

● PSF

Navy: John L. McCrea (Naval Aide)

P.S.F. Navy (ms. Ben Jordan) 2.42
File
Confidential

THE WHITE HOUSE
WASHINGTON

February 12, 1942.

MEMORANDUM FOR

MISS TULLY

The President directed that the attached information be made available to him in connection with the preparation of the radio address he is to deliver on the 23rd.

While Admiral King's memorandum is now labeled "CONFIDENTIAL," the substance of the damage inflicted will be released to the Press on February 15th.

John L. McCREA
JOHN L. McCREA,
Captain, U. S. Navy,
Naval Aide to the President.

PSF: Navy (McCrea folder) - 24-42

Memo for the President

Isle Confidential

The "Neches" (naval
tanker old type) was torpedoed and
sunk in location about 100
miles WSW of Honolulu some
time yesterday - Have no further
details - Will attempt to obtain
and advise you later in the day

Very ^{resp}
John McCrea

COMINCH FILE

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

NAVY DEPARTMENT, WASHINGTON, D. C.

CONFIDENTIAL

February 11, 1942.

Memorandum for:- Naval Aide to the President.

MARSHALL ISLAND RAID

On January 31, 1942, Vice Admiral William F. Halsey, U.S.N., in command of a small, fast, balanced force of Carriers, Cruisers and Destroyers raided the Japanese Marshall Island strongholds and the Northern Gilbert Islands (formerly British held).

The orthodox manner of executing this raid would have been to have kept the carrier and supporting force about a hundred miles off the locus of the raid and to have sent the aircraft in to drop bombs and torpedoes. Instead, Vice Admiral Halsey divided his surface and air forces perfectly, made a simultaneous and highly destructive attack on the shore installations and the auxiliary naval forces found in the atoll anchorages, destroying or damaging not less than one cruiser, one destroyer, one 17,000 ton auxiliary, three large fleet tankers, two submarines, six store ships, four small tenders, two large seaplanes, fifteen fighter planes, twenty-one bombing planes, six hangars, as well as an ammunition dump, fuel storage tanks, industrial and administration buildings.

The thoroughgoing and effective support afforded Vice Admiral Halsey in this attack by subordinate officers and all the men under his command, and their conduct under the determined bombing attacks launched against the force by Japanese aircraft not destroyed, showed that the modern sailorman is a worthy successor of his distinguished predecessors.

Vice Admiral Halsey has been awarded the Distinguished Service Medal for planning and conducting this brilliant and audacious attack and driving it home with great skill and determination. Appropriate awards to other officers and men may be expected when recommendations are received.

Franklin D. Roosevelt Library

DECLASSIFIED

DDO DIR. 8200.9 (9/27/86)

Date- 9-16-66

Signature- Carl L. Spicer

E. J. King

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

9-16-22
CL5

February 10, 1942.

MEMORANDUM FOR ADMIRAL KING

Last night I showed the attached despatch to the President. When he came to the last sentence he remarked substantially as follows -

Certainly, I'll be glad to do it. See that this despatch is brought to my attention in a few days when I start work on the speech.

The President did not ask for it, but I respectfully suggest that a brief memorandum giving the facts which in your judgment can be disclosed would be of assistance to the President in drafting his speech.

Very respectfully,

McCre

JOHN L. McCREA,
Captain, U. S. Navy,
Naval Aide to the President.

Flag Secy -
work up - K

10 Feb/42

RLS

Herrin
Dyer

PSF: Navy (Mc Crea Folder)

THE WHITE HOUSE
WASHINGTON

February 18, 1942.

files
CONFIDENTIAL

CLS
9-16-66

MEMORANDUM FOR THE PRESIDENT

You wished to be kept informed about the progress of the tank lighter equipment.

Two Tigris River barges built by a New Orleans company are being delivered today to the Dodge Motorboat Works at Newport News. These tank barges are in a knocked-down condition and will be assembled by that company. This same company has a contract to build 6 tank packing boxes which are due for completion on 28 February.

The Navy Department has outlined a test program for this equipment. The War Department is prepared to furnish the tanks, and the President can rest assured that the test will be conducted expeditiously.

As further information on this subject becomes available, it will be forwarded.

Very respectfully,

John L. McCrea

JOHN L. McCREA

DECLASSIFIED

By Deputy Archivist of the U.S.

By W. J. Stewart Date _____

PSF: Navy (McCrea Folder)

THE WHITE HOUSE
WASHINGTON

February 25, 1942.

MEMORANDUM FOR CAPTAIN McCREA:

The President asks if you will be good enough to find out when Admiral Allen, Commandant of the Charleston Navy Yard, is due to retire.

Grace G. Tully
Grace G. Tully

MEMORANDUM FOR MISS TULLY

Rear Admiral William H. Allen, U. S. Navy, is due to be placed on the Retired List on 1 July, 1942.

J. L. McCrea
JOHN L. McCREA

THE WHITE HOUSE
WASHINGTON

2-24-42

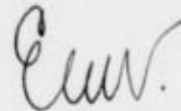
MEMORANDUM FOR THE PRESIDENT:

Mayor Lockwood of Charleston phoned he was having a lot of trouble with Admiral Allen, Commandant of the Charleston Navy Yard.

According to the Mayor, he fell out with the Admiral because the Admiral was for Willkie and not the President. He evidenced this by the fact that when a recent ship-christening took place, there were about six Democrats and about 300 Republicans present. The Admiral made a crack to the Mayor about this, and since then he and the Admiral have never gotten on.

The Mayor admitted he asked Senator Byrnes to keep Admiral Allen there but now he regrets this exceedingly. He is hoping in some way that the President might see fit to shorten the tenure of office of the above mentioned Admiral at the Charleston Navy Yard. They are constantly in a fight.

In closing, I am afraid the real trouble is that the Admiral said Charleston was the worst town this side of Singapore and put it off limits for his command for a week.


E.M.W.

*File
Confidential*

PSF: Navy (McCrea Folder)

THE WHITE HOUSE
WASHINGTON

March 27, 1942.

MEMORANDUM FOR THE PRESIDENT:

We have just had a dispatch that Rear Admiral Wilcox was lost overboard at sea today. He was the Commander of Task Force No. 39 which is proceeding to a foreign port which you know. Rear Admiral Giffin has assumed command tonight.

We have had a message from the P.M. but it came in quite garbled. The War Dept. is going to have a repeat.

McCrea

*file
personal*

PSF: Navy (Mc Crea Folder)

March 27, 1942.

MEMORANDUM FOR

THE PRESIDENT

Admiral Brown arrived Pearl Harbor. At sea since 31 January. Fitch will relieve Brown at early date. Quezon, family and War Cabinet arrived in Australia. MacArthur suggests message of congratulations from President to Quezon.

One tanker torpedoed and sunk off Diamond Shoals. No news from Fletcher.

McCREA

PSF: Navy (McCrea Folder)
1-42

**THE WHITE HOUSE
WASHINGTON**

March 29, 1942.

MEMORANDUM FOR THE PRESIDENT:

Wainwright states that doubtful if he can hold out beyond fifteenth of April because of lack of food.

No news from Fletcher. Everything else quiet.

McCrea

*File
Confidential*

file Personal

PSF: Navy (McCrea Folder)

April 20, 1942.

In President's handwriting

"John McCrea:

"In view of the much larger anti. sub.
patrol on East Coast you might find out if Navy
would now favor the East Boston sea-plane base?

F.D.R."

NAVY DEPARTMENT
OFFICE OF
NAVAL RECORDS AND LIBRARY

WASHINGTON, D. C.
May 27, 1942.

PSF: 7th
file
pass on it (McCrea
Felder)

MEMORANDUM FOR CAPTAIN J. L. MC CREA, NAVAL AIDE TO THE PRESIDENT.

Concerning your inquiry at the instance of the President a few days ago regarding a "yarn" of the Naval Affairs Committee having been frightened by a mock accident on board of a submarine in approximately 1914. I regret being unable to get any trace of this alleged incident, but suggest that the yarn might apply to an incident covered in the book "The Fleet Today" by Kendall Banning, Pages 205-207. I am unable to vouch for the accuracy of the story which is as follows:

"It was the control room of a submarine that served as the setting of a drama of the sea that has begun to assume the aspects of a classic. It started, according to legend, in the friendship between two or three cadets at West Point and as many midshipmen at Annapolis, and was continued after graduation. The Army men entered the Air Service; the Navy men the Submarine Service.

"'Ever been up in a plane?' the fliers asked of their Navy guests during the latter's visit to the flying field.

"No, they had never been up in a plane. Yes, they would be delighted to take a trip. So up they went, with their Army hosts at the controls, and a grand performance indeed they put on. They gave their guests the works -- loops, tailspins, barrel rolls, Immelmann turns. The sailormen were finally landed, a bit groggy and pale, perhaps, but still game and properly appreciative. In the course of time these same fliers, mindful of their social obligations, called upon their Navy friends at the Submarine Base. No, they had never been down in a sub. Yes, they would be delighted to take a trip. So aboard they all went; orders were passed; the engines were started, and while the vessel was proceeding to the diving area, hosts and guests repaired below to pass the time.

"'Rig for diving!' at last came the cry from the bridge. Hatches on the deck were slammed shut and dogged; the diving officer made his round of inspection; diving stations were manned. The hosts explained to their visitors the mechanics of the operation. Soon, however, the interest of the

hosts began to be diverted from their guests and become focused upon the controls. They showed signs of anxiety; something was evidently going wrong. The depth gauge seemed to be the center of interest; instead of stopping at the indicated depth of 40 feet, the needle continued its course. Now the boat was shown to be down to 60 feet; now 80 feet; soon it struck 150 feet. The hush in the boat was broken only by the commands of the officers.

"These boats are designed to stand 200 feet of pressure, but they can probably stand as much as 300 feet," the skipper encouragingly assured his guests.

"With increasing perturbation the visitors watched the gauge record a depth of 180 feet, with the needle steadily moving into dangerous area. At 200 feet the silence was blasted by the shriek of the collision alarm. All compartment doors were instantly closed; the visitors were now trapped in the control room with their hosts. Suddenly the lights went out and the compartment was thrown into a tar-like blackness. The dim emergency lamps were switched on; they cast the compartment into an eerie gloom. At 220 feet the Momsen escape lungs were hauled forth and strapped upon all hands, with hurried instructions for their use -- just in case. A stream of water began to trickle ominously down the hatchway from the conning tower. Beads of perspiration broke out upon the faces of the worried visitors. The needle now registered 260 feet; the boat was now well down into the danger zone; obviously out of control. When a depth of 300 feet had been reached and the submarine was in imminent peril of collapsing, the needle on the depth gauge miraculously steadied. Slowly, exasperatingly slowly, the boat began to rise. With breathless interest the eyes of the visitors were riveted upon the dial as the needle indicated the return to safety. At last, thank God! the boat broke the surface; the hatches were thrown open to the sky, and the visitors clambered joyfully to the deck.

"The vessel was still quietly moored to the dock; it had never moved a foot. The hosts smiled enigmatically. The debt of the submariners to the fliers had been paid in full."

Dudley W. Knox

DUDLEY W. KNOX,
Captain, U.S.N. (Ret.),
Officer-in-Charge.

PSF: Navy (McCrea Folder)

THE WHITE HOUSE
WASHINGTON

May 28, 1942.

MEMORANDUM FOR

CAPTAIN MCCREA

Please find out for me:

1. Who is being given command of the new 110 foot submarine chasers and the new 173 foot submarine chasers, both of which classes are rapidly going into commission? Regular or Reserve Officers? What rank?
2. Please also find out for me where these ships are being stationed and how long it takes for them to go into actual active operations after they are commissioned.

F. D. R.

No papers accompanied the original of this memorandum to Capt. McCrea.

PSF: Navy (McCrea Folder)

THE WHITE HOUSE
WASHINGTON

June 13, 1942.

MEMORANDUM FOR

CAPTAIN McCREA ?

Will you have the following
sent through the War Department:

FOR

FELLERS
CAIRO

President asks obtain if
possible information for him in
regard to Alan Stuyvesant of
American Field Service, whose
family has been informed he is
missing.

EDWIN M. WATSON
MILITARY AIDE

PSF: Navy (McCrea folder)
2-42

THE WHITE HOUSE

WASHINGTON

November 30, 1942.

MEMORANDUM FOR

CAPTAIN McCREA

Please get from the Department the present location and use of all patrol craft of the following types which have been delivered to the Department since January 1, 1941:

SC - 110 feet
SC - 173 feet
SC - 183 feet (type delivered to Dutch and Norwegians)

PC - 1466 to 1471

PT - 81 to 149

F. D. R.

PSF: Navy (McCrea folder)
2-42

file
personal
House personnel

THE WHITE HOUSE
WASHINGTON

November 2, 1942.

MEMORANDUM FOR THE PRESIDENT

I thought the despatch from
Admiral Nimitz to Admiral King to be of
interest.

As bearing on the same subject,
I am informed by Rear Admiral Cooke that
there is every indication that the enemy
had no knowledge that the WASP was lost
until we made announcement of that fact.

Very respectfully,

John McCrea

JOHN L. MCCREA

SEALED SECRET

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>CINCPAC</u>	FOR ACTION	COMINCH	PRIORITY
RELEASED BY _____			ROUTINE
DATE <u>NOV 1, 1942</u>			DEFERRED
TOR CODEROOM _____	INFORMATION	<i>Special material</i>	PRIORITY
DECODED BY _____			ROUTINE
PARAPHRASED BY _____			DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

012115

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT
TEXT			

UNLESS THERE IS EVIDENCE NOT AT HAND HERE THAT THE ENEMY ACTUALLY SAW THE HORNET SINK I FEEL VERY STRONGLY THAT YESTERDAYS ANNOUNCEMENT WAS OF CONSIDERABLE ASSISTANCE TO THE ENEMY AND CORRESPONDINGLY HARMFUL TO US IN A VERY CRITICAL SITUATION.

Franklin D. Roosevelt Library

UNCLASSIFIED

DD DIR. 5200.9 (9/27/58)

Date- 9-16-66

Signature- Carl L. Spicer

No. 1 ADMIRAL

No. 2 FILE

No. 3 F-I OR CHARTROOM.

No. 4 SPECIAL

SEALED**SECRET**

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

DIVISION OF
PRESS INTELLIGENCE
304 COMMERCIAL BLDG.

NO. _____

SYMBOL

Herald Tribune (IR)
New York City
Circ. 383,684

DATE

JUL 20 1941

Congress Bloc Getting Ready For Showdown

Dozen Bills and Resolutions
Reflect Public Interest
in Issue Mitchell Began

Special to the Herald Tribune

WASHINGTON, July 19.—The battle that the late Brig. Gen. William Mitchell started is reaching a climax. About a dozen bills and resolutions have been introduced in Congress this session designed to separate the air force from the Army and Navy, and throughout the nation there is unprecedented agitation in the cause. A potent group of legislators is preparing for a showdown.

The Royal Air Force's spectacular defense of Great Britain and the German Luftwaffe's lethal trail through the air of Poland, Holland, Flanders, Greece and Crete have caused alarm. Successful air attacks on warships have aroused more doubts.

Maj. Gen. H. H. Arnold, deputy chief of staff for air, the top air officer of the Army, and Col. Ira C. Eaker have written a book, "Winged Warfare," in which they say confusion and delay would result if a sudden change in the air force set-up were made.

Argument Challenged

Now is a bad time for the change, reply some on the other side, but not as bad as war time would be. If the change must be made, they add, it should be made immediately.

Most of the bills would provide a new Department for Air, with a Secretary for Air in the President's Cabinet. Some of these leave the Navy air forces with the Navy. The bill by Senator Pat McCarran, Democrat, of Nevada, lumps the Navy and all other air forces under one department. Some bills provide that all civil air functions be lodged in the Air Department, although Senator McCarran's bill does not include this.

Senator McCarran's bill would give the President power to attach needed air forces to the Navy or Army for specific purposes, and, most revolutionary proposal of all, it provides that Army or Navy forces may be similarly attached to the air force. Top air officers would have the same rank as top Army and Navy officers.

Some of the bills, including one by Senator Bennett Champ Clark, Democrat, of Missouri, provide for a Department of National Defense, with a unified military command under which there would be co-equal air, land and sea commands.

This would assure complete coordination and co-operation of all forces, say the proponents. Representative Melvin J. Maas, Republican, of Minnesota, who favors a unified command, also would stipulate that this over-all commander be primarily an aviator.

DATE

JUL 20 1941

JUL 20 1941

THIS OVERSIZE ITEM HAS BEEN
MICROFILMED IN SECTIONS.

Shall the United States Have A Separate Air Force?

Roscoe Turner, World War
flier, president Roscoe Turner
Aeronautical Corporation: "Yes.

A separate air
force is just
as important
as a separate
Army and
Navy. Avia-
tion is des-
tined to rule
the world,
and to pre-
pare improp-
erly is to spell
suicide for
our country.
We cannot
properly pre-
pare as long
as the air
force is subordi-
nated to any
other department of govern-
ment. We have a concrete ex-
ample to support these state-
ments by studying the opera-
tions of the German air force in
every country that Hitler has in-
vaded."



Roscoe Turner

that both offensive and counter-
offensive maneuvers are almost
always independent of ground or
sea forces. Our air force has out-
grown its position as a branch
of the Army just as the avia-
tion section outgrew the Signal
Corps in the first World War.
A separate air force could very
easily be built around the pre-
sent Air Corps, but certain air
units, such as carrier and battle-
ship units which form part of
the naval fleet strategy, must
necessarily continue under
naval control. For the same
reason certain reconnaissance
and observation units should re-
main under Army control."

Major R. G. Ervin, World War

Second Aero
Squadron:
"Yes, defi-
nitely. The
reasons are
simple and
conclusive. In
the World
War various
air sections
tried to carry
out against
the Germans
and it wasn't
until the close
of the war
that effective
results were
gained after the air force was
unified. In the present war, the
Germans have proven it without
the slightest question of doubt."



Major R. G. Ervin

Gordon C. Sleeper, World War
Adjutant Ford Junction Air-
drome, Sussex, England; Night

Bombing
Section of U. S.;
commander American Avia-
tion Detach-
ment, Volves,
France: "Yes.
Today's war-
fare with its
new weapons,
new tactics,
vast forces,
and world-
wide terrain
is challenge
enough to
the efficiency
and skill of
Army and Navy general staff of-
ficers without asking that they
also master the problems and
control the development of a
new service arm so potent, so
powerful, and so utterly differ-
ent as the air force."



Gordon C. Sleeper

Roland H. O'Brien, World
War Army
Flying Staff:

"Yes. It's the
only solution
if we are to
expect the
same results
being gained
by the Ger-
man and



Col. Dean I. Lamb, Thirteenth

Squadron, R.
F.C.: "Yes.
The separate
Royal Naval
Air Service
and the Royal
Flying Corps
got no place
in the World
War until
they were
combined.
Every other
air power in
the world has
learned this
lesson with
the exception
of the United States. If a sepa-
rate air force isn't logical, why
have a separate Army and a
separate Navy? All operate in
different elements. To keep the
air force under wraps is as logi-



Col. Dean I. Lamb

The question of an independent Air Corps for the
United States is one that is troubling the Military
Committees of the Senate and House. The Senate
Military Affairs Committee has agreed to hold hear-
ings on Senator McCarran's bill to create an inde-
pendent Department of Aviation.

The Senators and Representatives are seeking ex-
pert advice on the problem—mainly from admirals,
generals, and Government dignitaries, all of whom are
hedged about by tradition and restriction of rank and
by personal considerations. Many of these experts
will no doubt testify when the hearing begins. Sena-
tor Reynolds, committee chairman, promises to begin
the hearing as soon as the draft extension controversy
is settled.

But there is another group of men well qualified to
give an answer to the query. They are former mem-
bers of the Army and Navy flying forces, chiefly those
who served in the last war. Some of these veterans
could not answer the question because of the delicacy
of their positions in relation to various Government
agencies, but others, not placed where their necks are
sticking out, are ready and definite with replies.

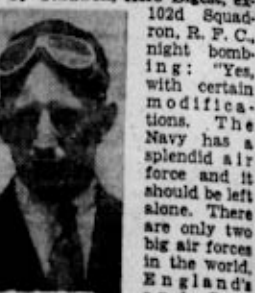
Herewith their answers:

By JIMMY JEMAIL

The Question—Should the U. S. Have a Separate
Air Force?

The Answers—Asked of men who flew in World
War I.

Cy Caldwell, Aero Digest, ex-



Cy Caldwell

both are distinct and separate
from the other military services.
When and if we do have a sepa-
rate air force, it should be di-
vorced from the Army and
Navy, and we should have a Sec-

Major Elmer Haslett, mana-



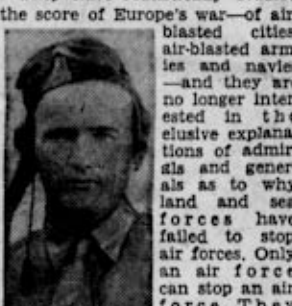
Maj. Elmer Haslett

ger of New
York's La-
Guardia
Field, 12th
Aero Squad-
ron in World
War, observa-
tion officer
for First U.
S. Army and
Gen. "Billy"
Mitchell's
aid: "Yes.
Events in the
last 20 years,
both in war
and peace,
have proven
the great importance of avia-
tion. It is a service that op-
erates in an element of its own,
as does the Army and the Navy,
and it can be best improved by
having the air service inde-

Al Williams, the famous Navy
flyer of World War and post-
war days, couldn't give his views
in the small space allotted for
answers. So he wrote out this
statement for the inquiring
photographer:

Certainly the United States
should have a separate air force.
The American people are demand-
ing it. They want a separate, in-
dependent, and autonomous air
force.

They have realistically studied



Al Williams

the score of Europe's war—of air-
blasted cities,
air-blashed armies
and navies
—and they are
no longer inter-
ested in the
elusive explana-
tions of admir-
als and gener-
als as to why
land and sea
forces have
failed to stop
air forces. Only
an air force
can stop an air
force. They
know that, and
they want an air force. En-
trenched admirals, generals and
politicians do not want an air
force. They insist on keeping
America's potential air power
divided as auxiliary air services in
the Army and Navy.

One Job For One Man

There's the issue—whether or
not the American people can re-
tain control of the Army and
Navy services built for national
defense but permitted to deterio-
rate into power-politics cliques.

The British people cried for real
air power and were given war-
ships and millions of bayonets—
by their Old Men. This public
urge for protection against air at-
tack is basic and closer to logical
reasoning than the ersatz quality
of the political vision available.

Air power is the capacity to
control and dominate the air. Its
material form is an air force
geared and equipped to fight with
or without land and sea forces.
The creation of an air force is one
job. One job cannot be done by
more than one leader. Therefore,
the United States Air Force must
be led by one man, a fully accred-
ited member of the President's
Cabinet—a young, virile man con-

If we are to expect the same results being gained by the German and British. To reach the height of efficiency it is absolutely necessary to have a separate air force under the command of a practical air man, one who knows the subject as thoroughly as General Arnold."

Roland H. O'Brien

Reed M. Chambers, third ranking Army Ace in the World War, Ninety-fourth Aero Squadron: "Definitely yes, but I question very much whether or not this is the time to make a change. There is too much confusion today because of the tremendous expansion taking place in the air corps. In my opinion, it will take some time before the Army Air Corps can develop a staff which can function efficiently, and until then it is too big a job."

Gordon M. Curtis, former Lieutenant United States Flying Corps: "There's no question about it. Granted that the Army and Navy each needs an auxiliary air force for specific purposes, we also need the real air force for an offensive and defensive unit. Such an air force can operate efficiently only as a separate air force and a single unit."

Capt. S. W. Jacques, TWA, former Twenty-eighth Aero Squadron, A.E.F.: "In my opinion the Air Force should be a separate arm of the service. The present war has demonstrated that great numbers of air-planes must be employed for defense against enemy offensive air tactics, and

of the United States. A separate air force isn't logical, why have a separate Army and a separate Navy? All operate in different elements. To keep the air force under wraps is as logical as putting Navy ships under command of Army officers."

Adolph Backstrom, World War R.F.C.: "Certainly, I can't understand why the Army has tried and is still trying to sidetrack aviation, which should be as separate as the Army is from the Navy. The new Army plan is known as the Army Air Force, composed of the air combat branch and the air corps, and is still under the control of land officers. It's as impractical as it would be to have Navy ships commanded by Army officers."

Casey Jones, assigned to Ninety-sixth French Squadron during World War: "Either a separate air force responsible to a Cabinet officer or a department of national defense in which the Army, Navy, and Air Force would have equal representation and where their efforts would be coordinated. The air arm deserves equal ranking with the Army and Navy. In this way we would get co-operation and also would get an independence of action which the air force does not have today."

Clarence Chamberlain, World War aviator: "No. Although a separate air force would be good in many ways and principally because of co-ordination, I don't think it is necessary. The idea is to have high ranking officers in command who know aviation and the problems involved in the operation of an air force. If all the generals in the Army and the admirals in the Navy had the command of the subject as thoroughly as has Admiral King, there would be no necessity for a separate air force."

from the other military services. When and if we do have a separate air force, it should be divorced from the Army and Navy, and we should have a Secretary of National Defense to coordinate all air efforts of this force and those assigned to the Navy and Army, thereby eliminating duplication and making for standardizations."

Former Lieut. Comdr. John W. Iseman, World War naval aviator: "Decidedly yes. After four years of flying as a naval aviator with regular naval units, and qualifying by examination for commission in the regular Navy during 1922, I was 'Found to be disqualified by reason of being 1/2-inch under height and two pounds under weight.' That's about as much sense as land and sea officers have been using in their control of the air force. A separate air force under competent officers would weigh flying ability. The men who can fly and fight would do the flying and fighting."

Major M. K. Lee, West Cornwall, Conn., World War Army aviator: "I'm very much in favor of a separate air force for the United States. It should be as distinctly separate as are the Army and Navy. I was a friend and co-worker of Billy Mitchell, and I agreed with everything he was crusading for years ago. I happen to know that many of the officers who honestly disagreed with him are now very sorry and wish that Billy were here as their leader today. He was wholeheartedly in favor of a separate air force."

WORDS OF THE WISE

A man's first care should be to avoid the reproaches of his own heart; his next, to escape the censures of the world. If the last interferes with the former, it ought to be entirely neglected; but otherwise there cannot be a greater satisfaction to an honest mind, than to see those approbations which it gives itself, seconded by the applauses of the public.—Addison.

Much of what is great, and to all men beneficial, has been wrought by those who neither intended nor knew the good they did.—Ruskin.

tion. It is a service that operates in an element of its own, as does the Army and the Navy, and it can be best improved by having the air service independent and separate under a Cabinet officer, giving the Army and Navy such auxiliary aviation units as are needed for particular purposes. The great mass of aviation for attack, bombardment, pursuit and defense should be one body under a single control."

Deane Dana, World War, Eighty-Eighth Squadron: "Yes. Billy Mitchell thought that a separate air force was the only solution and we aviators knew the truth of the ideas he was pressing for fulfillment. The Army generals sneered at him when he asserted that the time would come when a bombing plane could fly from Europe with a full military load and bomb our cities. Now, the United States has just completed two bombing planes that can fly 7,000 miles with a full military load and a full crew."

Beckwith Havens, World War test pilot, Naval Air Service: "Yes, because of the great efficiency of the air arm and its growing importance as a weapon of offense and defense. The Navy should have its own air force for naval warfare, which requires special and long training, and for which we are equipped with the finest Navy air force in the world. A separate air force, under independent command, could easily co-operate with the Army."

The common fluency of speech in many men and women is owing to a scarcity of matter and a scarcity of words; for whosoever is a master of language, and hath a mind full of ideas, will be apt, in speaking, to hesitate upon the choice of both.—Swift.

There are two kinds of constancy in love, one arising from incessantly finding in the loved one fresh objects to love, the other from regarding it as a point of honor to be constant.—La Rochefoucauld.

more than one leader. The United States Air Force should be led by one man, a member of the Cabinet—a young, virile man, patriotic, and ready to risk his life for America and sound vision against an air-savvy world. Such a man's ability must be matched by a delegation of adequate authority by Congress.

Three Engines of Defense

The Navy on the sea, the Army on the land, and the Air Force in the atmosphere—these are the three main engines of a nation's defense. Each must be unified, coordinated internally, and maintained in the most efficient manner possible before they can be used effectively in joint operations.

There's an air power world before us. We will fall on our capacity to the air over and around the globe. In this dominance, air is the equivalent of the sea which ruled the world's empires. The air is a most exacting mistress—as is knowledge of the ways of the air—airmanship, a life work. Air power must be led by men—not synthetic men. It must be freed from interference.

One Racket We Must Drop

No man can be an aviator, sailor, and airman. The Army and Navy services, loaded with such inefficiencies, promises now. Specialize, create, and build—all of them. Ancient generals opposed the segregation of forces into autonomous units. Admirals and generals now oppose the segregation of services into air forces. Navy its required air to get the Navy off-shore, is supposed to function. Give the Army its regular air units. And the American air power—in the U. S. Air Force.

The man who sees the struggle between a few is a fool. The whole world revolt against a system of that have been in the generations. And the opposition of the politicians and generals against us in our national defense against the will of the people. One of the first rackets got to bust. Long before started I told friends in A.F.:

"You may have to lick the admirals and generals because they can lick an enemy army. That warning still goes R.A.F.—and possibly for the future of America. The world power is in America—the U. S. Air Force—the decision to build that power resides in the people."