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4TH STORY of Level 1 printed in FULL format.

The Associated Press

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May 1, 1985, Wednesday, BC cycle

ADVANCED-DATE: April 28, 1985, Sunday, BC cycle

SECTION: Domestic News

LENGTH: 3736 words

HEADLINE: Names From History Still Evoke Memories

BYLINE: By FRED BAYLES, Associated Press Writer

KEYWORD: WWII-Sketches

BODY:

Utter some of the names and images flood back from four decades past: Churchill, Roosevelt, Hitler, Stalin, Tojo, Mussolini.

But the power of other names has dimmed, such as Colin Kelly, Ira Hayes, Klaus von Stauffenberg and Iva D'Aquino. The second world war was their story, too.

Here are sketches of some major personalities and minor characters of the times:

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NEVILLE CHAMBERLAIN \_ The British prime minister who preceded Winston Churchill, Chamberlain is remembered as the man who tried to appease Hitler. In 1938 in Munich, Chamberlain agreed to Hitler's demand for a chunk of Czechoslovakia that Germany had lost in the treaty ending World War I. "Peace with honor," he said on his return. One year later, Hitler invaded Poland. Chamberlain resigned in 1940 and died later that year.

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CHIANG KAI-SHEK \_ The leader of the Nationalist Chinese, Chiang had two enemies, the Japanese invaders and the rival Communists led by Mao Tse-Tung.

The young military officer led the Nationalist Army in the fight to control the various warlords who split China in the 1920s. He also fought with the Communists until 1936 when his own officers imprisoned him until he agreed to an alliance with the Communists against the Japanese.

After the war, the Communists drove Chiang's army out of China and to the island of Taiwan in 1949. Chiang ruled the island country until his death in 1975.



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SIR WINSTON CHURCHILL \_ Churchill had already lived the lives of a soldier, journalist, member of Parliament and lord of the admiralty before he became prime minister at the age of 66.

Churchill came to office as England stood alone. Europe was falling to Hitler's Panzers and the German Luftwaffe was threatening the British Isles. Churchill rallied his people by offering them "blood, toil, tears and sweat." After France fell, the indomitable figure in long coat and cigar vowed, "We shall fight them on the beaches, we shall fight on the landing-grounds, we shall fight in the fields and streets, we shall fight in the hills; we shall never surrender."

Churchill became a symbol of the British spirit, calmly painting landscapes while the war raged or flashing the victory signs as he inspected London bomb damage. He grew suspicious of Soviet intrigues as the Allies pushed toward victory and later warned of a Soviet "Iron Curtain" descending over Europe.

But Churchill was denied the chance to preside over the peace. Weeks before the war ended, British voters defeated Churchill's Conservative party. He was replaced by Clement Attlee.

Churchill returned as prime minister in 1951 and was knighted by Queen Elizabeth in 1953 \_ the same year he received the Nobel Prize for literature.

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IVA D'AQUINO \_ Better known to millions of servicemen as the honey-voiced Tokyo Rose, the UCLA graduate later claimed she was forced by her Japanese captors to broadcast music and taunts throughout the Pacific.

Ms. D'Aquino was 24 when she traveled to Japan to care for a sick aunt. Marooned there after the attack on Pearl Harbor, she made propaganda broadcasts that included popular American music and warnings of disaster for Americans fighting in the Pacific.

She was arrested after the war and spent 6 1/2 years in prison for treason. In 1977, Ms. D'Aquino, by then a Chicago gift shop owner, was pardoned by President Gerald Ford.

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CHARLES DE GAULLE \_ The tall, aloof figure of de Gaulle became a symbol of hope to his countrymen following the fall of France in 1940.

A general and military expert, de Gaulle wrote "The Army of the Future" in 1934, advocating mechanized warfare. It was largely ignored in France but became a primer for Hitler's generals. When Germany conquered France, de Gaulle escaped to England to broadcast words of hope to his country, saying, "France has lost a battle. But France has not lost the war."

His refusal to recognize the Nazi-controlled Vichy government earned him a death sentence from a French military court. But when Paris was recaptured by the Allies in 1944, it was the towering figure of de Gaulle, the head of the Free French forces, who led a triumphant parade down the Champs Elysees.



The Associated Press, May 1, 1985

De Gaulle helped restore his country to international stature in the postwar years and served as president through the 1960s. "France cannot be France without greatness," he wrote in his memoirs.

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JAMES DOOLITTLE \_ The aviation pioneer led America's daring raid on Tokyo in 1942. Then a lieutenant colonel, Doolittle led a squadron whose pilots launched their normally land-based B-25 bombers off the pitching decks of the aircraft carrier Hornet on April 18, 1945. The raid did little damage but raised morale on the homefront and forced Japanese leaders to tighten defenses.

Doolittle was awarded the Congressional Medal of Honor and went on to become a general and command bomber groups in North Africa and England. He later served as chairman of the National Advisory Committee for Aeronautics \_ the precursor of NASA.

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ADOLF EICHMANN \_ The man responsible for shipping millions of Jews to their deaths in concentration camps, Eichmann escaped justice until Israeli agents tracked him to Argentina in 1960. The Israelis tried him, sentenced him to death and hanged him in 1962.

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DWIGHT DAVID EISENHOWER \_ The son of pacifists, "Ike" rose from an unknown lieutenant colonel at the beginning of the war to the supreme commander of the greatest army ever assembled.

A West Point graduate, Eisenhower was an expert in logistics and operations when he came to the attention of Gen. George C. Marshall, the Army chief of staff, who promoted him over 366 senior officers to head U.S. forces in Europe.

Churchill and President Franklin Roosevelt chose Ike to lead the invasion of Europe, which took place on the Normandy beaches June 6, 1944. Eleven months later, the shattered German army surrendered.

When the English honored him at war's end, Eisenhower credited others. "Humility must always be the portion of any man who receives acclaim earned in the blood of his followers and the sacrifices of his friends," he said.

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ANNE FRANK \_ The 15-year-old girl became a symbol for the millions of Jews who disappeared into Hitler's death camps.

Born in Frankfurt, Anne and her family moved to the Netherlands to escape Nazi persecution. When the Germans invaded in 1942, the Franks hid in the attic of an Amsterdam office building. They were discovered in 1944, and Anne died at the Bergen-Belsen concentration camp in the closing days of the war.

The diary she kept while in hiding was published in 1947, a hymn to a woman coming of age in a time of terror.

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JOSEPH PAUL GOEBBELS \_ Hitler's "minister of popular enlightenment and propaganda" used the modern tools of the media to sell Nazism to the German people and the outside world. A devoted follower of Hitler, he killed himself in his leader's bunker after he and his wife poisoned their six children.

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HERMANN GOERING \_ The second in command of Nazi Germany began his rise as a World War I hero. Goering was an early follower of Hitler, directing the buildup of Germany's arms industry. "Guns will make us powerful; butter will only make us fat," he told the German people.

A World War I flying ace, he also commanded the Luftwaffe, once boasting the German air force would never allow a bomb to fall on Berlin.

Goering led an extravagant life, wearing lavish uniforms and pillaging art from captive countries. He was judged guilty of war crimes at the Nuremberg tribunal and sentenced to death. He cheated the noose by taking poison hidden in a false tooth.

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IRA HAYES \_ A Pima Indian, Hayes was one of six Marines who raised an American flag on Iwo Jima's Mount Suribachi, an act captured on film as a symbol of national bravery.

Three of the Marines who raised the flag died in later fighting on the island. Hayes was brought home to help sell war bonds. Plagued by personal problems and alcoholism the rest of his life, Hayes died of exposure in 1955 at Arizona's Gila River Indian Reservation.

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RUDOLF HESS \_ Now the only surviving member of the Nazi regime, Hess was serving as Hitler's secretary and deputy when he parachuted into Scotland in May 1941, presumably to try to persuade Britain to quit the war.

"This is one of those cases in which the imagination is baffled by the facts," Churchill said of the incident.

Hess was imprisoned and later tried for war crimes. Now a sickly 90 years old, he has been the only inmate at Berlin's Spandau prison for the past 18 years.

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HEINRICH HIMMLER \_ An early follower of Hitler, Himmler rose to the head of the dreaded Gestapo, the German secret police, and the elite SS. He ordered the deaths of political opponents and established the concentration camps that destroyed millions of lives. He committed suicide after capture by the Allies in 1945.



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HIROHITO \_ The emperor whose line, according to tradition, goes back to the sun goddess, Hirohito was the nominal head of his country during the war.

The shy, retiring marine biologist was emperor in name only, as the country's military ran the country and the war. But he took action after two atomic bombs were dropped on his nation. He was personally involved in the decision to surrender and made radio broadcasts to his nation, calling for calm as the U.S. Army began its occupation of the island nation.

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ADOLF HITLER \_ Forty years after his death, his name still stands for tyranny and evil. Ironically, the would-be ruler of the world originally wanted to be an artist. The son of an Austrian customs official, Hitler at 16 failed to get into the Academy of Fine Arts in Vienna and spent the next six years painting Viennese street scenes.

His World War I battle experiences left him infatuated with war. "Conquest," he would later tell the German people, "is not only a right but a duty."

Hitler transformed a fledgling nationalist group into the National Socialist German Workers' Party \_ the Nazis. Despite his tactics \_ he was jailed for an unsuccessful revolution in Munich \_ Hitler was named prime minister in 1933. He became "der Fuehrer," a piercing voice that preached domination and hatred.

In prison, Hitler had written "Mein Kampf," a detailed political agenda that envisioned a New Order over Europe that would exterminate the Jews and last 1,000 years. Eventually, he was stymied by the Royal Air Force, the Russian winter and the United States' industrial might.

The leader of the so-called master race took his life in his Berlin bunker as Russian shells burst outside.

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COLIN KELLY \_ The young Air Corps captain was one of the war's first American heroes.

On Dec. 10, 1941, the 25-year-old bomber pilot took part in an attack on a Japanese naval task force off the Philippines. His plane scored a hit on a enemy warship, but Japanese fighters swarmed his bomber and Kelly ordered his crew to bail out. He stayed at the controls and went down with the plane.

To honor him, Roosevelt wrote a letter to a future president, recommending Kelly's 19-month-old son to West Point.

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DOUGLAS MACARTHUR \_ The flamboyant general thrilled an anxious nation with the pledge "I will return," as he retreated from the Philippines.

The son of Civil War hero, MacArthur was labeled by critics as a haughty egotist who effected such props as a corncob pipe and aviator sunglasses.



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Supporters considered him a military genius, who developed the "hit 'em where they ain't" strategy of flanking enemy forces to keep casualties at a minimum.

When U.S. troops recaptured the Philippines, MacArthur made good his pledge, walking ashore as the battle still raged. He became the supreme commander for the Allies in the Pacific and accepted the Japanese surrender aboard the battleship Missouri.

MacArthur ran the military government in Japan and, years later, recaptured Korea from communist forces. But he was relieved of duty after a disagreement with President Harry Truman over his request to attack the Chinese mainland.

"There is no substitute for victory," he told Congress after the incident, closing his speech by paraphrasing a British war song that proclaimed, "Old soldiers never die; they only fade away."

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GEORGE C. MARSHALL \_ A soldier-statesman, Marshall was responsible for training, supplying and moving an armed force that numbered more than 8 million men. After the war he was instrumental in rebuilding a shattered Europe.

Marshall became chief of staff of the 200,000-member U.S. Army on the day German troops invaded Poland. He prepared the Army for war and sought out talented officers like Eisenhower as its leaders. He served as secretary of state after the war and created "The Marshall Plan," a \$13 billion aid package that helped European nations recover and kept communist influence to a minimum.

"Our policy is directed not against any country or doctrine but against hunger, poverty, desperation and chaos," he said.

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BERNARD MONTGOMERY \_ The cocky British field marshal went from defeat at Dunkirk to victory over Rommel in North Africa and later led the Allied drive into Germany.

A career officer, Montgomery developed his British Eighth Army into a hard-hitting blend of infantry and armor that pushed the German Afrika Corps out of North Africa.

An idol to the British, Montgomery wore a jaunty beret and was given to statements that irritated his U.S. allies, including his claim that he had to rescue Americans in the Battle of the Bulge.

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AUDIE MURPHY \_ The Texas youth became America's most decorated hero when he was barely 20.

Murphy enlisted shortly after Pearl Harbor and matured on the battlefield, receiving a field commission to second lieutenant following action in North Africa and Italy. On Jan. 26, 1945, German forces attacked his unit near Colmar, France. Murphy jumped onto a burning tank and killed 50 enemy with a machinegun. His citation for the Medal of Honor noted "his clothing was torn and riddled

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by flying shell fragments and bits of rocks." Murphy was wounded three times.

The war hero later became a movie actor, starring in Westerns and "To Hell and Back," an account of his wartime exploits. He died in a 1971 plane crash.

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BENITO MUSSOLINI \_ "Il Duce" promised to restore Italy to the glories of ancient Rome. "War alone brings up to its highest tension all human energy and puts the stamp of nobility upon the peoples who have the courage to face it," he wrote.

But the former school teacher and newspaper editor became a caricature of a bully. Despite his clenched fist, jutting jaw and impassioned speeches, Mussolini conquered only Ethiopia, where his armored troops slaughtered villagers armed with bows and arrows.

Disaster attended other Italian adventures. A small British force captured two Italian armies in North Africa. An attempted invasion of Greece turned into a rout. "The Italian race is a race of sheep," he wrote in his diary. His contempt was returned in 1943 when he was overthrown.

German paratroopers rescued him, and Hitler established his ally as head of a "republic" in northern Italy. But in 1945 Mussolini and mistress Clara Petacci were captured by partisans and executed the day before Hitler killed himself. Their bodies were displayed, hung from their heels, at a Milan garage.

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GEORGE PATTON \_ The outspoken general became one of the United States' most colorful military leaders, a man whose elite Third Army overwhelmed enemy forces in Europe, but who nearly destroyed himself with rash words and actions.

"The most vital quality a soldier can possess is self-confidence, utter, complete and bumptious," he once wrote his son. "Old Blood and Guts," as his troops called him, scored victories in North Africa and Sicily but nearly lost his command when he slapped a soldier being treated for battle fatigue. Patton said he thought the man was malingering.

Following the invasion of France, Patton's tanks raced across Europe, traveling so far beyond supply lines they had to be provisioned by plane. "A pint of sweat will save a gallon of blood," he once said.

Patton died in a car crash in December 1945.

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HENRI PHILIPPE PETAIN \_ The aging hero of World War I headed the French government at Vichy, a hated symbol of collaboration with the German occupation.

Pétain won fame for his defense of Verdun in 1916, saying of the German army, "They shall not pass." But after the Nazi invasion in 1940, he arranged an armistice and cooperated with the occupiers, sending French workers to Germany and ordering French troops in North Africa to oppose Allied landings in 1942.



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Pétain was 89 when he was tried for treason at war's end. De Gaulle reduced a death sentence to life in prison, where Pétain died six years later.

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VIDKUN QUISLING \_ The name of the former Norwegian army captain came to mean "traitor" after he helped German invaders take his country. He served as head of a puppet government and was convicted of treason and shot in 1945.

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ERWIN ROMMEL \_ One of Germany's outstanding generals, the "Desert Fox," and his Afrika Corps held much larger Allied forces at bay in North Africa until he ran short of men and supplies.

Rommel led German forces at Normandy when the Allies invaded in 1944 but lost his command when he told Hitler it was futile to continue the war. Rommel was wounded when an Allied fighter strafed his auto. He recovered, only to take poison later that year after he was implicated in the plot to kill Hitler.

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FRANKLIN DELANO ROOSEVELT \_ The jaunty patrician was already a symbol of hope to a Depression-weary nation when the Japanese attacked the U.S. fleet at Pearl Harbor. Calling the attack "a day of infamy," Roosevelt rallied his country to the task of war.

He became the first president since Lincoln to visit an American battlefield, traveling to Casablanca to meet with Churchill. His policies ended forever America's isolationist tendencies. He envisioned a prosperous postwar world. "We have learned that we cannot live alone," he said in his last inaugural address.

But the turmoil of the war took its toll on Roosevelt, crippled by polio years before. In the last year of the war Roosevelt aged visibly. Sickness took 15 pounds. Pictures of the president in conference with Churchill and Stalin at Yalta show a seriously ill man.

Roosevelt never lived to see his vision of the future. He died April 12, 1945, 18 days before Adolph Hitler took his life in a Berlin bunker and 26 days before the Nazis surrendered in Europe.

"The only limit to our realization of tomorrow will be our doubts of today," Roosevelt wrote in a speech he was to have delivered the day after he died.

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JOSEF STALIN \_ A Georgian peasant who rose to power through intrigue and terror, Stalin was the only leader of the Big Three \_ Britain, the Soviet Union and the United States \_ to remain in power through the war.

Born Iosif Vissarionovich Djughashvili, he began life in two-room shack. He studied for the priesthood but became more interested in the works of Victor Hugo and Karl Marx. Arrested and exiled to Siberia a number of times, he came to the attention of Lenin, who elevated him to power in the revolutionary movement. It was then he became Stalin, a Russian word meaning "man of steel."

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Stalin took power after Lenin's death. Millions were executed or sent to labor camps under his orders. He signed non-aggression pacts with the Germany and Japan, and invaded Poland in partnership with the Germans and Finland on his own.

Germany double-crossed him and its troops reached the outskirts of Moscow in late 1941. The Russian winter eventually wore down the German might. But it was a costly victory. An estimated 20 million Russians died in the "Great Patriotic War."

"A single death is a tragedy, a million deaths is a statistic," he once said.

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HIDEKI TOJO \_ The bald, bespectacled general became synonymous with treachery after Pearl Harbor. Tojo came to power in the wave of militarism that swept Japan in the 1930s. The son of a general, he rose to prominence as head of the Kwantung Army, the Japanese force that seized Manchuria in 1931.

Tojo became premier of Japan in October 1941 and ordered the attack against the U.S. fleet in Hawaii. Although popular with his countrymen as Japanese troops swept through the Pacific, Tojo resigned after the fall of the island fortress Saipan in 1944. Convicted of war crimes, he was hanged Dec. 23, 1948.

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HARRY TRUMAN \_ "I felt like the moon, the stars and all the planets had fallen on me," the man from Missouri told reporters the day after he assumed the presidency upon Roosevelt's death.

Germany surrendered weeks later, but Truman had to make the decision to use the atomic bomb, a weapon he knew nothing of until he became president, on Japan.

"Once a decision was made, I did not worry about it afterward," he later wrote in his memoirs.

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COUNT KLAUS VON STAUFFENBERG \_ The German colonel led a failed plot to assassinate Hitler. On July 20, 1944, he placed a briefcase containing a time bomb under a table at Wolfsschanze, Hitler's "Wolf Lair" in East Prussia. Hitler escaped serious injury, walking away from the table before the bomb exploded. Von Stauffenberg was executed that night by a firing squad in Berlin, shouting, "Long live our sacred Germany," as he died.

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ISOROKU YAMAMOTO \_ The supreme commander of the Japanese combined fleet, Yamamoto was the architect of the attack on Pearl Harbor and subsequent Japanese victories throughout the Pacific.

Yamamoto opposed war with the United States, calling it a "sleeping giant" that would eventually overwhelm Japan with its industrial might. "We would have to march into Washington and sign the treaty in the White House," he warned



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his nation's leaders.

Yamamoto was killed in April 1943 when U.S. fighters shot down his plane as he was secretly inspecting Japanese installations at Bougainville.

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GEORGI ZHUKOV \_ A veteran of World War I, the general survived Stalin's purges of the Soviet military in the 1930s and organized the huge counterattacks that drove off German invaders from Moscow and Stalingrad. He later commanded one of history's greatest armies as it swept west into Germany.

Stalin feared Zhukov's popularity and assigned him to minor posts after the war. But after Stalin's death, Zhukov rose in political prominence, taking on the post of defense minister.

GRAPHIC: With Laserphotos

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The Christian Science Monitor

May 22, 1985, Wednesday

SECTION: National; Pg. 3

LENGTH: 1591 words

HEADLINE: Pentagon takes a hard look at ability of officer corps to lead troops  
in combat;  
Critics worry that up-or-out promotions stifle innovation

SERIES: Last of three articles

BYLINE: By Peter Grier, Staff writer of The Christian Science Monitor

DATELINE: Washington

BODY:

It was called 'getting your ticket punched,' and its effects may still haunt the United States military.

In Vietnam, it was common for mid-level US officers to command troops for only six or seven months before being replaced. Thus as many as possible received the field experience that helps their chances for promotion. They got their tickets punched, in military parlance.

To some critics, this practice fostered a narrow, my-career-comes-first attitude among young officers that damaged crucial unit cohesion. Does that attitude persist today?

Says retired Gen. Eugene C. Meyer, Army chief of staff from 1979 to 1983: 'When I (led the Army,) I was concerned whether selflessness was going to permeate the service. I still worry about that.'

Ten years after Vietnam, the nature of US military leadership has become a topic of wide discussion within the armed services and among outside experts.

On one level, this debate focuses on personal leadership, the qualities junior officers need to meld US units into an effective fighting force.

On a second level, it centers on institutional leadership, on the responsibilities of the country's four-star generals and fleet admirals.

Though present in the Navy and the Air Force, this leadership debate is a matter of particular concern within the Army.

'The Army is the intellectual place to be in the services,' notes Dr. Jeffrey Record, a senior fellow at the Institute for Foreign Policy Analysis.

It was the Army, after all, in which the trust between leader and led degraded the most during the late 1960s and early '70s. The turbulence caused by ticket-punching,



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says General Meyer, was one main reason.

This quick turnover of field commanders

meant they never had time fully to understand the men under them and the nature of the war. Soldiers often found themselves in the hands of inexperienced leaders - a situation that did very little for morale. It was difficult for many US units to develop the loyalties that bind all ranks together in crack fighting teams.

'The World War II units which did well were the ones with cohesion,' General Meyer points out.

The Army in recent years has tried to turn this problem around. In 1981, Meyer ordered that command tours be at least two years long. He launched an experimental program named COHORT, in which soldiers and junior officers move from basic training to first assignment as a unit. By the end of this year almost 10 percent of the Army's force will have gone through COHORT.

'They've trained together, they know each other, they know their officers,' says Maj. Robert Gesell, a Pentagon personnel officer. 'The Germans did this in World War II, to great effect.'

But questions about US military leaders involve more than length of service with particular units. Critics ask: Do the armed services produce the sort of officers they really need? Do today's layered military bureaucracies breed too many bland budgeteers?

One hundred years ago, critics say, US forces were led by men different from today's commanders. Though golden-haired, strutting Gen. George Custer was an extreme example, officers as a whole were relatively daring and outspoken, say some. 'In the 19th century, virtually every officer worth his salt had been court-martialed at least once,' claims retired Army Lt. Col. Theodore Crackel.

But over the last century the pressures in the US military for officers to conform have become stronger and stronger, according to critics inside and outside the services. Bold officers inevitably make mistakes. And in today's up-or-out military promotion system, even one mistake may be fatal to a career.

'In America, we pride ourselves on being individualistic. In the military, we have bred most of that out of ourselves,' says one midlevel officer serving a Pentagon tour of duty.

In an internal Army survey disclosed in May's 'Armed Forces Journal,' 49 percent of a sample of officers ranked lieutenant through colonel agreed that 'the bold, original, creative officer cannot survive in today's Army.' Sixty-eight percent of this group agreed that 'the officer corps is focused on personal gain rather than selflessness.'

The US military may also have too many managers, and not enough swordsmen.

Armies through the ages have recognized the need for a balanced supply of those who can run supply depots, and those who can charge enemy lines.



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Today in the US, the supply depot types may be ascendant. Weapons systems have become so complicated and expensive that much of the Pentagon's energy is sucked into purchasing, and marketing to Congress. The Army War College has taught a course in how to give congressional testimony.

'We have become so obsessed with selling budgets that other things don't get the attention they deserve,' says Gen. David C. Jones, former chairman of the Joint Chiefs of Staff. 'There ought to be more (emphasis) on strategy and warfighting doctrine.'

In defense of today's officer corps, General Jones points out that the quality of individual officers - their education level, their commitment - is as high as it has been in 40 years.

Others say that whether individualism is bred out of officers all depends on what you think is individual. 'There are people I think are renegades that are four-star generals,' says General Meyer.

In peacetime, say military officers, it's natural that procurers will rise in armed service bureaucracies. You don't really know who the swordsmen are, say military sources, until the fighting starts. The swordsman-manager distinction is somewhat artificial, they say - especially in today's world of expensive, high-tech conventional weapons.

And there are signs in the services of a new effort to remind officers that they are more than systems analysts who get to wear uniforms to work.

In the Air Force, an education program called 'Project Warrior' encourages officers to study war history, and the lives of such renowned commanders as Lt. Gen. James Doolittle. In the Army, a War College instructor, Col. Harry Summers, is leading a boom in the study of such philosophers of war as the 19th-century Prussian officer Carl von Clausewitz.

Especially in the Army, this resurgence of the study of warfighting involves more than the duty of individual officers. It also covers the responsibilities of top military commanders to the nation - and whether those responsibilities were shouldered during Vietnam.

Colonel Summers' book-length study of the Vietnam war, 'On Strategy,' concludes that 'on the battlefield, the Army was unbeatable.' Defeat was caused by large strategic mistakes, one of the largest being 'failure to invoke the national will.'

In other words, the war was to be escalated without arousing the American people. There was to be no declaration of war; no mobilization of the reserves.

Civilian policymakers were the prime architects of this decision, but the military went along unthinkingly, writes Summers. In general, he says, military leaders allowed civilians to dominate the setting of all strategy for the war, and failed in their responsibility to present alternative courses of action. The Joint Chiefs, in Vietnam, did not insist that their civilian overlords set tangible political goals, according to Summers.

Retired Gen. Bruce Palmer Jr., an Army corps commander in Vietnam and another widely published analyst of the war's conduct, says that senior military



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leaders should have told their commander in chief his strategy was not working.

'In hindsight, a strong case can be made for the resignation of one, several, or all the Chiefs (of Staff),' he writes.

General Palmer and Colonel Summers believe the US military should be much less a machine that goes to war at the President's bidding, and more of a questioning body that comments on policy in times of conflict.

The debate among US soldiers as to whether they should say, 'Why are we doing this?', instead of 'Can do,' to civilian orders, has been going on a long time, military experts note.

Not all of them believe that US armed forces would actually balk at controversial actions - or that public discussion as to whether they should is a good thing.

'America now has a noticeably cautious Pentagon,' notes Paul M. Kennedy, Dilworth Professor of History at Yale University. Defense Secretary Caspar W. Weinberger, he points out, gives speeches saying the US won't fight without assurance of support from Congress and the US people. Such public announcements, says Kennedy, make it more difficult for the US to manage its global interests.

Others go further. The experience of Vietnam has led to a general reluctance in the US to use power, say conservative analysts. This has led to world disequilibrium, as the Soviet Union has continued efforts to export its influence. Many conservatives consider Central America a paradigm, a place where Americans waffle and the Soviets have will.

For a military force, leadership can affect performance as much as, or more than, weapons quality, or strength of numbers.

As it strives to offset Warsaw Pact tanks and missiles, the West should thus make sure that its military leaders are at least as good as the Soviet Union's, say US officers. The stereotype of the Soviet commander - a mere cog who will simply stand around if not given detailed orders - may not be true. Says one midlevel US officer: 'The Russians aren't the world's best chess players for nothing.' Last of three articles. The first two ran May 20 and 21.

GRAPHIC: Picture, Keeping in touch with the troops during Ocean Venture '84 exercises in Puerto Rico. FILE/BRAD KNOCKERBOCKER; Picture 2, US Naval Academy cadets: Is military educating individualism out of officer corps? FILE/US NAVAL ACADEMY

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June 9, 1985, Sunday, AM cycle

SECTION: Domestic News

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HEADLINE: Dress Rehearsals for Daring Raids Were at Eglin

BYLINE: By BILL KACZOR, Associated Press Writer

DATELINE: EGLIN AIR FORCE BASE, Fla.

KEYWORD: Eglin Anniversary

BODY:

Agent Orange had its dress rehearsal here, and so did the fire bombs that devastated Tokyo in World War II. Airmen practiced raids to rescue hostages in Iran and prisoners of war in Vietnam.

Eglin, the nation's largest air base, covering 724 square miles of the Florida Panhandle, marks its 50th anniversary this week.

The Air Force's first guided missile unit test fired copies of German V-1 buzz bombs from Eglin's beaches in 1944. Building on that experience, Eglin became headquarters for the Air Force Armament Division which developed and tested "smart" bombs and other guided weapons first used in Vietnam.

Eglin's historian, David R. Mets, said Lt. Col. James "Jimmy" Doolittle's 1942 firebombing raid on Tokyo may have begun in a restaurant near the base here. Legend has it that Doolittle scribbled plans for the attack on a restaurant's table cloth which then was impounded and classified "secret."

A pilot from nearby Pensacola Naval Air Station taught the Army fliers how to get their bulky B-25 Mitchell bombers airborne within the length of an aircraft carrier's deck. The training paid off on April 18, 1942, when 16 bombers were launched from the carrier Hornet for their surprise attack on Tokyo.

The Doolittle raid and other pieces of Eglin's history are to be celebrated Saturday with a parade and open house, including aircraft displays, a performance by singer Lou Rawls and an air show by the Thunderbirds, the Air Force's aerial demonstration team.

Two square blocks of wooden buildings, dubbed "Little Tokyo," were used for development of incendiary bombs, Mets said.

Eglin also had a hand in the A-bomb attacks. Col. Paul Tibbets, pilot of the B-29 that dropped the first bomb on Hiroshima, headed the Superfortress testing program at Eglin and practiced over the Gulf of Mexico for the atomic bomb mission.



The Associated Press, June 9, 1985

During the Vietnam War, the controversial herbicide Agent Orange was sprayed on one of Eglin's bombing ranges \_ it remains off limits \_ and crews built mock-ups of a North Vietnamese village and prison camp.

The base is named for Lt. Col. Frederick I. Eglin who had been killed in a Jan. 1, 1937, air crash at Anniston, Ala.

8TH STORY of Level 1 printed in FULL format.

Proprietary to the United Press International 1985

April 18, 1985, Thursday, BC cycle

SECTION: Regional News

DISTRIBUTION: New Mexico

LENGTH: 435 words

DATELINE: ALBUQUERQUE, N.M.

KEYWORD: Raiders

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 Thursday for their 42nd annual reunion.

Dave Jackson, a Department of Energy official helping to host the gathering of aging aviators, said Gen. James H. Doolittle arrived Thursday. He said 46 of the 80 raiders are still living and 32 of them are expected for the reunion.

Doolittle, then a lieutenant colonel and already a world-renowned flier, commanded the mission and flew one of the B-25 Mitchell bombers that participated in the electrifying raid.

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 on 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 were 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.

Other members of the group served out the war with honor and several were killed in combat. Many completed military careers and several became general officers.

Their first reunion was in 1943 in North Africa, where many were serving at the time, and some or all of the survivors have met most years since then.



Proprietary to the United Press International, April 18, 1985

They will gather at the Hilton Hotel for a business meeting Saturday and will attend a banquet Saturday night, at which they will toast the memories of fellow crew members who have died, overturning the silver goblets of those who died during the past year.

The reunion is being hosted in conjunction with an air show at Kirtland Air Force Base, which will feature a restored B-25 Mitchell bomber.

During the air show, Capt. Richard W. Cole -- son of Col. Richard E. Cole, Doolittle's co-pilot during the Tokyo raid -- will fly his F-15 Eagle from Eglin AFB, Fla., to Kirtland.

He is the only son of a raider on active flying status with the Air Force.

12TH STORY of Level 1 printed in FULL format.

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April 9, 1985, Tuesday, Late City Final Edition

SECTION: Section A; Page 23, Column 1; National Desk

LENGTH: 214 words

HEADLINE: 2 NAMED FOUR-STAR GENERALS

BYLINE: UPI

DATELINE: WASHINGTON, April 8

BODY:

President Reagan has nominated and the Senate has approved the promotion to the rank of four-star general two retired lieutenant generals, James H. Doolittle and Ira C. Eaker, the Pentagon announced today.

General Doolittle, 89 years old, led the B-25 bomber raid from the aircraft carrier U.S.S. Hornet to Tokyo in 1942 and went on to command the Eighth Air Force in Europe and later in the Pacific. He resigned in 1946.

General Eaker, who will be 89 next Saturday, began his military career as a second lieutenant in the infantry in 1917 and retired in 1947. His World War II service also included command of the Eighth Air Force before General Doolittle and later as Commanding General of all the United States Army Forces in Britain and Commander-in-Chief of the Mediterranean Allied Air Forces. He rose to chief of the Air Staff as the war drew to an end.

Although both men have impressive flying backgrounds, General Doolittle's feats were spectacular. He flew one of the bombers that sank a captured German battleship in 1921 in Gen. Billy Mitchell's demonstration of what air power could do. In 1929 he pioneered instrument flight, becoming the first pilot to take off, fly and land on instruments alone, without being able to see the ground at any time.

SUBJECT: Terms not available



14TH STORY of Level 1 printed in FULL format.

The Associated Press

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April 8, 1985, Monday, AM cycle

SECTION: Washington Dateline

LENGTH: 257 words

HEADLINE: Retired Generals Gain Four-Star Rank

DATELINE: WASHINGTON

KEYWORD: Doolittle-Eaker

BODY:

The Pentagon announced on Monday that two of the nation's most highly decorated World War II generals, although long since retired, have been confirmed by the Senate for promotion to four-star rank.

Lt. Gen. James H. Doolittle, who led the first bomber raid on the Japanese mainland in 1942, and Lt. Gen. Ira C. Eaker, who played a key role as commander of U.S. and allied air forces in Europe and the Mediterranean, have been confirmed "for advancement on the retired list to the grade of (four-star) general," the Pentagon said.

The nominations for the promotion were said to have been sent to the Senate recently by President Reagan, but the announcement did not specify when the Senate had voted to confirm them.

A Pentagon official who asked not to be named said such retirement promotions were not without precedent, "but they are certainly unusual."

Doolittle, 88, retired from the military in July 1946. After leading the first bombing raid on Japan on April 18, 1942, he became the commander of the 12th Air Force in North Africa and eventually, the commander of the 8th Air Force in the European and Pacific theaters.

Eaker, who will be 89 on April 13, was responsible for organizing the VIII Bomber Command in England in 1942. He became commander of the 8th Air Force before Doolittle, going on to become the commander-in-chief of the Mediterranean Allied Air Forces. He was named the deputy commander of the Army Air Forces and chief of the air staff as the war came to an end, retiring two years later on Aug. 31, 1947.

15TH STORY of Level 1 printed in FULL format.

Proprietary to the United Press International 1985

April 8, 1985, Monday, AM cycle

SECTION: Washington News

LENGTH: 501 words

BYLINE: By DANIEL F. GILMORE

DATELINE: WASHINGTON

KEYWORD: Doolittle

BODY:

President Reagan has nominated and the Senate approved the promotion to four star general rank of retired lieutenant generals James H. Doolittle and Ira C. Eaker, the Pentagon announced Monday.

Doolittle, 89, led the B-25 bomber raid from the aircraft carrier USS Hornet to Tokyo in 1942 and went on to command the 8th Air Force in Europe and later the Pacific. He resigned in 1946.

Eaker, who will be 89 next Saturday, began his military career as an infantry second lieutenant in 1917, retired in 1947. His World War II service also included command of the 8th air Force before Doolittle and later as Commanding General of all the U.S. Army Forces in Britain and Commander-in-Chief of the Mediterranean Allied Air Forces. He rose to chief of the Air Staff as the war drew to an end.

Although both men have impressive flying backgrounds, Doolittle's feats were spectacular, aside from the Tokyo raid that won him the Congressional Medal of Honor.

He served as an Army test pilot and airplane racer who learned to fly on "Jenny" biplanes in 1917. He flew one of the bombers that sank a captured German battleship in 1921 in Gen. Billy Mitchell's demonstration what air power could do. In 1922 he became the first man to fly across the country in less than a day -- in 21 hours, 19 minutes -- and the next year won the Schneider international trophy race for seaplanes.

In 1928 he flew the first outside loop -- a maneuver that many pilots and aeronautical designers considered impossible. It still is impossible to perform the maneuver in many modern aircraft.

In 1929 he pioneered instrument flight, becoming the first pilot to take off, fly and land on instruments alone, without being able to see the ground at any time. In 1928 he broke both ankles in a two-story fall from an officers club the night before he was to demonstrate a Curtiss Hawk in a government sales competition in Chile.

"To prove a point," he recalled, "I climbed up on a window sill and did a clange, a stunt in which I supported myself on one elbow and extended my legs out of the window, parallel to the ground. Trouble was, when I started to recover, the sandstone window sill crumbled and I fell, breaking both ankles



Proprietary to the United Press International, April 8, 1985

when I hit the concrete sidewalk below.''

But that didn't stop him. He flew the next day with his legs in casts and his feet clamped to the rudder pedals, throwing the the plane around so violently that he cracked both casts. He won the competition, outflying a German veteran of Baron Von Richtofen's World War I ''flying circus,'' then piloted the plane over the Andes to Argentina, his feet still bracketed to the rudders and his crutches stashed in the empty machine gun slots. decide future naval battles.

After leaving the service, Doolittle served as an executive with a number of firms, including Shell Oil Co. and the Mutual of Omaha Insurance Co. But he kept flying and remained a senior statesman of air power.

His home is now in Monterey, Calif. Eaker lives in Washington, D.C.



**DU PONT, FRANCIS IRENEE—Cont.**

business under his own name in Wall Street, opening brokerage firm in 1931.

*References*

N Y Herald Tribune p27 Je 20 '41 por

*Obituary*

N Y Times p22 Mr 17 '42

**DZHUGASHVILI, IOSIF VISSARION-OVITCH** See Stalin, J.**EAKER, IRA C(LARENCE)** (ā'kēr) Apr.

13, 1896- Head of the United States Bomber Command in the European Theatre

Address: b. c/o War Department, Washington, D. C.

In one of the books which he wrote with General Henry H. Arnold<sup>14</sup>, Chief of the United States Army Air Forces, Major General Ira Clarence Eaker said: "No man should plan air battles who has not fought in a flying machine. No leader should ever send airmen to battle unless he knows by personal experience their problems and the limitations of their equipment and the opposition they will meet. Great leaders in the air and on the ground do not send men. They lead them." Head of the United States Bomber Command in the European Theatre, General Eaker was practicing what he preached when on August 17, 1942 he personally directed the attack of United States bombers on Rouen, France.

This "tough, cigar-smoking" flier and leader was born in Field Creek, Texas, on April 13, 1896 and was educated at Southeastern State Teachers College at Durant, Oklahoma. He entered the service from Oklahoma, through the 1st Officers' Training Camp, and on August 15, 1917 he was commissioned a 2nd lieutenant in the Infantry Reserve. Three months later he was placed on detached service to receive flying instruction at Austin and Kelly Field, Texas, and in October 1918, already a 1st lieutenant, he was ready to begin his career as a flying officer.

After a short period of service at Rockwell Field, California, in July 1919 Eaker was ordered to the Philippine Islands, there to serve with the 2nd Aero Squadron at Fort Mills and with the 3rd Aero Squadron at Camp Stotsenburg. Soon after his promotion to captain in July 1920 Eaker was made executive officer in the Department Air Office of the Philippine Department and given command of the Philippine Air Depot at Manila. In the Philippines Eaker studied at the University of the Philippines, and when he returned to the United States in January 1922, assigned to command Mitchel Field, New York, he continued to study, this time at Columbia University, where he took a course in contract law.

From Mitchel Field Eaker went to Washington as executive assistant in the office of the chief of the Air Service, and he remained in this position until October 1926. A month later he was off to South America, as second in command of the Pan-American Flight which

made a good-will trip around that continent in 1926 and 1927. For his part in this flight he was awarded the Distinguished Flying Cross with the following citation: "Captain Eaker, as one of the pilots of the airplane *San Francisco* during the Pan-American Flight . . . displayed initiative, resourcefulness, and a high degree of skill under the many trying conditions encountered throughout the flight. His tireless energy, sound judgment, and personal courage contributed materially to the successful completion of this mission of good will. In the efficient performance of his arduous duties he aided in the accomplishment of an exploit which brought great credit to himself and to the Army of the United States."

Back in the United States Eaker settled down in Washington until September 1928, as executive officer in the office of the Assistant Secretary of War. He then returned to active duty as operations and line maintenance officer at Bolling Field. It was while he was serving at Bolling Field that Eaker was one of the pilots of the Army plane *Question Mark* in their attempt to establish a new record in endurance flying. The record—150 hours and forty minutes in the air—was established in 1929, and Eaker was decorated again, this time with the Oak Leaf Cluster for his Distinguished Flying Cross. He had, the citation said, "by his endurance, resourcefulness, and determination, demonstrated future possibilities in aviation which were heretofore not appreciated." It was at Bolling Field, too, that Eaker became a member of the mythical Caterpillar Club, after he had been forced to use a parachute to save his life when a plane he was testing refused to come out of a spin.

From Bolling Field Eaker went to the University of Southern California in 1932, and from there to the 34th Pursuit Squadron at March Field, California. Part of the time he was on detached service, commanding Air Mail Route 4, Western Zone, for the Army Air Corps Mail Operations; the rest of the time, until July 1935, he was commander of the 17th Attack Group, and group intelligence operations and information officer for this same group.

Eaker, a major since 1935, left this post to attend the Air Corps Tactical School, and from the Air Corps School he was ordered to the Command and General Staff School. It was while at school that the first of the books he wrote with General Arnold<sup>14</sup> appeared. *This Flying Game* (published 1936 and reprinted and revised several times) is a book "about the aviation industry and its allied trades, businesses, and professions," considered by most experts to be merely a restatement of fairly well known material. In the year of this book's publication Eaker piloted a plane on the first transcontinental blind flight, his plane hooded over, guided only by instruments.

In 1937 Eaker moved to Washington for service in the office of the chief of the Air Corps. He remained there until November 1940, when he was ordered to Hamilton Field, California. Less than a year later he was at Mitchel Field, New York, again, and it was

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U. S. Army Air Forces

MAJOR GEN. IRA C. EAKER

while he was serving here that the second book he wrote with General Arnold, *Winged Warfare* (1941), appeared. This discussion of the organization of the American Air Force was generally hailed as "an admirable work, clearly written, easily read, readily intelligible to any layman" . . . "must reading for any one who wants the real facts on military aviation from men who know what it is all about."

The most recent book by Arnold and Eaker is *Army Flyer* (1942), "a flying officer's primer from headquarters" in which are explained "the duties and rewards of a pilot's career from flying cadet to air general." Conceived in the air as its authors flew to Alaska in the summer of 1940 and written while they were flying from one destination to another and in the short hours they were off duty, it is, one critic said, "worth all the much needed sleep they must have lost over it," a book hailed as "pithy, sensible, and worthwhile reading."

In July 1942 it was announced that General Eaker (temporary lieutenant colonel since December 1937; permanent lieutenant colonel since August 1940; temporary colonel since December 1941; and temporary brigadier general in January 1942) would command the United States bombers in the European Theatre. By then, he had been putting the American Bomber Command into shape for two months, and his men were impatient to "get at 'em and get it over with." They got their chance on August 17 when a group of Flying Fortresses opened their long awaited air offensive in an all-American bombing raid against Nazi Europe, successfully attacking the railroads, freight yards, and roundhouses of Rouen. In a B-17 bomber called *Yankee Doodle*, Eaker himself took part in the raid, observing "great bursts of dirt from the many

hits on the targets." He returned from it well satisfied—his men had "carried out their mission nonchalantly and coolly"—and this, he felt, "was our real start. From now on we expect to keep up these attacks whenever weather permits."

They were kept up—on Abbeville, on Amiens, over the North Sea, over much of France and Germany—with the fliers earning a reputation for "fantastic accuracy" in bombing. Eaker was awarded on August 23, 1942 the Silver Star, the fourth highest military decoration within the gift of the United States Government, for his work of "planning, organizing, and participation in the attacks on the enemy." In September 1942 Eaker was promoted to major general (temporary). The following month, when he was being interviewed by the British press, Eaker said. "There are enough airdromes now built and building to accommodate all the Allied air forces needed for the destruction of Germany. I believe it is possible to destroy the enemy from the air. By destroying his aircraft factories you can put an end to his air force. By destroying his munition plants and communications you can make it impossible for him to build submarines. There is nothing that can be destroyed by gunfire that cannot be destroyed by bombs."

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- Who's Who in the Regular Army 1925

**EASTMAN, JOSEPH B(ARTLETT)**  
June 26, 1882- Director of the United States Office of Defense Transportation

Address: h. 2266 Cathedral Ave, N. W., Washington, D. C.

According to a story in the *American Magazine*, two fellow students swiped Joe Eastman's train ticket, on a trip once during his college days. "He had spent all his money and was in despair. His friends suggested that he crouch down on the floor and let them cover him with their overcoats. When the conductor came along they gave him all three tickets. He wanted to know what the third ticket was for. The conspirators unveiled the crouching Eastman. 'He always travels that way,' they explained."

It may be said that Eastman no longer travels that way. The man who in December 1941 was appointed director of the newly-formed Office of Defense Transportation, however, does have authority to tell other people how to travel, authority to "coordinate and direct domestic traffic movements . . . assuring the orderly and expeditious movement of men, materials, and supplies to points of need."

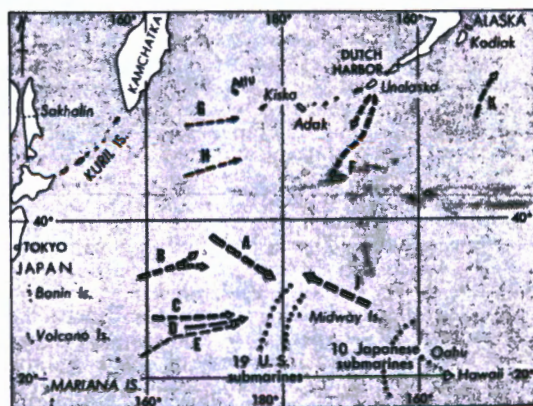
Joseph Bartlett Eastman is a descendant of Roger Eastman, who settled in Salisbury, Massachusetts, in 1638. He was born in Katonah, New York, on June 26, 1882, the son of the Reverend John Huse Eastman, a Con-



of 55 officers and crew. The ship was destroyed, the Okla-  
homa, the Oklahoma,  
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On June 3, the Japanese carriers with the amphibious force struck Dutch Harbor on Amak Island, and landings were made on Kiska

Map 45. BATTLE OF MIDWAY (June 3-6, 1942). The arrowheads show the locations of the elements of the United States and Japanese navies at midnight on June 3-4, the eve of the Battle of Midway. The Japanese forces (A-H) were as follows: A—main carrier force; B—main battleship forces; C and D—covering groups for the Midway occupation group (E); and the forces engaged in the Aleutians (F—second carrier force, G—Kiska occupation force, and H—Attu occupation force). These forces aggregated 4 large carriers, 4 light carriers, 2 seaplane carriers, 11 battleships, 12 heavy cruisers, and a host of lesser vessels. The American carrier force (J) and cruiser-destroyer task force (K), the only United States groups in the area, could muster in major vessels only 3 large carriers and 7 heavy cruisers. In view of this disparity in strength, the American victory at Midway, as described in the text, was truly remarkable.





#### 46. *Eight Hundred and Twentieth Press Conference*

Lieutenant Edward H. ("Butch") O'Hare of St. Louis, Missouri, was a naval aviator attached to the aircraft carrier *Lexington*. On February 20, 1942, several waves of twin-motored Mitsubishi-96 heavy Japanese bombers bore down on the *Lexington*. Lieutenant O'Hare had never before seen combat action. He went out with other of the carrier's aircraft to check the Japanese

attack. Because of the successive waves of attacking bombers, at one point Lieutenant O'Hare's plane was alone against nine Japanese bombers. Facing these heavy planes singlehanded, Lieutenant O'Hare shot down five and damaged a sixth in less than five minutes. His heroic action unquestionably saved the *Lexington*.

#### 46 ¶ The Eight Hundred and Twentieth Press Conference (Excerpts). April 21, 1942

*(Enemy-owned patents — Postwar use of enemy patents — Bombing of Tokyo — Shangri-La.)*

Q. Do we get all those? *(Indicating the large pile of papers in front of the President)*

THE PRESIDENT: You may need them — those are pardons! *(Laughter)* You stepped right into it. *(More laughter)* . . .

I have one that I talked to Leo Crowley about yesterday, in regard to alien enemy-owned patents. And the Alien Property Custodian says that already a great many of them have come into his possession, especially in the chemical and the pharmaceutical field, and several thousand more will be acquired by them in the course of the next few months.

We talked it over, and I asked him to take the necessary steps to make available for war production and national needs all patents that are controlled either directly or indirectly by our enemies, and that these patents should be made freely available for war purposes and national needs, and that there should be a continuation or new research started in connection with their maintenance and expansion. So he is starting in to do that, and to make an exhaustive survey of every known kind of enemy-controlled patent. We think that a

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46. *Eight Hundred and Twentieth Press Conference*

great many of them, actually owned or controlled by enemies, are ostensibly in the hands of neutrals, or allies, or American citizens. . . .

Q. In that same situation there has been brought out before one of the Senate committees — indicating that some of these patent agreements between German and American firms have clauses which would provide for their resumption after the war and it seems to be a moot question as to whether action by the Alien Property Custodian now will affect postwar use. Do you intend to take them and keep them for us?

THE PRESIDENT: I think so, in view of the past experience of this Government. During the World War we took over alien enemy-owned patents, and after the war was over we took no steps to keep them from sliding back one way or the other into alien hands. And I think that a recurrence of that should be prevented at the end of this war.

Q. Mr. President, what about bona fide American patents that are pooled with enemy alien patents, and are needed for the production of the materials?

THE PRESIDENT: Well, my idea is we take everything we need, no matter what the technicalities are. The first thing to do is to win the war. . . .

Q. Mr. President, have you any comment on Pierre Laval?

THE PRESIDENT: I think I had better not.

Q. One of his complaints is that the British are bombing French territory. Is he likely to have any complaint of that sort against the United States?

THE PRESIDENT: I don't know.

Q. How about the story about the bombing of Tokyo?

THE PRESIDENT: Well, the only thing I can think of on that is this: you know occasionally I have a few people in to dinner, and generally in the middle of dinner some — it isn't an individual, it's just a generic term — some "sweet young thing" says, "Mr. President, couldn't you tell us about so and so?"

Well, the other night this "sweet young thing" in the middle of supper said, "Mr. President, couldn't you tell us about



46. Eight Hundred and Twentieth Press Conference

that bombing? Where did those planes start from and go to?"

And I said, "Yes. I think the time has now come to tell you. They came from our new secret base at Shangri-La!"

(Laughter)

And she believed it! (More laughter)

Q. Mr. President, is this the same young lady you talked about — (loud laughter interrupted)

THE PRESIDENT: No. This is a generic term. It happens to be a woman.

Q. Is it always feminine? (Laughter)

THE PRESIDENT: I call it a "sweet young thing." Now when I talk about manpower that includes the women, and when I talk about a "sweet young thing," that includes young men. . . .

Q. Would you care to go so far, Mr. President, as to admit that this Japanese —

THE PRESIDENT: (interposing) Wait a minute — wait a minute.

"The President Admits" — there's the headline. (Laughter)

Go ahead now.

Q. Would you care to go so far as to confirm the truth of the Japanese reports that Tokyo was bombed?

THE PRESIDENT: No. I couldn't even do that. I am depending on Japanese reports very largely. (Laughter) . . .

NOTE: The following excerpt from a letter from General of the Air Force H. H. Arnold to me, dated April 25, 1949, describes the origin of the first air raid on Tokyo:

"From the start of the war, Franklin Roosevelt wanted a bombing raid on Japan proper. We talked the matter over time and time again, with a view to staging it from China, but by the time we had the planes, the Japs had moved so far inland in China that a raid from bases within China was out of the question.

"The next step, I think, was a conference that I had with Admiral King,

for, as I remember it, Admiral King came to me and said he had been talking with the President and he wanted to know if I thought it would be advisable for B-25's to take off from one of the Navy's carriers. From that time on, it was just a question of King and me arranging the details and keeping the President informed.

"I am of the opinion that the idea originated long before the Churchill Conference in January, 1942. I believe the President talked it over with me right after Pearl Harbor, and also talked it over with Admiral King at the same time. As I remember it now, while Churchill and the President may have talked it over, things were already moving along pretty well with the oper-



#### 46. *Eight Hundred and Twentieth Press Conference*

ation prior to Mr. Churchill's arrival for that Conference."

During January, 1942, planning for the operation commenced. Since our intelligence indicated that the Japanese were patrolling their coast to a distance of 300 miles out, the planes had to be launched from well outside that range. It was planned that after the planes bombed Japan they would proceed 1,200 miles farther across the East China Sea and land in airfields in eastern China.

Lieutenant Colonel (later Lieutenant General) James H. Doolittle was selected to lead the raid, with a force of 16 B-25's and an all-volunteer crew of airmen. After an intensified training period in short take-offs with heavy loads, and after the conversion of the B-25's to carry extra fuel, the planes were lashed to the flight deck of the naval aircraft carrier *Hornet*. The task force, under command of Vice Admiral William F. Halsey, left California early in April.

Colonel Doolittle hoped to bring the force 450 miles from Japan before launching the planes, and he figured that the mission could not be successful if the bombers took off more than 650 miles from their objective. Luck would have it, however, that on the morning of April 18, a Japanese patrol vessel was sighted about 800 miles from Tokyo. Rather than take a chance on having the Japanese braced for the blow, it was decided to launch

the bombers ten hours in advance of the plan.

With a bare 467 feet of clear deck in front of him, Colonel Doolittle took off in the lead bomber into a 40-knot gale which was splashing the ocean over the bow of the *Hornet* and making the runway slippery. All 16 B-25's were launched without mishap, and shortly after noon they were unloading their bombs on Japan. Most of the planes carried three 500-lb. demolition bombs and single incendiary clusters, which were dropped on oil stores, factory areas, and military installations of Tokyo. A few planes went on to make minor strikes on Kobe, Yokohama, and Nagoya, with one bomb hitting the Japanese aircraft carrier *Ryuho* in drydock at Yokohama.

The original plan had called for landings in China in the early morning, but the premature take-off meant that landings had to be made in darkness. The wind, rain, and density of darkness combined to make the aftermath of the Tokyo raid a near tragedy. Although all planes escaped injury from enemy action, none of them landed safely at their planned destinations. Most of the crews were able to parachute to safety in Chinese territory, but one plane landed 25 miles north of Vladivostok and the crew was interned by the Russians, and two planes were forced down in Japanese territory. Of the crews of these two planes, two men were drowned after the crash landing, three men



#### 47. Seven-Point Stabilization Program

were executed by the Japanese (see Item 41 and note, 1943 volume), one died in a Jap prison camp, and four others were liberated after the surrender of Japan in 1945.

I was working with the President at his residence at Hyde Park helping in the preparation of his seven-point anti-inflation message to the Congress and the fireside chat which followed it (see Items 47, 48, and notes, this volume). The President, Grace Tully and I were sitting in his tiny study when he received word from Washington that Tokyo had been bombed by Colonel Doolittle and his men.

The President was, of course, overjoyed by the news. He knew the heartening effect it would have on American morale and the morale of our Allies, and the blow to the prestige of the Japanese, to have American bombers over Tokyo even for a short, fleeting time. That is why he ordered the raid.

After receiving the news, the President was on the telephone several times with people in Washington, and in the course of one conversation he was asked to be prepared to answer questions on

where the bombers had been launched. We were talking about it over a cup of tea. I said, "Mr. President, do you remember the novel of James Hilton, *Lost Horizon*, telling of that wonderful, timeless place known as Shangri-La. It was located in the trackless wastes of Tibet. Why not tell them that that's where the planes came from? If you use a fictional place like that, it's a polite way of saying that you do not intend to tell the enemy or anybody else where the planes really came from."

The President put in a call for Steve Early and told him that if anyone wanted to know where the bombers originated, he was going to say "Shangri-La."

Later, when the President began to use his retreat in the Catoctin Mountains of Maryland, he again drew upon the imaginative locality in Hilton's novel and accepted the name "Shangri-La" which newspapermen and others applied to his hideaway (see Item 63, this volume). Toward the close of the war, an American naval aircraft carrier was also named "Shangri-La."

#### 47. ¶ The President Outlines a Seven-Point Economic Stabilization Program. April 27, 1942

*To the Congress:*

IN CERTAIN ways the present world-encircling war presents problems which were unimaginable during the first World War.

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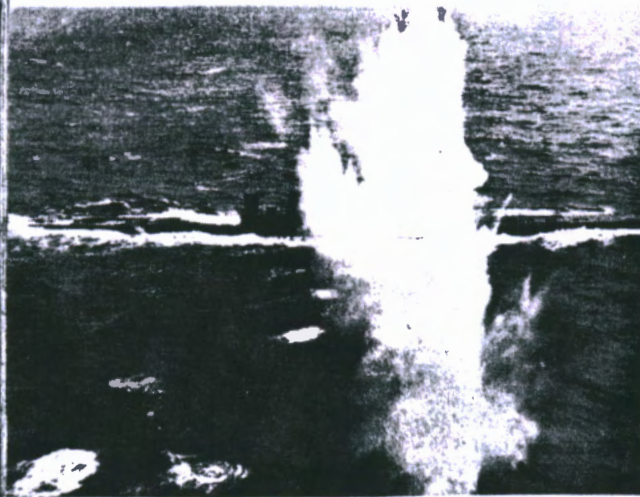
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In the antisubmarine campaign in the South Atlantic, a B-24 Liberator of the United States Navy straddles a surfaced German U-boat with depth charges.

fruitful for the British in the antisubmarine campaign was microwave radar. German submarines while on the surface were able to detect enemy use of long-wave radar and could submerge in time to avoid attack. They failed, however, to discover that microwave radar was being employed against them until 1944, with the result that surface vessels were able to approach close enough to a submarine before it submerged to get it on the sonar. Coastal Command aircraft were eventually fitted with this type of radar. Used in conjunction with the Leigh light, a powerful searchlight controlled by the radar set, it was able to surprise surfaced submarines, which could be attacked before they submerged.

Late in the war antisubmarine ordnance was radically improved by the introduction of a projectile to augment the depth charge. The mount, called a hedgehog, threw 24 missiles over the bow of the attacking ship. Since the missiles exploded only after one of them had struck the submarine, there was no explosion in an unsuccessful attack to disturb the sonar search and give the submarine time to escape.

Because sailing in convoys delayed shipping, vessels capable of making 15 knots and over sailed singly, with the expectation that faster turnarounds would compensate for submarine losses. Pressure was brought on the Admiralty to sail 13-knot ships singly as well, but this change proved a mistake, and the 13-knot convoys were reestablished in May 1941.

Improved convoy efficiency was finally attained through operational research. By analytical studies of attacks, British scientists discovered that the number of sinkings bore no relation to the size of the convoy and depended only on the number of attacking U-boats, on whether the convoy had air escort, and, when it did not, on the number of surface escorts. Convoys were therefore increased in size from 32 to 54 ships, providing both better protection and faster delivery of cargoes. Air escort during daylight was found to decrease losses by an additional 64 percent, making sinkings negligible.

Late in the war the Germans developed the snorkel, by which a submarine could both cruise and charge batteries underwater with only the extension of this breather pipe exposed. It was perfected too late to affect the German submarine effort and require antisubmarine methods to counter it. But the problem of countermeasures remained with the postwar nuclear-powered submarine, a true submersible able to remain underwater constantly and cruise at great depths with high speed.

See also NAVAL AVIATION—*Evolution of Naval Aviation (World War II)*; NAVAL STRATEGY AND TACTICS; SUBMARINE—5. *History of Submarine Warfare (World War II)*; WARSHIPS.

JOHN D. HAYES  
Rear Admiral, United States Navy (Retired)

### 13. Developments in Air Warfare

**Doctrines of Command and Employment.** Aviation had little effect on the outcome of the surface battles of World War I because it was still in its developmental infancy. In each major nation after the war, however, civilian and military leaders studied the ideas of such men as Britain's Sir Hugh Trenchard, America's William Mitchell, and Italy's Giulio Douhet. The nations that were to be the major air adversaries of World War II developed plans for organization and aerial equipment which reflected their national objectives and their basic concepts of war.

The Royal Air Force (RAF) of Great Britain was formed on April 1, 1918, by the union of the Royal Flying Corps and the Royal Naval Air Service. Although the British Navy later recovered control of its aviation units, Britain continued to accord aviation coordinate status with land and sea forces. In its rearmament program after 1936 it felt compelled to emphasize the development of air defense forces to meet the challenge of Nazi Germany's Luftwaffe.

Despite frequent demands for a unified air force, the United States continued to maintain separate Army and Navy air forces, but the organization of the Army Air Forces on June 20, 1941, and the establishment of air representation on the United States Joint Chiefs of Staff gave aviation a status practically coordinate with that of the older services. As a result of war experience, War Department Field Manual 100-20, *Command and Employment of Air Power*, which was issued on July 21, 1943, stated: "Land and power and air power are coequal and interdependent forces; neither is an auxiliary of the other." United States Air Corps leaders were able to obtain the development of long-range heavy bombers because of the requirements of hemispheric defense, but they also gave attention to the procurement of aircraft designed to support ground forces.

Although the Luftwaffe was established as an independent equal of the German Army and Navy in 1935, the Nazi high command viewed air forces as valuable chiefly for supporting blitzkrieg ground assault campaigns. The Luftwaffe was equipped chiefly with fast fighters, two-engine bombers, and transport planes. The other Axis partner in Europe, Fascist Italy, in 1923 created a separate air force that professed to follow Douhet's teachings. Prewar feats of picked Italian aircrews and special airplanes enhanced Benito Mussolini's reputation, but the Italian Air Force had almost no modern aircraft when it went to war in 1940. A few Italian air units

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JOHN D. HAYES,  
Navy (Retired).

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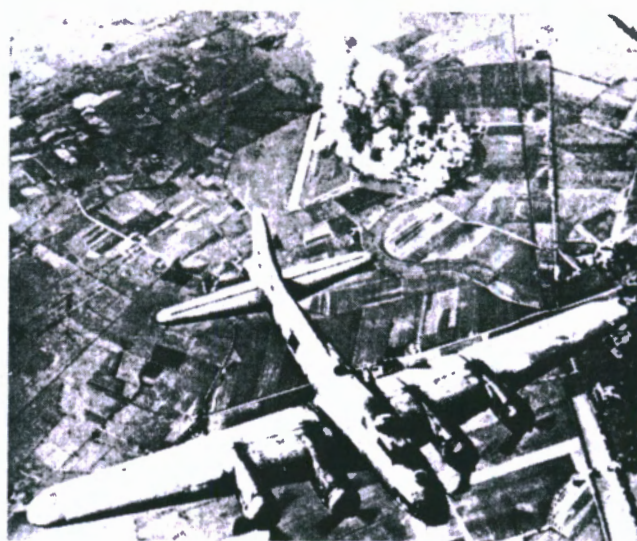
When World War I ended, France possessed  
world's largest and most virile air force, but  
strength was eroded by mismanagement at  
levels. During the 1930's, French economic  
mobilization policy did not support the country's  
army policy, and the General Staff chose to  
develop the Maginot Line and the navy at the  
expense of aircraft and tanks. France was prob-  
ably superior to Germany in the caliber of its  
pilots and in individual aircraft characteristics  
in 1939, but the Luftwaffe held an imposing  
quantitative superiority, which was increased by  
the dispersion of the French Air Force. In the  
ground battles of 1940 the French air arm  
inflicted heavy damage on German air and  
ground forces, but it was too small and was  
not destroyed as a fighting force.

Viewing aviation as a supporting force for  
surface operations, Japan maintained completely  
separate and seldom cooperative army and navy  
air forces. Even in the final months of the war,  
when the home islands were under air attack, the  
army air arms had separate aircraft warning sys-  
tems and each attempted to protect the targets  
which it judged to be most important. Except for  
the courage and patriotism of the fliers who gave  
lives in futile Kamikaze (q.v.) attacks, Ja-  
pan contributed little to the development of air-  
power experience during the war.

The USSR's air forces were organized into a  
relatively unimportant naval air force and the So-  
viet Air Force, which both belonged to and was  
designed to assist the Soviet Army. As a support  
force, the Soviet Air Force developed heavily  
armed fighters and medium bombers. In 1942,  
Joseph Stalin organized an independent air force,  
known as the Long-Distance Flying Command  
(ADD), but it did not receive equipment suited  
to its mission. By Anglo-American standards  
the ADD was a force of medium bombers and  
two-engine transports.

**Strategic Bombardment.**—In its essentials the  
concept of strategic bombardment was best stated  
in Douhet's writings. This concept visualized a  
primary role for surface forces, an aerial of-  
fensive designed to secure command of the air,  
and the aerial destruction of an enemy's capacity  
to support surface forces and its will to continue  
the war. Douhet believed that command of the  
air would be established by attacks against enemy  
transport facilities and not through aerial fighting.  
He therefore advocated development of a "battle  
plane" capable both of defending itself in the air  
and of destroying hostile ground objectives.

Although the Luftwaffe was not designed for  
strategic air warfare, Adolf Hitler elected to com-  
mit it to the Battle of Britain on Aug. 8, 1940. The  
German plan was to gain air superiority by destroy-  
ing the RAF Fighter Command and to employ  
the German bomber force to soften British coastal  
transportation facilities, and population  
centers in preparation for a combined sea and air  
invasion of southern and southeastern Eng-  
land. Aided by newly developed radar, the Brit-  
ish fighter force proved superior to German  
fighters, which were inadequately armed and  
lacked the ability to carry heavy loads of bombs.  
The result was a series of vacillating decisions by the Luftwaffe  
commander, Hermann Goering (Göring), also  
prevented the numerically superior German Air  
Force from achieving a decisive concentration of



United Press Photo

Striking deep into enemy territory, American bombers make  
a carefully aimed attack on the Focke-Wulf aircraft plant  
in Marienburg, East Prussia, on Oct. 9, 1943.

force against any single objective. By December  
1940, the Luftwaffe had failed to accomplish its  
strategic mission and had suffered heavy losses.  
In its subsequent campaigns against the Soviet  
Union, it continued to lack long-range bombers  
and was powerless to prevent the Russians from  
rebuilding an air force at factories and bases be-  
yond the Ural Mountains. According to the  
United States Strategic Bombing Survey, the first  
factor in the ultimate defeat of the German Air  
Force was that: "The German Air Force was origi-  
nally designed for direct support of ground op-  
erations, and a lack of a long-range bomber force  
proved a grave strategic error."

Because of the national emphasis on air de-  
fense, the RAF Bomber Command was weak at  
the beginning of the war and was unable to un-  
dertake strategic bombing before May 1940. The  
buildup of American Army Air Forces heavy  
bombers in Europe was delayed by conflicting  
requirements of the Allied land campaign in North  
Africa. Not until Jan. 21, 1943, could the Anglo-  
American Combined Chiefs of Staff order a com-  
bined bomber offensive designed to attain "the  
progressive destruction and dislocation of the  
German military, industrial and economic system,  
and the undermining of the morale of the Ger-  
man people to a point where their capacity for  
armed resistance is fatally weakened." As imple-  
mented thereafter, the combined bomber offen-  
sive employed RAF bombers that flew at night  
chiefly against area targets and American bom-  
bers from Great Britain and Italy that made day-  
light precision-bombing attacks. Contrary to origi-  
nal expectations, American bombers required  
fighter escorts to prosecute sustained attacks  
against heavily defended targets, but early in  
1944 a combination of attacks against aircraft  
facilities and of aerial battles established Allied  
air superiority over Germany.

Many airpower proponents consider that  
World War II neither proved nor disproved the  
validity of strategic air doctrines, since the war  
was conducted as a series of interdependent air,  
ground, and naval campaigns. In any assessment



of the results of the combined bomber offensive against Germany, it is certainly important to note that it was related to the Allied ground campaign, which began with the invasion of Normandy on June 6, 1944. Of the 2,700,000 tons of bombs dropped against Germany, only 28 percent fell before July 1 of that year. Only after the successful Allied invasion were the heavy bombers free to attack strategic targets in Germany in full force. Utilizing its tremendous economic potential and displaying good ability to repair and disperse its factories, Germany actually increased its war production during the months of the Allied air attack. War requirements multiplied even more swiftly than production, however, with the result that beginning in December 1944 all sectors of German economic life were collapsing. "The German experience," stated the United States Strategic Bombing Survey, "suggests that even a first-class military power—rugged and resilient as Germany was—cannot live long under full-scale and free exploitation of air weapons over the heart of its territory." After a later and more exhaustive study, the British historians Sir Charles Kingsley Webster and Noble Frankland concluded in *The Strategic Air Offensive Against Germany, 1939–1945* (vol. 3, p. 310, London 1961): "... both cumulatively in largely indirect ways and eventually in a more intimate and direct manner, strategic bombing . . . made a contribution to victory which was decisive."

In the war against Japan, carrier-based aircraft of the United States Pacific Fleet eventually joined the strategic air campaign, but the United States Twentieth Air Force contributed the vast preponderance of the strategic bombing effort against the Japanese home islands. With a limited economy crowded into a few industrial cities and without adequate air defenses, Japan was highly vulnerable to air assault. Nevertheless, strategic bombing had to await the deployment to combat of the new B-29 aircraft, which had a range long enough to reach Japan from available bases. Hurried into combat from airfields in western China, the Twentieth Air Force's 20th Bomber Command initiated strategic air attacks against Japan on June 15, 1944, but the distance was too great and logistical support too scarce for the B-29's when flying from China. Utilizing newly built bases in the Mariana Islands, B-29's of the 21st Bomber Command launched sustained air attacks against Japan on Nov. 24, 1944. During the period March 9–June 15, 1945, these planes flew at night to prosecute heavy incendiary attacks against six principal Japanese urban industrial concentrations. Effectively blockaded by American submarines and under heavy air attack, Japan's leaders were ready to sue for peace (though not unconditionally) in May 1945, well before the USSR's entry into the Pacific war and the employment of United States atomic bombs against Hiroshima and Nagasaki (qq.v.) on August 6 and August 9. "It seems clear," stated the United States Strategic Bombing Survey, "that air supremacy and its later exploitation over Japan proper was the major factor which determined the timing of Japan's surrender and obviated any need for invasion."

**Tactical Air Support for Ground Warfare.**—Other nations had planned to employ aviation in support of their ground forces, but the techniques of the Luftwaffe in Poland, Norway, the Low Countries, and northern France during 1939 and 1940 established a model of effectiveness. Or-

ganized into air fleets (*Luftflotten*) and air corps (*Fliegerkorps*), the Luftwaffe jealously guarded the integrity of its air units, but it made every effort to perform preplanned missions in support of the blitzkrieg. (Only reconnaissance was attached directly to ground units, and this branch of aviation was repossessed by the Luftwaffe in 1942.) Rarely remaining at one airfield more than a few days, the *Fliegerkorps* shifted the mass of their dive bombers and fighters to attack critical targets on any ground front. The stages of the air attacks included strikes against hostile aircraft and enemy airfields, the enemy's communications and main headquarters, and then the enemy's beaten and retreating troops. These corps performed very effectively on the narrow fronts characteristic of ground operations in western Europe. At the beginning of the campaign against the Soviet Union the German Air Force again achieved striking successes, but the distances soon proved too great and the force available too small. Moreover, the Soviet Air Force rebuilt its strength and countered German blows with telling effect. The Luftwaffe not only was overextended, but also was required to devote most of its efforts to the close support of German ground forces, with a consequent reduction in the effort that could be applied to counter air force and interdiction operations.

In the early campaigns in Europe an RAF component was attached to the British Expeditionary Force, and individual squadrons were often attached to divisions and corps. In January 1943, the United States 12th Air Support Command in North Africa was similarly attached to the United States 2d Corps. Such arrangements negated the inherent flexibility of aviation, and centrally controlled Luftwaffe units easily overwhelmed divided Allied air squadrons. Recognizing that "penny packets" of aviation were ineffective, Gen. (later Field Marshal) Sir Bernard Law Montgomery (later 1st Viscount Montgomery of Alamein), commander of the British Eighth Army in North Africa, acknowledged Air Vice Marshal (later Air Marshal Sir) Arthur Coningham as his equal and permitted the Desert Air Force to be employed as a centrally controlled force. On July 21, 1943, the United States War Department officially accepted this coequality of ground and air forces and provided that the tasks of the new tactical air forces, which were designed to cooperate with ground armies, would be to gain air superiority, to prevent the movement of hostile troops and supplies, and to provide close air support to ground troops. This pattern of air employment was tested in Italy and elaborated in the all-out ground campaigns in Europe after June 1944.

Even though the USSR continued to consider aviation as an auxiliary to ground armies, the actual employment of the Soviet Air Force was similar to that of the Americans and the British. As a rule, one air army served each front (army group) and operated according to the battle plan of the front commander. The Soviet Air Force recognized the tasks of air superiority, isolation of the battle area, and close support. Long-range missions of the ADD were usually coordinated with the requirements of the ground battle.

In the jungle and island battles of the Pacific the broad outlines of tactical air force employment were not unlike those of Europe. Ground invasion troops in these theaters, however, generally lacked sufficient organic artillery, with the result that close air support of ground forces was



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added importance. With a long tradition of ground support, which dated back to the Nicaraguan intervention of 1926-1933, United States Marine airmen developed (especially in the latter stages of the Pacific campaigns) communications, command, and employment techniques that enabled them to give excellent close air support to friendly ground troops.

**Airborne Assault and Air Transport.**—For a nation that had extensive civil experience with air transport and had pioneered in the military application of airlift by ferrying Gen. Francisco Franco's Moroccan troops to Spain in 1936, Germany was strangely ambivalent in the field of transport aviation. The Luftwaffe never consolidated the management of transport under a single command, and the standard Ju-52 transport fleet not only was used for airlift but provided a substantial proportion of the aircraft employed in Luftwaffe training programs. In operations that proceeded according to schedule, Luftwaffe air transport machinery worked well, as was demonstrated in the employment of air-dropped and air-landed troops in Norway and the Netherlands in 1940 and in the capture of Crete in the spring of 1941. By the winter of 1942-1943, however, German air transport forces were exhausted in a futile effort to resupply the besieged ground forces at Stalingrad (now Volgograd).

At the outset of the war the Soviet Union probably intended to make extensive use of elite airborne troops, but these forces were soon destroyed in ground battles, and such transport aircraft as remained were usually employed in supplying guerrilla forces. One of the chief missions of the ADD was to fly nocturnal supply drops to partisan troops in forward areas.

The Anglo-American organization of airlift placed central control of most such units under a troop carrier headquarters, which could employ the transport planes either for airlift or for assault operations. Allied airborne assaults accompanied invasions in North Africa in November 1942, in Sicily in July 1943, in Normandy in June 1944, in southern France in August 1944, in the Netherlands in September 1944, across the Rhine River in March 1945. The Allied Airborne Army, which commanded airborne divisions and troop carrier wings, directed the two last-named operations. In the theater smaller regimental-sized air assault operations were conducted at Nadzab, New Guinea, in September 1943 and at Tagaytay and Corregidor in the Philippines in February 1945. Both aerial resupply and air assault operations were vitally important under jungle conditions in the recapture of Burma, the striking single operation being Operation Thursday, the fly-in of Maj. Gen. Orde C. Wingate's Special Force into central Burma in March 1944.

When not employed in air assault operations, American and American troop carrier forces in all theaters hauled high priority supplies to forward areas and evacuated sick and wounded men to rear hospitals on their return trips. In each theater of war the allocation of transport control agency, which set priorities in terms of the immediate requirements of the commander's mission. Global air transport developments were almost entirely American. The United States Air Transport Command reached the United States into every combat theater

with scheduled flights, while the Naval Air Transport Service centered its operations in the Pacific. Flying the "hump" route across the Himalaya, the Air Transport Command's India-China Division delivered critically needed supplies to otherwise inaccessible China. On return trips to the United States both Army and Navy air transport planes brought sick and wounded men to hospitals near their homes. Air Transport Command crews also ferried replacement aircraft to combat air forces in various theaters.

**Science and Air Warfare.**—"Wars are fought with weapons based on fundamentals discovered during the preceding years of peace," wrote Dr. Theodor von Kármán in 1945. During World War II tremendous new scientific developments—electronics, jet propulsion, missiles and rockets, and nuclear weapons—influenced the conduct and potential of air warfare. The scientific fundamentals of each of these developments were known to all combatants well before the war, but their adaptation to military purposes depended on the initiative and productive capabilities of the belligerent nations.

The working principles of the branch of electronics known as radar (radio detection and ranging) were well understood in the early 1930's in the United States, Great Britain, and Germany. Only the British, however, expedited the construction of a chain of radar early warning stations, which enabled an inferior force of RAF fighters to meet and defeat superior numbers of the Luftwaffe in the Battle of Britain. Radar facilitated offensive fighter control and accurate antiaircraft artillery direction, thereby reducing the ability of bombers to reach their targets. On the other hand, additional developments in radar enabled aircraft to perform precision bombing at night or in bad weather, thus increasing the capabilities of offensive aviation. Every phase of air operations also demanded the utmost development of other forms of electrical communications, and by the spring of 1945 about 12.5 percent of United States Army Air Forces personnel was assigned to some phase of electronics activity.

One of the almost inexplicable puzzles of the war was the fact that early in the conflict Germany had air weapons within its grasp that might have redressed its growing aerial inferiority, and yet its Nazi masters failed to pursue their development. Arrogant after the defeat of Poland, Hitler refused to order full mobilization of Germany's economic potential for war until it was too late, and in 1940 he severely curtailed the development of new weapons that could not soon be available for combat. As a result of low development priorities and Allied bombing attacks, the Germans did not begin to employ their V-1 and V-2 missiles until June-September 1944, when the war was entering its final act. Because of indecision as to priorities and Hitler's insistence that the plane must carry bombs, the Me-262 jet fighter was not put into series production until November 1944. The operational employment of this new jet aircraft (superior by far to any Allied fighter) was too late to have any decisive influence on the air war.

Before the war strategic air warfare enthusiasts had overestimated the effect of air ordnance on urban and industrial targets. They had assumed erroneously that air attacks would easily break an enemy people's will to continue a war. Both in Europe and in Japan repeated air at-



tacks and many tons of conventional bombs were required to neutralize war production facilities. A prior establishment of air superiority had proved necessary to the prosecution of effective strategic bombing attacks. Unknown to many air leaders, the United States began to explore the possibilities of nuclear fission weapons shortly after Dr. Albert Einstein informed President Franklin D. Roosevelt on Aug. 2, 1939, that such weapons seemed practicable. Headed by Maj. Gen. (later Lt. Gen.) Leslie R. Groves, the Manhattan Engineer District produced the Hiroshima and Nagasaki weapons dropped by the Army Air Forces' 509th Composite Group in August 1945. The detonation of these first nuclear bombs not only hastened Japan's decision to surrender, but also represented a "quantum jump" in strategic air capabilities, which appeared fully to substantiate the Douhet concept of strategic bombardment. How these new and terrible weapons—which ultimately would be deliverable with little or no warning by intercontinental jet bombers and ballistic missiles—were to be utilized would be the complex problem facing military strategists in the years following World War II.

See also sections on the various theaters of operations; AERONAUTICS—1. *History* (World War II); ATOMIC WEAPONS; GUIDED MISSILES—Early Missiles; JET PROPULSION—Historical Development; MILITARY AERONAUTICS; NAVAL AVIATION—World War II; RADAR—3 *History*; ROCKETS—Liquid-Fuel Rockets (German Rockets).

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#### 14. Diplomatic History

The history of diplomacy in World War II naturally unfolds in three major divisions: the first is the story of the expansion of the war from 1939 through 1941; the second describes the period of transition from 1941 through 1943, when the Axis powers exploited their conquests but also suffered reverses; and the third tells of the Allied search for agreement on postwar policies, producing rising tension within the coalition as it approached victory, 1943–1945.

##### EXPANSION OF THE WAR: 1939–1941

**Poland, the Baltic States, and Scandinavia.**—The Nazi-Soviet cooperation that had enabled Adolf Hitler to launch World War II was strengthened in the first phase of that conflict. On Sept. 17, 1939, Soviet forces moved into Poland, and on September 28 the German and Soviet foreign ministers, Joachim von Ribbentrop and Vyacheslav M. Molotov, revised the terms of the Nazi-Soviet Pact of August 23. The USSR conceded to Germany control over a slightly larger portion of Poland, and in exchange Germany recognized a Soviet sphere of influence in Lithuania as well as in Estonia and Latvia. The new German-Soviet frontier through Poland approximated the one generally known as the Curzon Line (q.v.). A Polish government in exile, established first in Paris and later in Angers, moved to London in 1940. There it organized émigré troops for the Allied cause and endeavored to promote the revival of a large Polish state after the war. Meanwhile, Joseph Stalin did not delay in collecting the other territories that Hitler had allotted to him. On Sept. 28, 1939, under Soviet military pres-

sure, Estonia signed a nonaggression pact granting the USSR naval and air bases. Similar concessions were won from Latvia on October 5, and from Lithuania on October 10.

The Finns caused Stalin greater difficulty. On October 12, the USSR offered to trade Soviet territory for strategic Finnish areas, but negotiations were broken off on November 9 and on November 30 the Soviet Army struck at Finland. The republic's stubborn resistance aroused much sympathy in the West. Great Britain and France considered intervention, the League of Nations expelled the USSR, and Americans discussed the severance of diplomatic relations with the Soviet Union. On March 12, however, before any assistance materialized, the Finns were forced to accept Soviet peace terms. As shown in Map 3, the USSR acquired the entire Karelian Isthmus, islands in the Gulf of Finland, territory northeast of Lake Ladoga and a strip of central eastern Finland, as well as a 30-year lease on the Hangö (Hanko) Peninsula for use as a naval base and transit rights to Sweden and Norway.

In the meantime, in February and March, Anglo-French diplomacy sought unsuccessfully to win Norwegian and Swedish approval of a proposed Scandinavian front. But it was Germany rather than the Allies that opened the Scandinavian campaign, on April 9 launching simultaneous attacks on Denmark and Norway without diplomatic preliminaries. Within hours the Danish cabinet and king agreed reluctantly to German occupation of their country. Britain and France sent troops to Norway, but the last of the Allied forces were evacuated on June 8. Organized Norwegian resistance ceased, and the king and cabinet set up a government in exile in London.

**German Mastery over Western Europe.**—Until May 1940, the war in the west was peculiarly inactive. Addressing the Reichstag on Oct. 6, 1939, Hitler stated that the acquisition of colonies was his only remaining ambition. While vowing that the "Poland of the Versailles Treaty will never rise again," he proposed a peace conference. The response of Premier Edouard Daladier and Prime Minister Neville Chamberlain was cold. During the Polish campaign and even while making peaceful overtures, Hitler was planning attacks on France, Luxembourg, the Netherlands, and Belgium. When German forces drove into these nations on May 10, Berlin tried to persuade the Low Countries to accept German protection of their neutrality. The German diplomatic overtures failed, but German military success was swift. Luxembourg fell in a day, and the Netherlands capitulated in five days. Meanwhile, the Dutch royal family and cabinet left for London to form a government in exile, which thereafter concerted its policy with that of Great Britain and the United States for the protection of its possessions overseas. Belgium capitulated 18 days after the attack of May 10. Its king, Leopold III, surrendered against the advice of his ministers with only a few hours' notice to the British and French, and it was left to the Belgian premier to establish a government in exile.

In London, Winston Churchill had replaced Chamberlain as prime minister on May 10, but for the moment this step failed to improve Anglo-French fortunes. Virtually all of the British troops in France, as well as some French



**AEROSPACE INDUSTRY**, ár'ô-spās in'das-trē. The aerospace industry has grown from a Dayton (Ohio) bicycle shop, where the Wright brothers evolved their simple airplane, to the largest and most technically complex manufacturing industry in the United States. The industry employs about 830,000 people, many of whom are engineers and scientists; grosses about \$23 billion in annual sales; and makes products ranging from laser gyroscopes to earth-orbiting laboratories. The speeds of its flying vehicles range from zero for hovering helicopters to 24,300 miles (39,100 km) per hour initial velocity for an Apollo spacecraft heading for the moon. In size its products range from avionic (aviation electronic) microcircuits that are smaller than a pinhead to the powerful Saturn 5 moon rocket, standing as tall as a 36-story building.

The industry—encompassing missiles and space vehicles as well as aircraft—was created during the late 1950's and early 1960's by a fusion of a fast-moving technology and explosive international politics into a force that has become the basic research and development industry of the world. It is the primary source of new technology that is overflowing into general industrial use. The jet-propelled transport vehicles that it has developed since the 1950's have cut time and distance dramatically. The jet transport has changed the basic work and play habits of the world and portends another economic revolution in air cargo. The exploration of outer space has given man his first real perspective on his planet and has added more basic knowledge of the universe than was collected in the entire history of science before the space age.

"Aerospace," as a term for this vast industry, was originated by the U.S. Air Force when it began its initial research on flying vehicles that could operate in space as well as within the earth's atmosphere. The Air Force called this type of vehicle—the Dyna-Soar and its successors—"aerospace plane." The term gained general usage in the early 1960's, concurrently with the development of a U.S. national space exploration program, when firms previously known for their work in aircraft felt the need to identify their capabilities with the rapidly expanding field of space technology. The Aircraft Industries Association officially changed its name to Aerospace Industries Association in 1959.

**New Technology Shaped Growth.** The aerospace industry has undergone three major technical revolutions to evolve into its present size and shape: (1) the shift in construction from wood, cloth, and wire to metals, principally aluminum and steel, in the 1930's; (2) the development of the gas turbine engine and the breakthrough to supersonic speeds in the late 1940's; and (3) the development of the intercontinental ballistic missile and the extension of its technology into space exploration in the 1957-1960 period. Each of these technical revolutions produced basic new capabilities for the products of the aerospace industry. These new capabilities in turn generated unprecedented demand.

In the era between the Wright brothers' first flight in 1903 and the outbreak of World War I, the construction of aircraft was more of a sport than a business. The relatively flimsy aircraft of that era were built from spruce, canvas fabric, and baling wire. They were built by hand labor with simple tools, and the factories were simply sheds. The U.S. aircraft industry failed

miserably its first crucial test in World War I. Despite large government expenditures and frenzied activity, not a single U.S.-built aircraft saw combat, and not a single U.S.-designed aircraft was even shipped overseas.

**Between World Wars.** Between World Wars I and II the industry in the United States expanded slowly and erratically. Frequently, individual firms barely eked out a subsistence, paying their employees in stock because they couldn't meet a cash payroll. The industry survived and progressed technically during these two lean decades largely on the technical vision and dogged determination of a handful of men who believed implicitly in the eventual emergence of aviation as a vital compressor of time and dedicated their lives and finances to an effort to make their dreams come true. The determined men included Glenn L. Martin (Martin-Marietta Corp.), Donald W. Douglas, Sr. (Douglas Aircraft), Vincent J. Bendix (Bendix Aviation Corp.), William E. Boeing (Boeing Corp.), Robert and Courtland Gross (Lockheed), J.H. "Dutch" Kindelberger (North American Aviation, Inc.), John K. Northrop (Northrop Corp.), Larry Bell (Bell Aerospace Systems, Inc.), Reuben Fleet (Convair-General Dynamics), and Frederick Rentschler (United Aircraft Corp.). The companies they founded in the 1920's and 1930's as aircraft and engine builders have survived and have become the technical and sales giants of the aerospace industry. Many have annual sales above \$1 billion.

Several automotive firms, including Ford and General Motors, took a brief fling in aviation in the between-wars period. But they found the economic climate too austere in contrast to their booming car production and withdrew.

**World War II.** The outbreak of World War II in 1939 swamped the still-struggling U.S. aircraft industry with a flood of orders from Britain and France. These orders started the industry on a phenomenal growth curve that, despite periodic dips, is still ascending. When the United States entered the war two years later, the aircraft industry was well advanced in its fantastic expansion. It was able to build new plants in new areas to tap new labor markets. It also was able to educate automotive firms as licensees so that vast auto production facilities could be converted for building military aircraft. During the war years 1942 through 1945 the industry and its licensees produced 275,245 aircraft, twice surpassing President Franklin D. Roosevelt's plea for 50,000 planes a year and hitting a delivery peak of 95,272 planes for 1944.

**Postwar Years.** Although the industry's production declined sharply in the United States in the postwar years to less than 10 percent of its wartime rate, the seeds of its second major technical revolution were beginning to sprout. With rare foresight three men organized a program to explore the full technical capabilities of the gas turbine engine and supersonic flight. The men were Gen. H.H. Arnold, chief of the Army Air Forces; George Lewis, chairman of the National Advisory Committee for Aeronautics; and Dr. Theodore von Kármán of the California Institute of Technology. The supersonic exploration was done with a series of industry-built research aircraft, beginning with the Bell X-1, the first aircraft to fly faster than sound, and continuing with the North American X-15 that pushed flight within the atmosphere to over 4,000 mph (6,437 kph). This research and development laid the

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sidency of Harry S Truman, 1949-53, in the Coils of War in Asia, US World War II; staff stars and use Corps. Assn. (pres. 1954). Clubs: Iron. Home: 3031 Beechwood Ln

board of trade executive; b. Chgo., cons., Ill. Inst. Tech., 1972, M.P.A., City of Chgo., 1969-79; v.p., sec. v.p., sec., 1981-82, pres., chief exec. Trade 141 W Jackson Blvd Chicago

historian; b. Terre Haute, Ind., Dec. Gretchen Alma (Stakeman) D.; m. 1950; children: Kevin, Rebecca, 1949, M.A., 1950, Ph.D., 1960. Instr. humanities div., 1952-57; teaching of history Tex. Tech. U., 1960-63, 69, U. Ark., Fayetteville, 1969-76, author: Henry Adams and Brooks in America: Postwar Patterns, 1973, Recipient Disting Teaching award Hist. Assn., Orgn. Am. Historians, Assn., So. Hist. Assn., Phi Alpha; Home: 1503 Cedar St Fayetteville Ark Fayetteville AR 72701

IS, food company executive; b. John E. and Lucy (Cummings) D.; 1946; children: Paul Joseph, Sally and. Grad. high sch. Lic. real estate. Hoods, Inc., 1940—, successive prod div., dir. citrus div., exec. v.p., low semi-ret.; now cons.; Bd. dirs. USAAF, 1941-45; lt. col. Res. ret. 4, others. Mem. Officers Assn. Assn., Internat. Assn. Ice Cream c. Home: 5 Whittier Dr Acton MA Boston MA 02129

itician, educator; b. Cin., Feb. 27, D.; m. Elsie Haviland Field, June 1946; Deborah B.A., Harvard U., 1930, ion.), U. Ill., 1981. Faculty U. Ill., asst. prof., asso. prof., 1935-45, prof. Recipient Nat. Medal of Sci., Acad. Arts and Scis., Acad. Scis. High St Urbana IL 61801

psychologist; b. N.Y.C., Mar. 3, wis) D.; m. Eveline Bates, Mar. 21, es, Anthony Newcomb, Nicholas; A.M., Duke, 1930; postgrad., U. h.D., Harvard, 1934. Asst. instr. ciology Dartmouth, 1932-33; mem. ciology, 1950-77, also div. social g prof. emeritus psychology and sr. Clark Rd Woodbridge CT 06525 Haven CT 06520

nglish educator; b. St. John, N.B., 1976; d. Hubert and Anne Ruth Can., 1960, Lady Margaret Hall-5, D.Phil., 1968. Instr. English U. prof. English, 1968-69; lectr. Univ. assoc. prof. English U. Calif.-dept. Princeton (N.J.) U., 1980—, Study of the Novels of Samuel Detective, 1978, The Alchemists, 1979, Episcopalian. Office: in NJ 08544

PH, editor, writer, pub. cons.; b. i., 1923, naturalized, 1938; s. James on) D. Grad., St. Benedict's Coll. m. Mgmt. Assn., N.Y.C., 1937-56; 56-61; editor indsl. and bus. books ons. editor, 1971—, Editor: Rating ance, 1950, The A.M.A. Handbook ration, 1950, The Supervisor's nagement Leader's Manual, 1947, nt, 1952, Effective Communication nagement Personnel, 1957; Author periodicals. Mem. Indsl. Relations n Catholic. Home: 176 Grand Ave Graw-Hill Book Co 1221 Av of 0

hotographer; b. Cambridge, Mass., Elsie May (Trevett) D.; m. Karen an: David Edward, Susan Karen, eastern U., 1959-60, Franklin Inst., Films N.E., Inc., Boston, 1960-62; —, treas. Nat. Press Photographers photography schs and news photo 0. Mem. Nat. Press Photographers 78-82), Boston Press Photographers Eng. Newsfilm Cameraman of Yr.

1946-47; asst. prof., asst. dean bus. U. N.C., 1950-54; mem. faculty Harvard Grad. Sch. Bus. Adminstrn., 1954—, prof., 1965—, Jesse Philips prof. mfg., 1969—; mem. vis. faculty Keio (Japan) U., U. Western Ont., Inst. Panamericano de Alta Dirección de Empresa, Mexico, Exec. Tng. Inst. Philippines, Singapore Mgmt. Inst., Instituto Centroamericano de Administración de Empresas, Nicaragua, U. de Carabobo, Venezuela; mem. adv. bd. Instituto Estudios Superiores Empresas, Spain; cons. to govt. and industry, 1952—. Author: Business Management Credit Bureaus, 1953, (with others) Casebooks in Production Management-Basic Problems, Concepts and Techniques, rev. edit, 1968, Production Operating Decisions in the Total Business Strategy, 1964, Operations Planning and Control, 1964, Wage Administration and Worker Productivity, 1964. Served as officer USNR, World War II. Mem. Acad. Mgmt., Beta Theta Pi. Home: 21 Summit Rd Lexington MA 02173 Office: Harvard Business Sch Soldiers Field Boston MA 02163

DOOLEY, DELMER JOHN, former foundation administrator; b. Ramona; S.D., Mar. 15, 1920; s. Frank M. and Theresa (DeRungs) D.; m. Thalia Elma Dofy, June 12, 1952; children: Douglas John, Alan Patrick B.S., S.D. State U., 1948; M.S., Colo. State U., 1952; Ed.D., U. Mo., 1964. Voca. agr. instr., Platte, S.D., 1948-53, Lakeview, Oreg., 1953-55; with Near East Found., 1955-83, exec. dir., 1964-83. Mem. exec. com. Am. Council Vol. Agys., 1965-83, treas., 1970-75, chmn., 1981-82; exec. bd. Morris-Sussex council Boy Scouts Am., 1968—, dist. vice chmn., 1967-69, dist. chmn., 1969-71, v.p., 1978—. Mem. com. on continuing edn. Hanover (N.J.) Public Schs.; bd. dirs. Musa Alami Found., 1982—. Served with USAAF, 1942-45. Decorated Air medal with clusters; Independence medal King Hussein of Jordan; Awarded Silver Beaver Boy Scouts Am., 1972. Mem. Middle East Inst., Soc. Internat. Devel., Am. Legion, Alpha Tau Alpha, Phi Delta Kappa, Roman Catholic Club: Rotarian. Home: 116 DeForest Ave East Hanover NJ 07936 Office: 29 Broadway New York NY 10006

DOOLEY, DONALD JOHN, pub. exec.; b. Des Moines, Aug. 16, 1921; s. Martin and Anne Marguerite (Barger) D.; m. Beverly Frederick, Dec. 21, 1955 (div. 1977); children: Nancy Elizabeth, Katherine Anne (dec.), Mary Bridget, Robert Frederick B.A., State U. Iowa, 1947; postgrad., Drake U., 1949-50. Gen. Promotion and pub. relations mgr. Meredith Corp., Des Moines, 1953-59, dir. pub. relations, 1960-65; art and editorial dir. Better Homes and Gardens Books (Meredith Corp.), Des Moines, 1965-77, dir. editorial planning and devel., 1977—. Chmn. bd. adv. com. Sch. Vol. Program, Des Moines; steering com. Intercultural Affairs program to Desegregate Dist. Schs., 1975-77; treas. Iowa U. Parents Assn., 1977-79; bd. dirs. Iowa Cystic Fibrosis Found., 1979—, v.p., 1981—; trustee Citizens Scholarship Found. Am., 1976—, Iowa Freedom of Info. Council, 1977—; cons. White House Conf. on Families, 1981. Served with USAAF, 1942-46. Mem. Public Relations Soc. Am. (pres. chpt. 1969, dir. chpt. 1965—), ACLU, Sierra Club, Sigma Nu (comdr. chpt. 1946-47). Democrat. Home: 2727 Stanton St Des Moines IA 50321 Office: 1716 Locust St Des Moines IA 50336

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DOOLEY, PATRICK KIARAN, philosopher, educator; b. Fargo, N.D., June 23, 1942; s. Kiaran L. and Katharine M. (McDonald) D.; m. Nora Ann Householter, Dec. 27, 1969; children: Gregory, Hester, Mills B.A., St. Paul Sem., 1964; M.A., U. Notre Dame, 1967, Ph.D., 1969. Instr. Stanley Clark Sch., South Bend, Ind., 1966-67, U. Notre Dame, 1967-68; asst. prof. St. Bonaventure U., N.Y., 1969-73, assoc. prof., 1973-74, prof. philosophy, 1977—, chmn. philosophy dept., 1970-77, 81—; vis. scholar Duke U., Durham, N.C., 1977; faculty rep. St. Bonaventure U. Senate Sch. Arts, 1971—, Univ. Fin. Com., 1975-77, chmn. faculty senate, 1977-81. Author: pragmatism as Humanism, 1975, (rev. edit) Pragmatism as Humanism, 1978, Pragmatism as Humanism: The Philosophy of William James, 1974; contrb. articles in philosophy, book reviews to profl. publs. U. Notre Dame scholar, 1965-67; U. Notre Dame teaching fellow, 1967-68; Schmitt. Found. fellow, 1968-69; Coll. Ctr. of Finger Lakes grantee Harvard U., summer, 1972; Council Philos. Studies grantee Calvin Coll., summer, 1973; NEH grantee Duke U., summer, 1975, U. Kans., 1978, U. Ill., 1981; St. Bonaventure U. Research grantee, spring, 1978, summers 1982, 83. Mem. Am. Philos. Assn., Am. Cath. Philos. Assn. (exec. com. 1973-74, regional pres. 1974-75), Soc. Advancement of Am. Philosophy. Democrat. Roman Catholic. Home: 61 South St Cuba NY 14727 Office: St. Bonaventure U. Box 7 Saint Bonaventure NY 14778

DOOLEY, RICHARD GORDON, insurance company executive; b.

State Easter Seals Soc. Served to 2d lt. USMC, 1954-56. Named NCAA Coach of Yr., 1980, S.E. Conf. Coach of Yr., U. Ga., 1964, 66, 68, 76, 78, 80, 81; winner nat. championship, 1980. Mem. Am. Football Coaches Assn. (trustee, past chmn. ethics com.). Office: University of Georgia Athletic Dept PO Box 1472 Athens GA 30613

DOOLIN, JOHN B., state supreme ct. justice; b. Alva, Okla., May 25, 1918; s. John B. and Leo M. (Musseller) D.; m. Katherine E. Bruck, June 7, 1946; children: John William, Mary L. Doolin Trembley, Katherine, Carole and Colleen (twins), Martha B.S. in Bus. Adminstrn. Okla. U., 1941, LL.B., 1947. Bar: Okla. bar 1942. Practiced in Alva, 1947-53, Lawton, 1963-73; justice Okla. Supreme Ct., 1973—; mem. Okla. Hwy. Commn., 1959-63. Trustee Comanche County (Okla.) Meml. Hosp., 1967-73, chmn., 1968-73. Served to capt. AUS, 1941-45. Mem. Phi Delta Phi. \*

DOOLITTLE, JAMES HAROLD, aviator, ins. co. exec.; b. Alameda, Cal., Dec. 14, 1896; s. Frank H. and Rosa C. (Shepherd) D.; m. Josephine E. Daniels, Dec. 24, 1917; children: James H., John P. A.B., U. Calif., 1918 (1922); M.S., Mass. Inst. Tech., 1924, Sc.D., 1925. Aviator U.S. Army, 1917-30; resigned, 1930, maj.; teaching fellow aero. engrng. Mass. Inst. Tech., 1925; mgr. aviation dept. Shell Petroleum Corp., 1930-40; apptd. mem. Army AC Investigating Com. (Baker Bd.), 1934; apptd. maj. USAAF, 1940, lt. col. to maj. gen., 1942, lt. gen., 1944; comdr. (12th Air Force in), North Africa., Okinawa, 1945, inactive duty, 1946-58, ret., 1959; v.p. Shell Oil Co., 1946-58, dir., 1946-67; chmn. bd. Space Tech. Labs., 1959-62; cons. TRW Systems, 1961-66, dir. parent co., 1961-69; dir. Mut. of Omaha Ins. Co. (and affiliates); trustee Aerospace Corp., 1963-69, vice chmn. bd. trustees, chmn. exec. com., 1965-69; Pres. Air Force Assn., 1946-47, chmn., 1948-49; apptd. chmn. Sec. War's Bd. on Enlisted Men-Officer Relationships; mem. NACA, 1948-56, chmn., 1956-58; adviser to Com. on Nat. Security Orgn. and Joint Congl. Aviation Policy Bd.; mem. adv. bd. Nat. Air Mus., Smithsonian Inst., 1956-65; chmn. Pres.'s Airport Commn., 1952, Pres.'s Task Group on Air Inspection, Stassen Disarmament Com., 1955, Pres.'s Bd. on Fgn. Intelligence, 1955-65, Air Force Sci. Adv. Bd., 1955-58; mem. Def. Sci. Bd., 1957-58, Pres.'s Sci. Adv. Com., 1957-58, Nat. Aeros. and Space Council, 1958. Contrb. sci., aero. articles to profl. jours. Decorated Congl. Medal of Honor, D.S.M. with oak leaf cluster, Silver Star, D.F.C. with two oak leaf clusters, Bronze Star, Air medal with three oak leaf clusters; Bolivian Order of Condor medal; Yon-Hwei Class III; grande officier French Legion d'Honneur, Croix de Guerre with palm; knight comdr. Order of the Bath; grande officier Order of Crown with Palm and Croix de Guerre with palm, both Belgium, 1948; Recipient Harmon Internat. Aviation award; winner Schneider Trophy Race, 1925; awarded Mackay trophy, 1926; Harmon trophy, 1930; winner Bendix Trophy Race, Burbank, Calif. to Cleve., 1931, Thompson Trophy Race, 258.68 miles per hr., 1932. Hon. fellow AIAA (pres. 1940, hon.), Royal Aero. Soc.; mem. Nat. Aero. Assn. Clubs: Explorers, Boone and Crockett, Bohemian, Wings, Lotos. Also set world's high speed record for landplanes, 1932. Home: 8545 Carmel Valley Rd Carmel CA 93923 Office: 1015 Cass St Monterey CA 93940

DOOLITTLE, JESSE WILLIAM, JR., lawyer; b. Wheaton, Ill., May 19, 1929; s. Jesse William and Selma Caroline (Schacht) D.; m. Annette Danforth Bush, May 5, 1962; children: Danforth Bush, Alice Walters A.B., DePauw U., 1951; LL.B. magna cum laude, Harvard, 1954. Bar: D.C. 1954. Law clk. to U.S. Supreme Ct. Justice Felix Frankfurter, 1957-58; asso. firm Covington & Burling, Washington, 1958-61; asst. to solicitor gen. of U.S. Dept. Justice, Washington, 1961-63, 1st asst. civil div., 1963-66; gen. counsel Dept. Air Force, Washington, 1966-68, asst. sec. for manpower and res. affairs, 1968-69; partner firm Prather Seeger Doolittle & Farmer, Washington, 1969—. Mem.: Harvard Law Rev., 1952-54. Pres. bd. trustees Nat. Child Research Center, Washington, 1972-74; mem. bd. overseers' com. to visit ROTC programs Harvard, 1967-69; com. to visit Law Sch., 1969-75; mem. governing bd. Nat. Cathedral Sch. for Girls, Washington, 1979—, vice-chmn., 1981-82, chmn., 1982—. Served from pvt. to 1st lt. AUS, 1954-57. Recipient Career Service award Nat. Civil Service League, 1968, Exceptional Civilian Service award Dept. Air Force, 1969. Mem. Am. Bar Assn., Bar Assn. D.C. (chmn. coms.), Am. Law Inst., Harvard Law Sch. Assn. (council 1964-68), Harvard Law Rev. Assn. (bd. overseers 1967-72), Phi Beta Kappa, Delta Chi. Democrat. Episcopalian (sr. warden 1973-75, past vestryman). Clubs: Metropolitan, Chevy Chase. Home: 4238 50th St NW Washington DC 20016 Office: 1101 16th St NW Washington DC 20036

DOOLITTLE, ROBERT FREDERICK, lawyer; b. Oberlin, Ohio, June 14, 1902; s. Frederick Giraud and Maude (Tucker) D.; m. Gretchen Reller, Oct. 11, 1958. Grad., Ethical Culture Sch., N.Y.C., 1919; A.B. magna cum laude, Harvard, 1923; LL.B., 1930; LL.D., Youngstown State U., 1968. Bar: N.Y. State bar 1932, Ohio bar 1953. Asso. firm Taylor, Blanc, Capron & Marsh, N.Y.C., 1930-32, Cotton, Franklin, Wright & Gordon (name now Cahill, Gordon, Reindel), 1932-42; counsel for Baldwin Locomotive Works (name changed to Baldwin-Lima-Hamilton Corp., Dec. 1950), Phila., 1946-48, v.p., counsel, 1948-52; v.p. Baldwin Locomotive Sales Corp., Baldwin Locomotive Works of Can., Baldwin Locomotives Internat., Inc., 1948-52; asst. gen. counsel, asst. sec. Youngstown Sheet and Tube Co., 1952-59, gen. counsel, corp. sec., 1959-67, v.p., 1964-67, dir., 1967-69; counsel to law firm Baker, Hostetler & Patterson, Cleve., 1967—. Bd. dirs. World Affairs Council Phila., 1951-52; mem. Gov.'s Com. on Water Resources, Ohio, 1954-58; mem. adv. council Ohio Water Commn., 1966-67; chmn. adv. council task force on financing State Water Mgmt. Plan, 1966-67; mem. Gov.'s Com. Emergency Resource Planning, Ohio, 1966-67, Planning and Zoning Commn., Gates Mills, Ohio, 1970—, chmn. Charter Commn., 1972; Mem. Ohio Bd. Regents for Higher Edn., 1963—, vice chmn., 1966-77, chmn., 1977—; trustee, v.p. Arcadia Inst. Sci. Research; trustee mem. assoc. mem. Assoc.



operative and despite the fact he was suffering from a painful wound. The following day he again volunteered, this time for the hazardous job of repairing a bridge under heavy enemy fire. On 14 May 1945, when leading a patrol to evacuate casualties from his battalion, which was cut off, he ran through a virtual hail of Japanese fire to secure an abandoned machine gun. Though mortally wounded as he reached the gun, he succeeded in drawing sufficient fire upon himself so that the remaining members of the patrol could reach safety. Pfc. Diamond's indomitable spirit, constant disregard of danger, and eagerness to assist his comrades, will ever remain a symbol of selflessness and heroic sacrifice to those for whom he gave his life.

**\*DIETZ, ROBERT H.**

*Rank and organization:* Staff Sergeant, U.S. Army, Company A, 38th Armored Infantry Battalion, 7th Armored Division. *Place and date:* Kirchain, Germany, 29 March 1945. *Entered service at:* Kingston, N.Y. *Birth:* Kingston, N.Y. *G.O. No.:* 119, 17 December 1945. *Citation:* He was a squad leader when the task force to which his unit was attached encountered resistance in its advance on Kirchain, Germany. Between the town's outlying buildings 300 yards distant, and the stalled armored column were a minefield and 2 bridges defended by German rocket-launching teams and riflemen. From the town itself came heavy small-arms fire. Moving forward with his men to protect engineers while they removed the minefield and the demolition charges attached to the bridges, S/Sgt. Dietz came under intense fire. On his own initiative he advanced alone, scorning the bullets which struck all around him, until he was able to kill the bazooka team defending the first bridge. He continued ahead and had killed another bazooka team, bayoneted an enemy soldier armed with a panzerfaust and shot 2 Germans when he was knocked to the ground by another blast of another panzerfaust. He quickly recovered, killed the man who had fired at him and then jumped into waist-deep water under the second bridge to disconnect the demolition charges. His work was completed; but as he stood up to signal that the route was clear he was killed by another enemy volley from the left flank. S/Sgt. Dietz by his intrepidity and valiant effort on his self-imposed mission, singlehandedly opened the road for the capture of Kirchain and left with his comrades an inspiring example of gallantry in the face of formidable odds.

**DOOLITTLE, JAMES H. (Air Mission)**

*Rank and organization:* Brigadier General, U.S. Army, Air Corps. *Place and date:* Over Japan. *Entered service at:* Berkeley, Calif. *Birth:* Alameda, Calif. *G.O. No.:* 29, 9 June 1942. *Citation:* For conspicuous leadership above 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, Gen. Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland.

**DOSS, DESMOND T.**

*Rank and organization:* Private First Class, U.S. Army, Medical Detachment, 307th Infantry, 77th Infantry Division. *Place and date:*

Near Urasoe-  
Entered service  
97, 1 November  
1st Battalion  
troops gained  
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## PREFACE

Our country's history is a record of heroes and events to be remembered with reverence and respect by all who benefit from the nation's greatness.

This book is about a very few heroes who have received the Medal Of Honor, the highest award given by the United States to its greatest military heroes. They have taken part in the events that shaped the nation's history.

But more than that, they have been honored above all others because their acts of heroism were performed in the face of mortal danger, often when surrounded by enemies, and always without expecting any reward. For those reasons, recipients of the Medal Of Honor are different from most others whom we may think of as heroes but who really should be listed only as "famous".

The Medal Of Honor, sometimes called the Congressional Medal Of Honor, is given personally by the President of the United States; and it is for "individual gallantry at the risk of life above and beyond the call of duty." There is no competition or achievement that can be planned ahead of time, and there is no World Series or Superbowl or Pulitzer prize, for which anyone can train.

Those who have received the Medal Of Honor since it was established in 1861 as the nation's highest decoration are as different as the melting pot population of our country.

They wore the uniforms of all the branches of the service. They have come from every state, have been of different races or religions; some were poor and others rich. Yet they all had a common characteristic of courage and all risked, or sacrificed life itself for their fellow humans and for their country.

They deserve to be remembered as much as the great battles in which they fought, the burning or sinking warships, or the bombs and bullets that they often ignored while performing so bravely that others who witnessed those events started the process toward recognition with the Medal Of Honor.

In the pages which follow, every recipient of this highest of all decorations is listed with rank, branch of service and an account of the incident that made each one an unforgettable part of America's history.



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# AMERICA'S MEDAL OF HONOR RECIPIENTS:

## COMPLETE OFFICIAL CITATIONS

Highland Publishers  
Golden Valley, Minnesota



**DONUS**, do'nas (died 678), was pope from 676 to 678. A native of Rome, he was consecrated pope on Nov. 2, 676. Donus (or *Domnus*) received the submission of Archbishop Reparatus of Ravenna, ending the schism begun by his predecessor Archbishop Maurus, who tried to make Ravenna an independent see. It is said that Donus solved the problem of the Nestorian monks in the monastery of Boethius by assigning them to other religious houses in the city and giving the monastery to Roman monks. He died on April 11, 678, and was buried in St. Peter's Basilica in the Vatican.

MARION A. HABIG, O. F. M.  
St. Augustine Friary, Chicago, Ill.

**DOODLEBUG.** See ANT LION.

**DOOLEY, Mr.** See DUNNE, FINLEY PETER.

**DOOLEY**, dōō'lē, Thomas Anthony, III (1927-1961), American doctor and author, who won fame for his humanitarian work in southeast Asia. Dooley was born in St. Louis, Mo., on Jan. 17, 1927. He interrupted his studies at Notre Dame to serve as a Navy medical corpsman from 1944 to 1946. After graduating from Notre Dame, he entered the St. Louis University School of Medicine, receiving an M. D. degree in 1953.

In 1954, Dooley rejoined the Navy as an intern, serving on the U. S. S. *Montague*, off Vietnam, and later in Haiphong. There he supervised camps housing 600,000 refugees before their evacuation to South Vietnam to escape the Viet Minh. This experience he recorded in his book *Deliver Us from Evil* (1956). In 1956, Dooley resigned from the Navy to lead a private medical unit to Laos, where he established several village hospitals. In 1958 he founded, with Dr. Peter Comanduras, the Medical International Cooperation Organization (MEDICO). MEDICO, later a service of CARE, Inc., was largely supported by sales of his books. Dooley died of cancer in New York City on Jan. 18, 1961.

SAM KAUFMAN  
Director of Public Relations, CARE, Inc.

**DOOLITTLE**, dōō'lit-əl, Hilda (1886-1961), American poet, who was a member of the imagist movement, but whose finest verse is to be found in her postimagist volumes. All of her work appeared under her pen name "H. D."

*Life.* Hilda Doolittle was born in Bethlehem, Pa., on Sept. 10, 1886. When she was 8 years old, her father, the astronomer Charles Leander Doolittle, moved to the outskirts of Philadelphia, where he was director of the Flower Observatory. H. D. entered Bryn Mawr in 1904 but left in her sophomore year because of ill health. In 1911 she went to Europe, expecting to stay for the summer, but she spent most of the rest of her life abroad, mainly in England and Switzerland. In 1913 she married Richard Aldington, an English poet and novelist who was also a member of the imagist group. They were later divorced. She died on Sept. 27, 1961, in Zürich.

*Writings.* H. D.'s first poems were printed in the magazine *Poetry* (published in Chicago) in 1913. Her work next appeared in *Des Imagistes* (1914), an anthology published by the imagist leader Ezra Pound. *Collected Poems* (1925), probably her most widely read work, was still characterized by the spare, noncommittal observations of detail associated with imagist verse,

but *Red Roses for Bronze* (1931) showed her moving in the direction of her later work, toward a more discursive expression of psychic and religious archetypes. In *The Walls Do Not Fall* (1944) she bade farewell to the modernist school, of which imagism had been the opening phase. Thereafter, H. D.'s verse tended to concentrate on mythical themes—sometimes, as in *Helen in Egypt* (1961), her last work, seeing all myths as ultimately one. Her prose works include the novels *Hedylus* (1928) and *Palimpsest* (1936) and her autobiographical *Tribute to Freud* (1956).

HYATT H. WAGGONER, Author of "American Poets, from the Puritans to the Present"

**DOOLITTLE**, dōō'lit-əl, James Harold (1896- ), American general, who led the first air attack on Tokyo in World War II. He was born at Alameda, Calif., on Dec. 14, 1896, and began his military aviation career in the Army Air Service in 1917. He earned the doctor of science degree at Massachusetts Institute of Technology in 1925. In 1922 he became the first to fly across the continent of North America in less than 24 hours. As a racing pilot, he set speed records and won the Schneider (1925), Mackay (1928), Bendix (1931), and Thompson (1932) trophies. As an experimental engineer in the Air Corps Materiel Division, he played a leading role in developing aircraft instruments and made the first successful blind flight. For contributions to instrument flying he received the Harmon Trophy (1930). Leaving the active Air Corps in 1930, he was an aviation specialist for an oil company until 1940, when he was recalled to duty as a major and worked to convert the automobile industry to aircraft production.

On April 18, 1942, Doolittle voluntarily led a raid by 16 B-25 bombers from the U. S. S. *Hornet* in a daring attack against Tokyo. The action bolstered U. S. morale, slowed the Japanese offensive, and won him the Medal of Honor. He then commanded air forces in North Africa, Europe, and the Pacific. After retiring as a U. S. Air Force lieutenant general in 1946, he was chairman of the Air Force Scientific Advisory Board (1955) and National Advisory Committee for Aeronautics (1956).

JOHN W. CARPENTER, III  
Lt. Gen., USAF; Commander, Air University

**DOOMSDAY BOOK.** See DOMESDAY BOOK.

**DOOR AND DOORWAY.** A door is a relatively solid surface, opaque or wholly or partly glazed that closes an entrance to a building or a room. In contrast, gates, which serve a similar purpose, are often open grillwork. A doorway includes the door and its frame, both of which are sometimes richly decorated.

In antiquity, doors frequently swung on pivots set in the lintel and threshold of the doorway. Later doors are almost always hinged to the jamb on one side. Some doors, usually between rooms, slide horizontally in grooves. Most doors consist of a single slab or leaf, but large doors may have two leaves hinged to both jambs. The "Dutch" door is divided horizontally, so that the upper section may be open while the lower is closed.

*Ancient and Medieval Periods.* Few doors have been preserved from the period of antiquity. Those of some important buildings were of bronze, but it seems unlikely that most doors could have



DEPARTMENT OF DEFENSE  
OFFICE OF PUBLIC INFORMATION  
PRESS BRANCH

LIEUTENANT GENERAL JAMES H. DOOLITTLE, USAFR

James Harold Doolittle was born in Alamada, California, December 14, 1896. He was educated in Nome, Alaska; Los Angeles Jr. College; and spent a year at the University of California School of Mines.

Enlisting as a Flying Cadet in the Signal Corps Reserve October 6, 1917, General Doolittle 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 in the Signal Corps Reserve, Aviation Section, March 11, 1918.

During 1918 General Doolittle served at Camp Dick, Texas; Wright Field, Ohio; Gerstner Field, Louisiana; and as flight and gunnery instructor at Rockwell Field, and in July 1919 he was assigned to the 104th Aero Squadron at Kelly Field, Texas. That October 9th he was transferred to the 90th Aero Squadron at Eagle Pass, Texas, for border patrol duty.

On July 1, 1920, General Doolittle was commissioned a second lieutenant in the Regular Army, Air Service; was promoted to first lieutenant; and entered the Air Service Mechanical School at Kelly Field. In August 1922 he was ordered to McCook Field, Ohio, to take the Aeronautical Engineering course. That September 4 and 5 he made the first cross-country flight, from Pablo Beach, Florida, to San Diego, California, with one stop, which brought him international fame. Also during 1922 he was awarded his Bachelor of Arts degree from the University of California.

Entering Massachusetts Institute of Technology for special engineering courses in July 1923, General Doolittle was graduated the following year with the degree of Master of Science, and a year later was awarded the degree of Doctor of Science. During March 1924 he also served temporarily at McCook Field conducting aircraft acceleration tests. Returning to McCook Field in June 1925, he was sent to the Naval Air Station at Washington, D.C., that August for special training in flying high speed seaplanes. During that assignment he served for a short period at Mitchel Field, New York, with the Naval Test Board.

Granted a leave of absence in April 1926, General Doolittle went to South America on airplane demonstration flights. After his return to the United States he was in Walter Reed General Hospital until April 1927, when he was again assigned to McCook Field for experimental work and additional duty as instructor with the Organized Reserves of the Fifth Corps Area, 385th Bomb Squadron. In January 1928 he made experimental flights in South America.

MORE

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Returning to Mitchel Field in September 1928, General Doolittle assisted in the development of fog flying equipment. During this assignment the now almost universally used artificial horizontal and directional gyroscopes were developed and he accomplished the first flight completely by instruments. On January 20, 1930, he was named advisor for the Army on the building of the Floyd Bennett Airport in New York City. General Doolittle resigned his Regular Army commission February 15, 1930.

Commissioned a major, Specialist, in the Officers Reserve Corps on March 5, 1930, during that year General Doolittle made several flying experiments. He was then named manager of the Aviation Department of the Shell Oil Company, and in that capacity conducted numerous aviation tests. At various times he went on active duty with the Army to conduct tests, and in 1932 set the world's high speed record for land planes. In April 1934 he was appointed a member of the Army Board to study Air Corps organization, and a year later he was transferred to the Air Corps Reserve. General Doolittle became President of the Institute of Aeronautical Science in 1940.

Ordered to active duty July 1, 1940, General Doolittle was Assistant District Supervisor of the Central Air Corps Procurement District at Indianapolis, Indiana, moving to Detroit, Michigan, in that capacity November 16, 1940, where he worked with the large automobile manufacturers on the conversion of automobile plants to airplane parts manufacturing plants. The following August he went to England as a member of a special mission. On January 9, 1942, he was assigned to Army Air Force headquarters in Washington, D. C.

General Doolittle led the first aerial raid on the Japanese mainland on April 18, 1942. That July he joined the Eighth Air Force in England, and the following September assumed command of the 12th Air Force in North Africa. In March 1943 he became commanding general of the 15th Air Force in the Mediterranean Theater, and from January 1944 to September 1945 he commanded the Eighth Air Force in the European and Pacific Theaters. On May 10, 1946, he reverted to inactive Reserve status.

Returning to the Shell Oil Company, General Doolittle became a Vice President and later a Director. In March 1951 he was appointed a Special Assistant to the Chief of Staff of the Air Force at Washington, D.C., in a civilian status.

His decorations include the Medal of Honor, Distinguished Service Medal with one Oak Leaf Cluster, Silver Star, Distinguished Flying Cross with two Oak Leaf Clusters, Bronze Star, and the Air Medal with three Oak Leaf Clusters.



He has also been awarded the British Order of the Bath (Knight Commander); French Legion of Honor (Grand Officer) and Croix de Guerre with Palm; Belgian Order of the Crown (Grand Officer) and Croix de Guerre with Palm; Polish Order of Restoration of Poland; Chinese Yun-Hwei (Class III); Bolivian Order of the Condor Medal; and Ecuadorean Abdon Calderon (First Class).

His trophies include the Schneider and Mackay Trophies in 1925; the Harmon Trophy in 1930; the Bendix Trophy in 1931; and the Thompson Trophy in 1932.

General Doolittle and his wife, Josephine, have two children, James H., Jr., and John P., both in the Air Force.

#### PROMOTIONS

Commissioned a second lieutenant (Regular Army) July 1, 1920; to first lieutenant (permanent) July 1, 1920; resigned February 15, 1930. Major (Specialists Reserve) March 5, 1930; transferred to Air Corps Reserve April 4, 1935; promoted to lieutenant colonel (temporary) January 2, 1942; to brigadier general (temporary) April 28, 1942; to major general (temporary) November 20, 1942; to lieutenant general (temporary) March 13, 1944; to brigadier general (Regular Army) May 1, 1946; resigned in July 1946.

E N D

Up to date as of January 1955.



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IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 25, 1983

Referred to the Committee on Armed Services

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**JOINT RESOLUTION**

Authorizing the President to advance Lieutenant General Ira C. Eaker, USAF (retired) and Lieutenant General James H. Doolittle, USAF (retired) to the grade of general on the retired list.

- 1       *Resolved by the Senate and House of Representatives*  
2 *of the United States of America in Congress assembled,*  
3 That in recognition of the outstanding contributions to na-  
4 tional defense of Lieutenant General Ira C. Eaker, United  
5 States Air Force (retired) and Lieutenant General James H.  
6 Doolittle, United States Air Force (retired), the President is  
7 authorized to advance Ira C. Eaker and James H. Doolittle  
8 to grade of general on the retired list of the Air Force.



1        SEC. 2. Advancement on the retired list to the grade of  
2    general of Ira C. Eaker and James H. Doolittle based on the  
3    authority of this joint resolution shall not increase or change  
4    the compensation or benefits from the United States to which  
5    any person is now or may in the future be entitled based upon  
6    the military service of the said Ira C. Eaker or James H.  
7    Doolittle.

      Passed the Senate February 21 (legislative day, February 18), 1985.

Attest:

Jo-Anne L. Coe,  
*Secretary.*



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LEGI-SLATE Report for 99th Congress

Tuesday, June 11, 1985 3:33pm (EDT)  
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SEARCH OF 5,014 BILLS AND RESOLUTIONS TO FIND 1 MEASURE:

LIMITED TO THE SPECIFIC MEASURE: S.J.R.14  
-----

S.J.R.14 BY GOLDWATER, BARRY (R-AZ) -- Resolution Concerning the Promotion  
of Lieutenant General Ira C. Eaker and Lieutenant General James  
H. Doolittle to the Grade of General

CAPTION (OFFICIAL TITLE):

Joint resolution authorizing the President to advance Lieutenant General  
Ira C. Eaker, USAF (retired) and Lieutenant General James H. Doolittle, USAF  
(retired) to the grade of general on the retired list.

INTRODUCED: 01/03/85

COSPONSORS:

CURRENTLY NONE

ALL SPECIFIED ACTIONS:

01/03/85 -- IN THE SENATE

Introduced

Referred to SENATE COMMITTEE ON ARMED SERVICES

Remarks in "Congressional Record" (CR Page S-337)

02/07/85 -- IN THE SENATE

Ordered reported by SENATE COMMITTEE ON ARMED SERVICES

02/19/85 -- IN THE SENATE

Report filed by SENATE COMMITTEE ON ARMED SERVICES (No Written Report)

02/21/85 -- IN THE SENATE

Considered in (laid before) the Senate (CR Page S-1776)

Measure passed to third reading (VOICE VOTE)

✓ Measure passed (agreed to) (VOICE VOTE)

Full text of measure printed in "Congressional Record" (CR Page S-1777)

02/25/85 -- IN THE HOUSE

Received in the House, after passage in the Senate

✓ Referred to HOUSE COMMITTEE ON ARMED SERVICES  
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DO YOU WISH TO ADD TO OR CREATE A FILE OF MEASURES?.....no



PRESIDENTIAL REMARKS  
FOR PINNING CEREMONY  
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 TWO 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 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 EIGHTH 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 EIGHTH AIR FORCE.

JIMMY RETURNED TO INACTIVE STATUS AFTER THE WAR - AND TO THE SHELL OIL CORPORATION. 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 KOHN, BERNIE SCHREIVER, TOM MARSH,



✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓  
AND SAM PHILLIPS ON AN ORAL HISTORY ON AIR FORCE RESEARCH AND  
✓ ✓ ✓ ✓ ✓ ✓ ✓  
DEVELOPMENT OVER THE LAST FIFTY 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. NOW, BARRY,  
IF YOU AND JIMMY WILL STEP FORWARD, WE'LL GET JIMMY PROMOTED.

(PIN ON FOURTH STAR)

(CONGRATULATE GENERAL DOOLITTLE AND DEPART)