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# WITHDRAWAL SHEET

## Ronald Reagan Library

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**File Folder** 06/13/1985 REMARKS: DINNING CEREMONY IN HONOR  
OF GENERAL JAMES H. DOOLITTLE (1)

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- 1) strong spokesman for  
"national security"
- 2) turning pt in the Pacific
- 3) returned to D.C. to  
meet Roosevelt
- 4) after commanding the  
12th → North Africa  
Strategic Air Force

generals. One Shang Chen whom he was trying to wean from allegiance to Chiang Kai-shek got out of a rendezvous with him by pleading "stove-poisoning"; he had sat too near an overheated stove. Another war lord, threatened with death at Doihara's secret headquarters if he refused to accede to Japanese demands, took out his watch and announced: "How interesting. It is now 11:25. Before coming here I instructed my troops to massacre every Japanese in the city if I did not return to my headquarters by midnight. Good evening."

Usually, however, Doihara was successful in finding corruptible war lords. In 1936 he became head of the Special Service Department of the Kwantung Garrison in Mukden and Dairen; his most publicized project to make the puppet Emperor of Manchukuo "Emperor of All China" and return him to the Imperial Dragon Throne in Peiping. Perhaps he would even have succeeded in this if the next year, with China and Japan finally at war, he had not returned to active military service as commander of the 14th Division. At the same time he was promoted to the rank of lieutenant general.

Doihara's first military exploits against the Chinese were not so spectacular as his earlier activities; at least his division took a severe beating in a battle in Shansi. But it is possible that he still had things more important than fighting to do. In May 1939, at any rate, it was reported that he had arrived in the south to prevail upon Wang Ching-wei<sup>40</sup> to head a coalescence of Japanese puppet governments in China. The reason for his appointment to leadership of the Japanese Air Force in April 1941 was a mystery, unless he is expected to consolidate Japanese gains where the Air Force has led the way. What he is doing today in addition to his duties as head of Nippon's Air Force is anybody's guess.

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**DOOLITTLE, JAMES H(AROLD)** Dec. 14, 1896- Aviator; major general in the United States Army; commander of the American 12th Air Force in North Africa

Address: b. c/o War Department, Washington, D. C.; h. 16809 Baylis St, Detroit, Mich.

A pilot of the "chill 'em and thrill 'em" school of stunt flying during the 1920's, General Doolittle won fame in aviation as engineer,

scientist, and administrator, as well as daring flyer. When in May 1942 President Roosevelt<sup>41</sup> dramatically announced that Doolittle had led the United States air squadron which bombed Japan the previous month, those who had followed Doolittle's career were not surprised. They had learned to expect that Doolittle would be the leader in any daring feat of aviation. And they were even less surprised when he turned up, in November 1942, as commander of the American Air Forces used in the North African offensive.

James Harold Doolittle was born in Alameda, California, on December 14, 1896, the son of Frank H. and Rosa C. (Shepherd) Doolittle. The Doolittles have been in North America since the 1600's when the original Doolittle settled in New England. When James Harold was three he was taken to Alaska, where his father, a carpenter, prospected for gold. He was the smallest in his class at school in "rough and tumble Nome," but he fought his way to respect and prestige. When he was eight his family returned to California, and Doolittle went to the public schools in Los Angeles. He attended the Los Angeles Manual Arts High School (where he became good friends with Lawrence Tibbett) and the Los Angeles Junior College, from which he was graduated in 1916. In high school he met Josephine E. Daniels, to whom he was married in 1917. While Doolittle was in high school he won the high-school boxing championship and decided to take up prize fighting as a career. His mother sought to divert his interest by buying him a motorcycle. In order to get the money for gasoline, however, Doolittle boxed under various assumed names and gained some reputation as a bantamweight on the West Coast. He also kept busy with blacksmithing, woodworking, playing around in the foundry and the auto and machine shops of the school, and taking part in model airplane contests. Only later did he buckle down to hard study in advanced mathematics, chemistry, physics, and English history.

When the United States entered the First World War, Doolittle was a senior at the University of California School of Mines. He enlisted as a private first class, flying cadet, in the Signal Corps Reserve of the Army on October 6, 1917. Assigned to the School of Military Aeronautics at the University of California, he proceeded from there to Rockwell Field, California, for further training. He was commissioned a 2nd lieutenant, Signal Reserve Corps, Aviation Section, on March 11, 1918 and was then sent to Camp Dick, Texas.

It is said that Doolittle was especially eager to go overseas and at one time even got as far as Hoboken, a regular embarkation point. His superior officers, however, thought he would be of greatest service as a teacher, and he was made a flight and gunnery instructor, serving at Camp Dick, at Wright Field, Ohio, at Gerstner Field, Louisiana, and at Rockwell Field, California. In July 1919 he was assigned to the 104th Aero Squadron at Kelly Field, Texas, and

**DOOLITTLE, JAMES H.—Continued**

in October to the 90th Aero Squadron at Eagle Pass, Texas. He served on Mexican border patrol duty until July 1, 1920, when he entered the Air Service Mechanical School at Kelly Field. In November 1918, two weeks after the War's end, Doolittle made his debut as a stunt flyer in a show staged at San Diego in memory of the United States fliers who gave their lives in the World War. It is said that those who saw Doolittle in that thrill-packed performance have never forgotten it.

Mrs. Doolittle relates that when she moved down to Eagle Pass, her husband was the only married officer on the post. He was entitled to quarters, but there was no furniture and the quartermaster had none with which to supply them. Doolittle made his own furniture while his wife learned to cook and bake with an "old cook stove and skeet wood, which, when green, leaves a lot to be desired as fuel."

On July 1, 1920 Doolittle was commissioned a 2nd lieutenant in the Air Service of the Regular Army and then promoted to 1st lieutenant on the same day. Two years later he received his B. A. from the University of California and he made the first of the cross-country flights which brought him international fame. Aviators had considered coast-to-coast flights which would take less than a day, but hitherto they had been unable to construct long-range planes, or to secure sufficient flying fields. Weather information was in a primitive state insofar as it related to flying conditions. The Army had made two attempts at cross-country flying which failed, and an Army pilot had been killed in one of these flights. Doolittle tried at first, starting from Jacksonville, Florida, in a night take-off, but his plane "cracked up." He got another plane and started out from Paola Beach (lighted by flares) at 10:03 p. m., September 4, 1922. He stopped to refuel at Kelly Field, Texas, and twenty-one hours, nineteen minutes after he had left Florida, he landed in San Diego, California. He received the Distinguished Flying Cross for the flight with a citation which mentioned in part that "by his skill, endurance, and resourcefulness he demonstrated the possibility of moving Air Corps units to any portion of the United States in less than twenty-four hours, thus reflecting great credit on himself and on the Army of the United States."

In 1923 Doolittle entered the Massachusetts Institute of Technology to take special engineering courses and he was graduated in 1924 with the Master of Science degree. In 1925 he was awarded the degree of Doctor of Science. During 1924, while at M. I. T., he served on temporary duty at McCook Field in Ohio, conducting acceleration tests. He was awarded the Oak-Leaf Cluster for his Distinguished Flying Cross for performing a series of acceleration tests "requiring skill, initiative, endurance, and courage of the highest type." "In these tests," the citation continues, "a recording accelerometer was mounted in the

airplane and the accelerations taken for the following maneuvers: loops at various air speeds; single and multiple barrel rolls; power spirals; tail spins, power on and power off; half loop, half roll, and Immelman turn; inverted flight; pulling out of the dive at various air speeds; flying the airplane on a level course with considerable angle of bank; and flying in bumpy air. In these tests the airplane was put through the most extreme maneuvers possible in order that the flight loads imposed upon the wings of the airplane under extreme conditions of air combat might be ascertained. These tests were put through with that fine combination of fearlessness and skill which constitutes the essence of distinguished flying. Through them scientific data of great and permanent importance to the Air Corps were obtained."

In 1925 Doolittle was assigned to the Naval Air Station in the District of Columbia for special training in flying high speed seaplanes. During his assignment at the Naval Air Station he served at Mitchel Field, New York, with the Naval Test Board. In the same year he won the Schneider Trophy in a race with pilots of Great Britain, Italy, and the United States. He borrowed a Navy seaplane to enter the race and was termed by his fellow officers "the only admiral in the Navy." He flew at a speed of 232 miles an hour for 305 miles.

The following year Doolittle was granted a leave of absence from the Army to go to South America for some airplane demonstration flights. In Chile he broke both ankles, but he made the demonstration flights with his ankles in casts. On his return to the United States he went to the Walter Reed General Hospital until his ankles healed and in April 1927 he was assigned to McCook Field for experimental work and additional duty as instructor with the organized reserves of the 5th Corps Area, 485th Bombardment Squadron.

In 1928 Doolittle made an experimental flight to South America arranged jointly by the Navy, State, and Commerce Departments. His next assignment was to assist in the development of fog flying equipment at Mitchel Field at the request of the Guggenheim Fund for the Promotion of Aeronautics. During 1928 he made another cross-country flight, from New York to San Francisco. In 1929 he made the first "blind" flight, flying twenty miles in a covered cockpit, guided only by instruments.

In January 1930 Doolittle was named adviser for the Army on the building of the Floyd Bennett Airport in New York City. In February he resigned his commission in the Regular Army, giving as his reason "advanced age" (he was thirty-four at the time). He was commissioned a major, specialist, in the Officers Reserve Corps. During 1930, as a civilian, he made several experimental flights and was awarded the Harmon Trophy. Hired by the Shell Oil Company to be manager of its aviation department, he still maintained his connection with the Army, conducting numerous tests for the Army Air Corps.

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In 1931 Doolittle won the Bendix Trophy for a second epochal coast-to-coast flight at an average speed of 225 miles an hour. In June of that year he joined the Caterpillar Club by leaping from a wrecked plane. The fabric came off the wings of his plane near St. Louis when he was only 100 feet off the ground. He managed to get up to 300 feet before he jumped so that his parachute might have a chance to open. The following year he won the Thompson Trophy race with an average speed of 252.68 miles an hour and set the world's high-speed record for land planes. In 1933 Doolittle retired from aviation racing and the following year he was named a member of the Army Board to study air corps organization (Baker Board). In January 1940 Doolittle was elected to the presidency of the Institute of Aeronautical Sciences.

On July 1, 1940 Doolittle was ordered to active duty as a major in the Air Corps Reserve and was assigned to Indianapolis, Indiana, as assistant district supervisor of the Central Air Corps Procurement District. He was granted a leave of absence from his duties at the Shell Oil Company, and after a short period in Indiana he was transferred to Detroit, Michigan, to work with the large automobile manufacturing concerns on the problem of conversion of automobile plants to airplane parts manufacturing plants.

Doolittle's next assignment was an all-air tour of the British battlefronts in Europe and in Asia as a part of the mission headed by Lieutenant General George H. Brett<sup>12</sup>. On January 2, 1942 he was promoted to the temporary rank of lieutenant colonel and the following week was assigned to the Washington headquarters of the Army Air Corps.

On April 18, 1942 the Tokyo radio broadcast that Japan had been bombed by American planes. There was no word from American sources, however, and when Doolittle was raised to a temporary brigadier general on April 19, the promotion was entirely without explanation. One month later President Roosevelt, with dramatic suddenness, announced that Doolittle had led the squadron which bombed Japan and presented Doolittle with the Congressional Medal of Honor at the same time he awarded the Distinguished Service Cross to seventy-nine other aviators who had participated in the spectacular raid.

"The success of the raid exceeded our most optimistic expectations," Doolittle announced. At noon he left in flames a cruiser or battleship under construction at a navy yard south of Tokyo. At Nagoya he showered incendiary bombs on the Mitsubishi airplane factory and an oil tank farm. "It appeared to us that practically every bomb reached the target for which it was intended. . . . About twenty or thirty miles at sea the rear gunners reported seeing columns of smoke rising thousands of feet in the air. . . . The twin-motored B-25's were flown just over the housetops. It would have been no trick to hit Hirohito's<sup>13</sup> palace," but Doolittle had given specific instructions not to bomb it. The Japanese pursuit planes which rose to meet the invaders were manned, according to Doolittle,

by apparently inexperienced men. The base from which the Americans bombed Japan was not disclosed but was humorously referred to by President Roosevelt as "Shangri-La," the mythical paradise of James Hilton's<sup>14</sup> *Lost Horizon*.

In June 1942 General Doolittle was awarded the Guggenheim Medal for notable achievement in the advancement of aeronautics. It was announced that the medal was not given for a single exploit, "but for a career distinguished by many outstanding contributions to the aeronautical sciences."

On August 17 Doolittle arrived in London. Not long afterward he began secretly creating the American 12th Air Force, which was to take part in the North African offensive in



U. S. Army Air Forces

MAJOR GEN. JAMES H. DOOLITTLE

November. They were Doolittle's men who, from their Algerian base captured early in the game, hammered day and night at opposing armored columns moving north from French Foreign Legion headquarters; Doolittle's men who by their expert strafing cleared the roads for American armored units headed toward Oran; Doolittle's men who later kept pounding at Axis communications in Tunisia, knowing that airfields and air-borne troops were keys to the success or failure of Anglo-American operations there.

And their commander, who became a temporary major general in the Army that same month, achieved a reputation as "the little man who is everywhere." The only general without an aide, he left all the office work to his staff, but kept dashing hundreds of miles through the air zone in a Flying Fortress which he used as a passenger plane. (He kept a couple of bombs in its bay, however, "just in case he should see something to drop them on.") A major in charge of airplane construction was quoted: "I wish the General would stay put

**DOOLITTLE, JAMES H.**—*Continued*

long enough for me to talk to him. If he's here he never stands still but paces all over the place and I have to talk and run at the same time. If I turn my back he's off to Oran or Algiers or Casablanca or somewhere else before I can get hold of him."

At Doolittle's side when he received the highest United States decoration was "tall, prematurely white" Mrs. Doolittle, mother of his two sons, James H. Doolittle, Jr., who is in the Air Corps, and John, who is going to enter West Point. General Doolittle has been described as tough, stocky, and sentimental. He is of medium height with a receding hair line. Although an abstainer from tobacco and alcohol, he can make his after-dinner speeches "high lights of hilarity."

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 Who's Who in America 1942-43

**DORSEY, JIMMY** Feb. 29, 1904- Band-leader

Address: b. c/o General Amusement Corp. Radio City, New York City



JIMMY DORSEY

**DORSEY, TOMMY** Nov. 19, 1905(?)—Bandleader

Address: b. c/o Music Corporation of America, 745 Fifth Ave, New York City; h. Bernardsville, N. J.

The Dorsey brothers, Jimmy and Tommy, lead two of the most popular orchestras in America. To some listeners there appears to be little difference between the music of one name band and another, but to jazz fans and musicians each band has its distinct musical personality. This is as true of the bands led by Jimmy and Tommy Dorsey as of others.

Reviewing the split of the Dorsey Brothers Orchestra in 1935 that led to separate orchestral careers for each of the brothers, the New York *World-Telegram* stated: "Personal acrimony crept in, but the musical differences were the real cause of the quarrel that split the brothers and started Tommy on a band of his own." The mother of the famous bandleaders said in an interview with *Metronome* that temperamental differences suggested for each a different course in music.

"Tommy is conceded to be the more aggressive of the two brothers," we learn from the *Jazz Record Book*. "The Jimmy and Tommy Dorsey Orchestras differ considerably, so perhaps the split was in the cards. In Jimmy Dorsey's Orchestra five saxophones, contrasting to an almost equal number of brasses, set the tone. Except for its juke-box getaways, the chief impression of the band's ensemble is one of contrasts. In Tommy's orchestra eight brasses are set against five reeds. Both sections are powerhouse, and backed by driving rhythm." Among the dozen or so top bands in the country, each has won an impressive number of polls, and each has record, radio, and Hollywood fame to boast.

The sons of Thomas Francis and Theresa (Langton) Dorsey were born about a year apart. James Francis Dorsey was born on February 29, 1904, in Shenandoah, Pennsylvania. Thomas Francis Dorsey, Jr., was born in Mahanoy Plains, Pennsylvania. The boys' father was a music teacher and led a brass band. Family fortunes bobbed up and down with the prosperity, or lack of it, in the eastern Pennsylvania coal region in which they lived. Thomas Dorsey, Sr., wished his sons to study music from the ground up so that they would get along in the world.

Under the tutelage of their father the Dorseys first learned to play brass band instruments. At the age of six Jimmy got a slide cornet, and a bit later Tommy learned to play bell alto, switching from that to double-bell baritone—both brass valve instruments. Mrs. Dorsey recalled that Jimmy sometimes was given small amounts of money for playing and brought it home dutifully. "Five dollars was a lot of money in those days," she said. "I remember him saying to Father, when he was only nine years old, 'Pop, I'm tired of playin' for this'—and he'd clap his hands. 'It's this'—and he'd rub his fingers together to mean money—that counts."

Jimmy's first press notice was for his work on cornet, rather than on the clarinet with

## LIEUTENANT GENERAL JAMES HAROLD DOOLITTLE

Medal of Honor, pioneering holder of speed records, leader of first aerial attack on Japanese mainland, and famed World War II air commander:

General Doolittle was born in Alameda, Calif., on Dec. 14, 1896. James "Jimmy" Doolittle was educated in Nome, Alaska, the Los Angeles Junior College, and spent a year at the University of California School of Mines. He enlisted as a flying cadet in the Signal Corps Reserve in October 1917 and trained at the School of Military Aeronautics, University of California and Rockwell Field Calif. He was commissioned a second lieutenant in the Signal Corps' Aviation Section Mar. 11, 1918, and served successively at Camp Dick, Tex.; Wright Field, Ohio; Gerstner Field, La.; and went back to Rockwell Field, chiefly as a flight leader and gunnery instructor. He then went to Kelly Field, Tex., for duty first with the 104th Aero Squadron, and next with the 90th Squadron on border patrol duty at Eagle Pass, Tex.

On July 1, 1920 Doolittle got his regular commission and promotion to first lieutenant. He then took the Air Service Mechanical School and Aeronautical Engineering courses at Kelly Field and McCook Field, Ohio, respectively. In September 1922 he made the first of many pioneering flights which earned him most of the major air trophies and international fame.

He flew a DH-4, equipped with crude navigational instruments, in the first cross-country flight, from Pablo Beach, Fla., to San Diego, Calif., in 21 hours and 19 minutes. He made only one refueling stop at Kelly Field. The military gave him the Distinguished Flying Cross for this historic feat. In the same year he received his bachelor of arts degree from the University of California.

In July 1923 he entered Massachusetts Institute of Technology for special engineering courses and was graduated the following year with a master of science degree, attaining his doctor of science degree in Aeronautics a year later, and being one of the first men in the country to earn this degree.

In March 1924 he served at McCook Field conducting aircraft acceleration tests. In June 1925 Doolittle went to the Naval Air Station in Washington, D.C., for special training in flying high-speed seaplanes. During this period he served for a while with the Naval Test Board at Mitchel, N.Y., and was a familiar figure in airspeed record attempts in the New York area. He won the Schneider Cup Race--the World's Series of seaplane racing--in 1925, with an average speed of 232 miles per hour in a Curtiss Navy racer equipped with pontoons. This was the fastest a seaplane had ever flown, and Doolittle next year received the Mackay Trophy for this feat.

In April 1926 he got a leave of absence to go to South America on airplane demonstration flights. In Chile he broke both ankles but put his Curtiss P-1 through stirring aerial maneuvers with his ankles in casts. He returned to the United States and was in Walter Reed Hospital for these injuries until April 1927 when he was assigned to McCook Field for experimental work and additional duty as instructor with Organized Reserves of the Fifth Corps Area's 385th Bomb Squadron.

Returning to Mitchel Field in September 1928, he assisted in the development of fog flying equipment. He helped develop the now almost universally used artificial horizontal and directional gyroscopes and made the first flight completely by instruments. He attracted wide newspaper attention with this feat of "blind" flying and later received the Harmon Trophy for conducting the experiments.

In January 1930 he was adviser for the Army on the building of the Floyd Bennett Airport in New York City. Doolittle resigned his regular commission Feb. 15, 1930 and was commissioned a major in the Specialist Reserve Corps a month later, becoming named manager of the Aviation Department of the Shell Oil Company, in which capacity he conducted numerous aviation tests. He also went on active duty with

M O R E

the Army frequently to conduct tests, and in 1932 set the world's high speed record for land planes. He won the Bendix Trophy Race from Burbank Calif., to Cleveland in a Laird Biplane, and took the Thompson Trophy Race at Cleveland in a Gee Bee racer with a speed averaging 252 miles per hour.

In April 1934 Doolittle became a member of the Army Board to study Air Corps organization and a year later was transferred to the Air Corps Reserve. In 1940 he became president of the Institute of Aeronautical Science. He went back on active duty July 1, 1940 as a major and Assistant District Supervisor of the Central Air Corps Procurement District at Indianapolis, Ind., and Detroit, Mich., where he worked with large auto manufacturers on the conversion of their plants for production of planes. The following August he went to England as a member of a special mission and brought back information about other countries' air forces and military buildups.

He was promoted to lieutenant colonel Jan 2, 1942 and went to Headquarters Army Air Force to plan the first aerial raid on the Japanese homeland. He volunteered and received Gen. H. H. Arnold's approval to lead the attack of 16 B-25 medium bombers from the aircraft carrier Hornet, with targets in Tokyo, Kobe, Osaka, and Nagoya. The daring one-way mission on April 18, 1942 electrified the world and gave America's war hopes a terrific lift. As did the others who participated in the mission, Doolittle had to bail out, but fortunately landed in a rice paddy in China near Chu Chow. Some of the other flyers lost their lives on the mission. Doolittle received the Medal of Honor, presented to him by President Roosevelt at the White House, for planning and leading this successful operation. His citation reads: "For conspicuous leadership above and beyond the call of duty, involving personal valor and intrepidity at an extreme hazard to life. With the apparent certainty of being forced to land in enemy territory or to perish at sea, Lt. Col. Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland." In addition to the nation's top award, Doolittle also received two Distinguished Service Medals, the Silver Star, three Distinguished Flying Crosses, Bronze Star, four Air Medals, and decorations from Great Britain, France, Belgium, Poland, China, and Ecuador.

In July 1942, as a brigadier general--he had been advanced two grades the day after the Tokyo attack--Doolittle was assigned to the 8th Air Force and in September became Commanding General of the 12th Air Force in North Africa. He was promoted to major general in November and in March 1943 became Commanding General of the North African Strategic Air Forces.

He took command of the 15th Air Force in the Mediterranean Theater in November and from January 1944 to September 1945 he commanded the 8th Air Force in Europe and the Pacific, until war's end, as a lieutenant general, the promotion date being March 13, 1944. On May 10, 1946 he reverted to inactive reserve status and returned to Shell Oil as a vice president and later a director.

In March 1951 he was appointed a Special Assistant to the Air Force Chief of Staff, serving as a civilian in scientific matters which led to Air Force ballistic missile and space programs.

He retired from Air Force duty Feb. 28, 1959 but continued to serve his country as Chairman of the Board of Space Technology Laboratories. He also was the first President of Air Force Association, in 1947, assisting its organization.

## BIOGRAPHY OF LIEUTENANT GENERAL JAMES H. DOOLITTLE

Lieutenant General James H. Doolittle, 48-year-old Commander of the Eight Air Force, America's huge Strategic Air Arm which began bombing Nazi targets in August, 1942, led the first bombing attack on Tokyo April 18, 1942.

For his "conspicuous leadership above and beyond the call of duty involving personal valor and intrepidity at an extreme hazard to life" on that mission, General Doolittle was awarded the Medal of Honor.

General Doolittle arrived in England in the summer of 1942 and was attached to the Eight Air Force. On September 22, 1942, he was appointed Commanding General of the newly created Twelfth Air Force in North Africa and directed United States airpower in the invasion of Africa.

He assumed command of the Northwest African Strategic Air Force February 18, 1943, and developed that organization until November 1, 1943, when it became the Fifteenth Air Force which he also commanded.

While in Africa, General Doolittle participated in 25 missions taking part in the first attack on Rome. He was awarded the Silver Star and the Air Medal with three Oak Leaf Clusters.

His citation for the Silver Star said that he "by his untiring energy, initiative and personal example inspired the units under him to renew successful efforts against the enemy" and mentions the extraordinary achievement of the Northwest African Air Force under his command.

In August, 1943, he was awarded the Distinguished Service Medal for "exceptionally meritorious service in a position of great responsibility." The citation said the operations of the Northwest African Strategic Air Force "were responsible in a great measure for a critical reduction in the supplies and reinforcements urgently needed by the enemy." General Doolittle was commended for his "energy, good judgment, exceptional qualities of leadership and whole-hearted cooperation."

General Doolittle returned to England January 5, 1944, and assumed command of the Eighth Air Force a few days later.

His military career began in the World War when he served as a second lieutenant in the Aviation Section of the Signal Corps reserve. He was promoted to first lieutenant July 1, 1920, and in 1930 was appointed major in the specialist reserve.

From 1930 to 1940, he managed the Aviation Department of an oil company. He returned to the Army in 1940 as a major and was placed in charge of production for the changeover by the Automotive Industries to Aircraft manufacture made necessary by the expanding requirements of the Army Air Forces.

He was promoted to lieutenant colonel on January 2, 1943, not long before he organized and led the raid in Tokyo.

(cont)

In January 1928 he made an experimental flight to South America, arranged by the Navy, State and Commerce Departments. He was sent to Mitchel Field, New York, in September 1928, at the request of the Guggenheim Fund for Promotion of Aeronautics to assist in the development of fog flying equipment. During this assignment the now almost universally used artificial horizontal and directional gyroscope were developed and the first flight, made completely by instruments, was accomplished. During this flight, a take-off, fifteen minute flight and landing were accomplished under the hood entirely "blind." He also made a flight from New York to Buenos Aires in 1928. On January 20, 1930, he was named adviser for the Army on the Building of the Floyd Bennett Airport in New York City.

On February 15, 1930, he resigned his Regular Army Commission and on March 5, 1930, was commissioned a major, Specialist, in the Officers Reserve Corps. During 1930 he made several experimental flights and was awarded the Harmon Trophy for the conducting of the instrument flying experiments. He became manager of the Aviation Department of the Shell Oil Company and conducted numerous aviation tests in that capacity, going on active duty with the Army on various times to conduct tests for the Army Air Corps. In April 1934 he was named a member of the Army Board to study the Air Corps Organization and in April 1935 was transferred to the Air Corps Reserve from Specialist Reserve.

While a civilian, he won the Bendix Trophy Race from Burbank, California, to Cleveland, Ohio, in 1931. He was the winner of the Thompson Trophy Race in 1932 with a speed averaging 252.68 miles per hour. He also set the world's high-speed record for landplanes in 1932. In 1940 he became President of the Institute of Aeronautical Science.

On July 1, 1940, he was ordered to active duty as a major and was assigned to Indianapolis, Indiana, as Assistant District Supervisor of the Central Air Corps Procurement District.

He was transferred to Detroit, Michigan, on November 16, 1940, as Assistant District Supervisor of the Central Air Corps Procurement District there. In that capacity he worked with the large automobile manufacturing concerns on the conversion of automobile plants to airplane parts manufacturing plants. For a short time during this assignment (in August 1941) he went to England as a member of a special mission headed by General George H. Brett.

He was promoted to the rank of lieutenant colonel (temporary) on January 2, 1942. On January 9, 1942, he was assigned to Headquarters, Army Air Forces, in Washington. He led the first aerial raid on the Japanese mainland when he commanded a squadron of Army bombers which bombed that island on April 18, 1942. For his intrepidity on this occasion he was awarded the Congressional Medal of Honor. On April 19, 1942, he was promoted to brigadier general (temporary).

He was assigned to duty with the Eight Air Force in July 1942. and the following September was named to command the 12th Air Force in North Africa. He was promoted to major general (temporary) on November 20, 1942, and was named Commanding General, North African Strategic Air Forces in March 1943. He became Commanding General of the Fifteenth Air Force on November 1, 1943, and on January 1, 1944, was named to command the Eight Air Force in

Doolittle, J. H. (cont)

the European Theater of Operations.

On March 13, 1944, he was promoted to lieutenant general (temporary).

He is rated an Airplane Pilot.

#### DECORATIONS

He was awarded the Congressional Medal of Honor in 1942 with the following citation:

"For conspicuous leadership above and beyond the call of duty, involving personal valor and intrepidity at an extreme hazard to life. With the apparent certainty of being forced to land in enemy territory or to perish at sea, Colonel Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland,"

He was awarded the Distinguished Flying Cross with the following citation:

"For extraordinary achievement while participating in an aerial flight. On September 4-5, 1922, Lieutenant Doolittle, accomplished a one-stop flight from Palbo Beach, Florida, to San Diego, California, in 22 hours and 30 minutes elapsed time, an extraordinary achievement with the equipment available at that time. By his skill, endurance and resourcefulness he demonstrated the possibility of moving Air Corps units to any portion of the United States in less than 24 hours, thus reflecting great credit on himself and the Army of the United States".

He was awarded an Oak-Leaf Cluster for the Distinguished Flying Cross with the following citation:

"During March, 1924, at McCook Field, Dayton, Ohio, Lieutenant Doolittle, piloting a Fokker P W-7 pursuit airplane, performed a series of acceleration tests requiring skill, initiative, endurance, and courage of the highest type. In these tests a recording accelerometer was mounted in the airplane and the accelerations taken for the following maneuvers; loops at various air speeds; single and multiple barrel rolls; power spirals; tail spins, power on and power off; half loop, half roll, and Immelman turn; inverted flight; pulling out of dive at various air speed; flying the airplane on a level course with considerable angle of bank; and flying in bumpy air. In these tests the airplane was put through the most extreme maneuvers possible in order that the flight loads imposed upon the wings of the airplane under extreme conditions of air combat might be ascertained. These tests were put through with that fine combination of fearlessness and skill which constitute the essence of distinguished flying. Through them, scientific data of great and permanent importance to the Air Corps was obtained."

In 1943 he was awarded the Distinguished Service Medal, with the following citation:

"For especially meritorious and distinguished service in a position of great responsibility as Commander of the Northwest African Strategic Air Force since its organization. Under his guidance and direction, this Force has developed a high degree of efficiency and accuracy and brought about, in great measure, a critical reduction in the supplies and reinforcements needed by the enemy. General Doolittle's energy, good judgment, exceptional qualities of leadership and wholehearted cooperation were primary factors in the ultimate success of air operations during the Tunisian campaign."

He received the award of the Silver Star with the following citation in May 1943.

"For gallantry in action. From February 18, 1943, when he assumed command of the Strategic Air Force of the Northwest African Air Forces, this officer, by his untiring energy, initiative and personal example, inspired the units under him to renewed successful efforts against the enemy. On April 5, 1943, the Strategic Air Force was responsible for the destruction of 48 enemy planes in the air and approximately 100 on the ground. This extraordinary achievement under the leadership of General Doolittle reflects great credit upon himself and the armed forces of the United States."

He received the Air Medal with three Oak Leaf Clusters for participation in over twenty bomber combat sorties.

He was also awarded the Medal of the National Order of Condor of the Andes (Officer) by the Bolivian Government for his South American flights. In 1942 he received a Chinese Certificate "for meritorious and distinguished service" by the Chinese Government, and also was decorated with the French Legion d'Honneur (Officer).

In November 1944 General Doolittle was awarded an Oak Leaf Cluster to the Distinguished Service Medal with the following citation:

"For exceptionally meritorious service to the Government in a duty of great responsibility while serving as Commanding General, Eighth Air Force, during the period of January 6, 1944, to October 15, 1944. Displaying inspiring leadership and professional skill, General Doolittle so directed his forces that the German Air Force was dealt a paralyzing blow prior to the successful invasion of the Continent. The sound tactics employed by heavy bombardment aircraft and fighters of his Command subsequent to the successful landings in Normandy, contributed materially to the ground attacks against Germany proper."

WAR DEPARTMENT - Up to date as of 9 October 1945.

JAMES HAROLD DOOLITTLE

James H. Doolittle was born in Alameda, California, on December 14, 1896. He attended Los Angeles Junior College and after completing three years of study at the University of California, he enlisted as a flying cadet, in the Signal Reserve on October 6, 1917.

He was assigned to the School of Military Aeronautics at the University of California and upon completion of that course went to Rockwell Field, California, for further training. He was commissioned a second lieutenant, Signal Reserve, Aviation Section, on March 11, 1918, and was then sent to Camp Dick, Texas.

He served as flight and gunnery instructor at Camp Dick, at Wright Field, Ohio, at Gerstner Field, Louisiana, and at Rockwell Field, California, during 1918, and was assigned to the 104th Aero Squadron at Kelly Field, Texas, in July 1919. On October 9, 1919, he was assigned to the 90th Aero Squadron at Eagle Pass Texas and served on border patrol duty until July 1, 1920, when he entered the Air Service Mechanical School at Kelly Field.

On July 1, 1920, he was commissioned a second lieutenant, Air Service, in the Regular Army and was promoted to first lieutenant on the same date. On September 4-5, 1922, he made the first of the cross-country flights which brought him international fame. He flew from Pablo Beach, Florida, to San Diego, California, with one stop and was awarded the Distinguished Flying Cross for the Flight.

In August 1922 he was sent to McCook field, Ohio, for experimental airplane work there. In 1922 the University of California awarded him his Bachelor of Arts degree. In July 1923 he entered the Massachusetts Institute of Technology for special engineering courses and was graduated in 1924, with the degree of Master of Science and in 1925 with the degree of Doctor of Science. During his assignment there he also served on temporary duty at McCook Field, in March 1924, conducting aircraft acceleration tests which brought him an Oak-Leaf Cluster for his Distinguished Flying Cross.

He was assigned to McCook Field in June 1925 and was sent to the Naval Air Station, District of Columbia, in August 1925 for special training in flying high-speed seaplanes. He served for a short period at Mitchel Field, New York, with the Naval Test Board during his assignment at the Naval Air Station. In 1925 he won the Schneider Trophy Race, and in 1925 was awarded the Mackay Trophy.

In April 1926 he was granted a leave of absence to go to South America on airplane demonstration flights. In Chile he broke both ankles, but he put his plane through the demonstration with his ankles in casts. He returned to the United States and was in Walter Reed General Hospital for those injuries until April 1927, when he was assigned to McCook Field for experimental work and additional duty as instructor with the Organized Reserves of the Fifth Corps Area, 385th Bombardment Squadron.

Biography of Lt. Gen. J. H. Doolittle (cont)

In 1922, General Doolittle was awarded the Distinguished Flying Cross for a one-stop coast to coast flight in 22½ hours and since then he has won two clusters to his DFC.

General Doolittle is a companion of the Order of the Bath in Great Britain and officer of the French Legion of Honor and has been decorated by the Governments of China and Bolivia.

He was born December 14, 1896, at Alameda, California.

E N D

(Douglas/BE)  
June 11, 1985  
11:00 a.m.

PRESIDENTIAL REMARKS: DROPBY MEETING OF U.S.A.F SENIOR STATESMEN  
IN HONOR OF GENERAL JAMES H. DOOLITTLE  
THURSDAY, JUNE 13, 1985

see proposed schedule  
prepared by NSC  
East Room 6/13/85

I want to welcome all of you senior statesmen to the White House and to this very special occasion in honor of Jimmy Doolittle. We wanted to promote General Doolittle to four-star rank in front of many of his former colleagues. I was going to say peers, but Jimmy has few peers when we consider all of his accomplishments. With this promotion today, he not only receives long overdue recognition for his many contributions to modern airpower, he becomes the first Reserve Four-Star General in the Air Force.

Few Americans have had a professional life so filled with achievements. Today I'll touch on just a few. Jimmy Doolittle laid the foundation for airpower as we know it today, proved the value of his ideas as a combat leader, and has been a captain of industry and strong spokesman for national security.

He is one of our most courageous, adventurous, and brilliant air pioneers. He made the first cross-country flight in **less than 24 hours** September 1922 -- taking ~~2 days~~ to go from Florida to California. Seven years later, he flew the first completely instrumented flight. His pioneering efforts proved that airplanes had an important job to do and stimulated an aviation industry that was still in its infancy.

As America was gearing up for World War II, Jimmy was largely responsible for the conversion of our automobile plants

instrumented flight:  
1929 made first "blind"  
flight, flying 20 miles in  
covered cockpit, guided  
only by instruments.

pioneering efforts:  
"24hr" flight 1922  
acceleration test 1924  
"blind flight" 1929  
Bendix Trophy 1931

stimulate aviation  
industry: In 1940  
went to Mich. to  
help convert auto  
plants to airplane  
parts manu. plants.

U.S. gearing up for WWII  
Almanac of Am. History  
Schlesinger © Penguin 1982  
p. 477-486  
U.S. Approach to War

first Reserve  
4-Star Gen  
Col Weddle  
Office of  
AF History  
Col Weddle  
697-834  
x7621

foundation of  
airpower  
see UPI  
4/8/85  
by Gilmore  
Doolittle

X

see proposed  
schedule  
prepared by  
NSC - Bill  
Martin x3440  
colleagues  
see Guest  
List of Senior  
Statesmen  
Contributions  
to airpower  
see: Current  
Bio 1942  
and 1957  
captain of  
industry  
Shell, Mutual  
Who's Who  
84-85  
combat leader  
Medal of Honor  
Recipient  
1942

Sept 4, 1922  
began at  
Paola Beach  
10:03 pm  
refueled at  
Kelley Field,  
Texas - in  
21 hours  
19 min  
landed in  
San Diego,  
CA Sept 5.  
Curr Bio  
1942 p.208

1929 made first "blind"  
flight, flying 20 miles in  
covered cockpit, guided  
only by instruments.  
Current Bio 1942 D.208

Current Bio 1942 D.208

Current Bio 1942 D.208

Current Bio 1942 D.208

to the manufacture of airplane parts, making America the arsenal of democracy.

Then on April 18th, 1942, Jimmy Doolittle and his raiders flew from the pitching deck of the U.S.S. Hornet to carry the Pacific War to the Japanese homeland. In simple terms, the

"Doolittle Raiders" revitalized America's fighting spirit. Their heroic act was the turning point of the war in the Pacific.

When Jimmy returned to Washington, D.C., he was immediately whisked off to meet President Roosevelt who informed him that he was to be awarded this Nation's highest award for his valor.

In September 1942, Jimmy took command of the 12th Air Force in North Africa fighting Rommel's Africa Corps. After commanding the 12th, he took over the 15th Air Force and carried the air war into axis Italy and Germany from the Mediterranean Theater.

In 1944 he assumed command of the 8th Air Force and led it in the strategic bombing of Germany. After the German surrender, he finished the war in the Pacific commanding the transferred 8th Air Force.

Jimmy returned to inactive status after the war -- and to the Shell Oil Company. He has been a senior executive officer both with Shell and Mutual of Omaha. During this time Jimmy has been one of the most active of all the Air Force senior statesmen. He has educated many of the Air Force's senior leaders through his lectures at Air Force professional schools and through his willingness to participate in a host of studies and conferences. We have never let Jimmy rest -- even during this conference he is contributing to the future of the

"Doolittle Raiders" see VPI Regional News 4/18/85

mnale

Doolittle was awarded Medal of Honor Jun 9, 1942 Medal of Honor Recipient: Highland Publishers P 300

15th Air Force okay Col Weddle AF History 697-8341 x7621

X

April 18, 1942 first aerial raid on Japan led by Doolittle CWR Bio 1942 P-209

Fighting spirit: CWR Bio 1957 P-151

U.S.S. Hornet Ency Am V. 9 P-292

Sept 1942 12th AF in North Africa Sec Bio provided by DOD Office of Public Info. See Doolittle

Nov. 1943 15th AF CWR Bio 1957

Jan 1944 8th AF attacks in Germany CWR Bio 1957 P-151

okay Col Weddle AF History 697-8341 x7621

[CONE]

Bennie

Gen on Retired Congress

SJ Res 14

Eaker, Doolittle

Law 528 X

Air Force, working with Dick Kohn, ~~Bennie~~ Schreiver, Tom Marsh, and Sam Phillips on an oral history on Air Force research and development over the last 50 years.

It is very appropriate that a grateful Nation recognize one of America's great air pioneers, combat leaders, and spokesmen for national security.

Before I pin on this long-overdue star, I'd also like to thank Senator Barry Goldwater and Congressman Ike Skelton for their part in making this ceremony possible today. And I also

want to recognize another great aviator who is unable to be with us today. General Ira Eaker. He, too, recently pinned on his fourth star. Mrs. Eaker, would you please pass my

congratulations on to the General. Now, Barry, if you and Jimmy will step forward, we'll get Jimmy promoted.

(Pin on fourth star)

(Congratulate General Doolittle and depart)

Gen Gabriel Pinned Star on Gen. Eaker 26 April 1988 Col Weddle 697-8341

national security ok John Douglas X3975

Both initiators of legislation and will at the ceremony. scheduled proposal NSC

Ira Eaker Cur Bio 1942 P. 226 Head of US Bomber Command in European Theater

RR and Gen Goldwater will pin a star on each shoulder John Douglas NSC X3795

air Force born in 1915 ago 1945 Gen George Patton gave Doolittle 4 stars 4 stars from others.

*Bennie*

Air Force, working with Dick Kohn, ~~Bernie~~ Schreiber, Tom Marsh, and Sam Phillips on an oral history on Air Force research and development over the last 50 years.

It is very appropriate that a grateful Nation recognize one of America's great air pioneers, combat leaders, and spokesmen for national security.

Before I pin on this long-overdue star, I'd also like to thank Senator Barry Goldwater for his part in making this ceremony possible today. And I also want to recognize another great aviator who is unable to be with us today. General Ira Eaker. He, too, recently pinned on his fourth star. Mrs. Eaker, would you please pass my congratulations on to the General. Now, Barry, if you and Jimmy will step forward, we'll get Jimmy promoted.

(Pin on fourth star)

(Congratulate General Doolittle and make the following final remark)

Jimmy, ~~in 1945, 40 years ago~~, when General George Patton received his fourth star, he gave you a set of four-star insignia because he knew you would someday get your fourth star. I have those stars here today and I want to return them to you with your Nation's great gratitude for all the contributions you have made to our way of life.

(Presentation of Patton stars, Doolittle's remarks, then depart for the West Wing)

*col Ken  
Kinnel  
USAF  
chief of  
staff  
697-5540*

*X*

120

JUNE 13, 1985

DROPBY MEETING OF U.S.A.F. SENIOR STATESMEN  
IN HONOR OF GENERAL JAMES H. DOOLITTLE

I WANT TO WELCOME ALL OF YOU SENIOR STATESMEN TO THE WHITE HOUSE AND TO THIS VERY SPECIAL OCCASION IN HONOR OF JIMMY DOOLITTLE. WE WANTED TO PROMOTE GENERAL DOOLITTLE TO FOUR-STAR RANK IN FRONT OF MANY OF HIS FORMER COLLEAGUES. I WAS GOING TO SAY PEERS, BUT JIMMY HAS FEW PEERS WHEN WE CONSIDER ALL OF HIS ACCOMPLISHMENTS. WITH THIS PROMOTION TODAY, HE NOT ONLY RECEIVES LONG-OVERDUE RECOGNITION FOR HIS MANY CONTRIBUTIONS TO MODERN AIRPOWER, HE BECOMES THE FIRST RESERVE FOUR-STAR GENERAL IN THE AIR FORCE.

FEW AMERICANS HAVE HAD A PROFESSIONAL LIFE SO FILLED WITH ACHIEVEMENTS. TODAY I'LL TOUCH ON JUST A FEW.

JIMMY DOOLITTLE LAID THE FOUNDATION FOR AIRPOWER AS WE KNOW IT TODAY, PROVED THE VALUE OF HIS IDEAS AS A COMBAT LEADER, AND HAS BEEN A CAPTAIN OF INDUSTRY AND STRONG SPOKESMAN FOR NATIONAL SECURITY.

HE IS ONE OF OUR MOST COURAGEOUS, ADVENTUROUS, AND BRILLIANT AIR PIONEERS. HE MADE THE FIRST CROSS-COUNTRY FLIGHT IN SEPTEMBER 1922 -- TAKING LESS THAN 24 HOURS TO GO FROM FLORIDA TO CALIFORNIA. SEVEN YEARS LATER, HE FLEW THE FIRST COMPLETELY INSTRUMENTED FLIGHT. HIS PIONEERING EFFORTS PROVED THAT AIRPLANES HAD AN IMPORTANT JOB TO DO AND STIMULATED AN AVIATION INDUSTRY THAT WAS STILL IN ITS INFANCY.

AS AMERICA WAS GEARING UP FOR WORLD WAR II, JIMMY WAS LARGELY RESPONSIBLE FOR THE CONVERSION OF OUR AUTOMOBILE PLANTS TO THE MANUFACTURE OF AIRPLANE PARTS, MAKING AMERICA THE ARSENAL OF DEMOCRACY.

THEN ON APRIL 18TH, 1942,  
JIMMY DOOLITTLE AND HIS RAIDERS FLEW FROM  
THE PITCHING DECK OF THE U.S.S. HORNET TO  
CARRY THE PACIFIC WAR TO THE JAPANESE  
HOMELAND. IN SIMPLE TERMS, THE "DOOLITTLE  
RAIDERS" REVITALIZED AMERICA'S FIGHTING  
SPIRIT.

WHEN JIMMY RETURNED TO  
WASHINGTON, D.C., HE WAS IMMEDIATELY WHISKED  
OFF TO MEET PRESIDENT ROOSEVELT WHO INFORMED  
HIM THAT HE WAS TO BE AWARDED THIS NATION'S  
HIGHEST AWARD FOR HIS VALOR.

IN SEPTEMBER 1942, JIMMY TOOK COMMAND  
OF THE 12TH AIR FORCE IN NORTH AFRICA  
FIGHTING ROMMEL'S AFRICA CORPS.  
AFTER COMMANDING THE 12TH, HE TOOK OVER THE  
15TH AIR FORCE AND CARRIED THE AIR WAR INTO  
AXIS ITALY AND GERMANY FROM THE  
MEDITERRANEAN THEATER.

IN 1944 HE ASSUMED COMMAND OF THE 8TH AIR FORCE AND LED IT IN THE STRATEGIC BOMBING OF GERMANY. AFTER THE GERMAN SURRENDER, HE FINISHED THE WAR IN THE PACIFIC COMMANDING THE TRANSFERRED 8TH AIR FORCE.

JIMMY RETURNED TO INACTIVE STATUS AFTER THE WAR -- AND TO THE SHELL OIL COMPANY. HE HAS BEEN A SENIOR EXECUTIVE OFFICER BOTH WITH SHELL AND MUTUAL OF OMAHA. DURING THIS TIME JIMMY HAS BEEN ONE OF THE MOST ACTIVE OF ALL THE AIR FORCE SENIOR STATESMEN. HE HAS EDUCATED MANY OF THE AIR FORCE'S SENIOR LEADERS THROUGH HIS LECTURES AT AIR FORCE PROFESSIONAL SCHOOLS AND THROUGH HIS WILLINGNESS TO PARTICIPATE IN A HOST OF STUDIES AND CONFERENCES.

WE HAVE NEVER LET JIMMY REST -- EVEN DURING THIS CONFERENCE HE IS CONTRIBUTING TO THE FUTURE OF THE AIR FORCE, WORKING WITH DICK (CONE), BENNIE SCHREIVER, TOM MARSH, AND SAM PHILLIPS ON AN ORAL HISTORY ON AIR FORCE RESEARCH AND DEVELOPMENT OVER THE LAST 50 YEARS.

IT IS VERY APPROPRIATE THAT A GRATEFUL NATION RECOGNIZE ONE OF AMERICA'S GREAT AIR PIONEERS, COMBAT LEADERS, AND SPOKESMEN FOR NATIONAL SECURITY.

BEFORE I PIN ON THIS LONG-OVERDUE STAR, I'D ALSO LIKE TO THANK SENATOR BARRY GOLDWATER FOR HIS PART IN MAKING THIS CEREMONY POSSIBLE TODAY. AND I ALSO WANT TO RECOGNIZE ANOTHER GREAT AVIATOR WHO IS UNABLE TO BE WITH US TODAY. GENERAL IRA (AKER).

HE, TOO, RECENTLY PINNED ON HIS FOURTH STAR.  
MRS. (AKER), WOULD YOU PLEASE PASS MY  
CONGRATULATIONS ON TO THE GENERAL.  
NOW, BARRY, IF YOU AND JIMMY WILL STEP  
FORWARD, WE'LL GET JIMMY PROMOTED.

(PIN ON FOURTH STAR)

JIMMY, WHEN GENERAL GEORGE PATTON  
RECEIVED HIS FOURTH STAR, HE GAVE YOU A SET  
OF FOUR-STAR INSIGNIA BECAUSE HE KNEW YOU  
WOULD SOMEDAY GET YOUR FOURTH STAR.  
I HAVE THOSE STARS HERE TODAY, AND I WANT TO  
RETURN THEM TO YOU WITH YOUR NATION'S GREAT  
GRATITUDE FOR ALL THE CONTRIBUTIONS YOU HAVE  
MADE TO OUR WAY OF LIFE.

(PRESENTATION OF PATTON STARS)

# # #

**DOOLEY, THOMAS A.—Continued**

pany; the A. S. Aloe Company; the Chase Manhattan Bank's Waterman Foundation, and CARE.

In addition to medical supplies, Dr. Dooley took with him a generous supply of Walt Disney cartoons. For these the Laotian Ambassador in Washington, D.C., provided a sound track narration in the Laotian language. The aim of Dr. Dooley's expedition, he has said, is not to convert the people whom he visits. "Most of them are Buddhists and we will not be there long enough for such a task as that. We will give them a brief touch with democracy that can be built on later on a more permanent basis."

Dr. Dooley is six feet tall. His normal weight is 180 pounds, but he dropped to 120 during his eleven months in Haiphong. He is unmarried. Of Irish-American ancestry, he is of the Catholic faith.

**References**

- Extension 51:11+ Ag '56 pors  
Look 21:80 Ja 22 '57 por  
N Y Times p12 Ag 28 '56  
Washington (D.C.) Post p18 Jl 16 '56;  
pD9 N 24 '56  
Dooley, T. A. Deliver Us from Evil (1956)

**DOOLITTLE, JAMES H (AROLD)** Dec. 14, 1896- Aviator; U.S. Government official; oil company executive

Address: b. National Advisory Committee for Aeronautics, 1512 H St., N.W., Washington, D.C.; Shell Oil Company, 100 Bush St., San Francisco, Calif.; h. 1100 Sacramento St., San Francisco, Calif.

NOTE: This biography supersedes the article which appeared in *Current Biography* in 1942.

Through his election as chairman of the National Advisory Committee for Aeronautics, Lieutenant General James H. Doolittle has the opportunity to contribute as much to the future of aviation in the United States, if it is possible, as he has contributed to its development in the past. He was chosen in October 1956 to succeed Jerome C. Hunsaker in directing the United States' top aeronautical research agency, now confronted with problems of supersonic flight, guided missiles, and earth satellites.

One of the most famous American heroes of World War II, he led the first bombing raid on Japan, in April 1942, and later commanded thousands of planes in attacks on North Africa, Italy and Germany. Earlier he had become internationally known as a record-setting civilian and military aviator whose hazardous flights were not those of just a stunt flyer, but of a trained aeronautical scientist able to calculate his risks. His pioneering achievements in long-distance flying (1922) and "blind" flying (1929), like his previous success in such exploits as flying the outside loop for the first time (1927), added much to the world's then

scanty knowledge in aviation. Since 1946 Doolittle has been a vice-president and director of Shell Oil Company.

James Harold Doolittle was born on December 14, 1896 to Frank H. and Rosa C. (Shepherd) Doolittle in Alameda, California, where his father, an itinerant carpenter, had moved from Massachusetts. The elder Doolittle went to Alaska shortly afterward to prospect for gold and was later joined by his wife and their son, who spent several years of his boyhood in Nome. After the family's return to California, Jimmy finished elementary school and then entered Los Angeles Manual Arts High School.

Two noteworthy accomplishments of Doolittle's youth were winning the bantamweight boxing championship of the Pacific Coast and building a glider plane from a design in *Popular Mechanics Magazine*. His interests turning to mining engineering, he studied at Los Angeles Junior College from 1914 to 1916 and at the University of California School of Mines in 1916-17. The B.A. degree from the university was granted him in 1922.

Meanwhile, in October 1917, after the United States had become engaged in World War I, Doolittle enlisted in the Army Signal Corps Reserve as a flying cadet. Although he preferred overseas duty, he was sent for training to the School of Aeronautics at the University of California and then to Rockwell Field, California. He spent the duration of the war as an instructor at various Army flying fields in the United States.

Remaining in the Army at the end of the war, he was given, among other assignments, border duty at Eagle Pass, Texas (1919-20). In July 1920 he was commissioned a second lieutenant in the Air Corps of the Regular Army and at the same time was promoted to first lieutenant. He had become very much interested in the pioneering experiments in flying then being undertaken by the Army, and in September 1922 he made the first one-stop cross-country flight, from Pablo Beach, Florida to San Diego, California, in 21 hours and 19 minutes.

The Air Corps sent Doolittle to Massachusetts Institute of Technology in 1923 for special engineering courses. He received his M.Sc. degree in 1924 and his Sc.D. degree in 1925. At the end of his first year at M.I.T. he had been given a temporary assignment at McCook Field in Ohio, conducting aircraft acceleration tests as part of the research on Army and Navy planes on which the National Advisory Committee for Aeronautics was then engaged. The "invaluable" scientific information which he obtained through these daring tests won him the Oak Leaf Cluster to add to the Distinguished Flying Cross that he had been awarded after his cross-country flight.

During 1925 Doolittle was stationed for short periods at McCook Field, the Naval Air Station in Washington, D.C. (for training in flying high-speed seaplanes), and at Mitchel Field, New York. That was the year that he won the Schneider trophy race in a contest with British, Italian and U.S. pilots. He was given a leave of absence in 1926 to make air-

plane demonstration flights in South America for Curtiss-Wright Corporation. In Chile he broke both ankles and although he succeeded in completing the flights with his legs in heavy casts, on his return to the United States he had to spend several months at Walter Reed General Hospital in Washington, D.C.

Following an assignment in research work at McCook Field he was again sent to South America, in January 1928, on an experimental flight. At the request of Harry Guggenheim, president of the Guggenheim Fund for the Promotion of Aeronautics, Doolittle then took part in the development of fog-flying equipment at Mitchel Field. In September 1929 he made the first "blind" flight, using only instruments to guide him in taking off, following a set course for fifteen miles, and landing.

Doolittle resigned his commission in the Regular Army in February 1930, upon completing work as adviser for the Army on the building of Floyd Bennett Airport in New York City. In March he was commissioned a major in the Officers Reserve Corps and during the next few years conducted a number of tests for the Army. He also served in 1934 as a member of an Army board to investigate Air Corps organization.

Beginning in 1930, however, he was chiefly occupied as manager of the aviation department of the Shell Oil Company, for which he made European tours and competed in air races. He is also credited with having done much at Shell to advance research on 100-octane gasoline, the development of which tremendously strengthened U.S. air power during World War II.

Frequently making newspaper headlines, Doolittle had won the Mackay trophy in 1926 and the Harmon trophy in 1930. He was awarded the Bendix trophy race in 1931 for a flight from Burbank, California to Cleveland, Ohio at an average speed of 225 miles an hour, and the following year scored a victory in the Thompson trophy race. A special honor was conferred on him in January 1940 when he was elected president of the Institute of Aeronautical Sciences.

With the approach of U.S. participation in World War II, Doolittle left the Shell Oil Company in 1940 to report for active duty in the Army and was given the task of helping automobile manufacturers convert their plants for production of aircraft parts. Then, in January 1942, after taking part in a tour of British battlefields, he was assigned to Army Air Forces headquarters in Washington, D.C.

For the next three months Doolittle prepared for a top-secret mission that has been called "perhaps the most daring combined operation of the whole war" (Quentin Reynolds, *The Amazing Mr. Doolittle*, 1953). On April 18, 1942 he led sixteen B-25 medium bombers on the first U.S. aerial raid on the Japanese mainland, dropping bombs on Tokyo, Yokohama, Osaka, Kobe, and Nagoya.

The American people, greatly encouraged in their war effort by the success of this spectacular raid, did not know the identity of its leader until about a month later when President Franklin D. Roosevelt awarded Doolittle the



U. S. Air Force

LT. GEN. JAMES H. DOOLITTLE

Congressional Medal of Honor. Roosevelt humorously said that the base from which the aircraft had taken off was Shangri-La (the paradise of James Hilton's *Lost Horizon*), later revealed to be the Navy's carrier *Hornet*, which had brought the planes to within 740 miles of Japan.

Then in the temporary rank of brigadier general (as of April 1942), Doolittle joined the 8th Air Force in England in July 1942 and was charged with formation of the 12th Air Force. Under Commander in Chief Dwight D. Eisenhower, in September he assumed charge of the 12th Air Force in the attack upon North Africa. Eisenhower appointed him in February 1943 to head the Northwest Africa Strategic Air Force, made up of both British and U.S. heavy bombers and supporting fighters, which had its headquarters in Algiers. Doolittle personally took part in more than twenty combat sorties. In November 1943 he was made commanding general of the 15th Air Force, operating against enemy targets from bases in North Africa and Italy.

From January 1944 until the end of the fighting in the European theater, Doolittle was in England commanding attacks on German cities, especially production centers, by the 8th Air Force, which by the beginning of 1945 had some 2700 bombers and 1400 fighter planes. Then he moved with the 8th Air Force to Okinawa and fought under General Douglas MacArthur, Supreme Commander in the Far East, until September 1945. Doolittle, who had been promoted to lieutenant general in 1944, reverted to inactive reserve status in May 1946.

Upon his return to the Shell Oil Company in early 1946, he was made a vice-president and later, in April 1946, was elected a director. At the same time he remained free to aid Government agencies if requested to do so. He was called upon in March 1951 to serve in

## CURRENT BIOGRAPHY 1957

### DOOLITTLE, JAMES H.—Continued

civilian status as a special assistant to the chief of staff of the Air Force. Other assignments that he has held include those as member of the President's Board on Foreign Intelligence (since 1955) and chairman of the Air Force scientific advisory board (since 1955).

On October 17, 1956 Doolittle became chairman of the National Advisory Committee for Aeronautics, of which he had been a member since 1948. The N.A.C.A. was established by Congress in 1915 principally to direct the scientific study of problems of flight and to conduct experiments in aeronautics at its main research centers: at present the Ames Aeronautical Laboratory near San Francisco, the Langley Aeronautical Laboratory at Langley Field, Virginia, and the Lewis Flight Propulsion Laboratory in Cleveland, Ohio. The seventeen members of the committee serve without pay.

One problem currently facing the N.A.C.A. is the search for new airplane and guided missile fuels. Ansel E. Talbert of the New York *Herald Tribune* (December 20, 1956) reported, "Rare fuels—whose composition is top secret and which are unobtainable commercially—are already being produced experimentally in glass-lined reactors at laboratories of the N.A.C.A. and purified in 'distillation columns' three stories high." It was also stated in the New York *Herald Tribune* (December 16, 1956) that the greatest known speed of a man-made object was "that of a four-stage research rocket fired from the N.A.C.A. test station at Wallops Island, Virginia. It traveled 6,864 miles an hour, or 10.4 times the speed of sound."

Besides being awarded numerous U.S. military decorations, Doolittle has received many foreign honors, including the British Order of the Bath, French Legion of Honor, Belgian Order of the Crown, Polish Order of Restoration of Poland, Chinese Yun-Hwei, several South American awards, and the 1954 gold medal of the Fédération Aéronautique Internationale. Among his honorary degrees are the D.Eng. degree from Brooklyn Polytechnic Institute and the LL.D. degree from the University of California.

He is an honorary fellow of the Institute of Aeronautical Sciences, fellow of the Royal Aeronautical Society, and member of the National Aeronautical Association and of the Air Force Association (president in 1946-47 and chairman of the board in 1947-48). He belongs to the Links Club and Lotus Club (New York) and the Army and Navy Club (Washington, D.C.).

James H. Doolittle married his high school sweetheart, Josephine E. Daniels, on December 24, 1917. Their two sons, James H., Jr., and John P. Doolittle, are both in the Air Force. The general is of medium height and of a sturdy, stocky build. Quentin Reynolds characterized him as "generous, warmhearted, gregarious." Although "he laughs easily and his

eyes are friendly," Reynolds further observed, "the men who flew with him in combat say that he has ice water in his veins."

### References

- National Cyclopædia of American Biography current vol G (1946)
- Reynolds, Quentin *The Amazing Mr. Doolittle* (1953)
- Who's Who in America, 1956-57
- Who's Who in Engineering, 1954
- Who's Who in World Aviation (1955)
- World Biography (1954)

**DORSEY, JIMMY** Feb. 29, 1904-June 12, 1957 Band leader; clarinetist; saxophonist; with his brother Tommy organized the first of their jazz bands about 1920; after eighteen years separation, rejoined his brother in one band, the Fabulous Dorseys, in 1953; appeared in motion pictures and on television. See *Current Biography* (Apr.) 1942.

### Obituary

N Y Times p31 Je 13 '57

**DORSEY, TOMMY** Nov. 19, 1905-Nov. 26, 1956 Bandleader; trombonist; known as the "Sentimental Gentleman of Swing"; with his brother Jimmy he organized in 1920 the first of their jazzbands; began radio career in *Everybody's Welcome*; a recent tabulation showed 110,000,000 of his records were sold, including his theme song, "I'm Getting Sentimental Over You"; had own television shows; in motion pictures; played serious music for Victor Red Label; author *The Modern Trombonist* (1944). See *Current Biography* (Apr.) 1942.

### Obituary

N Y Times p 1+ N 27 '56

**DOUGLAS, JAMES H (ENDERSON), JR.** Mar. 11, 1899- U.S. Secretary of the Air Force; lawyer

Address: b. Department of the Air Force, Washington 25, D.C.; h. 3330 N St., N.W., Washington, D.C.; 1 Stonegate Rd., Lake Forest, Ill.

The development of long-range ballistic missiles on a curtailed budget is one of the many problems confronting James H. Douglas, Jr., in his new post as Secretary of the U.S. Air Force. He succeeded Donald A. Quarles on May 1, 1957, when Quarles became Deputy Secretary of Defense. Douglas, a lawyer, was chief of staff of the Air Transport Command during World War II. He was named Assistant Secretary of the Treasury by President Herbert Hoover in 1932 while he was still in his early thirties. Douglas, a Republican, served the Eisenhower Administration as Under Secretary of the Air Force from March 1953 until his present appointment.

Born to James Henderson Douglas and Inez (Boynton) Douglas on March 11, 1899, James

MEMORANDUM  
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Previous editions usable

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OF (Organization)

☐ PLEASE PHONE ► ☐ FTS ☐ AUTOVON

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MEMORANDUM  
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no press coverage

Rm. 368

4:15 Indianapolis  
4:45 Dallas

Rm. 476

**ROMERO BARCELÓ**, rō-mā'rō bār-sā'lō, **Carlos** (1932- ), governor of Puerto Rico and advocate of its becoming a state of the American Union. He was born in San Juan on Sept. 4, 1932, into a politically prominent family, and worked his way through Phillips Exeter Academy, Yale University, and the University of Puerto Rico law school. After admission to the bar in 1956 he practiced law in San Juan until 1968.

He first became involved in politics in 1965, when he joined Citizens for the 51st State and the Republican Statehood party. In 1967 he helped Luis A. Ferré organize the United Statehooders, which merged with other groups into the New Progressive party (PNP) after that year's referendum indicated that a strong minority of 39% of the voters favored statehood for the island commonwealth.

As mayor of San Juan for two four-year terms beginning in January 1969, he ran an efficient and financially sound city administration. He succeeded Ferré as president of the PNP in 1974. He narrowly defeated incumbent Gov. Rafael Hernández Colón in 1976, and on Jan. 2, 1977, he was inaugurated as Puerto Rico's fifth elected governor.

**ROMMEL**, rōm'əl, **Erwin** (1891-1944), German general, known as the "Desert Fox" for his brilliant military exploits in World War II battles in North Africa.

Erwin Johannes Eugen Rommel was born in Heidenheim, Württemberg, on Nov. 15, 1891. He joined the 124th Infantry Regiment as an officer cadet in 1910, and two years later was commissioned a 2d lieutenant. During World War I he served in France and on the Romanian and Italian fronts. After the war he held regimental

German Field Marshal Erwin Rommel was known as the "Desert Fox" for his exploits in Libya in World War II.

BROWN BROTHERS



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commands and was instructor at the Dresden Infantry School (1929-1933) and the Potsdam War Academy (1935-1938). His textbook on tactics, *Infanterie greift an*, was published in 1937.

In 1938, Colonel Rommel was appointed commandant of the War Academy at Wiener Neustadt. Shortly thereafter he was placed in command of the battalion responsible for Adolf Hitler's safety during the march into the Sudetenland and the entry into Prague. Promoted major general on the eve of World War II, he was again responsible for Hitler's safety during the invasion of Poland.

In 1940 he commanded the 7th Panzer Division in the advance into France. In 1941, with the rank of lieutenant general, he was given command of the German troops in Libya. On June 21, 1942, he was made a field marshal, the youngest in the German Army, in recognition of his success in forcing the British back from Cyrenaica into Egypt as far as El Alamein. However, he was unable to advance to capture Alexandria. In the months that followed, during which he commanded all Italo-German troops in North Africa, he was driven back into Cyrenaica and across Tripolitania into Tunisia, where he encountered fresh Allied forces. After the battle at Médenine on March 5, 1943, he returned to Germany because of ill health.

In July he was given command of Army Group B in northern Italy, and in November he was ordered to report on the coastal defense in the west, from the Skagerrak to the Spanish frontier. He was made commander in chief of all German armies from the Netherlands to the Loire River in January 1944. Despite his great efforts, the Germans were unable to prevent the Allies from landing in Normandy in the following June. On July 17, while motoring near Livarot, he was severely wounded by fire from Allied aircraft, and he returned to his home to convalesce.

Never a member of the Nazi party, he had become increasingly outspoken in his criticism of Hitler's leadership. On Oct. 14, 1944, he was visited by two German generals engaged in investigating the cases of officers suspected of complicity in the July 20 plot against Hitler's life. He was given, on orders from Hitler, the choice between taking poison or facing trial by the People's Court. He elected the former course, ending his life in the generals' automobile near Ulm, Germany, on Oct. 14, 1944.

Hitler ordered national mourning, and Rommel was buried with full military honors. A man of the greatest personal bravery, he earned the deep respect of his adversaries for his brilliant achievements.

**Further Reading:** Lewin, Ronald, *Rommel as Military Commander* (Van Nostrand 1968); Young, Desmond, *Rommel: The Desert Fox* (Harper 1950).

**ROMNEY**, rom'nē, **George** (1734-1802), English painter, who was one of the most popular portrait painters of the late 18th century. Although critics rank him below his contemporaries Sir Joshua Reynolds and Thomas Gainsborough, he enjoyed a wide following among prominent figures of English society.

Romney was born in Dalton-in-Furness, Lancashire, on Dec. 15, 1734. As a boy he learned cabinetmaking, his father's trade, and taught himself to draw. At age 21 he was apprenticed to an itinerant portrait painter in Kendal named Christopher Steele.



George Romney, one of the most successful 18th-century portraitists, painted Mrs. Davenport in 1782-1784.

In 1757, Romney embarked on a career as a portrait painter and, after some local success, went to London in 1762, leaving his wife (whom he married in 1756) and two children in Kendal. The following year he won a prize offered by the Society of Arts for his historical painting *The Death of General Wolfe*. He lived in Italy from 1773 to 1775, studying the works of Raphael and Guido Reni as well as antique sculpture. These influences, along with his study of the nude, are apparent in his later works.

In 1782, Romney met Emma Hart, who afterward became Lady Hamilton. Although he was deeply infatuated with her, their relationship was probably platonic. In any event, the beautiful Lady Hamilton was his chief preoccupation for the next several years, and she inspired a series of some 40 portraits, either as herself or in the guise of various characters (among them *Saint Cecilia*, *Joan of Arc*, *Cleopatra*, and *Sensibility*). Romney's career flourished in the late 1780's, and he became one of the most sought-after portrait painters in London.

About this time he also renewed his interest in historical and allegorical paintings, executed on a grand scale. He contributed three paintings on Shakespearean themes to John Boydell's Shakespeare Gallery, and he conceived works on Milton and Newton. In 1797 he occupied a large new studio at Hampstead. But the nervous disorder from which he had long suffered worsened, and in 1798 he returned to Kendal utterly depleted. Although he had seen his wife only on frequent visits during the 36 years since he had left for London, she took him back and nursed him through his ensuing mental breakdown. He died in Kendal on Nov. 15, 1802.

Romney's best portraits are noteworthy for their simplicity, strong design, and clarity of sculptural modeling. His subtle use of coloring is especially evident in his female portraits.

Among his representative works, in addition to the Lady Hamilton series, are *Mrs. Carwardine and Son* (1775), *The Levenson-Gower Children* (1777), *Mrs. Robinson* (1781), and *Sir Christopher and Lady Sykes* (1786).

**Further Reading:** Chamberlain, Arthur B., *George Romney* (1910; reprint, Books for Libs, 1971); Jaffe, Patricia, ed., *Drawings by George Romney: From the Fitzwilliam Museum, Cambridge* (Cambridge 1978); Ward, Thomas H., and Roberts, William, *Romney*, 2 vols. (1904; reprint, Somerset Pub.).

**ROMNEY**, rom'nē, **George Wilcken** (1907– ), American industrialist and political leader. He was born in Chihuahua, Mexico, on July 8, 1907. His parents were members of an expatriate American Mormon colony. They settled in Salt Lake City, where Romney attended the junior college of Latter-day Saints University. He began lifelong church activities as a missionary in Britain in 1927 and 1928.

In the 1930's, Romney was a Washington representative for the Aluminum Company of America. His abilities attracted the attention of men in the automobile industry, and in 1939 they hired him as Detroit office manager of the Automobile Manufacturers Association. As general manager of the association from 1942 to 1948, he was the industry's chief spokesman. He joined Nash-Kelvinator in 1948, and, following its merger with the Hudson Motor Car Company in 1954, he became president of the amalgamated American Motors. Romney staked the company's future on diversification and the manufacture of the first American "compact" car—the Rambler. He resigned in 1962 to enter politics.

Romney, a Republican, served as governor of Michigan from 1963 to 1969. He introduced a variety of taxes that turned the state's chronic deficit into a surplus, and he worked effectively in behalf of civil rights for blacks.

Romney sought the Republican presidential nomination in 1968. He withdrew before the first primary, although he received some votes for president and vice president at the Republican convention. He was secretary for housing and urban development under President Nixon from 1969 to 1973. He then formed the National Center for Voluntary Action to encourage involvement in public affairs.

**RÓMULO**, rom'ū-lō, **Carlos P.** (1901– ), Philippine diplomat, author, and educator. He was born in Manila on Jan. 14, 1901, and educated at the University of the Philippines and Columbia University. He then taught English at the University of the Philippines until 1928. During this period he served several times with the Philippine Independence Mission to the United States, and was editor and publisher of a chain of Philippine newspapers.

After the Japanese attack on the Philippines in December 1941, he was commissioned a major in the U. S. Army and became press aide to Gen. Douglas MacArthur. From 1943 to 1944, Rómulo served in Philippine war cabinets in exile in Washington, D. C. In early 1945, now a brigadier general, he accompanied MacArthur in the recapture of Manila.

He headed the Philippine delegation to the United Nations drafting conference in San Francisco in 1945, and became his country's first permanent delegate to the United Nations. He was elected president of the General Assembly for the 1949-1950 session.

2ND STORY of Level 2 printed in FULL format.

Proprietary to the United Press International 1985

February 23, 1985, Saturday, AM cycle

SECTION: Regional News

DISTRIBUTION: Texas, Texas

LENGTH: 565 words

BYLINE: By CHERYL B. CHAPMAN

DATELINE: DALLAS

KEYWORD: Doolittle

BODY:

His first sight of airplanes leaping from bumpy runways into the clouds at a 1910 air show sent James H. Doolittle's intended career as a mining engineer tumbling, the 88-year-old war hero said Saturday.

"The switch couldn't have been more extreme -- from under the earth to into the skies," the retired Air Force Lieutenant General said in an exclusive interview with United Press International.

Doolittle was in Dallas for Saturday's dedication of the Doolittle Military Aviation Research Library, part of the History of Aviation Collection at the University of Texas at Dallas.

Fired with enthusiasm from the 1910 International Air Meet at old Dominguez Field near Los Angeles, the 15-year-old Doolittle spent months putting together a small hang glider from mail-order plans. The craft was a jinx.

"When I got finished, I carried it to the top of a cliff near my house, got a good grip and threw myself off," he said. "Unfortunately, the tail section hit the edge. I came straight down and the glider ended in a ball."

He didn't give up.

"A friend had a car his father would let him borrow for special occasions, so we tied my glider to it with a rope and he started down the road. I ran until I couldn't run any faster and fell down, expecting to soar. The glider ended in a ball," he said.

Doolittle decided an engine would be more trustworthy.

"I parked my glider in the back yard until I could make it into a real airplane with a motorcycle engine," he said. "But a big wind came up one night, threw it over the fence and the glider ended in a ball. I began to question whether I had a future in aviation."

But he couldn't give up his love affair with the sky.

In 1917, Doolittle enlisted in the Aviation Section of the Army Signal Corps but chafed in the United States for the rest of World War I, teaching aerial

Proprietary to the United Press International, February 23, 1985

gunnery and combat tactics to other pilots.

'World War I was a great disappointment,' he said. 'While my students were going overseas and becoming heroes, I was having to stay home and make more heroes.'

After the war, Doolittle caught the nation's eye by making the first transcontinental flight in less than 24 hours, a race against time in a DH-4 from Pablo Beach, Fla., to San Diego, Calif. The Sept. 4, 1922 speed run was made in 22 hours, 35 minutes.

Doolittle left the service in 1930 to manage Shell Petroleum's aviation division in St. Louis but re-entered the Army Air Corps with U.S. involvement in World War II.

Doolittle led the first U.S. bombing raid into the heart of Japan, a win-all, lose-all feint on April 18, 1942, barely five months after the Japanese had smashed the U.S. fleet in a Sunday morning sneak attack on Pearl Harbor.

Doolittle said the raid did little actual damage to the Japanese war effort, but 'it was the first good news we (the Allies) had, and for that reason, it was tremendously important. It was our first bold strike at Japan; it showed them we could do it.'

He said nothing in his life had given him more satisfaction than peace.

'The happiest I've ever been was when I heard the war was over and knew I'd done everything I could to end it,' he said.

Doolittle's aviation career has spanned the birth of the industry to the space program.

'When I was younger, I would have wanted to go to the moon myself,' Doolittle said. 'But now, I just want to admire it from the earth.'

GRAPHIC: PICTURE

10TH STORY of Level 2 printed in FULL format.

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Summary of World Broadcasts

September 22, 1981, Tuesday

SECTION: Part 2 Eastern Europe; B. INTERNAL AFFAIRS; HUNGARY

PAGE: EE/6834/B/3

LENGTH: 3320 words

HEADLINE: 'Nepszabadsag' Series on Causes of 1956 Counter-revolution

SOURCE: Hungarian Telegraph Agency in English (i) 1702 gmt 18 Sep 81 (ii) 1700 gmt 19 Sep 81 (iii) 1700 gmt 20 Sep 81

Text of reports

Budapest home service 0300 gmt 18 Sep 81

BODY:

(EE/6829/B/10)

(i) 'Nepszabadsag', the central daily of the HSWP, is carrying two series of history-related articles in the coming weeks.

Entitled 'So it happened', the first recalls the events of the trying year that lasted from mid-1956 to mid-1957, naturally referring to preceding developments too. The second series, entitled 'On Lenin's road', gives an account of how the renewed practice of society-building has emerged to serve by now for 25 years the smooth and manysided socialist development of Hungary.

The first article of the first series is published in Friday's [18th September] 'Nepszabadsag' under the heading 'On the four causes of the 1956 counter-revolution'.

The first chapter, entitled 'From over-confidence to shaken confidence', contains quotations from the 2nd-3rd-5th December 1956 session of the HSWP Provisional Central Committee, which pointed to the four principal causes of events: (1) From late 1948 the Rakosi-Geroe clique abandoned the theoretical bases of Marxism-Leninism. (2) Things turned even worse when the party opposition wing led by Imre Nagy and Geza Losonczi took criticism outside the Party on to the street. (3) A key factor was the counter-revolution fought by former capitalists and landlords of Hungary and elements left from Horthy's fascist regime in order to restore the old system. (4) A decisive role was played by international imperialism, which sought to create a new hotbed of war in Europe.

The article quotes the above Party document as saying: The factors came to work simultaneously, side by side and in interrelation. Despite that, 'the fact that the HSWP put the main emphasis on the errors of the former Party leadership was of great importance' says 'Nepszabadsag'. By doing so, 'it gave evidence of the high moral political steadfastness and sense of principle which imbued the new leadership, together with the resolve to return to the theoretical bases of Marxism-Leninism in order to apply them to our country's conditions.'

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Things proceed well in the years after the liberation of 1945, the article says, when the Party and its leadership gained support from the big majority of the population.

'Under the impact of the successive labour achievements and the sympathy on part of the masses, the leadership became conceited, some of them coming to believe themselves unmistakable. The Marxist-Leninist analysis of practical work was replaced by dogma-preaching, bureaucratization of the leadership and estrangement from the masses' quotes the paper the document from the HSWP National Conference of 27th- 29th June 1957. Then it makes a detailed analysis into the personality cult surrounding Matyas Rakosi and the economic policy errors committed.

The article mentions among the distortions Stalin's theory that with the progress of socialist construction the class struggle sharpens constantly and necessarily, which meant in turn that the enemy should be found mainly in the Party and leading authorities.

'Most pleased with this hair-raising argumentation was the real enemy. While Rakosi and his associates launched conceived trials against such eminent fighters of the international communist movement as Laszlo Rajk, Tibor Szonyi, Gyorgy Palffy, Andras Szalai, then Janos Kadar, Gyula Kallai, Gyorgy Marosan, Arpad Szakasits and others - their list is long unfortunately - less and less attention was left to be paid to exposing and disarming the genuine enemy.'

Behind the prevailing administrative methods and enemy-searching were, of course, facts of the cold war. 'It would, however, be a mistake to believe that those circumstances, the sense of being threatened, gave even some justification for the distortions of Hungarian home policy', says the article. 'The aggressive imperialist aspirations would have required even closer unity from the Party and higher collaboration from forces of the new democracy.' Instead, regimentation, despotism and voluntarism were gaining ground, resulting in a gradual loss of the Party's allies and loyal followers.

Immoderation was the source of the grave economic policy errors too, the article says. 'Efforts to mechanically and dogmatically copy the example of Soviet economic practices contrasting in many ways the Hungarian conditions accounted for part of the mistakes. Correct principles like the priority of the heavy industry were applied incorrectly. The slogan was 'the country of iron and steel', ignoring our raw material situation, and the long-standing light and food industries were neglected. All this deformed the Hungarian economy, causing unjustified shortages and a lot of damage.'

Turning to agrarian policy issues, the article says: 'The land distribution programme and the protection of the new proprietors won the Party great prestige among workers and peasants.' During the subsequent organization of co-operatives, however, Lenin's principle of voluntariness was violated in many places, and heavy collection and taxation burdens were imposed on the working peasantry. Middle peasants were labelled as kulaks, and people unwilling to enter co-operatives were chased. 'This erroneous policy estranged big masses from the Party and shook deeply the security of production', says the article.

In this context the paper remarks that in 1951 Imre Nagy, who was then a member of the Political Committee, published an article in the Party's paper, praising the compulsory delivery system which is 'just' and therefore those

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unwilling to abide 'will have a bad time'.

The first part of the series reviews events up to the period following Stalin's death, when 'the CPSU leaders made a critical analysis of the period closed'. The Hungarian Party of Workers (MDP) also found itself compelled to cast an account. To this end, the central board convened in late June 1953.

(ii) The second part of the historic series of 'Nepszabadsag' is published on Saturday under the title 'The chance of settlement and how it was missed'.

How was the leadership of the Hungarian Party of Workers (MDP) affected by the process of self-examination that set off the ground within the CPSU and practically in the entire international communist movement? What kind of a course was to be marked out in order to get rid of political errors? It was the question which had to be answered by the June 1953 session of the MDP central board.

Sprinkled with quotations, the article outlines the central board session in which Matyas Rakosi exercised self-criticism, conceding the deficiency of collective leadership, the cult of personality and the economic distortions. As he told it, the central board decision was to be introduced to every Party member and also published in the press. This was not the case, however. Rakosi, therefore, hurried to get through the oral criticism, so that he should later conceal before the public what he had admitted during inner disputes. . . [MTI punctuation]

The central board dismissed from the leadership Mihaly Farkas and Jozsef Revai, while Ernoe Geroe, though he was exposed to bitter criticism for the economic policy errors, could keep his membership in the political committee. New forces, mostly young ones, made their way into the reshuffled political committee. Nevertheless, since their political experience and leader's routine fell far behind Rakosi's, the emergence of a genuine collective leadership was out of the question.

A few days after the central board session Imre Nagy presented the government programme to the National Assembly. With the Party decision unpublished, citizens were informed in this way of the change in political line, which won Imre Nagy increased popularity immediately. To quell the mood of uncertainty and demonstrate the unity of the Party leadership, Rakosi and Imre Nagy made a joint appearance at the Budapest activists' conference of the MDP central board in July 1953.

In their speeches they both deviated from the spirit of the central board's June decision, representing the opposite extreme. The two wings generally fought a sharp battle characterized by the fact that while earlier Rakosi seemed to 'find' the class enemy even in the uppermost circles of the Party, now Imre Nagy declared the class struggle non-existent.

The propelling force of the 1953 decision was spent quite swiftly. The year 1954 saw fresh difficulties, economic policy was modified again, a faster growth rate was stipulated and the errors arisen were blamed entirely on Imre Nagy. In April 1955 he was banned from the political committee and the central board and dismissed from the Premier's post (Andras Hegedus succeeded him). In December he was expelled from the Party too. But the ideological struggle with views failed again to come, which made it easier for Imre Nagy's followers to make him

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appear as a victim of repeated former abuses.

Rakosi reported to the MDP central board session of 12-13th March 1956 as the head of the delegation having attended the CPSU 20th Congress. He dealt with the cult of personality, but in his view the central board decisions of June 1953 aimed at correcting such mistakes were realized 'on the whole', and socialist law and order was substantially restored. He also said: the 20th Congress found that 'the main line of the MDP was correct in every respect'.

In his contribution to the hot debate that followed the report, Janos Kadar called attention to 'the discrepancy between the central board-elaborated correct political line and the way it was being implemented'. Not being on the central board, he was invited to attend as First Secretary of the County Party Committee of Pest. The session heard a number of critical remarks, but the majority was still unaffected by this spirit.

Naturally, the most important thing to do would have been to dismiss Rakosi - already with a delay of years - as First Secretary. But the change in the top Party post was left undone. Most displeased on that account were the communists who came to realize more and more clearly that the Party and the system were being brought to the brink of ruin by the adverse faction fights of Rightist and 'Leftist' deviators, by the unprincipled actions of power-starved cliques. These forces represented a line which rejected Rakosi's sectarian policy and Imre Nagy's opportunistic approach alike. As the crisis went deeper, that proportion of the Party membership was gaining both in number and intrepidity. The central board decision to convene on 18th July 1956 was the success of their policy.

At the 18th July session Rakosi had no choice but to tender his resignation. The central board replaced him by Ernoe Geroe. Mihaly Farkas was expelled from the Party (in early October he was charged and condemned for his part in unlawful trials). Co-opted to the central board were Janos Kadar, Gyula Kallai, Gyoergy Marosan, Imre Mezoe and several other comrades. Janos Kadar, Karoly Kiss, Gyoergy Marosan and Jozsef Revai were elected as members and Sandor Gaspar and Sandor Ronai as alternative members of the political committee. Janos Kadar became a secretary of the central board.

Geroe's commission as First Secretary was a serious mistake, disapproved by a major proportion of the Party membership. He personally was inapt [sic] to relieve the MDP of Rakosi's bequest. On the other hand, the resolution entitled 'With Party unity for socialist democracy' met with agreement. The Party set to implementing it with great vigour. Several decisions were released in rapid succession, covering the position of the intelligentsia, support of co-operative farms, improvement of the peasants' situation, or involvement in public life of long-neglected political allies. The Central Council of Trade Unions worked out a programme on the development of workshop democracy. Decisions were passed on the supervision of unlawful trials and the rehabilitation of the illegally condemned. As an act of doing justice and paying due tribute, the funeral of Laszlo Rajk took place on 6th October 1956.

This is when and why the enemy began to gather momentum. Not because of Geroe (of whose election it could make good use in its propaganda), nor because of fear of a fresh sectarian offensive, but just because of the multiplying signs: the followers of the correct line are able to rally people around the renewed party policy and to lead the country out of the years-long crisis. They were

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in fact the target of the open attack launched by the counter-revolutionaries who were afraid of the Party's sound forces. As it turned out: they had their reasons.

(iii) Sunday's 'Nepszabadsag', in the third instalment of a serial on the counter-revolution of 1956, tells why the central leadership of the Hungarian Workers' Party (MDP KV) failed to solve the crisis in Hungary even though its resolution of July 1956 was an adequate programme. Sunday's instalment is an analysis of the relations of the dogmatists and revisionists, of the negative role the revisionists played.

The central organ of the HSWP writes: 'The sectarians laid undue stress on the oppressive functions of the proletarian dictatorship, while the revisionists demanded 'democracy for all' under the pretext of criticising the excesses by which, at that time, they in fact paved the way for advocates of a restoration. The leading role of the Party - which at that time was confined to the all-powerful personal authority of Rakosi - overshadowed the role of the mass of people. On the other hand, the revisionists challenged the leading role of the Party. They sought the image of being the antithesis to the sectarians and dogmatists. As a matter of fact, however, it was repeatedly proved that extremists support, rather than eliminate each other. None of the extremists can be defeated from the position of the other. An objective analysis of the real conditions, a Marxist-Leninist approach are needed for that purpose.'

Further on it can be read in the article: 'That the group of Imre Nagy committed excesses is proved by [the fact] that temporarily Mihaly Farkas was re-invited to the government. To 'compensate for' his shameful role in the trials that violated the law, he sided with the revisionists.

'Until the middle of October 1956, the MDP and the Hungarian Government had not normalized relations with socialist Yugoslavia, which further complicated the situation. The failure of the MDP and the Government to take that step enabled the revisionists to pose as friends of Yugoslavia and create the impression that only they want to normalize those relations. A key forum of that group was the Petoefi circle. At its inception, the circle was a debate club for intellectual members of the Federation of Working Youth. Many timely issues were discussed there. Step by step the leadership of the circle came entirely under the sway of extremist elements. The reactionary forces found an ally in the circle; they sent their men to attend the meetings. Speakers at the meetings created an atmosphere opposed to the socialist system and its leadership. Similar debate circles were set up outside the capital, and the demands were voiced in an increasingly aggressive mood.'

'On 13th October Imre Nagy was reaccepted to the Party and subsequently to the central leadership (KV) and the Political Committee. In a letter of 4th October, he wrote: 'I will espouse the Leninist principles of democratic centralism. On that basis I will hold the Party resolutions binding on me even if I disagree with them in part or fully.' Meantime, in meetings held in his home, he and his revisionist associates braced themselves for seizing power.

'Counter-revolutionary enemies of the socialist system were also making intensive preparations. Encouraged by the turn of events in Hungary, their underground organizations in Hungary stepped up their activities. None of those organizations were strong, and if the Party's and the system's popular basis were as strong as in the early years, those minor groups would have collapsed

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instantly. They remained hidden and waited for the regime to topple.

'One illegal group was the Christian Populist Party, for which even Horthy's regime was illegal. The programme of the Christian Agrarian Front (Christian Front after 1949) was drawn up under instructions from Mindszenty. The Hungarian Christian National Party carefully worded the proclamation it had meant to have broadcast by the radio upon 'victory'. The royalist group of the Hungarian Men's Saint Crown Alliance had plotted to disarm the police. These organizations cultivated lively relations with intelligence and other organizations of imperialist countries. Of this question let us now quote a passage from the resolution of the provisional Central Committee of the HSWP of 5th December 1956: 'That international imperialist circles, which hed themselves and acted from the dark, played a vicious role in provoking the events in Hungary is also proved by that for many years before 1956, members of the former Horthyst army and gendarmerie and Hitlerite fascists had been assembled and trained for counter-revolutionary purposes in West Germany.'

'At home and abroad they constituted the hard core of the so-called Pikemen, the Fraternal Community of Hungarian Warriors, based in West Germany. Who sponsored them? In the USA, where there were dozens of defectors' organizations it was no secret that they sought to overthrow the people's power. Beginning with 1951, a yearly 100,000,000 dollars, beginning with 1956, a yearly 125,000,000 dollars, had been earmarked for such purposes from the central budget.

'In 1953 the USA started a massive subversive drive. It organized a major protest action in the capital of the GDR in July, which was soon neutralized. In that year Gen James Doolittle of the USA, a leader of the 'anti-Kremlin operations', summed up the requirements of struggle against the 'implacable enemy' as follows: 'It is imperative to develop an effective system for intelligence and counter-intelligence operations'.'

'Nepszabadsag' also analyses the role of Radio Free Europe, which has always been a tool for the propaganda of the cold war.

'In September 1956 the USA set up a committee specializing in the 'Hungarian question'. The committee considered the 'liberation' of Hungary. Invited to the committee session were Ferenc Nagy, Bela Varga and some former Horthyst officers living in West Germany. Returning to Munich and other centres, they spoke of the programme: to restore the pre-1945 regime, to have Hungary join NATO and to set up bases on Hungarian soil.

'None of those plans could have been realized if there had not been a crisis in Hungary. Since, however, internal relations were extremely tense, the counter-revolutionaries had a reason to think that their time had come. And they did not hesitate to act. . . ' [MTI punctuation]

['Nepszabadsag's' series of articles on causes of the 1956 events (which was said to have the general title 'This is what happened') was also reported more briefly by Budapest home service (0300 gmt 18 Sep 81), which noted briefly the contents of the first article and said in conclusion: 'And, in reviewing the article, let us recall the lines which were written to precede the series, and which we were able to read in 'Nepszabadsag' on Sunday [13th September]: It can be very profitable if we once again rethink the historic lesson which 1956 gave with its antecedents, events and consequences, particularly if we also look

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back over the time that has elapsed, analysing the way that the style of political work, of public life, has evolved, which is also of great help in that it enables us to look towards the future, even in the face of the not easy questions of today and tomorrow.'']

11TH STORY of Level 2 printed in FULL format.

The Associated Press

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April 18, 1981, Saturday, AM cycle

SECTION: Domestic News

LENGTH: 400 words

HEADLINE: Doolittle Fliers Gather For Reunion

BYLINE: By THOMAS RIZZO, Associated Press Writer

DATeline: COLUMBUS, Ohio

KEYWORD: Tokyo Raiders

BODY:

Thirty-nine years ago, a band of airmen pulled on leather helmets, goggles and white scarves, crossed the deck of the carrier Hornet and climbed into B-25 bombers to attack Japan.

The mission, carried out April 18, 1942, by the Tokyo Raiders, marked the first major U.S. retaliation against Japan after its sneak attack on Pearl Harbor.

The Raiders were commanded by then-Lt. Col. James H. Doolittle, who recalled here Friday the devastating psychological effect the mission had on Tokyo and other Japanese industrial centers.

"The major effect was immediate rather than long-range," the retired general said during the annual three-day reunion of 28 of the 51 men remaining of the 80 original volunteers.

The raid caught Japanese leaders by surprise and lifted America's morale at a critical time, Doolittle said at a news conference.

After the raid the bombers, low on fuel, never made it to the Chinese airfields on which they were to land. Eleven of the crews bailed out, four crash-landed and one landed in the Soviet Union, where the crew was imprisoned for a year.

Among those attending the reunion was Tung-Sheng Liu, 64, of Kettering, an aeronautical engineer who retired from Wright Patterson Air Force Base in 1978. He was among those who helped one of the Raiders to safety after a crash-landing in China.

"I stayed with them for about a month," said Liu, who came to the United States in 1946 to attend college in Minneapolis. "Our people were extremely thankful to America" for the Tokyo raid.

The Associated Press, April 18, 1981

Liu surprised Doolittle and other airmen by showing up at their 1948 reunion. Elected an honorary Raider, he's attended the annual gatherings ever since.

Asked if he feared for his life while hiding the airmen, Liu responded that it didn't enter his mind at the time since it was the right thing to do.

"(But) I realize in hindsight that if we were caught, we wouldn't be here," he said.

On more contemporary matters, Doolittle commented at the news conference that the United States has fallen behind the Soviet Union militarily. He urged that the draft be reinstituted and that production of the B-1 bomber be resumed.

The flight of the space shuttle Columbia was vital to the nation's future military status, he said.

"Aviation has, through the years, given us the high ground," he said. "Now space is giving us the high ground."



Adelina Patti, renowned 19th century Italian soprano.

**PATTI**, pát'tē, Adelina (1843–1919), Italian soprano. The daughter of opera singers, Adela Juana Maria Patti was born in Madrid, Spain, on Feb. 19, 1843. At the age of eight, she was taken by her parents to New York City, where she appeared in concert. Her sister Carlotta, a singer and pianist, taught her piano, and her half brother Ettore Barili was her first singing teacher.

As "The Little Florinda," Patti made her stage debut in the title role of *Lucia di Lammermoor* in New York on Nov. 24, 1859. Her London debut was as Amina in *La Sonnambula* on May 14, 1861, and her Paris debut was in the same role on Nov. 19, 1862. She first appeared at La Scala, Milan, on Nov. 3, 1877, as Violetta in *La Traviata*. Everywhere she had an enthusiastic reception.

Patti retired from opera in 1895, but she appeared in concert until an official farewell at Albert Hall, London, on Dec. 1, 1906. On Oct. 20, 1914, at the age of 71, she again sang at Albert Hall for a Red Cross benefit. She died in Brecknock, Wales, on Sept. 27, 1919.

Patti was uninteresting as an actress, but she had a superbly controlled voice of wide range, perfect evenness, and extraordinary flexibility. Not musically very gifted, she succeeded entirely by the beauty, ease, and agility of her vocal production. Her personal life was much discussed. She was married in 1868 to the Marquis de Caux, whom she divorced in 1885; in 1886 to the French tenor Ernesto Nicolini (stage name of Ernest Nicolas), who died in 1898; and in 1899 to the Swedish Baron Cederström, a naturalized British subject.

HERBERT WEINSTOCK  
Coauthor of "Men of Music"

**PATTON**, pat'an, George Smith, Jr. (1885–1945), American general and tank commander, whose bold armored advance across France and Germany in 1944 and 1945 made a significant contribution to Allied victory in World War II. He was born in San Gabriel, Calif., on Nov. 11, 1885, into a family with a long tradition of mili-

tary service. He attended the Virginia Military Institute and graduated from the United States Military Academy in 1909, when he was commissioned a 2d lieutenant in the 15th Cavalry. He graduated from the Mounted Service School, Fort Riley, Kans., in 1913, and a year later from the Advanced Course at the Cavalry School, Fort Riley. In 1916 he went as acting aide to Gen. John J. Pershing in the Mexican expedition, and in 1917 Pershing took him to France as commander of his headquarters troops.

In November 1917, Patton was one of the first men detailed to the newly established Tank Corps of the United States Army and was assigned the task of organizing and training the 1st Tank Brigade near Langres, France. He led this unit in the St. Mihiel drive in mid-September 1918 and was wounded later in the month at the opening of the Meuse-Argonne offensive. He was awarded the Distinguished Service Cross and the Distinguished Service Medal and promoted temporarily to the rank of colonel.

Between the two world wars Patton graduated from the Command and General Staff School in 1924 and from the Army War College in 1932. His assignments during this period included two tours in Hawaii, a tour in the office of the Chief of Cavalry, War Department, and three tours with the 3d Cavalry at Fort Myer, Va.

In July 1940, Patton was appointed to the command of a brigade of the 2d Armored Division at Fort Benning, Ga. Less than a year later he was given command of the division and promoted temporarily to the rank of major general. Early in 1942 he became commander of the 1st Armored Corps, which he trained at the Desert Training Center, near Indio, Calif.

Patton played a leading role in the Allied invasion of North Africa in November 1942, commanding the ground elements of the western task forces that entered Casablanca and soon occupied French Morocco. When in March 1943 the United States 2d Corps in Tunisia was reorganized following an earlier rebuff at Kasserine Pass by Gen. Erwin Rommel's forces, Patton became its commander. Within a month he was promoted temporarily to the rank of lieutenant general and put in charge of American preparations for the invasion of Sicily. On July 10 he commanded the U.S. Seventh Army in its assault on that island. In conjunction with the British Eighth Army, he cleared Sicily of the enemy in 38 days. His victory was marred by an incident in which he struck an Army hospital patient lying treated for shell shock—an action for which he later made a public apology.

In March 1944, Patton assumed command of the Third Army in Britain and began to plan future operations in northwest Europe. Shortly before the invasion he was reprimanded by Gen. Dwight D. Eisenhower for indiscreet political statements. On August 1 his army became operational in France, and he began the exploitation of the breakthrough near Avranches made by the First Army a few days before. He thrust his corps westward into Brittany toward Brest, while his other three corps pushed southward toward the Loire and then swung eastward in a series of broad sweeps toward the Seine. In one of the most spectacular actions of the campaign in northern France, he drove toward Paris, bypassed it, and reached the area near Metz and Nancy before being stopped by dwindling supplies and stiffening enemy resistance.

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UPI

Patton, World War II's most colorful U.S. general.

Patton was preparing an attack east-  
into the Saar area, in conjunction with the  
Army, the Germans launched their Ar-  
counteroffensive of December 16. In an  
characterized by Gen. Omar N. Bradley as  
the most astonishing feats of generalship  
campaign in the west," Patton turned his  
quickly northward against the southern  
of the bulge and helped contain the ene-

At the end of January 1945, the Third Army  
to drive against the Siegfried Line  
Saarlautern (now Saarlouis) north to St.  
Patton's four corps had pierced these de-  
by the end of February, and by mid-  
pushed forward through the Eifel to  
of the Moselle from the Saar River to  
and of the Rhine from Andernach to  
In the following week his forces raced  
the Palatinate region to the Rhine south  
of Mainz. On the evening of March 22/23,  
crossed the river near Oppenheim. Frank-  
Main fell three days later. By the third  
of April his forces had driven across south-  
Germany to the Czechoslovak border, and  
his units were in Austria before the  
end. During the first week in May,  
Army columns pushed into Czechoslova-  
Plzeň (Pilsen) was freed just before the

Patton was promoted to temporary four-star  
rank in April. Shortly after the end of the  
war he served on his duties as military governor  
of Germany. His outspoken criticisms of denazifi-  
cations led to an outcry in the United  
States, followed in October 1945 by his relief as  
commander and assignment to the  
Third Army, then a small headquarters  
studying military operations in north-  
western Europe. Near the end of the year  
he was seriously injured in an automobile  
accident near Mannheim. He died in a nearby  
hospital at Heidelberg, now in West Germany,  
in 1952.

Profane, impetuous, and flamboyant, Patton  
was easily the most colorful of the United States  
Army's commanders in the west, and its leading  
genius in tank warfare. Behind his showman-  
ship and audacity lay the imaginative planning  
and shrewd judgment that made him one of the  
great combat commanders of World War II.

FORREST C. POGUE

Author of "The Supreme Command"

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ter 1982).

**PÁTZCUARO**, pát's'kwā-rō, a town in Mexico, in  
Michoacán state, southwest of Morelia. Built on  
hills overlooking picturesque Lake Pátzcuaro,  
the town is a storehouse of colonial architecture  
and folkloric tradition. The Basilica (1554) con-  
tains a much venerated image of the Virgin of  
Health, made of cornstalks. Local Tarascan In-  
dians market their lacquerware and other hand-  
crafted products in Pátzcuaro. Colorful fiestas  
feature nationally known dances that originated  
here. The town is a popular resort and seat of  
the innovative Latin American Center for Func-  
tional Literacy in Rural Areas.

The island-dotted lake, 14 miles (22 km) long,  
is noted for its whitefish. Tarascan villagers  
fishing with traditional butterfly nets are a favor-  
ite subject for photographers.

**PAU**, pō, a city in southwestern France and cap-  
ital of the department of Pyrénées-Atlantiques.  
About 62 miles (100 km) east of Bayonne and  
Biarritz, it is situated on the edge of a plateau  
dominating the right bank of the Gave de Pau.  
The Pyrenees are directly to the south.

Pau was chiefly an administrative and resort  
center, with very little manufacturing, until the  
discovery in 1951 of natural gas at Lacq, 15 miles  
(25 km) northwest of Pau. Thereafter new in-  
dustries and offices were opened at Pau, and a  
university was established here in 1970.

The Musée des Beaux-Arts, the Musée Berna-  
dotte, and the remodeled 16th century château  
contain interesting art collection. Just across the  
Gave de Pau are the vineyards of Jurançon,  
which produce both red and white wines.

**History.** In the 14th century Pau's château,  
which had been used by the counts of Foix as a  
hunting lodge, was fortified with a vast brick  
keep. In the 15th century Pau became the capi-  
tal of Béarn, and in the 16th century Marguerite,  
sister of the French king Francis I and wife of  
Henry II (Henri d'Albret), king of Navarre and  
ruler of Béarn, transformed the stronghold into a  
Renaissance château. It was here that the future  
Henry IV of France was born in 1553. The  
château was remodeled in the 19th century, and  
the city took on urban features with the building  
of the Boulevard des Pyrénées, which affords  
beautiful views of the snow-capped Pyrenees.  
With its mild climate in winter and summer, Pau  
became a resort, attracting many visitors and new  
residents, particularly the English. It has re-  
mained a popular resort since that time. Popula-  
tion: (1982) 86,000.

H. D. CLOUT

University College London

10TH STORY of Level 1 printed in FULL format.

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April 10, 1985, Wednesday, Final Edition

SECTION: Style; Personalities; D3

LENGTH: 128 words

HEADLINE: Doolittle Gets His Fourth Star

BYLINE: By Chuck Conconi, Washington Post Staff Writer

KEYWORD: PERSON

BODY:

Without giving any reason, the Pentagon has announced the promotion of two highly decorated and long retired Air Force generals to the four-star rank of full general. They are 88-year-old Lt. Gen. James H. Doolittle, who led the first bomber raid on the Japanese mainland in 1942, and 89-year-old Lt. Gen. Ira C. Eaker, who played a key role as commander of U.S. and Allied air forces in Europe and the Mediterranean. Doolittle retired in 1946 and Eaker in 1947.

While such promotions are not without precedent, one Pentagon official said "they are certainly unusual." Capt. Miles Wiley, Air Force public affairs spokesman, said he thought it was the first time it has ever happened. He said Sen. Barry Goldwater supported such a move in a Senate speech in January.

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GENERAL JAMES H. DOOLITTLE (1)

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CEREMONY IN HONOR OF GENERAL DOOLITTLE  
Thursday, June 13 -- 3:00 p.m.

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SCENARIO

- \* Time (TBD)
- \* Introduction of the President
- \* Remarks by the President (5 min)
- \* Pinning Ceremony
- \* Brief remarks by General Doolittle
- \* President and distinguished guests depart
- \* McFarlane remarks and Qs&As (10 min remarks; 30 min Qs&As)

LOCATION

- \* Roosevelt Room (max number of participants 20 plus hometown guests)
- \* ~~Rose Garden~~
- \* East Room

PRESS

- \* Low key national press; emphasize hometown; photo op

GUESTS

- \* Congressmen (2)
- \* Family
- \* Senior Statesmen
- \* DoD (Weinberger, Orr)
- \* Other (special guests)

SECURITY ARRANGEMENTS

- \* Roster
- \* Arrival
- \* Escort press

PARTICIPANTS

Tom Carter	456-2153
John Douglas	395-3975
Gahl Hodges	456-7064
Bill Martin	395-3440
Bob Pearson	395-3044
Shelby Scarborough	456-7565
Kim White	456-7750
Mary Wengrzynek	395-3440

5TH STORY of Level 1 printed in FULL format.

Proprietary to the United Press International 1985

April 19, 1985, Friday, PM cycle

SECTION: Domestic News

LENGTH: 294 words

HEADLINE: Aging aviators gather for reunion

DATELINE: ALBUQUERQUE, N.M.

KEYWORD: Doolittle

BODY:

The Doolittle Raiders, whose daring attack on Japan provided the first glimmer of hope for Americans at the beginning of World War II, began gathering today for their 42nd annual reunion.

Thirty-two of the raiders are expected to join James Doolittle for the reunion, said Dave Jackson, a Department of Energy official helping to host the gathering of aging aviators, Thursday.

Doolittle, then a lieutenant colonel, commanded the mission and flew one of the B-25 Mitchell bombers that participated in the raid on Japan.

The normally land-based planes took off from the deck of the carrier USS Hornet about 600 miles from the Japanese home islands on April 18, 1942. They bombed several cities, including Tokyo, in an attack that stunned the Japanese.

The planes were to fly across Japanese territory and land in China, one of the allied powers.

One of the 16 planes began running out of fuel early and the pilot flew to the Soviet Union, where the crew was interned for a year. It was the only plane known to have landed intact.

The others either crash-landed along the Chinese coast or their crews bailed out and they flew on pilotless to crash landings. All but eight of the crew members were rescued. Others were captured by the Japanese and three of them were executed.

Doolittle, 88, won the Congressional Medal of Honor for leading the raid and went on to command the 8th Air Force in Europe and later in the Pacific. He retired as a lieutenant general, but recently was approved by the Senate for promotion to four-star rank. Forty-six of the 80 raiders are still living, Jackson said.

A banquet will be held Saturday night, at which members will toast fellow crew members, overturning the silver goblets of those who died during the past year.