my parents and my brother in Miami Beach while he recuperatedfrom surgery. In Florida I worked at several jobs. On the beach, for 50 cents I sold appointments for a photographer to take pictures and print portraits of people. He charged $2 and I got to keep the 50 cents. Then I worked for a haberdasher on Lincoln Road where I received my Social Security card. Then I became a ladies shoe salesman in Miami where I discovered that many ladies distained the wearing of articles of underwear in the hot weather. I also learned to drive and upon payment of 50 cents became a fully licensed Florida driver before I was 16. In the Spring, I had an unofficial and unpaid job as a bat boy for the Philadelphia Phillies while they trained in Flamingo Park. I still have my Chuck Klein bat. Curiously, the Phillies often helped pull the Pan Am airplanes ashore.

Upon returning to New York, I resumed my study of accounting at CCNY but found time to work as a page at the NY Public Library on West 23rd Street. The best part of that job was that the 3rd floor was used secretly as a studio for artists drawing nudes - with live models! After Pearl Harbor in December 1941, I went to work at the U.S. Office of Information in the old Newsweek Building on West 57th Street as a library page manning a night shift from midnight to 8:00am followed by full day class at CCNY downtown. I enlisted as an Aviation Cadet on Dec. 8, 1942, and was called to active duty in February 1943. I took basic training in freezing Atlantic City followed by a 5 month assignment at Syracuse University. There, we were taught to fly an airplane and I was rated as ready to solo.

I completed Navigation training at San Marcos, Texas in Feb. 1944 and was commissioned a Second Lieutenant. After a week's leave and a trip home to NYC, I met the 9 other members of my B-24 (Liberator) bomb crew at Peterson Field, Colorado Springs, Colorado, now the headquarters of the US Air Force where we melded into an efficient crew before flying east to Lincoln, Nebraska. There we picked up a newly completed B-24 and Ray Landtroop, our pilot signed a chit for its value -$250,000 - as if he could pay for it if something went wrong! Then we flew to Morrison Field, West Palm Beach, FL. Then we flew to British Guiana and Belem, Brazil (worst coffee) and then headed across the Atlantic Ocean toward Dakar, French West Africa, next destination was Marrakech, Morocco through an opening in the Atlas Mountains. From there we flew once again out over the Atlantic Ocean to avoid Germans flying out of Spain arriving at St. Morgans, the southwest tip of England, then to Hethel Air Base, near Norwich in East Anglia.

We began flying combat missions in April 1944. We were told that if we survived 25 missions, we would be re-assigned. However, in the middle we got the bad news we had to do 30. Without a lot of details, we did two missions on D-Day; one before the troops landed on the beach, and one later in the day. On the second one, after take-off into cloudy skies, we emerged above the clouds to find another squadron of 8th Air Force planes headed directly at us. Heavily laden with bombs, we took evasive action, rolled over and dove down in a spin at speeds of over 275 mph beyond the stress limits of the wings. Although the nose gunner had his feet in the open bomb bay and the alarm to bailout was sounded, Ray said through my earphones to stay with it. I grabbed the nose gunner's collar and we pulled out of the dive. Although we were marked as a trailing aircraft, we were able to bomb our target and get back to our base. On a later mission, we sustained such heavy damage from anti-aircraft guns that we had to feather (shut down) one engine and then another. We were escorted back to the Dutch border by 2 P-51s while one P-47 continued on with us to the English Channel. The name on that P-47 Thunderbird was Linda, which became the

name of my first born 17 years later. When we landed, the mechanics replaced our entire right wing and mounted an olive drab wing and engines on our silver plane.

After 30 missions, I was awarded the Distinguished Flying Cross, the Air Medal with 3 Oak Leaf Clusters and the European Theater Operations Medal with 4 battle stars. Also my 3&9th Bombardment Group received a Presidential Unit Citation. I was transferred to the Air Transport Command and a Navigation Briefing Officer, first stationed at Prestwick, Scotland. I was to brief crews flying the North Atlantic route to and from Scotland. After a few months, I was reassigned to Valley, Wales where I frequently led squadrons of new arrivals to bases in England. Then, I was assigned to Istres airport, a suburb of Marseilles which was the French Aviation Cadet training site. From that vantage point, my route familiarization flights took me to Gibraltar, Casablanca, Algiers, Bizerte, Tripoli, Cairo, Tel Aviv, Athens, Rome and eventually to Copenhagen and Munich.

Seeking to continue my education, I applied for admission to the Wharton School of Business at the University of Pennsylvania. I was accepted with credit for one year's college completion starting September of the following year. By that time, I actually graduated and obtained my BBA degree from CCNY.

I worked as a junior accountant for Horwath & Horwath and S.D. Leidesdorf, as well as for Joseph Kossef, a CPA & a lawyer. In 1949, I enrolled in New York Law School, evening session, while working during the day for the law firm of Geist & Netter. Upon admission to the Bar, I practiced law as a single practitioner. In 1956, I applied for and received an appointment as an Assistant Attorney General in the office of Attorney General Jacob K. Javits. I transferred from the Mental Hygiene Division to the Anti-Trust & Monopolies Bureau With subpoena powers, my colleagues and I interviewed witnesses under oath and brought legal action against union officials and over 150 private carting individuals and firms who were conspiring to fix prices and allocate territories in violation of the Donnelly Act.

After Jacob Javits became a U.S. Senator, I continued under his successor, Louis J. Lefkowitz as second-in-charge of the Securities Bureau. I investigated and prosecuted those who acted as broker-dealers or salesmen of securities without registration. In order to better provide for my growing family, I accepted a lucrative offer to be the Blue Sky lawyer at White & Case. My duties entailed preparing applications for registering initial public offerings and justifying their value in each of the 50 states of the country. This meant making oral and written arguments and, where necessary, calling upon state securities administrators in state capitols to make my case. In furtherance of my recognition, I instituted and chaired a panel of administrators who met at the annual convention of the National Association of Securities Administrators with lawyers who practiced in compliance with the Blue Sky laws of each of the states. After 14 years at White & Case, I continued to practice Blue Sky law at the New York office of Morgan, Lewis & Bockius, an even larger firm. This went on well beyond 'normal' retirement age when I gave up the commute from Scarsdale into NYC. During this time, I became President of two successive neighborhood associations, one in New Rochelle and the other in Scarsdale. I also chaired the Narcotics Guidance Council in New Rochelle. Five years after my first retirement, I took on duties as a lawyer and C.P.A. for a philanthropist for another 7 years before his decease at the end of 2004. Since then, I have been able to spend more time with my wife, Toby and our 4 married children and our & grandchildren.