

Muir Fairchild Bibliography:

Dedicated to those who went on before and who never returned

The main collections relating to the life, times and career of General Muir Fairchild (Serial Number 0-10555) are housed at the Air Force Historical Research Agency at Maxwell Air Force, Base, Alabama. The papers focusing on his military career include personal correspondence (1931-1948) and official correspondence (1923-1950). The files contain materials focusing on his early career at McCook Field in Ohio and Langley Field, in Virginia (1923-1926). The papers also include information regarding Fairchild's views on strategic bombing and the establishment of the Air University as well as his participation in the Pan American Flight (1926-1927). The reader will find copies of reports on aircraft (1923-1940), course materials from the Army Industrial College (1935-1938), the Army War College (1936-1937) and the Air Corps Tactical School (1937-1940).

Also found in the collection are copies of speeches, press releases and articles by Fairchild and various other information relating to his tenure as Commander of the Air University (1946-1948). There are copies of his personnel files and military flying records (1918-1950) and trips (1966-1975) as well as selected magazines (1970-1981). In addition, there are photographs (1903-1976) including those taken during World War II, the Pan American Flight (1926-1927), and other miscellaneous photos of interest. In the Diary of General Harris is the chronology of the "Good Will" Pan American flight, 1926-1927. In connection with that flight and his interaction with Fairchild over the years the reader should review the Ira Eaker MSS at the Library of Congress.

Additional items include Fairchild's loose-leaf folder containing information on accepted airplane estimates schedule of deliveries by model and year; two folders of background material particularly concerning the Dumbarton Oaks Proposals that were prepared for Fairchild as a War Department Adviser to the United States Delegation; a United Nations Conference on International Organizations, April 25, 1945 and voluminous correspondence, memoranda and office papers of Fairchild while Commander, Air University, 1946-1948.

There are eleven boxes in the Fairchild collection with the following call numbers. The box numbers do not reflect a sequential chronological listing:

Call Number 168.7001.....Folders 1-4.....Box 6
Call Number 168.7001.....Folders 4-11.....Box 12
Call Number 168.7001.....Folders 12-28.....Box 15
Call Number 168.7001.....Folders 29-35.....Box 9
Call Number 168.7001.....Folders 36-43.....Box 10
Call Number 168.7001.....Folders 44-66.....Box 30
Call Number 168.7001.....Folders 67-76.....Box 12
Call Number 168.7001.....Folders 77-92.....Box 14
Call Number 168.7001.....Folders 93-118....Box 27
Call Number K239.309.....June-August 1998 (no box number listed)
Call Number 239.044.....Folders 35-45.....Box 10.

For this study the following document numbers were the most important and revealing:

117263; 117264; 117265; 121400; 123911; 125458; 125461; 125462; 125463; 125464; 125466; 125467; 125468; 125469; 125470; 125471; 125472; 125473; 125474; 125475; 125476; 125481; 125483; 125487; 125489; 125492; 125493; 125494; 125495; 125496; 125497; 125499; 125502; 125503; 125514; 125515; 125516; 125517; 125526; 125532; 125540; 125541; 125542; 125543; 125544; 125545; 125546; 125547; 125548; 125549; 125550; 125551; 125552; 125553; 125556; 125558; 125560; 125562; 125563; 125564; 125565; 125566; 125567; 125576; 125576; 125577; 125578; 125581; 125584; 125590; 125594; 125598; 126268; 130259; 153483; 153484; 153485; 153486; 153487; 153488; 153490; 153491; 153493; 153494; 153495; 153497; 153498; 153499; 153500; 153502; 153503; 153504; 153505; 153506; 153507; 153517; 153518; 153519; 153520; 153521; 153522; 153524; 153525; 153526; 153537; 153541; 153808; 155417; 465621; 479959; 479963; 481808; 481292; 481808; 482194; 482356; 482738; 483046; 904874; 905528; 905529; 913250; 917881; 917899; 108134; 1011046; 1020668; 1032955; 1098936; 1121400.

A Register of the Fairchild Papers at the Library of Congress is located in ID Number MSS-20198. The collection is 1.67 linear feet, contains 1,400 items, 4 containers plus 1 classified container and was originally prepared by Charles F. Coone in 2002 with revisions by Ahmed-Jahmal Johnson and Patrick Kerwin. The collection consists of letters received, carbons of letters sent, and reports. In addition, there are copies of typescripts of speeches and articles by General Fairchild and a few printed items. The staff at the Library of Congress has always been professional,

courteous and so willing to assist me during all of my visits, but I would like thank in particular Mr. Rodney Katz for finding information that was essential in completing this study.

Portions of the Muir Stephen Fairchild MSS were given to the Library of Congress in 1957 by his wife, Florence Rossiter Fairchild, and cover the period 1937-1950 (although another source entitled "Scope of Contents" states that the materials cover the years 1939-1950) as well as when he was Vice Chief of Staff of the Air Force, 1948-1950. The materials reflect his correspondence, speeches, articles as well as his handling of affairs as Vice Chief of Staff. The bulk of his papers, however, are held at Maxwell Air Force Base, Alabama.

Container 1: General Correspondence for the years 1948-1950 (12 folders) with classified printed materials. For the years 1937-1938 there are 2 folders.

Container 2: The years 1939-1950 have two folders and there are 25 folders containing his speeches and articles from 1946-1948.

Container 3: For the year 1949 (5 folders).

There is also a subject file in this container:

- Air Material Command, 1948-1949
- Air National Guard, 1948-1950
- Air Proving Ground Command, 1948
- Air Training Command, 1948
- Aircraft Industry, 1948-1950
- Bolling Air Force Base, Washington, D.C., 1948-1950
- Chauffeur, 1948-1949
- Comptroller, 1948-1949
- Continental Air Command, 1948-1949
- "Development of the Air Force During F.Y. 1950," 1948
- Exercise dualism, 1944
- Flying safety (inspector general) 1948-1950
- Invitations, 1948 (two folders).

Container 4: 1949-1950, (3 folders).

- Joint Deputy Chiefs of Staff, 1948
- Log of Joint Strategic Survey, 1948-1949
- Military Air Transport Service, 1948-1949
- National War College, Washington, D. C., 1949
- Rand Corporation, 1948-1950
- Research and Development, 1948-1950
- Schools, 1948-1949
- Security, 1948-1949
- Senior Officers Procurement Board, 1948-1949
- Strategic Air Command, 1948-1950
- Tactical Air Command, 1948

Container 1 (Classified): General Correspondence, 1948.

At the Air Force Historical Research Agency (AFHRA) at Maxwell Air Force Base, Alabama the reader can find the Diary of Fairchild:

Volume 1 is 90 pages entitled "Diary of Muir S. Fairchild: Pan American Flight, December 20, 1926--March 18, 1927."

Volume 2 of the Diary covers the years January 1- November 17, 1918 entitled: "Aviation Detachment: U.S. Expeditionary Force".

These diaries were presented to the library by the daughter of General Fairchild, Mrs. Betty Calvert, on September 3, 1996 commemorating the 50th Anniversary of the Air University Dedication Ceremony.

Fairchild participated in the Dumbarton Oaks Conference and the list of those in attendance can be found in various locations as well as in the Pare Lorentz MSS, "The Pare Lorentz Chronology," August 23, 1944, Franklin Delano Roosevelt Presidential Library, Hyde Park, New York.

For addresses and reports by General Fairchild consider the following: Call numbers refer to the documents and other materials held in the Muir S. Fairchild Research Information Center, 600 Chennault Circle, Maxwell Air Force Base, Alabama 36112-6010. In some of the publications the term Maxwell Air Force Base is used even though the Air Force was not created until 1947. Some early publications use the term Maxwell Field.

"Requirements for Air Ascendancy, Complied by Major General Muir S. Fairchild for the War Department and Army Air Forces," (Washington, D. C.: Army Air Forces Publication September 9, 1942--also known as "Air War Planning Document-42,"--Call Number 629.13 F165r).

"Address of Welcome to Students Air War College and Air Command and Staff School," (Maxwell Air Force Base, Alabama: Air University Press, 1946--Call Number 358.07 F165a).

See also his lectures given a conference for the staff and faculty of the Command and Staff Course and members of the Army Air Forces School Staff (Maxwell Air Force Base, Alabama: Air University Press, 1946—Call Number 358.07 F165aa).

"Study of Qualifications Desirable in an AAF Officer," (Maxwell Air Force Base, Alabama: Air University Press, March 10, 1947—Call Number 358.41332 S9331).

"Addresses, Memoranda, Etc. by United States Air Force General Officers, et. al.," (Maxwell Air Force Base, Alabama, Air University Press, 1949—Call Number 358.400973.A227).

"Report of the USAF Military Education Board on the Professional Education System for USAF Officers," (Maxwell Air Force Base Alabama: Air University Press, 1950—Call Number 358.0711 A2986r).

The papers of Fairchild's colleague on the flight to Central and South America, Ira Clarence Eaker, can be found in the Library of Congress. There is a fifty-six page finding aid and the most relevant containers to view for this study include: I: OV-15;

I: 2-6; I: 52; I: 57-68; II: 88-114; II: 123; II: 133; and II: 150. Container I: OV-15 has enlarged maps of the flight destinations. In Container II-114 there is an item of historical importance regarding then General Eaker: "The Case For Daylight Bombing Presented to Prime Minister Churchill, Casablanca, February 1943" in the "The Case For Daylight Bombing, 1943," folder.

The reader will find an oral history of Lieutenant General James H. Doolittle, dated June 23, 1965 and conducted by Arthur Marmer of the Air Force Historical Division in conjunction with the Air Force Office of Information. It is listed as U.S. Air Force Oral History Program with the following number: K239.0512-623.

Documents of Interest:

The author looked through the Papers Relating to the Foreign Relations of the United States, 1926 (Washington, D. C.: Government Printing Office, 1941) and for the year 1927 published in three volumes by the Government Printing Office in 1942 for any references to the "Pan American Good Will Flight" and found no diplomatic exchanges nor correspondence..

Stephen Muir Fairchild, The Aim in War (Maxwell Field, Alabama, May 27, 1940). This is a copy of a speech Fairchild gave at the Air Corps Tactical School, Maxwell Field, May 27, 1940. (Document Number M-U 44230).

United States Air Force, USAF Scientific Advisory Board, Research and Development in the United States Air Force: Report of a Special Committee of the Scientific Advisory Board to the Chief of Staff, USAF (Washington, D. C.: Air Force Headquarters, September 21, 1949). (Document Number M-U 35050).

United States Air Force, Implementation of Ridenour and Air University Reports on Research and Development (Washington, D. C.: Air Force Headquarters, December 2, 1949). (Document Number M-U 35050-1).

Frederic H. Smith, The General Muir Fairchild Memorial Address (Maxwell Air Force Base, Alabama: Air University Press, December 6, 1962).
(Document Number M-U 38043 S647g).

Charles H. Mitchell, Impact of General Muir S. Fairchild on the Air University and the USAF (Maxwell Air Force Base: Air Command and Staff College, April 1986).
(Document Number M-U 43122 M6813i).

A source of interest is the Coffin Report prepared by Lieutenant Colonel Caleb Coffin, "The Contribution of Air Power to the Defeat of Germany," 3 volumes with appendices and housed at the Air Force Archives, Maxwell Air Force Base, Alabama.

See also, Robert M. Behr, "An Analysis of the Factors Which Limited the Strategic Air Offensive Against Germany in World War II," Maxwell Air Force Base, Alabama, Air War College Research Report No. 2671, April 1965 which can be complemented with the the study by James Beveridge, "History of the United States Strategic Bombing Survey," in four volumes published in July 1946 and held in the Office of the Chief of Military History, Washington, D. C.

Government Sources:

Assistant Chief of Staff Plan----Official File
Assistant Chief of Staff Plans—Daily Activity Reports
Post War Division-----Official File
Special Projects Office-----Official File
Special Projects Office-----Daily Activity Reports
(All these files are located in the Air Force Archives, Maxwell AFB, Alabama).

At the National Archives II in College Park, Maryland one of the most important historical sources in the early career of Fairchild is in Record Group 18 which contains information regarding the "Good Will Flight". See, Box 717, Central Decimal Files, 1917-1938; Box 373, "Aerial Operations-Pan American Flight, Jan. 1927-Oct. 1926" which for some reason reversed the chronological sequence of events. Also, consult "Reports on Routes and Landing Fields," in folder 556.1B. The accident can be found in Box 718, File 373, "Pan American Flight-News Clippings," folder, March 14, 1927, and Major C. T. Richardson to Chief of Staff G-2. There is an entire file on the Woolsey and Benton accident in File 373 entitled: "Pan Am Flight-Accident to Woolsey and Benton".

Record Group 243, Textual Records of the United States Strategic Bombing Survey and arranged with twenty-seven entries arranged in 216 volumes amounting to 977 cubic feet and arranged in twenty seven entries. Entry 1, Administrative Correspondence, Office of the Chairman, 1944-1947 is of vital importance and consists of ninety boxes and arranged in a War Department decimal system of classification. For a review of this collection see Marilla B. Gupta and John Mendelsohn, National Archives Inventory Series, No. 10 (Washington, D. C.: United States Government Service Administration, 1975) with a companion guide, Index to Records of the United States Strategic Bombing Survey (Washington, D. C.: Government Printing Office, 1947).

The complete list of the textual records in Record Group 243 is too numerous to mention here but the reader might find the following of interest:

Aircraft Division, Industry Report, Volume 4, (2nd ed: Washington, D. C.: Government Printing Office, 1947).

Area Studies Division, Area Studies Division Report, Volume 31, (Washington, D. C.: Government Printing Office, 1947).

Area Studies Division, A Brief Study of the Effects of Area Bombing on Berlin, Augsburg, Bochum, Leipzig, Hagen, Dortmund, Oberhausen and Bremen, Volume 39 (Washington, D. C.: Government Printing Office, 1947)).

Military Analysis Division, The Defeat of the German Air Force, Volume 59 (Washington, D. C.: Government Printing Office, 1947)

Military Analysis Division, Air Force Rate of Operations, Volume 61 (Washington, D. C.: Government Printing Office, 1947).

Military Analysis Division, Weather Factors in Combat Bombardment Operations in the European Theater, Volume 62 (Washington, D. C.: Government Printing Office, 1947).

Military Analysis Division: Bombing Accuracy: USAAF Heavy and Medium Bombers in the ETO (European Theater Of Operations), Volume 63 (Washington, D. C.: Government Printing Office, no date listed but probably in 1947).

Military Analysis Division: The Impact of the Allied Air Effort On German Logistics, Volume 64 (Washington, D. C.: Government Printing Office, 1947).

Oil Division: Oil Division Final Report, Volume 109 (Washington, D. C.: Government Printing Office, 1947).

Physical Damage Division: Fire Raids on German Cities, Volume 193 (Washington, D. C.: Government Printing Office, 1947).

Summary Report (European War), Volume 1 (Washington, D. C.: Government Printing Office, 1945).

Transportation Division: The Effect of Strategic Bombing On German Transportation, Volume 200 (Washington, D. C.: Government Printing Office, 1947).

See also, James W. Gantenbein, compiler and editor, Documentary Background of World War II, 1931-1941 (New York: Columbia University Press, 1948 and reprinted in New York: Octagon Books, 1975).

Walter Consuelo Langsam, ed., Historic Documents of World War II (Princeton, New Jersey: Van Nostrand, 1958 and reprinted in Westport, Connecticut: Greenwood Press, 1977).

James E. O'Neill and Robert A. Krauskopf, eds., World War II: An Account of Its Documents (Washington, D. C.: Howard University Press, 1976).

Lawrence Pazek, United States Air Force History: A Guide to Documentary Sources (Washington, D. C.: Government Printing Office, 1973).

For the reader interested in captured German documents see Gerhard L. Weinberg, et. al., Guide to Captured German Documents (Maxwell Air Force Base, Alabama: Air University Human Resources Research Institute, 1952).

Selected Government Reports:

United States Congress, House of Representatives, Select Committee Inquiry into the Operations of the United Air Services, Hearings, 68th Congress, 3rd session, (Washington, D. C.: Government Printing Office, 1924).

United States Department of State, Foreign Relation of the United States: The Conferences at Cairo and Teheran (Washington, D. C.: Government Printing Office, 1961).

United States Department of State, Foreign Relations of the United States: The Conferences at Washington, 1941-1942 and Casablanca, 1943 (Washington, D. C.: Government Printing Office, 1968).

United States National Security Agency, ULTRA: History of US Strategic Air Force Europe vs. The German Air Forces (National Space Agency Special Research History, No. 13, June, 1945) and should be read in conjunction with U. S. Army Air Force, Ultra and the History of the United States Strategic Air Force(s) in Europe vs. the German Air Force (Frederick, Maryland: University Publications of America, 1980).

United States War Department, Annual Reports of the Chief of the Air Service and Air Corps, 1921-1938 (Washington, D. C.: Government Printing Office, 1921-1938).

United States War Department, Annual Reports of the Secretary of War, the Chief of Staff, and the Assistant Secretaries of War, 1919-1941 (Washington, D. C.: Government Printing Office, 1919-1941).

United States War Department, Office of Statistical Control, Army Air Forces Statistical Digest, World War II (Washington, D. C.: Government Printing Office, 1945).

The reader is encouraged to review United States, Library of Congress, Events Leading Up To World War II: Chronological History of the Certain Major International Events Leading Up to and During World War II, 1931-1944 (Washington, D. C.: Government Printing Office, 1944). This may also be found in the House of Representatives, 78th Congress, 2nd Session, Document 541.

Interesting in the study of pioneering military aviation is the collection of papers relating to Major Herbert Arthur Dargue (1886-1941) who was born in Brooklyn, New York on November 17, 1886, was graduated from the United States Military Academy on June 13, 1911 and was commissioned a Second Lieutenant in the Coast Artillery Corps. He later commanded the "Pan American Goodwill Flight" (1926-1927). The history of that momentous flight is the Air Force Historical Research Agency, Maxwell Air Force Base, Montgomery, Alabama (Call [Number 168.70032](#)) and additional materials can be found in the Dargue collection at the Library of Congress, Box 5, "Thaw Reveals Wreckage of Army Plane In Which 8 Died Last December 12," file.

In the above mentioned collections at both repositories are housed the personal and official papers relating to General Dargue which concentrate on his early flying duties through his extended career in the Air Service and the Air Corps where he rose to become Assistant Chief of Staff of the Air Corps (1940) and commanding general of the First Air Force (1941). His untimely death on December 12, 1941 due to an aircraft accident in the vicinity of Bishop, California ended a brilliant and successful career in military aviation.

The plane had taken off from Phoenix, Arizona bound for Hamilton Field, California on December 12, but due to diminishing weather conditions Major Dargue had requested permission to change his flight plan and divert to Palmdale. That was the last radio contact before the aircraft disappeared. The plane was known to have passed safely over the San Bernardino and San Jacinto Mountains between Blythe and Palmdale and was flying northwest. All aboard died in the crash and were not found until five months later due to a severe snow storm resulting in the aircraft being buried and hidden from view. Those not surviving besides Major Dargue were officers from the War Department General Staff, officers of the Army Air Corps and two enlisted men:

Colonel Charles W. Bundy
Lieutenant Colonel George W. Ricker
Major Hugh F. McCaffery
Captain J. G. Leavitt

First Lieutenant Homer C. Burns
Staff Sergeant Stephen Hoffman
Private First Class Samuel J. Van Hamm, Jr.

In addition, the manuscript collections of Frank Maxwell Andrews (1884-1943), Henry Harley Arnold (1886-1950); James Harold Doolittle (1896-1993); Ira Clarence Eaker (1896-1987); Benjamin Delahauff Foulois (1879-1967); Curtis Emerson LeMay (1906-1990); Grover Cleveland Loening (1888-1976), William Lendrum Mitchell (1879-1936); Paul Henry Nitze (1907-2004), Carl Andrew Spaatz (1881-1974); George Edward Stratemyer (1890-1970); Nathan Faragut Twining (1897-1982); Hoyt Sanford Vandenberg ((1899-1954); and the Daniel Guggenheim Fund for the Promotion of Aeronautics are housed at the Library of Congress, Washington, D. C. among other important personalities both in civilian and military careers.

Other records held in trust at the National Archives II in College Park, Maryland, are [Record Group 18](#) which contains the records of the United States Army Air Service, the Army Air Corps and the Army Air Forces and the Records of the Chief of the Air Corps. Within that record group there are some files held at the Washington National Records Center, Suitland, Maryland and others will need to be retrieved from a repository in Landover, Maryland. In Archives II the reader will find a helpful research source: Maizie H. Johnson, compiler, "Preliminary Inventory of the Army Air Services," 1965.

See also [Record Group 107](#), Records of the Office of the Secretary of War, Assistance Secretary of War for Air files; [Record Group 165](#), Records of the War Department General Staff, Assistant Chief of Staff files; [Record Group 243](#), Records of the U. S. Strategic Bombing Survey: See in particular, [Appendix 1](#), pages 27-33 for a summary of strategic bombing in the European campaign; [Record Group 319](#), Records of the Army Staff; [Record Group 337](#), Records of Headquarters, Army Ground Forces; [Record Group 457](#), National Security Agency/Agency/Central Security Service.

In particular see, "ULTRA: History of U.S. Strategic Air Force Europe vs. German Air Force". Also review Diane Putney cited below in the [Bibliography](#). There is also a reference collection, "War Department Classified Message Center File, 1942-1947," at Suitland, Maryland requiring assistance of the Washington National Records Center to view. In conjunction with these studies see also [Report Number 2a, United States Strategic Bombing Survey, Statistical Appendix to Overall Report \(European War\)](#) (Washington, D. C.: Government Printing Office, 1945). That should be read with [U.S. Army Air Forces in World War II: Combat Chronology, 1941-1945](#) (Washington, D. C.: Center for Air Force History, 1991).

Although I offer acknowledgements below I wanted to take this opportunity to thank the professional and courteous staff at the British National Archives located in Richmond Borough near London for their professional courtesies during my visit to the repository in May 2010. In particular, I wish to thank Mr. Richard Carlyle, Ms. Julie Ash and Ms.

Caroline Dawson just to mention a few who assisted my research visit. In April 2003, according to the official records at the archives, the Public Record Office (PRO) was combined with the Historical Manuscripts Commission to form the British National Archives. The repository is easily accessible by taking the District Line towards Richmond but leaving the train at the Kew Gardens station. The directions to the research building are clearly marked and easy to follow. As an addendum, the visitor should not miss the gardens near the station as they are exquisite and one of the most beautiful in the United Kingdom.

For my research endeavor looking into the life and times of General Muir Fairchild who was involved in the development of strategic bombing theories prior to and during the Second World War I would recommend referring to Air 14 files and the finding aids that are located in the main research reading room. Brief details of all operations carried out by Bomber Command are recorded in the night and day reports in Air 14 including Air 14/2664-2680; Air 14/3360-3668 and in the Bomber Command Intelligence Reports in Air 24/214-325. For the reader interested in photographs taken by reconnaissance aircraft they are preserved in Central Interpretation Unit (Air 34), and in the appendices to the Operations Records Books of the Unit Air 29/230-412. Of interest to American scholars and researchers are the files of United States Army Air Forces operating from bases in the United Kingdom and can be found in Air 43/394-1133. The reports of the United States Strategic Bombing Survey ((USSBS) can be found in Air 48. In addition, other informative materials are found in the following reference numbers:

739a, "Anglo-U.S. Bomber Offensive Against Germany: Policy, Maps, Photographs". Also in this listing is the file "Coordination RAF Bomber Command and 8th AF".

786: "Intensity of Bomber Operational Effort", April 1941-May 1944. There are letters by General Ira Eaker in this file.

792: "Bomber and VIII American Bomber Commands: Coordinated Operations", February 1942-March 1945.

802: "Combined Operational Planning Committee: Bomber And Fighter Commands with VIII American Air Force Commands", May 1943-May 1945.

902: "Survey of Bombing Results in Germany". Unavailable and held by the Ministry of Defence, October 1944-September 1945.

921: "Bomber Command and USAAF Maps Showing Allocation of Aerodromes", September 1943.

926: "Bomber Command Monthly Summaries". Also found in reference files 927, 928, 929, 930 and 931, September 1939-July 1945. The files are on the second floor of the archives in large boxes and are also listed as "Monthly Flight Summaries".

932: "Bomber Raids Summaries", July 1943-March 1944.

1049: "Transfer of Bomber Command with the USAAF", May 1942-April 1945.

1070: "Operation of British and USAAF Liberator Squadrons".

1086: "Organization of U.S. 8th Air Force, January 1942-August 1945".

1099: "Training".

1406: "Air Traffic Control: Methods and Procedures", October 1945-July 1946.

2195: "U.S. Army Air Corps Liaison with RAF".

3057: "U.S. Strategic Tactical Air Force", September 1943 - November 1943.

3536: "8th U.S. Air Force", April 1942-May 1944.

I would also recommend reviewing the following files:

Air 2.....Correspondence	Air 26....Wings
Air 8.....Chief of Air Staff	Air 27....Operations Records Books: Squadrons
Air 9.....Directorate of Plans	Air 28....Stations
Air 10....Air Publications	Air 29....Miscellaneous Units
Air 13....Balloon Command	Air 30....Directorate of Plans
Air 15....Costal Command	Air 32....Training Command
Air 16....Fighter Command	Air 38....Ferry and Transport Commands
Air 17....Maintenance Command	Air 39....Army Co-operation Command
Air 19....Private Office Papers	Air 40....Directorate of Intelligence and other Intelligence Papers.
Air 20....Air Historical Branch: Unregistered Papers	Air 41....Air Historical Branch: Narratives and Monographs
Air 23....Overseas Commands	
Air 24....Commands	
Air 25....Groups	

To further assist the researcher I would recommend "Documents in The National Archives relating to the Second World War in J. Cantwell, *The Second World War: A Guide to Records in the Public Record Office* (London: HMSO, 1972).

The High Command War Cabinet Minutes (CAB) can be found in CAB 65, CAB 66, CAB 67, CAB 68 and records of the Cabinet Committees concerned with defence can be found in CAB 69, CAB 70, CAB 78, CAB 83, CAB 85, CAB 92-98 while the records of the Chief of Staff Committees can be seen in CAB 88. The daily reports for the War Cabinet are in "War Cabinet: Daily Situation Report", CAB 100, "Official Histories: Military" are in CAB 101.while "Telegrams" can be found in CAB 105.

Finally, the researcher will be assisted referring to the following works: D. Richards and H. St. G. Saunders, *The Royal Air Force 1939-1945* (3 vols: London: HMSO, 1974-1975) and *Public Record Office Reader's Guide No. 8: RAF Records in the Public Record Office* (London: HMSO, 1994.).

For the reader's information the Bomber Command was formed on July 14, 1936, with its headquarters at Uxbridge. In March 1940 it moved to High Wycombe., where it was to remain for the remainder of its existence. During the Second World War Bomber Command, along with the American 8th Air Force, was instrumental in the aerial bombardment of Germany. After the conflict Bomber Command became responsible for the 'V' Bomber Force. On April 30, 1968 Bomber Command was merged with Fighter Command to become the New Strike Command.

The Bomber Command files contained in **AIR 14** consist of records of Bomber Command focusing on operational and technical matters. Development Unit, Bomber Development Unit, Bomber Support Development Unit, Bombing Analysis Unit, British Bombing Research Mission, British Bombing Survey Unit, and Operational Research Section are important materials. There are included in these files many technical reports, reports dealing with aircraft, aircraft losses, armaments, bombing techniques, navigational and photographic aids, and other equipment.

There are also other subjects including many reports operational orders, Air Ministry Directives, damage diagrams, day and night bombing sheets, interception, tactical reports, interpretation reports, orders of battle, raid reports, summaries of bombs dropped on targets in occupied France and war albums of photographs showing German cities before and after bombing raids.

In addition, there are within this class of files focus on prisoners of war, dropping leaflets over European targets and relations between Allied and United States Army Air Forces personnel.

Finally, there are records of groups, squadrons and air stations that reveal intelligence and operational activities. I would recommend viewing **AIR 24** and **AIR 28** and **AIR 63** as well. There is a card index available to researchers in **AIR 14/1-3802** which is invaluable,

Acknowledgements:

As always, I owe a great debt to the archivists who tirelessly search out information in my behalf. First, I need to thank the wonderful staff at Maxwell Air Force Base for the assistance I received while researching in the Air Force Historical Research Agency, the Fairchild Library, and the Muir S. Fairchild Research Information Center. In the Fairchild Library I wish to thank Sandhya Malladi, Carrie Springer and Tony Waterman for all of their contributions to this study, but I owe profound gratitude to Susan Lipscomb who helped me fight a recalcitrant reproduction copier for what seemed years but in the end we won the "war". In the research library where the Fairchild MSS are housed no one could have asked for a more competent and willing staff than Joseph Caver, Tammy Horton and Sylvester Jackson. No matter how many times I asked for assistance they were so gracious in obliging my requests.

As is the custom the archivists at the Library of Congress in Washington, D. C. are so professional not only in assisting me while researching at either the James Madison Building or the Jefferson Building but in answering questions via e-mail with promptness, courtesy and professionalism. I would like to acknowledge the assistance of the head of the research room, Jeff Flannery, and his fine staff, Jennifer Brathovde, Joseph Jackson, Lia Kerwin, Patrick Kerwin, Bruce Kirby, and Lewis Wyman. It would also be appropriate at this time to thank the Air Attache of the Colombian Embassy in Washington, D. C., Luis Alfronso Garcia Loranzo, for his assistance regarding South American locations and proper names. The gracious gesture was appreciated.

At the National Air and Space Museum I always enjoy the visit with Kate Igoe and her staff who make research not only pleasant but worthwhile while searching out relevant materials and historical records related to aviation. In particular, I wish to thank Elizabeth Borja for her kind assistance which made my research time most productive. At the National Air and Space Museum there are relevant files: General Patrick is listed as file CP075000-01, "Patrick, Mason M. (Gen.),"; Major Rudolph W. Schroeder is listed as file CS 275000-01, "Schroeder, Rudolph William "Shorty" (Maj.)," with photos in file CS-275000-80; General Spaatz is listed as file CS-796000-01, "Spaatz, Carl Andrew "Tooe" (Capt.),".

In what is becoming a most pleasant habit, I once again wish to thank Brett Stolle at the Wright-Patterson Air Force Base Archives in Dayton, Ohio for his continuing support of my projects. The visit to the museum at the air base is thrilling and informative but looking through aviation files at the archives is a truly meaningful experience. The aviation enthusiast will find interesting Lois E. Walker and Shelby E. Wickman, From Huffman Prairie to the Moon: The History of Wright Patterson Air Force Base (Washington, D. C.: Air Force Logistics Command, 1986). I would also like to take this opportunity to thank the research staff at the United States Army Heritage and Education Center, Military History Institute, located in Carlisle, Pennsylvania, for their kindnesses and interest in my topic and a special thank you to Mr. Edward Boggs for his support and invaluable assistance.

One of the great pleasures of researching in the Washington D. C. area is the visit to National Archives II in College Park, Maryland and to receive the wisdom of the military historian and Inspector General of the National Archives, Mitch Yockelson, who will always find time to talk about military history. In the military research room reside the unsung heroes who spend their days finding materials for researchers and explaining their somewhat complicated system of retrieval with almost inhuman patience and surely with a great deal of repetition including Paul Brown, Robin Cookson, Doris Jackson, Christine Jones, Nathaniel Patch, Lyman Reid, Army Schmidt and Louis Smith. No study could be accomplished without these dedicated and knowledgeable archivists that work in these various repositories.

I would also like to thank one of the reference archivists at the Washington State Library, Olympia, Washington, Kim Smeenk, who assisted me in obtaining a copy of General Fairchild's obituary notice in the Bellingham (Washington) Herald, March 19, 1950,1-3. The courtesy is truly appreciated.

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Volume 2: "M-Z" has sketches of William "Billy" Mitchell, 520-522; Eddie Rickenbacker, 649-651; Carl Spaatz, 758-761; Nathan Twining, 828-830; Hoyt Vandenberg, 827-839. There is no mention of Muir Fairchild.

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Richard G. Davis, "Arnold "HAP" Henry Harley, page 62.
Richard G. Davis, "James Doolittle," pages 235-236.
Ira Eaker, Muir Fairchild and Harold Harris are not mentioned.
Raymond H. Fredette, "Charles Lindbergh," page 394.
Michael L. Grumelli, "William Mitchell," page 448.
Frank E. Vandiver, "Edward 'Eddie' Rickenbacker, page 61
(The name was changed in 1918 from Rickenbacher to the more familiar spelling of Rickenbacker).
Richard G. Davis, "Carl A. Spaatz," page 665.
Richard G. Davis, "Nathan E. Twining," page 737.
Richard G. Davis, "Hoyt Vandenberg," pages 747-748.

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In addition, John A. Garraty and Mark C. Carnes were editors of the American National Biography (New York: Oxford University Press, 1999). For General Eaker see Volume 7, 210-212; Eaker died at the Malcolm Grow Medical Center at Andrews Air Force Base, Maryland and the obituary noted that he had married Leah Chase in 1930 and the marriage did not last the year. On November 23, 1931 he married Ruth Huff Apperson (1908-1995) and she is buried next to her husband in Section 30 at Arlington National Cemetery. There were no children from either marriage.

For General Carl Spaatz see Volume 20, 402-403; for General George Stratemeyer, see Volume 20, 923-924; for General Nathan Twining see Volume 22, 64-65 and for General Hoyt Vandenberg, see Volume 22, 181-182. There is no biographical sketch of General Fairchild.

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There was an interesting speculation where General Arnold got the nickname "Hap". According to one source his original designation at West Point was "Pewt" as well as being nicknamed "Benny". In addition, family member called him "Harley" which was his middle name but then later, because of a supposed "perpetual smile, he was dubbed "Happy" by a Hollywood producer after seeing Arnold flying as a stunt double in a motion picture. In time it was shortened to "Hap". Another source said he received the name for, when apparently angry, he would smile and appear happy when in fact his mood was just the opposite. His wife, Bee or "Beadie" as he fondly called her, referred to him as "Hap" while his mother used "Sunny" to describe her son's countenance.

Actually "Hap" did not catch on with his colleagues until about 1930 and in much of the correspondence between Arnold and fellow officers he was referred to as "Pewt". The interested reader can refer to the United States Air Force Academy Library in Colorado Springs, Colorado to see his West Point Diary as well as viewing The Howitzer, West Point's Yearbook, United States Military Academy, West Point, New York. The noted historian John F. Wukovits wrote of Arnold that "the cheerful seventeen-year old freshman (earning the nickname "Hap" for his ever-present grin) soon rose to the top of his class". See "Nothing is Impossible: Hap Arnold and the Rise of American Air Power," American History Illustrated, IXX (June, 1984), 56-63. There are probably other interpretations of the name "HAP" known by our readers as well.

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Because of the massive destruction of Dresden the historical literature is large and below are a few selected essays including Biddle's "Sifting Dresden's Ashes," The Wilson Quarterly, XXIX (Summer, 2005), 60-80 and "Dresden 1945: Reality, History, and Memory," The Journal of Military History, LXXII (Apr. 2008), 413-449 which can be complemented with Joseph W. Angell, "Historical Analysis of the 14-15 February Bombing of Dresden," (Maxwell Air Force Base, Alabama: United States Air Force Historical Division, Research Studies Institute, Air University, 1953). Also consult, Frederick Taylor, Dresden: Tuesday February 13, 1945 (New York: Harper Collins, 2004), Jeremy Crang and Paul Addison, editors, Firestorm: The Bombing of Dresden, 1945 (London: Pimlico, 2006) and Sebastian Cox, "The Dresden Raids: Why and How," in Chang and Addison, Firestorm: The Bombing of Dresden, 1945, 18-61

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(TORCH was the Allied invasion of North Africa Inaugurated on November 8, 1942; POINTBLANK was the American strategic bombing prior to the cross-Channel invasion of Europe, inaugurated June 1943-May 1944).

Europe-ARGUMENT TO V-E DAY: January 1944 To May 1945 (Volume III: Chicago: The University Of Chicago Press,1951).

ARGUMENT was the joint operation against the German aircraft industry by the Eighth and Fifteenth Air Forces, February 1944.

The Pacific-Guadalcanal to Saipan: August 1942 to July 1944 (Volume IV: Chicago: The University of Chicago Press,1950).

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MATTERHORN-The proposed operation that would inaugurate the bombing of Japan from Calcutta, India via Cheng-tu, China in the spring 1944.

Tom D. Crouch has written excellent studies including: A Dream of Wings: Americans and the Airplane, 1875-1905 (New York: W. W. Norton and Company, 1981), The Eagle Aloft (Washington, D. C.: Smithsonian Institution Press, 1983), and Wings: A History of Aviation From Kites To The Space Age (New York: W. W. Norton, 2003); for a interesting variation see James L. Crowder, Jr., Osage General: Major General Clarence L. Tinker (Tinker Air Force Base, Oklahoma: Office of History, Oklahoma City Air Logistics Center, 1987); Cecil B. Currey, With Wings as Eagles:The History of Army Flight from Its Beginnings as a Branch of Aviation to the Establishment as an Aviation Branch (Washington, D. C.: Government Printing Office, 1984).

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See also, Richard G. Davis, Carl A. Spaatz and the Air War in Europe (Washington, D. C.: Center for Air Force History,1993) which was an extended version of his doctoral dissertation at George Washington University (1986) entitled "The Bomber Baron: Carl Andrew Spaatz and the Army Air Forces in Europe, 1942-1945". See also his "Gen Spaatz and D Day," Airpower Journal, XI (Winter. 1997), 20-28. There is a portrait of General Spaatz signifying his dignity and confidence painted by Thomas E. Stephens on the cover Aerospace Historian, XII (Autumn.1966).

The reader can also find a biographical sketch of General Spaatz in the already mentioned Flint O. DuPre, ed., The U. S. Air Force Biographical Dictionary (New York: Franklin Watts, 1965), 219-220. This work is complemented by I. B. Holley, Jr., in Wayne Thompson, ed., Air Leadership: Proceedings of a Conference at Bolling Air Force Base, April 13-14, 1984 with an essay entitled "General Carl Spaatz and the Art of Command," 15-36. There can be humor in aviation history as when Spaatz then spelled Spatz received a notice from Mr. William J. Ryan of the Internal Revenue Service dated April 27, 1927 informing him that he was due a federal tax refund of \$3.23. But to collect this

fortune, however, the paperwork was most daunting and no doubt was created to overwhelm the proposed recipient and discourage collection. The letter and the application for a refund can be found in the Spaatz MSS, Box 4, "January-April 29, 1927," folder, National Archives II, College Park, Maryland.

Of interest is Richard L. Davis and Frank P. Donnini, eds., Professional Military Education for Air Force Officers: Comments and Criticisms (Maxwell Air Force Base, Alabama: Air University Press, 1991). The reader is encouraged to read Alexander P. deSeversky, Air Power: Key to Survival (New York: Simon and Shuster, 1950) but it was his earlier work, Victory Through Air Power (New York: Simon and Schuster, 1942) that later became a Disney film of the same name in 1943 that engendered controversy. The study was highly critical of the Army Air Forces leadership, particularly, "Hap" Arnold whom deSeversky liked to refer to as "Slap Happy". Their dislike of each other was legendary. Unlike General "Billy" Mitchell it was difficult for the military to punish or censor deSeversky for his outspoken criticisms because of his civilian status even though he was a major in the reserve. An interesting essay by deSeversky who was designated in the title as a Major USAF appeared in Aerospace Historian, XIV (Spring.1967), entitled "Walt Disney: An Airman in his Heart," 5-8. On page 6 Disney is shown presenting deSeversky with a winged Oscar for the film "VictoryThrough Air Power".

There are some very interesting studies regarding deSeversky's writings and controversies with the military including: Russell E. Lee, "Impact of Victory Through Air Power, Part 1: The Air Force's Reaction," Air Power History, XL (Summer.1993), 3-13 and a sequel by Lee, "Impact of Victory Through Air Power, Part 2: The Navy Response," Air Power History, XL (Fall. 1993), 20-30. Alexander P. de Seversky was born in Tiflis, Russia (now Georgia) on June 7, 1894 and has been described as a "fighter ace, war hero, aircraft designer, entrepreneur, stunt pilot, writer and theorist with an excellent overview of his life in Phillip S. Meilinger, "Alexander P. de Seversky and American Air Power," in Meilinger's The Paths of Heaven:The Evolution of Airpower Theory (Maxwell Air Force Base, Alabama: Air University Press,1997), 239-277 and see his "Sasha the Salesman," Air Force Magazine, LXXXVI (Aug. 2003), 75-83. His full name was Alexander Procofieff Seversky but the "de" was added as he passed through France after departing Russia for the United States. Regarding de Seversky see Edward T. Maloney, Sever The Sky: Evolution of Seversky Aircraft (Corona del Mar, California: World War II Publications,1979) and Joshua Stoff, The Thunder Factory: An Illustrated History of the Republic Aviation Corporation (Osceola, Wisconsin: Motorbooks, 1990).

Alexander de Seversky had founded an aircraft company bearing his name in 1931 but eight years later, in 1939, the Board of Directors removed him as president and eventually ousted him from the corporation and changed the name to Republic Aviation Corporation with Ralph Damon as its new chief executive who subsequently became president of Trans World Airlines. Alexander de Seversky makes for most interesting reading as does his "Aviation Ballyhoo vs. Aviation Fact," American Mercury, LV (Sept.1942), 263-274 and in the same journal, "Bomb the Axis From America," LVII (Dec.1943), 671-683. Later, as an outspoken critic of American aviation progress and military leaders during the war, he came under criticism and a relevant essay on this theme can be found in William Bradford Huie, "What's Behind the Attacks on de Seversky?," American Mercury, LVI (Feb.1943), 155-165 and also John F. Whiteley, "Alexander de Seversky," Aerospace Historian, XXIV (Fall/Sept. 1977), 155-157.

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Sons, 1941 followed by the author's Air Power and Unification; Douhet's Principles of Warfare and their Application to the United States (Harrisburg, Pennsylvania: Military Service Publishing Company, 1949).

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In addition, see the works by the noted aviation historian Richard P. Hallion including, Legacy of Flight: The Guggenheim Contribution to American Aviation (Seattle: University of Washington Press, 1977), an edited version of The Wright Brothers: Heirs of Prometheus (Washington, D. C.: Smithsonian Institution Press, 1978), Test Pilots: The Frontiersmen of Flight (New York: Doubleday, 1981 and later in Washington, D. C.: The Smithsonian Institution Press, 1988), The Literature of Aeronautics, Astronautics and Air Power (Washington, D. C.: Office of Air Force History, 1984), as well as Strike from the Sky: The History of Battlefield Air Attack, 1911-1945 (Washington, D. C.: Smithsonian Institution Press, 1989); Eric Hammel has produced many wartime studies including, Air War Europa: America's Air War Against Germany in Europe and North Africa, Chronology, 1942-1945 (Pacifica, California: Pacifica Press, 1994).

Three works by Haywood Shepherd Hansell, Jr. are worth the reader's time including, The Air Plan That Defeated Hitler (Atlanta: Higgins-McArthur/Longino and Porter,1972) as well as producing an essay for Air Force Magazine with a similar title, "The Plan That Defeated Hitler," LXIII (July. 1980), 106-114 as well as: The Strategic Air War Against Japan (Maxwell Air Force Base, Alabama: Air Power Research Institute,1983), The Strategic Air War Against Germany and Japan: A Memoir (Washington, D. C.: Office of Air Force History,1986) both studies reflecting his accomplishment in establishing bombing operations in both the European and Pacific campaigns. See also his essays, "Strategic Air Warfare," Aerospace Historian, XIII (Winter. 1966), 153-160 and "The First Twenty-first," Air University Review, VXVIII (May.-June.1967), 2-17.

I would recommend, John L. Frisbee, "The Loneliness of Command," Air Force Magazine, LXVI (July. 1983), 77 for an interesting essay on General "Possum" Hansell. Biographical overviews of General Hansell life and career (1903-1988) appear in Anna Rothe, ed., "Hansell, Haywood Shepherd, Jr.," Current Biography: Who's News and Why 1945 (New York: The H. W. Wilson Company, 1945), 262-264 as well as references of interest in The New York Times, November 25, 1944, 4 and the Saturday Evening Post, CCXVII (Nov. 25, 1944),17, *passim*. Obituary notices appear in The New York Times, November 16, 1988, 28 and Charles Moritz, ed., "Hansell, Haywood Shepherd," Current Biography Yearbook1989 (New York: The H. W. Wilson Company, 1989), 662.

In his earlier career Hansell was one of the four instructors at the ACTS called to Washington to help create the comprehensive foundation for the strategic air plan against Germany along with then Lieutenant Harold Lee George, Major Laurence Sherman Kuter and Major Ken Walker. Hansell retired as a Major General and his comprehensive study was a part of the USAF War Studies under the guidance of its editors, Richard H. Kohn and Joseph P. Harahan, while the study was authored by John N. Harris, Knights of the Air (New York: Macmillan, 1960). Hansell was survived by his wife of fifty-six years, the former Dorothy Rogers of Waco, Texas and three children, Haywood, 3rd, Lucia, and Dennett. After graduating from Sewanee Military Academy in 1920 Hansell turned down an appointment to West Point and was graduated from Georgia Tech University four years later with a degree in Mechanical Engineering.

"Bomber Harris" tells his story in Bomber Offensive (New York: Macmillan, 1947) which should be read in conjunction with Air Marshal Sir George H. Mills, "Bomber Command of the Royal Air Force," Air University Review, VII (Spring.1955), 37-49, Charles Messenger, "Bomber" Harris and the Strategic Bombing Offensive, 1939-1945 (New York: St. Martin's Press, 1984), Dudley Seward, Bomber Harris:The Story of Sir Arthur Harris: Marshal of the Royal Air Force (Garden City, New York: Doubleday and Company, 1985) and the newest study by Henry Probert, Bomber Harris His Life and Times:The Biography of Marshal of the Royal Air Force, Sir Arthur Harris, the Wartime Chief of Bomber Command (London: Greenhill Books, 2001) and a companion study by Sacot (correct spelling) Robertson, "The Development of Royal Air Force Strategic Bombing Doctrine Between the Wars: A Revolution in Military Affairs," Airpower Journal, XII (Spring. 1998), 37-52. Reflecting the British view towards domestic bombing be sure to see Eleanor Djerf Eddy, "Britain and the Fear of Aerial Bombardment, 1935-1939," Aerospace Historian, XIII (Winter.1966), 177-184.

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- Appendices A: The German Air Force.
- Appendices B: The Impact of Air Attack on the German Aircraft Industry.
- Appendices C: The Attack on Enemy Airfields.
- Appendices D: The Attack on the Ball Bearing Industry.
- Appendices E: The Attack on Enemy Oil Production and Distribution.
- Appendices F: The Attack on Tanks and Motor Transport.

(This information can be found in the Spaatz MSS, Box 273, Library of Congress, Washington, D. C.).

In addition, in Box 203 of the Spaatz MSS see Brigadier General George C. McDonald, "Impact of American Air Power on the German War Machine," January 31, 1945; "Summary of Results of Attacks on Rail Transportation Targets," "Studies of Bombing Results," and "Effects on Morale," Headquarters, United States Strategic Air Forces in Europe—Office of the Director of Intelligence, Library of Congress, Washington, D. C.

Also in the Spaatz collection see in Box 272, "Studies of Strategic Bombing,"; "The Contribution of Air Power to the Defeat of Germany," Volume 1—"Summary and Analysis,"; Volume 2, "The Western Front," Prepared by Brigadier General George C. McDonald, Assistant Chief of Staff, A-Z, United States Air Forces in Europe, August 7, 1945.

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Texas: University of North Texas University Press, 2005). General Haywood Hansell's nickname was "Possum"; Richard J. Overy, The Air War, 1939-1945 (New York: Stein and Day, 1981 and in London: Europa Publications, 1981) and a companion piece, "Hitler's War and the German Economy: A Reinterpretation," Economic History Review, XXXV (May, 1982), 272-291; Michael Paris, Winged Warfare (Manchester: Manchester University Press, 1992); Edwin C. Parsons, The Great Adventure (Garden City, New York: Doubleday, Doran, 1937).

A most relevant study regarding Fairchild and his **SAN FRANCISCO** flying partner, Captain Ira Eaker, can be found in James Parton, Air Force Spoken Here: General Ira Eaker and the Command of the Air (Bethesda, Maryland: Adler and Adler, 1986) and should be read along with Parton's "Eaker's Pan-American Mission," Air Force Magazine, LXIX (Sept. 1986), 179-187; General Eaker appeared on the cover of the October 1987 edition of Air Force Magazine and contained in that issue is an essay by General T. F. Milton, "Eaker of the Eighth, 1896-1987," LXX, 36-39; "Lt. Gen. Ira C. Eaker USAF (Ret.): An Aide's Memoir," Aerospace Historian, XXXIV (Winter/Dec. 1987), 226-235 and "General Ira Eaker: Creator of the Eighth Air Force," Air Power History, XXXIX (Fall, 1992), 31-34.

General Eaker also appeared on the cover of Time, XXXXII (Aug. 30, 1943) with the commentary "Airman Eaker of the Eighth: This is the Show and this is the Showdown," as well as a story in the periodical entitled, "Battle of Europe, Victory in the Air," 33-36. The general also appeared on the cover of Life Magazine, XV (Nov. 29, 1943) with the caption: "Lieut. General Eaker: Eighth Air Force," and in the same month's publication see a most interesting study entitled: "Target Germany: The Army Air Force's Official Story of the VIII Bomber Command's First Year Over Europe", 69-83. In addition, see the essay General Eaker, "Remembrances of Things Past," Aerospace Historian, XXIV (Fall/Sept. 1977), 154 and I would suggest his "The Flying Fortress and the Liberator," Aerospace Historian, XXVI (Summer/June, 1979), 66-68.

A biographical sketch of the General Eaker can be found in Maxine Block, ed., "Eaker, Ira Clarence," Current Biography: Who's News and Why, 1942 (New York: The H. W. Wilson Company, 1942), 226-227 as well as Time, XL (July, 20, 1942), 24; The New York Times, August 18, 1942, 5; PM Magazine (Aug. 24, 1942), 18 and "Eaker: He Likes Poker, Cigars—and Bombs," News Week, XX (Oct. 5, 1942), 22. Obituary notices can be found in Charles Moritz, ed., Current Biography Yearbook, 1987 (New York: The H. W. Wilson Company, 1987), 630 and an essay by Robert D. McFadden, "Ira C. Eaker, 91, Is Dead: Helped Create Air Force," The New York Times, August 8, 1987, 32. It emphasized his leadership in bomber strikes against Germany and later Hungary and Rumania in his favorite flying fortress, Yankee Doodle. Notices also appeared in the Chicago Tribune, August 7, 1987, 7; Providence Journal, August 7, 1987, C-02 and August 8, 1987, A-07; Newsday, August 9, 1987, 35; Omaha World-Herald, August 9, 1987, 1 and other newspapers throughout the country. **Not combined into Newsweek until 1944. Ironically, Eaker died on August 6, 1987 at Andrews Air Force Base, forty-two years to the day of the bombing of Hiroshima, Japan.

Parton was Eaker's aide in England from 1943-1944 then secretary to the general staff and chief air historian in the Mediterranean theater from 1944-1945. His interesting recounting of the Pan American "Good Will" flight can be found in Chapter 4, pages 51-60 of Air Force Spoken Here listed above. In addition Parton was founder of the journals Horizon and the American Heritage Magazine as well as the Los Angeles community newspaper, the Independent, and his death was made public on April 25, 2001 when he died at the age of 88 in White River Junction, Vermont by his son.

For the interested reader there are many studies, biographical overviews, periodical essays, newspaper stories and military documents focusing on the life and times of General Eaker, but that is beyond the scope of this Bibliography. Nonetheless, the interested reader should consult the Ira Eaker MSS housed in the Library of Congress, Washington, D.C. with a 56 page finding aid. In particular, see Containers I: OV-15; I-26; I: 57-68; II: 88-114; II: 150; II: OV-1; II: 123; II: 133. The "Pan American Goodwill Flight, ca. 1926-1927," can be found in Container I: 2; I: 52 in folder entitled "Sept.-1926-June 1927.

The author wishes to advise the reader-researchers who, while searching through Container 1:2 in the Eaker MSS at the Library of Congress, will come across a confusing letter appearing in the files. Following the tragic accident resulting in the loss of Captain Woolsey and Lieutenant Benton as well as the **DETROIT** and **NEW YORK** during the "Pan American Goodwill Flight" in Argentina there is a letter from an Edward Eaker who was a flight agent in Montevideo, Uruguay to his father dated March 9, 1927. A first glance the reader-researcher might assume this was correspondence from the son of Captain Eaker who was in command of the **SAN FRANCISCO** but this would be an erroneous assumption. Since Eaker's two marriages produced no children I sought confirmation that the letter could not have been written by a son of the then captain and that suspicion was confirmed by a manuscript reference librarian at the Library of Congress, Patrick Kerwin, who wrote the following to me on February 20, 2010:

I examined the 9 March 1927 letter mentioned in your query.

I agree with your assessment that the letter is not addressed to Eaker. I suspect Eaker obtained the letter after returning from his Pan-American flight, perhaps many years later. It is not clear to me who "Edward" is

but I suspect that either he or his parents knew Eaker and gave him the letter. Eaker noted the letter and designated it for his "Personal File" which is still found in Container 1:2.

His courtesy and promptness in answering my question addressed to him is greatly appreciated. The file number Ira Eaker in the Library of Congress is CE-002500-01 with the title "Eaker, Ira Clarence (Gen)"; General Fairchild's file number is CF-022901-01, "Fairchild, Muir Stephen,"; General Arnold's file number is CA-668000-01 with the file title "Arnold Henry Harley "HAP" (Gen)."

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Additional readings include, Sir Robert Saundby, Air Bombardment: The Story of its Development (London: Chatto and Windus, 1961) and a later work, Early Aviation: Man Conquers the Air (London: Macdonald, 1971); Ronald Schaffer, Wings of Judgment: American Bombing in World War II (New York: Oxford University Press, 1988); Phillip Scott, The Pioneers of Flight: A Documentary History (Princeton: Princeton University Press, 1999); W. G. Sebald, On The Natural History of Destruction (New York: Random House, 2003) will offer the reader a most interesting viewpoint of aerial bombardment; James Crumpton Shelburne, Factors Leading to the Establishment of the Air University (Maxwell Air Force Base, Alabama: Air University, 1953); Michael S. Sheng, The Rise of American Air Power: The Creation of Armageddon (New Haven, Connecticut: Yale University Press, 1987); William C. Sherman, Air Warfare (New York: Ronald Press, 1926); Michael Sherry, The Rise of American Air Power (New Haven: Connecticut: Yale University Press, 1987).

In addition, John F. Shiner, Benjamin Foulois and the U.S. Army Air Corps, 1931-1935 (Washington, D. C.: Government Printing Office, 1984) and in conjunction with this study Shiner completed his PhD at Ohio State in 1975 with the dissertation entitled: "The Army Air Arm in Transition: General Benjamin D. Foulois and the Air Corps, 1931-1935,;" Also by Shiner consult his essay "Benjamin Foulois and the Fight for an Independent Air Force," in William M. Leary, editor, Aviation's Golden Age: Portraits from the 1920s and 1930s (Iowa City, Iowa: University of Iowa Press, 1989), 74-92; Richard Suchenwirth, The Development of the German Air Force, 1919-1939 (New York: Arno Press, 1968 in conjunction with the United States Air Force Historical Division, Aerospace Studies Institute, Air University, Maxwell Air Force Base, Alabama; Louis A. Sigaud, Air Power and Unification: Douhet's Principles of Warfare and Their Application to the United States (Harrisburg, Pennsylvania: Military Service Publishing Company, 1949); H. Sims, American Aces (New York: Harper and Brothers, 1958).

Continuing studies include James J. Sloan, Wings of Honor: American Airmen in World War I: A Compilation of All United States Pilots, Observers, Gunners and Mechanics Who Flew Against the Enemy in the War of 1914-1918 (Atglen, PA: Schiffer Publishing Company, 1994). According to the American Aviation Historical Society records James J. Sloan was Member #5 of the organization; Perry McCoy Smith, The Air Force Plans For Peace, 1943-1945 (Baltimore The Johns Hopkins University Press, 1970); Philip A. Smith, Bombing to Surrender: The Contribution of Airpower to the Collapse of Italy, 1945 (Maxwell Air Force Base, Alabama: Air University Press, 1998).

A somewhat differing view of the war can be found in Oron P. South, Medical Support in a Combat Air Force: A Study in Medical Leadership in World War II (Maxwell Air Force Base, Alabama: Air University Press, 1956) as well as in Albert Speer, Inside the Third Reich, Memoirs (London: Weidenfeld and Nicolson, 1970); in the United States: (New York: Macmillan, 1970 and later Collier Books, 1981) and an interesting and revealing essay was authored by Ira Eaker and Arthur G. B. Metcalf, "Conversations with Albert Speer," Air Force Magazine, LX (Apr. 1977), 53-57; Shelby L. Stanton, Order of Battle: U.S. Army, World War II (Novato, California: Presidio Press, 1984). An interesting reminiscences of a B-17 pilot in Europe can be found in Bert Stiles, Serenade to the Big Bird (New York: Norton, 1952); James L. Stokesbury, A Short History of Air Power (New York: Morrow, 1986).

The noted military historian Mark A. Stoler has an extremely important and seminal work in, Allies and Adversaries: The Joint Chiefs of Staff, the Grand Alliance, and U.S. Strategy in World War II (Chapel Hill, North Carolina: University of North Carolina Press, 2000). Other works include: Strategic Air Offensive Against Germany (4 vols: London: HMSO, 1961); James H. Straubel, Crusade for Air Power (Washington, D. C.: Aerospace Education Foundation, 1982); John J. Sullivan, Overlord's Eagles: Operations of the United States Army Air Forces in the Invasion of Normandy in World War II (Jefferson, North Carolina: McFarland and Company, 1997); James F. Sunderman, Early Air Pioneers, 1862-1935 (New York: Franklin Watts Company, 1961); F. Gordon Swanborough and Peter M. Bowers, United States Military Aircraft Since 1909 (New York: Putnam, 1963 and a later edition published in Washington, D. C.: Smithsonian Institution, 1989).

An early study with interest and merit, Arthur Sweetser (correct spelling), The American Air Service: A Record of its Problems, Its Difficulties, Its Failings, and Its Final Achievements (New York: D. Appleton Century Company, 1919). See also, A. Taylor, Test Pilots at War (London: Ian Allan, 1970); John W. R. Taylor, ed., Combat Aircraft of the World, 1909 to the Present (New York: Paragon, 1969); Lucien H. Thayer, America's First Eagles: The Official History of the U.S. Air Service, A.E.F. 1917-1919 (San Jose, California and Mesa Arizona: Bender Publishing and Champlin Fighter Aces Museum Press, 1983).

The well known broadcaster and world renown traveler Lowell Thomas and Edward Jablonski combined in a study, Doolittle: A Biography (Garden City, New York: Doubleday and Company, 1976); Wayne Thompson, ed., Air Leadership: Proceedings of a Conference at Bolling Air Force Base, April 13-14, 1984 (Washington, D. C.: Office of Air Force History, 1986 and is part of the USAF Warrior Studies); John Toland, U. S. Army Air Forces. Ultra and the History of the United States Strategic Air Forces in Europe vs. The German Air Force (Frederick, Maryland: University Publications of America, 1980); H. A. Toulmin, Jr., Air Service. American Expeditionary Force (New York: Van Nostrand, 1927); Lucian K. Truscott, Command Decisions: A Personal Story (New York: E. P. Dutton, 1954); John Frayn Turner, Fight For The Air (Annapolis, Maryland: Naval Institute Press, 2000).

Additional good sources include, Jeffery S. Underwood, The Wings of Democracy: The Influence of Air Power on the Roosevelt Administration, 1933-1941 (College Station, Texas: Texas A&M University Press, 1991); Anthony Verrier, The Bomber Offensive (New York: Macmillan, 1969); Henry Serrano Villard, Contact: The Story of the Early Birds (New York: Crowell, 1968); Theodore von Karman and Lee Edson, The Wind and Beyond: Theodore von Karman, Pioneer in Aviation and Pathfinder in Space (Boston: Little, Brown, 1967) and should be read along with Michael H. Gorn, Universal Man: Theodore von Karman's Life in Aeronautics (Washington, D. C.: Smithsonian Institution Press, 1992); Ray Wagner, American Combat Planes (Garden City, New York: Doubleday and Company, 1968).

The reader is encouraged to consult, Mark S. Watson, The U. S. Army in World War II: Chief of Staff: Prewar Plans and Preparations (Washington, D. C.: Government Printing Office, 1950); Barry D. Watts, The Foundations of US Air Doctrine: The Problem of Friction in War (Maxwell Air Force Base, Alabama: Air University Press, 1984). A most imposing study was created by Sir. Charles Webster and Noble Frankland, The Strategic Air Offensive Against Germany, 1939-1945 (Volume 1: Preparation); (Volume 2: Endeavor); Volume 3 Victory; Volume 4: Annexes and Appendices (London: H.M.S.O., 1961) and Franklin's The Bombing Offensive Against Germany (London: Faber and Faber, 1965); In Mark K. Wells, ed., Air Power: Promises and Reality (Chicago: Chicago Imprint, 2000), see Richard J. Overy, "Air Power and Warfare: A Historical Overview," 1-6.

Two works by Kenneth P. Werrell are valuable including, Blankets of Fire: U. S. Bombing Over Japan During World War II (Washington, D. C.: Smithsonian Institution Press, 1996) and Death from the Heavens: A History of Strategic Bombing (Annapolis, Maryland: Naval Institute Press, 2009). The latter work has a fine review by the noted aviation historian Herman S. Wolk in Air Power History, LVIII (Spring, 2010), 56; Arch Whitehouse, a gunner as well as a fighter pilot in World War I, was credited with sixteen air victories, has left some interesting studies including, The Years of the Sky Kings (Garden City, New York: Doubleday, Doran and Company, Inc., 1959); Decisive Air Battles of World War I (New York: Duell, Sloan and Pearce, 1963); Heroes and Legends of War I (Garden City, New York: Doubleday, Doran and Company, Inc., 1964); Heroes of the Sunlit Sky (Garden City, New York: Doubleday, Doran and Company, 1967).

Additionally, John F. Whitely, Early Army Aviation: The Emerging Air Force (Manhattan, Kansas: Department of History, Aerospace Historian, Kansas State University, 1975); Chester Wilmot, The Struggle for Europe (London: Collins, 1953); H. P. Wilmott, B-17 Flying Fortress (London: Bison Books, 1980); Allan M. Winkler has an interesting and differing focus on the war in his Home Front U.S.A.: America During World War II (Arlington Heights, Illinois: H. Davidson, 1986) and should be read in conjunction with another interesting domestic-home front study by Jim F. Heath, "Domestic America During World War II," Journal of American History, LVIII (Sept. 1971), 384-414; Denis Winter, The First of the Few (Athens, Georgia: University of Georgia Press, 1982).

Finally, J. M. Winter, The Experience of World War I (New York: Oxford University Press, 1989); Robert Wohl, A Passion For Wings: Aviation and the Western Imagination, 1908-1918 (New Haven, Connecticut: Yale University Press, 1994) and his "Republic of the Air," Wilson Quarterly, XVII (Spring, 1993), 106-117 which should be read along with Stephen Kern, The Culture of Time and Space, 1880-1918 (Cambridge, Massachusetts: Harvard University Press, 1983). The prolific aviation writer and noted historian Herman S. Wolk wrote an interesting study entitled: Planning and Organizing the Post-War Air Force, 1943-47 (Washington, D. C.: Office of Air Force History, 1984) and should be read with a newer study, Reflections on Air Force Independence (Washington, D. C.: Air Force History and Museums Program, 2007) as well as his earlier essay, "Planning and Organizing the Air Force," Aerospace Historian, XXXIV (Fall/Sept. 1987), 167-175. Finally see Sir Solly Zuckerman, From Apes to Warbirds (London: Hamish Hamilton, 1978).

Periodicals:* (In chronological order).**

General Mitchell had an interesting essay, "Aeronautic Era," The Saturday Evening Post, XX (Dec. 1924), 99; "US Army Pan American Flight Disaster," Flight, XIX (Mar. 3, 1927), 116; The previously noted periodical was a British journal founded in January 1909 by Stanley Spooner devoted "to the interest, practices, and progress of Aerial Locomotion and Transport"; William Mitchell, "Airplanes in National Defense," The Annals of the American Academy of Political and Social Sciences, CXXXI (May.1927), 38-42. This essay was reprinted in the journal The American, May.1927.

For the student of the early years of military aviation see Herbert A. Dargue, "How Latin America Looks From The Air: U.S. Army Planes Hurdle the High Andes, Brave Brazil Jungles, and Follow Smoking Volcanoes to Map New Sky Paths Around South America," National Geographic Magazine, LII (Oct. 1927), 451-502. In addition, Billy Mitchell, "Wiping Danger from the Sky," Liberty, XXIV (June.1933), 17-18 and "The Next War in the Air," Popular Mechanics (Feb.1935), 163-165; "Airisms From the Four Winds," Flight, XIX (Mar. 27, 1937), 116; There is an interesting essay regarding the former commanding officer of the "Good Will" flight throughout Central and South America, Major Herbert Dargue entitled, "Certain Death," Time, XXXVII (Mar. 31,1941), 17; Also, another interesting essay is "The Bomber and Billy Mitchell," Fortune, XXIV (Oct. 1941), 184-188.

Beginning in 1943 there is an interesting essay by Thomas F. Collison, "Eddie Rickenbacker-The Happy Hero Returns," Skyways, II (Jan. 1943), 10-11 and by the same author, "Evolution of the Flying Fortress," Skyways, II (Oct. 1943), 18-21; A portrait of General Spaatz can be found in Lincoln Barnett, "General Spaatz," Life, XIV (Apr. 19,1943), 72-76, passim and in his own writings, "Strategic Air Power: Fulfillment of a Concept," Foreign Affairs, XXIV (Apr.1946), 385-396 and "Leaves from My Battle-of-Britain Diary," Aerospace Historian, IV (Apr.1957), 66-75; Henry A. Arnold, "Isolation of the Battlefield by Air Power," Military Review, LXXVII (Jan.-Feb.1997), 131-133 which is a reprint from the July 1944 issue).

Fairchild's flying colleague during the "Good Will" visit to South America and World War II, Ira Eaker, appears in The Army and Navy Journal, LXXXIV (Mar.1,1947), 654; See also, J. W. Perkins, "Use of Heavy Bombers on Tactical Missions," Military Review, XXVI (May.1946),18-21 and in the same journal General Carl A. Spaatz, "Evolution of Air Power," XXVII (June.1947), 3-13; There is an interesting article appearing in Air Force Magazine, LLXXX (July. 1997) entitled: "The Year The Air Force Was Born," 56-65 which reviews the major events of that year in aspects of American life; James L. Cate, "Development of Air Doctrine, 1917-41," Air University Quarterly Review, 1 (Winter.1947), 11-22.

Norman H. Bottomley, "The Strategic Air Offensive Against Germany," Royal United Services Journal, XCI (May.1948), 225-239; Muir Fairchild, "Thinking and Planning for the Future," The Pegasus XI (June.1948), 1-3; Hoyt S. Vandenberg, "The Air Force Story," Pegasus, X (Aug. 1947), 1-4; A story regarding Fairchild can be found in "The Air Force's New Command Team," Life, XXV (Nov.1,1948), 87-89; The death of Fairchild can be found in the following: "Obituary," Newsweek, XXXV (Mar. 27,1950), 61; "Obituary," Time, LV (Mar. 27, 1950), 98; "AF in Quandry Over Fairchild Successor," Aviation Weekly, LII (Mar. 27,1950), 17; Peter Edson, "Death of 'Unkown General Was Hard Blow to Air Force," (May.1950), held in the Fairchild Personal Papers, Newport News, Virginia; Eugene M. Emme, "The Impact of Air Power Upon History," Air University Review, II (Winter.1948), 3-13.

The military strategist Bernard Brodie had an interesting essay entitled, "Strategic Bombing: What It Can Do," The Reporter, III (Aug. 15,1950), 28-31; For an interesting review of American air power during the Korean conflict see, General Hoyt S. Vandenberg as told to Stanley Frank, "The Truth About Our Air Power," Saturday Evening Post, CCXXIII (Feb. 17, 1951), 20-21, passim and "The U.S. Air Force and Its Boss Are Ready," Newsweek, XXXVII (Feb. 19, 1951), 22-24; Willis G. Carter, "Strategic Bombardment and National Objectives," Air University Review, IV (Spring. 1951), 5-14.

Robert H. McDonnell, "Clausewitz and Strategic Bombing," Air University Review, VI (Spring. 1953), 43-54; "The Strategic Bomber: A Quarterly Review Staff Monograph," Air University Review, VIII (Summer.1955), 89-137; Robert T. Finney, "Early Air Corps Training and Tactics," Military Affairs, XX (1956), 154-161; "William Mitchell Mitchell, "The Bombing of Battleships," Air Power Historian, IV (Apr. 1957), 51-65 which should be read in conjunction with Samuel F. Wells, "William Mitchell and the Ostfriesland: A Study in Military Reform," The Historian, XXVI (Nov. 1963), 538-562; John J. Driscoll, "Impact of Weapons Technology on Air Warfare, 1941-1945," Air Power Historian, VI (Jan. 1959), 28-50.

For an interesting overview of strategic bombing policies prior to World War II consult, Robert Krauskopf, "The Army and the Strategic Bomber, 1930-1939," Military Affairs, XXII (Summer.1958), 83-94; Robert B. Asprey, "Combat Leadership," Marine Corps Gazette, XXXVI (Nov. 1962), 24-31; An interesting essay relating to McCook Field can be

found in Charles G. Worman, "McCook Field: A Decade of Press: Flight Test Center of the 20s," Aerospace Historian, XVII (Spring.1970), 12-15; Herman S. Wolk, "The Strategic World of 1946," Air Force Magazine, LIV (Feb. 1971), 72-80; Don Wilson, "Origins of a Theory of Air Strategy," Aerospace Historian, XVIII (Spring. 1971), 19-25; Herman S. Wolk, "Men Who Made The Air Force," Air University Review, XXV (Sept.-Oct.1972), 9-23; David MacIsaac, "What the Bombing Survey Really Says," Air Force Magazine, LVI (June. 1973), 60-63; In addition, see Ronald Schaffer, "General Stanley D. Embick: Military Dissenter," Military Affairs, XXXVII (Oct.1973), 89-95. Embick was born in 1877 and died in 1957 at the age of 80.

Lieutenant General Ira Eaker produced a number of essays including, "Some Observations on Leadership," Airpower Historian, VIII (July. 1961), 156-160; "Air Chiefs Patrick and Fechet," Aerospace Historian, XX (Summer/June. 1973), 57-61; "Part II: Memories of Six Air Chiefs," Aerospace Historian, XX (Dec.1973), 188-197; "The Military Professional," Air University Review, XXVI (Jan.-Feb. 1975), 2-11; "War to War," Flying, CI (Sept. 1977), 180-183; "The Flying Fortress and the Liberator," Aerospace Historian, XXVI (June. 1979), 66-68. He also wrote a poignant portrait in "Airpower Pioneer: Lt. Gen. Frank M. Andrews," Air Force Magazine, LXIII (Sept. 1980), 102-104. General Eaker was the subject of an interesting essay by Timothy E. Kline, "Ira Eaker and the Ear of Dionysius," Airpower Journal, 1 (Fall.1987), 70-73 and "Congressional Gold Medal Awarded to Lt. Gen. Ira C. Eaker," Aerospace Historian, XXVII (Mar. 1980), 71-72.

Out of chronological sequence but nonetheless an essay I believe the reader of aviation history will appreciate and enjoy is Laurence S. Kuter, "Goddammit, Georgie," Air Force Magazine, LXVI (Feb.1973), 51-60 which is his reaction to the movie Patton produced by Brigadier General US Army Reserve, Frank McCarthy. It is an essay not to miss. General Kuter was the CINCPACAF when I was stationed at 5th Air Force Headquarters, Higashi-Fuchu, Japan in the late 1950s and early 1960s and the "older" veterans always spoke of him in a most respectful, revered and honorable fashion. In the same journal see Kuter's "How Hap Arnold Built the AAF," LVI (Sept. 1973), 88-93. In addition, see Kuter's, "The General vs. The Establishment: General H. H. Arnold and the Air Staff," Aerospace Historian, XXII (Winter. 1974), 185-189.

In the following year Air Force Magazine published several fine essays by the prolific aviation writer Herman S. Wolk including "Prelude to D-Day: The Bomber Offensive," LVII (June.1974), 60-67 which should be read in conjunction with an editorial by the publisher and editor in chief of the journal, John F. Loosebrock, "The Luftwaffe Wasn't There," LXII (June.1974), and another essay by Wolk although not directly connected to the air war in Europe, "The B-29, the A-Bomb, and the Japanese Surrender." LVIII (Feb.1975), 55-61; Carl A. Spaatz and Ira C. Eaker, "Reflections on Overlord," LVII (June. 1974), 88; General Spaatz appeared on the front cover of Air Force Magazine, LVII (Sept. 1974) with a story on pages 43-53; James H. Doolittle, "D-Day: Almost Beyond Description," LVII (June.1974), 67 and a few months later Ira Eaker authored a gracious obituary regarding "Gen. Carl A. Spaatz, USAF-June 28, 1891-July 14, 1974," LVII (Sept. 1974), 43-53 and four years later an interesting essay focusing on, "Maj. Gen. James E. Fechet: Chief of the Air Corps, 1927-1931," LXI (Sept. 1978), 94-97.

An interesting essay appears in Air Force Magazine, LVII (Sept. 1974) by Retired Major General (USAF) Leigh Wade, "'Wood, Wire, and Canvas—Testing the Early Planes," 92-97 as well as a most valuable study of the Pan American flight by Lt. General Ira Eaker. (RET.), "The Air Corp's 1926 Pan American Flight," LIX (Sept. 1976), 114-124 and a companion study of interest is Wesley Phillips Newton, "The Role of the Army Air Arm in Latin America, 1922-1931," Air University Review, XVIII (Sept.-Oct. 1967), 76-90. The "Good Will Flight" is featured on pages 81-82; In the same journal Herman C. Wolk produced another fine study, "The Birth of the US Air Force," LX (Sept.1977), 68-72, passim.

Given Fairchild's involvement with the Barling bomber during and following World War I the reader should refer to Air Force Magazine entries including Earl H. Tilford, Jr., "The Short Unhappy Life of the Barling Bomber," LXI (Feb.1978), 68-70; Also General Laurence S. Kuter authored several essays in the same journal including "Edgar Gorrell's Concept of Air War," LXI (Apr.1978), 80-82; "George C. Marshall, Architect of Airpower," LXI (Aug.1978), 65-67 and an article on the leader of the 1926-1927 "Good Will" flight, "Maj. Gen. H. A. "Bert" Dargue: A Lesson in Leadership," LXII (Feb.1979), 80-82. The son of Major Herbert Dargue, Donald S. Dargue, produced an essay that should interest the reader: "50th Anniversary: The U.S. Army Pan-American Flight," Daedalus Flyer, XVII (Sept. 1977), 4-11.

The reader might be interested in knowing that in Air Force Magazine LXI (Aug.1978), on page 23 was a notice regarding the death of Mrs. Eleanor Paul "Beadie" (sometimes "Bee") Arnold (1887-1978) who had passed away on June 26, 1978 leaving three sons and a daughter while it was noted that one son, John, had died at the age of two in 1923. See also in the same journal, Murray Green, "Maj. Gen. Hugh J. Kneer, Hard Campaigner For Air Power," LXI (Oct.1978), 90-92; A different focus related to bombing can be found in the essay by David S. Wyman, "Why Auschwitz Was Never Bombed," Commentary, LXV (May.1978), 137-146.

A most enlightening essay on General Eaker appears in Betty M. Sears, "Ira Eaker: The Military Career of Oklahoma's Greatest Aviator," Red River Valley Historical Review, III (Summer. 1978), 66-77. An interesting essay

focusing on Fairchild appeared in Air Force Magazine by Major General Haywood S. Hansell, Jr., "General Muir Fairchild: Strategist, Statesman, Educator," LXII (Jan.1979), 72-74. See also in the same journal an article regarding a leading advocate of the "Good Will" Flight to South America authored by John F. Shiner, "Benjamin D. Foulois: Chief of the Air Corps, 1931-1935," LXII (Apr.1979), 86-88. Laurence Kuter created a memorable and appropriate essay, "D-Day: June 6, 1944," LXII (June.1979), 96-101 and spoke of the bombardment-fighter team while in the same journal, month and year there is an interesting essay by John. H. Scrivner focusing on the career of: "Maj. Gen. Orvil A. Anderson," 103-105. Also, be sure to see General Anderson's own creation:, "Air Warfare and Morality," Air University Review, III (Winter. 1949), 5-14 and Robert F. Futrell and Eldon W. Downs, "In Appreciation: Major General Orvil Arson Anderson," Aerospace Historian, XII (Oct.1965), 103-105. Anderson was part of a military advisory committee based in London appointed by President Roosevelt and charged with advising the United States Strategic Bombing Committee on the technical details of strategic bombing operations.

General Kuter became the focus of an essay by I. B. Holley Jr., "Air Force General Laurence Sherman Kuter," Aerospace Historian, XXVII (Summer/June.1980), 88-90 and in the same journal and volume see Haywood S. Hansell, "General Laurence S. Kuter, 1905-1979," 91-94; Appearing in Air University Review, XXXI (Mar.-June.1980) was a different kind of article by Dennis E. Showalter entitled: "Two Different Worlds? The Military Historian and the U.S. Air Force," 29-37; Walt W. Rostow, "The Controversy over World War Two Bombing," Encounter, LV (Aug-Sept.1980), 100-102; Ronald Schaffer, "American Military Ethics in World War II: The Bombing of German Civilians," Journal of American History, LXVII (Sept.1980), 318-334; The eminent military historian Mark Stoler has an interesting essay entitled: "From Continentalism to Globalism: General Stanley Embick, The Joint Strategic Survey Committee, and the Military View of National Policy During The Second World War," Diplomatic History, VI (Summer.1982), 303-321.

Richard J. Overy takes an interesting look at the effect of strategic bombing in "Hitler's War and German Economy: A Reinterpretation," Economic History Review, XXXV (May. 1982), 272-291; Herman S. Wolk, "The Establishment of the United States Air Force," Air Force Magazine, LXV (Sept.1982), 76-80, *passim*; DeWitt Copp, "The Pioneer Plan for Air War," Air Force Magazine, LXV (Oct. 1982), 74-78; A fitting obituary for General Nathan F. Twining appears in "General Twining Dies at 84," Air Force Magazine, LXV (May. 1982), 46-47; The noted historian John F. Wukovitz contributed "Nothing is Impossible: Hap Arnold and the Rise of American Air Power," American History Illustrated, XIX (June.1984), 56-63; A fine essay on Billy Mitchell is by John L. Frisbee, "Warrior, Prophet, Martyr," Air Force Magazine, LXVIII (Sept.1985), 158-166. There is an essay relating to the Boeing B-17 in Carroll V. Glines, "The Fabulous Fortress," Air Force Magazine, LXVIII (July.-Dec.1985), 118-121.

Two essays appear in Aerospace Historian, XXXXIII (Fall/Sept. 1986) regarding Fairchild and Eaker: James Parton, "The Mid-Air Connection-Two 1929 Adventures and Their Present Importance," 159-164 and Lieutenant Kenneth Schaffel, "Muir S. Fairchild: Philosopher of Air Power," 165-171; Additional works of value include, W. A. Jacobs, "Strategic Bombing and American National Strategy, 1941-1943," Military Affairs, L (July. 1986),133-139; Kenneth P. Werrell, "The Strategic Bombing of Germany in World War II," Journal of American History, LXXIII (Dec. 1986), 702-713; Henry A. Probert, "DeWitt Copp's Portrait of American Air Leadership," in Wayne Thompson, editor, Air Leadership Proceedings of a Conference at Bolling Air Force Base, April 13-14,1984 (Washington, D. C. Office of Air Force History,1986), 59-71; Roger Beaumont, "The Bomber Offensive as a Second Front," Journal of Contemporary History, XXII (Jan. 1987), 3-19; Always of interest is General Curtis LeMay and the reader can find an interesting essay focusing on him by Dale O. Smith, "The Airman Who Shook The World," in Air Force Magazine, LXX (Jan. 1987), 100-104.

For a different view of the war effort see D'Ann Campbell, "Women in Uniform: The World War II Experiment," Military Affairs, LI (July. 1987), 137-139 which complements Helena Wedborn, Women in the First and Second World Wars (Stanford, California: Hoover Institution,1988); As always the noted aviation historian and writer, Herman S. Wolk, presents an interesting study entitled, "The Other Founding Father," Air Force Magazine, LXX (Sept. 1987), 164-170 reviewing the importance and impact on military aviation of General George Kenney. A reference to then Major General and former "Pan American Goodwill" participant in 1926-1927, Ennis Whitehead, appears on page 165; Kevin W. Durden, "World War I From the Viewpoint of American Airmen," Airpower Journal, II (Summer.1988), 28-41.The scholar of strategic bombing will find the following studies by Richard G. Davis of interest including, "Bombing Strategy Shifts, 1944-45," Air Power History, XXXVI (Winter. 1989), 33-45; William R. Carter, "Air Power in the Battle of the Bulge: A Theater Campaign Perspective," Airpower Journal, IX (Winter.1989), 10-33.

In 1990 a conference was held in the United Kingdom and one of a panel's contribution was entitled "Joint RAF/USAF Seminar, Part II: The Strategic Air Offensive in Europe," Air Power History, XXXVIII (Fall. 1991), 39-48; Frank P. Donnini, "Douhet, Caproni and Early Air Power," Air Power History, XXXVII (Summer:1990), 45-52; Additional contributions by Richard G. Davis include "Carl A. Spaatz and the Development of the Royal Air Force-U.S. Army Air Corps Relationship, 1939-1940," The Journal of Military History, LIV (Oct.1990), 453-472 as well as "Operation Thunderclap: The U. S. Army Air Forces and the Bombing of Berlin," The Journal of Strategic Studies, XIV

(Mar. 1991), 90-111 and "RAF-AAF Higher Command Structures and Relationships, 1942-45," Air Power History, XXXVIII (Summer.1991), 20-28.

Phillip S. Meilinger has once again produced an interesting essay entitled, "Hoyt S. Vandenberg and the Independent Air Force," Airpower History, XXXVII (Fall.1990), 27-36 and in the same journal, same volume, Stefan M. Peterson, "What Did It Take? The Qualities of Successful Aviators in WWI," 47-53; Richard H. Ester presents us with another essay on a pioneering aviator, "Giulio Douhet: More on Target than He Knew," Airpower Journal, IV (Winter. 1990), 68-78. There are some very interesting essays in the Air University Review focusing on Giulio Douhet including: Joseph L. Dickman, "Douhet and the Future," II (Summer.1948), 3-15; Bernard Brodie, "The Heritage of Douhet," VI (Summer. 1953), 64-69; John F. Shiner, "Reflections on Douhet," XXXVII (Jan.-Feb. 1986), 93-95; Michael J. Eula, "Giulio Douhet and Strategic Air Force Operations: A Study in the Limitations of Theoretical Warfare," XXXVII (Sept.-Oct. 1986), 94-99.

One of the more interesting presentations by Air Force Magazine appeared in Volume LXXII (July. 1989), entitled, "The Aviation Hall of Fame," 76-80. Contained in this article by the aeronautics editor, Jeffrey R. Rhodes, was a list of those at that time who had been inducted into the National Aviation Hall of Fame in Dayton, Ohio established on July 14, 1964 by President Lyndon B. Johnson. The first inductees were Wilbur and Orville Wright (back dated to 1962) and for those mentioned in this study or previous essays of mine appearing in the American Aviation Historical Society Journal I have noted the dates of their lives and the date they were honored by inclusion in the Aviation Hall of Fame:

H. H. "Hap" Arnold.....	(1886-1950).....	<u>1967</u>
Herbert A. Dargue.....	(1886-1941).....	<u>1979</u>
Ira C. Eaker.....	(1896-1987).....	<u>1970</u>
Alexander de Seversky....	(1894-1974).....	<u>1970</u>
James H. Doolittle.....	(1896-1993).....	<u>1967</u>
Albert F. Hegenberger....	(1895-1983).....	<u>1976</u>
Curtis LeMay.....	(1906-1990).....	<u>1972</u>
George Kenney.....	(1889-1977).....	<u>1971</u>
Charles Lindbergh.....	(1902-1974).....	<u>1967</u>
Grover Loening.....	(1888-1976).....	<u>1969</u>
John Macready.....	(1887-1979).....	<u>1968</u>
William "Billy" Mitchell....	(1879-1936).....	<u>1966</u>
Clyde Pangborn.....	(1894-1958).....	<u>1995</u>
Eddie V. Rickenbacker....	(1890-1973).....	<u>1965</u>
Carl A. "Tooey" Spaatz....	(1891-1974).....	<u>1967</u>
Juan Trippe.....	(1899-1981).....	<u>1970</u>
Nathan F. Twining.....	(1897-1982).....	<u>1976</u>
Hoyt Vandenberg.....	(1899-1954).....	<u>1991</u>
Theodore von Karman.....	(1881-1963).....	<u>1983</u>

Not inducted into the Aviation Hall of Fame at the time of this writing of pioneering aviators include neither Muir Fairchild, Haywood Hansell, Harold Harris nor Hugh Herndon who surely deserve the honor. I confirmed that fact with Brett Stolle at the Wright-Patterson Air Force Base Archives in Dayton, Ohio.

Other essays of historical value are T. Ross Milton, "Strategic Airpower: Retrospect and Prospect," Strategic Review, XVIV (Spring. 1991), 7-15; Kenneth P. Werrell helps us understand an interesting aspect of the war in, "Friendly Rivals: 8th and 15th Air Forces in World War II," Air Power History, XXXVIII (Summer. 1991), 36-42 and in the same journal, same volume "The Strategic Offensive in Europe," 39-48. A unique personal perspective is found in James Parton, "Lt. Gen. Ira C. Eaker, USAF (Ret)-An Aide's Memoir," Aerospace Historian, XXXIV (Dec. 1987), 226-235 and "General Ira Eaker, Creator of the Eighth Air Force," Air Power History, XXXIX (Fall.1992), 31-34. Also in the same journal, same month, same volume see Louis A. Manzo, "Morality in War Fighting and Strategic Bombing in World War II," 35-50; Lee Kennett, "Strategic Bombing in Retrospect," Air Force History, XL (Winter.1993), 50-55.

In the Winter 1993, volume XXXX issue of Air Power History was a tribute to General James Doolittle upon his death by a number of eminent writers including: Richard P. Hallion, "Vaya con Dios Jimmy," 2-3; Herman S. Wolk, "Renaissance Man of Aviation," 4-8; Richard P. Hallion, "Pioneer of Flight: Doolittle as Aviation Technologist," 9-15; Richard G. Davis, "Take Down That Damned Sign!: Doolittle as Combat Commander," 16-21; Richard P. Hallion, "An American Hero: Snapshots From a Life on the Edge," 22-26; Reminiscences by General Bernard A. Schriever, 27, Major General Ramsay D. Potts, 28, Colonel Carroll V. Glines, 29 and an essay by Jimmy Doolittle, "Recollections of Early Blind Flying," 30-35. Suggested readings by Janet C. Gordon appeared on page 35. In Air Force Magazine the prolific aviation author Carrol V. Glines presents us with a valuable overview of General Doolittle entitled "An

American Hero," LXXVI (Nov. 1993), 18-25. On the cover of that issue is a photo of Doolittle with the following: "An American Hero: Gen. James H. Doolittle, USAF, 1896-1993".

A human side of General Arnold can be found in his six volume adventure series he wrote for the A. Burt Company featuring a heroic Bill Bruce who was named after one of his sons. See David K. Vaughan, "Hap Arnold's Bill Bruce Books," Air Power History, XL (Winter.1993), 43-49 which is very revealing about the general's racial views; Mark Clodfelter, "Pinpointing Devastation: American Air Campaign Planning before Pearl Harbor," Journal of Military History, LVIII (Jan. 1994), 75-101; Annele-Jans Bogardus, "Prelude to Operation Overlord: The Air Campaign," Military Review, LXXIV (Mar.1994), 64-66.

The noted aviation historian Tami Davis Biddle produced, "British and American Approaches to Strategic Bombing: Their Origins and Implementation in the World War II Combined Bomber Offensive," Journal of Strategic Studies, VIII (Mar.1995), 91-144 and in the same journal in the same month see additional studies by the prolific aviation-military historian, Phillip S. Meilinger, "Proselytizer and Prophet: Alexander P. De Seversky and American Airpower," 7-35 and W. Hays Park, 'Precision' and 'Area' Bombing: Who Did Which and When?," 145-174.

Other works of value include Michael Howard, "Concept of Air Power: An Historical Appraisal," Air Power History, XXXIXII (Winter. 1995), 4-11; Walter J. Boyne, "The Spirit of Billy Mitchell," Air Force Magazine, LXXVI (June.1996), 66-72; George K. Williams, "The Shank of the Drill: Americans and Strategic Aviation in the Great War," Journal of Strategic Studies, XXIV (Sept.1996), 381-431.

Two fine essays by Dik Dasso are "Hap Arnold's Early Career in Aviation Technology,1903-1935," Airpower Journal, X (Winter. 1996), 70-92 and in the same journal "Origins of Air Power: Hap Arnold's Command Years and Aviation Technology, 1936-1945," XI (Fall.1997), 94-113. General Arnold appeared in a sympathetic essay by Walter J. Boyne, "HAP," Air Force Magazine, LXXX (Sept. 1997), 44-50; See also Ernest E. Riccioni, "Strategic Bombing: Always a Myth," United States Institute Proceedings, CXXII (Nov.1996), 49-53 and John H. Morrow, Jr., "Expectation and Reality: The Great War in the Air," Airpower Journal, X (Winter.1996), 27-34.

See also, Robert T. Holritz, "Air Force:The Quest for Autonomy," Flying Safety, LIII (Sept.1997), 12-14.The seminal work regarding General Fairchild and the Air University can be found in Mark R. Grandstaff, "Muir Fairchild and the Origins of Air University, 1945-46," Airpower Journal, XI (Winter.1997), 29-38 which complements John A. McCann, "Air War College, 1946-1963," Air University Review, XV (Nov.-Dec. 1963), 35-43 and Juliette D. Pearce, "Maxwell: The Man and the Base," Aerospace Historian, XVI (Spring. 1969), 6-9. The base was dedicated in memory of 2nd Lieutenant William Calvin Maxwell who died tragically in an airplane accident on August 12, 1920 in the Philippines.

On the theme of the Air University although not in chronological order see Ed Gates, "New Look At The Air War College," Air Force Magazine, LX (Jan.-Dec. 1977), 54-58, Thomas L. Sack, "New Strides in Professional Military Education," Air Force Magazine, LXIV (Jan.1981), 89-93 and Dennis M. Drew, "Educating Air Force Officers: Observations After 20 Years at Air University," Airpower Journal, XI (Summer. 1997), 37-44. As usual Phillip S. Meilinger presents a valuable study in, "U.S. Air Force Leaders: A Biographical Tour," Journal of Military History, LXII (Oct. 1998), 833-871; Jeffery R. Barnett, "Great Soldiers of Airpower," Airpower Journal, XII (Winter.1998), 17-28. The former director of the National Air and Space Museum, Walter J. Boyne, provides a value contribution to our knowledge of aviation as seen in an essay relating to the first Secretary of the Air Force and later Democrat Senator from Missouri, "Stuart Symington," Air Force Magazine, LXXXII (Feb. 1999), 68-73.

For fans of the Hollywood actor Clark Gable an interesting article "Clark Gable in the Eighth Air Force," by Steven Agoratus appeared in Air Power History, XXXXVI (Spring. 1999), 4-17 and in the same journal and volume number appears Garner Johnson, "Forgotten Promise: The Development of Close Air Support Doctrine before World War II," 44-65; Thomas E. Griffith, Jr., "Command Relations at the Operational Level of War," Airpower Journal, XIII (Summer. 1999), 50-62; Richard Overy, "Doctrine Not Dogma: Lessons from the Past," Royal Air Force Review, III (Spring. 2000), 32-46; Michael Horowitz and Dan Reiter, "When Does Aerial Bombing Work? Quantitative Empirical Tests, 1917-1999," Journal of Conflict Resolution, XXXXV (Apr. 2001), 147-173.

Continuing his contributions to aviation topics be sure to see Phillip S. Meilinger, "A Matter of Precision: Why Airpower May Be More Humane than Sanctions," Foreign Policy, XX (Mar-Apr. 2001), 78-79, Number 123; Frank Hoffman had two essays on Billy Mitchell including: "Billy Mitchell: Unwavering Prophet of Air Power," Air Force Times, LXIII (June. 2, 2003), 18-19 and "Billy Mitchell," Army Times, LXIII (June. 9, 2003), 18-20; See also Major Charles H. Mitchell, "Impact of General Muir S. Fairchild on the Air University and the USAF," ACCS Report, 86-1770, Air University Library, Maxwell AFB, Alabama; "USAF Leaders Through The Years," Air Force Magazine, XC (May. 2007), 39-44. General Fairchild appears on page 39; Carroll V. Glines, "The Long Road to an Independent Air Force," Aviation History, XVIII (Sept. 2007), 30-33.

***The Air University Review was published from 1947 until 1987 then subsequently renamed Airpower Journal and eventually given a new title Aerospace Power Journal while the current official designation is Air and Space Power Journal. For a review of essays that have appeared in the Air University Review see Major Michael A. Kirtland, Associate Editor, Airpower Journal, Air University Review Index, (Maxwell Air Force Base, Alabama, (October, 1990). Website: www.airpower.maxwell.af.mil/airchronicles/ASPJIndex.html

Newspapers:

The "Good Will Flight" engendered interest and was reported extensively in the United States by the major newspapers of the day including The Atlanta Constitution, The Baltimore Sun, The Boston Daily Globe, The Chicago Daily Tribune, The Christian Science Monitor, The Lost Angles Times, The Washington Post and others but the largest and most comprehensive coverage was in The New York Times with the following samples: "U. S. War and State Departments to send 5 Army Planes on 16,000 mile flight to circle South America in December, August 22 1926," 17; "Proposed Flight of 5 Aviators Around South America With Aim to Demonstrate Development of Aviation and to Improve Pan-American Relations," August 24 1926, 6; "Army Sends Flight Fuel," December 13, 1926, 2; "America's Argosy Of Air Will Take Wing Today," December 20, 1926, 1; "Army Flight Faces Fog Delay At Start," December 20, 1926, 1; "General Patrick Leads The Way," December 22, 1926, 1; "Pan-American Planes Arrive at Tampico," December 23, 1926, 1; "Army Fliers Visit Calles," December 28, 1926, 4.

In the following year the stories included: "Army Fliers United, Reach Puerto Mexico," January 1, 1927, 4; "Guatemala Greets Fliers," January 4, 1927, 4; "Plane Will Be Shipped to Pan-America Fliers," January 7, 1927, 2; "Pan-American Fliers Go Without Flagship," January 8, 1927, 15; "Our Fliers Are Divided," January 14, 1927, 8; "Fliers In Costa Rica After Nicaragua Call," January 16, 1927, 27 "Last of Our Fliers Arrive In Panama," January 19, 1927; "Army Fliers In Colombia," January 23, 1927, 5; "Army Fliers in Ecuador," February 2, 1927, 7; "La Paz At Midnight Welcomes Our Fliers," February 15, 1927, 6; "Fliers Overhaul Planes," February 20, 1927, 24; "2 Pan-American Fliers Die After Crash of Airplanes Over Buenos Aires Field," February 27, 1927, 1; "Series of Mishaps Marked The Flight," February 27, 1927, 1; "Army Fliers At Santos," March 10, 1927, 27; "American Fliers In Rio," March 11, 1927, 6; "Fliers Reach Georgetown," March 28, 1927, 9.

Other stories relating to the flight included: "Good-Will Fliers Plan Homecoming," April 3, 1927, E4; "Army Fliers At Trinidad," April 5, 1927, 5; "Fliers In St. Thomas On Their Way Home," April 12, 1927, 4; "Our Fliers At Haiti From Santo Domingo," April 17, 1927, 23; "Good-Will Planes Are Back In U.S.: Cheered at Miami," April 24, 1927, 3; "Fliers at Jacksonville," April 26, 1927, 56; "Pan-American Fliers Reach Savannah, GA," April 27, 1927, 4; "Army Fliers Reach Langley Field," April 30, 1927, 21; "Envoys Will Greet Good-Will Fliers," May 1, 1927, 29; "American Army Fliers Finish Good Will Tour," May 3, 1927, 1; "President Greets Good-Will Fliers," May 3, 1927, 11; "American Planes in Brazil," May 9, 1927, 6; "To Fly To Luncheon Here," May 10, 1927, 5; "Good-Will Plane Exhibited in River," May 11, 1927, 3; "Major Dargue Will Fly To 33 States in 7 Weeks," May 19, 1927, 2.

In addition, see coverage of General Fairchild in Hanson W. Baldwin, "AAF Indoctrinates Civilian Leaders," May 27, 1947, 3; Hanson W. Baldwin, "Air Force Schools to Widen Classes," January 14, 1948, 20; "Air General Talks of Jet Plane Gains," October 29, 1949, 8; "General Muir S. Fairchild, Vice Chief of Staff of the United States Air Force Since 1948, Died Last Night In His Quarters at Near-by Fort Myer, VA. He was 55," March 18, 1950, 13; "Defense Heads to Aid at Fairchild's Rites: Muir S. Fairchild, Air Vice Chief of Staff, Who Died Last Night At Near-by Fort Myer, VA After Suffering a Heart Attack, Will Be Buried With Military Honors on Tuesday in Arlington National Cemetery," March 19, 1950, 82. The obituary for General Hoyt Vandenberg appears on April 3, 1954, 1, passim. As noted earlier an obituary for his flying colleague, Ira Eaker, who died at the Malcolm Grow Medical Center, Andrews Air Force Base, Maryland, appeared on August 8, 1987, 32.

Dissertations:

James C. Shelburne, "Factors Leading to the Establishment of the Air University," (PhD Dissertation, University of Chicago, 1953).

Russell J. Parkinson, "Politics, Patents and Planes: Military Aeronautics in the United States, 1863-1907," (PhD Dissertation, Duke University, 1963).

Raymond Richard Flugel, "United States Air Power Doctrine: A Study of the Influence of William Mitchell and Guido Douhet at the Air Corps Tactical School, 1921-1935," (PhD Dissertation, University of Oklahoma, 1966).

Frank Cappelluti, "The Life and Thought of Giulio Douhet," (PhD Dissertation, Rutgers University, 1967).

Peter W. Becker, "The Basis of the German War Economy Under Albert Speer, 1942-1944," PhD Dissertation, Stanford University, 1971). This study complements the story of Germany's ability to continue the war even with the constant deluge of strategic bombing.

Melden E. Smith, Jr., "The Bombing of Dresden Reconsidered: A Study in Wartime Decision Making," (PhD Dissertation, Boston University, 1971).

James P. Tate, "The Army Air Corps: A Study of the Evolution of Army Policy towards Aviation, 1919-1941," (PhD Dissertation, Indiana University, 1976).

Betty M. Sears, "General Ira C. Eaker: Oklahoma's Pioneer Aviator," (MA Thesis, Southeastern Oklahoma State University, 1979 which can also be found in the Ira Clarence Eaker MSS, Container II-150 "Sears, Betty H. Master's Thesis," folder, Library of Congress, Washington, D. C.

Billy J. Tolson, "A History of the Air University," (PhD Dissertation, University of Oklahoma, 1983).

Phillip Stanley Meilinger, "Hoyt S. Vandenberg: The Life of a General," (PhD Dissertation, University of Michigan, 1985).

Alfred C. Mizejewski, "Wheels Must Roll For Victory: Allied Air Power and the German War Economy, 1944-1945," (PhD Dissertation, University of North Carolina-Chapel Hill, 1985).

Richard Green Davis, "The Bomber Baron: Carl Andrew Spaatz and the Army Air Forces in Europe, 1942-1945," (PhD Dissertation, George Washington University, 1986).

See also, Major Charles H. Mitchell (USAF), "Impact of General Muir S. Fairchild on the Air University and the USAF," Submitted to the Air Command and Staff College in partial fulfillment of requirements for graduation. A personal copy of the study was reproduced by the archivists at the Muir S. Fairchild Research Information Center, Maxwell Air Force Base, Alabama, 1986. The study can be found in Call Number 43122-M6813i.

Appendix 1:

General Fairchild considered one of his more important speeches when he was Vice Chief of Staff of the United States Air Force occurred at the Aviation Writers Association Meeting, Hotel Statler, in Washington, D. C. at 1830, June 3, 1949. It has been reproduced in its entirety below.

It is not an easy thing to speak to a group of men who are skilled in the art of writing. There is a certain uneasiness that results from being looked upon as a source of subject matter. In this group, however, even though I am not myself a writer, I feel at home, I am not conscious of pencils poised in expectation, or of pencils poisoned in expectation, of anything I am about to say. Any reticence I may feel in speaking to you results entirely from the impressive collection of so many aviation specialists into one audience.

I am going to turn the tables this evening and make you and your work the subject of my brief talk. My remarks can be brief and pointed because we speak the same language. The language of aviation is not a strange or peculiar language anywhere in America today. It is very significant that the vocabulary and speech of airmen has been adopted so rapidly and so completely into the common, everyday language of all Americans. Only a few years ago many terms, phrases, and expressions commonly used by airmen were considered unique, amusing, and even a little queer. That situation has completely changed.

No longer can the airman be distinguished by his speech. The kids who fly model planes today can often listen intelligently to the remarks of an aeronautical engineer, and if there are any expressions of traditional airmen's slang that have not already been incorporated into American speech, I cannot recall them. All this is in strange contrast to the still-persisting quaintness of seamen's talk, or horsemen's talk, or of the talk of other special occupations which has never been adopted beyond the occupations themselves.

I know of no better evidence that the increasing use of that great navigable ocean that touches every man's door has already penetrated into every man's thought and every man's daily talk. Progress in

this respect has been amazing and you gentlemen here tonight have contributed to that progress in no small degree.

It is difficult now to believe that just ten years ago an Air Corps unit on maneuvers near Concord, New Hampshire was greeted by a column in the daily paper of that city, which stated quite flatly that airplanes were mere toys and that all the airplanes in the world could never destroy even the village of East Concord. You are more likely now to read dire predictions that the accomplishments of misguided airmen are about to destroy civilization, or even the great globe itself.

No power on earth has ever advanced its stature in the human mind so rapidly as has air power. The switch from ridicule to fear in the space of a few momentous years has resulted in bewilderment, not only for the general public, but for men who are otherwise well-informed. This bewilderment creates for all of us a most serious problem, and a problem which you gentlemen here tonight can do more to solve, perhaps, than any other single group.

We have all helped to create the problem. Progress is never without its price. Rapid progress such as our progress in the conquest of the air creates the necessity for tremendous adjustments, not only in the actions of men, but in their minds as well. This adjustment is by no means complete.

Consider the plight of the average citizen. He reads that an airplane has flown non-stop around the world; that the sonic barrier, a thing he has never been able to understand (and who can understand it) has been penetrated. He reads that the ram jet offers great possibilities at supersonic speeds: that one airplane can transport sufficient destructive power to destroy a city. All these things are true, they are significant, and it is important that they should be known. Yet the average citizen is unable to translate them into terms of what he should do in the immediate future to adjust himself to those facts.

He is told by some that these achievements are revolutionary in their effects, that they are changing every aspect of his daily life. Yet his daily life does not change appreciably. He still goes through the same routines. He is, in fact, far more conscious of the direct influence of advances in medicine and the minor improvements in the comforts of daily living than he is in these great portents for the future. He is told, "Tomorrow everything will be changed." But with the passing of years, the question arises, "When does tomorrow begin?" The sensible citizen sometimes becomes skeptical even of the reality of the solid achievements which have been announced.

Then he listens to other voices which say to him, "It may be true that certain startling results in experimental aviation have been achieved. But these are mere stunts. They must not be taken too seriously. They may affect you some day--if you should live so long--who knows? But they are no cause for worry. Everything is as it was." For the present and for a long time to come, he is warned, men will travel and wars will be fought almost exactly as in the past. This is very comforting talk for the harassed and bewildered man. It contains an element of truth and a great amount of soothing reassurance. Because of the swooping vagueness and the repetitious superlatives of the disturbing prophecies he has read, our average citizen is inclined to accept this entirely opposite view. He is inclined to hope that all those disturbing changes will not come to pass and that in some way he may be spared any increase in the uncertainties of his daily life. For this he can scarcely be blamed.

Yet, despite his defensive conservatism, his mind continues to be disturbed by sincere warnings of great changes. His bewilderment results, in part, from the staggering pace of world events during every day of the past decade. There are so many interesting headlines these days that there is always the temptation to read the headlines of every paper rather than the careful analysis of a few conscientious journals. It appears that many battles of public opinion today are fought in headlines alone. The deeper meaning and significance of events cannot be explained by such means. The press of urgent and startling news tends toward superficial journalism and relegates thoughtful and careful analysis to an overlooked position on an inside page. Men who are expert in the startling use of words rather than in knowledge and understanding of any particular subject often become the most widely read. All this contributes to the confusion of the public mind.

Here, again, no one individual or group of individuals can be blamed. Aviation writers seldom have the privilege of writing headlines and some of you may be considered as technical specialists who write for people already reasonably well informed, rather than for the public at large.

Nevertheless, you and you alone possess the knowledge, the background, and the understanding required to tell the story of air progress, to tell it accurately, and to tell it well. You know the air problem

well enough to explain its relationship to other major problems of our time. For this reason you have a great responsibility, not to airmen, not to the air industry, and certainly not to the Air Force, or to any other special group. You have a responsibility to the American people that you continue carefully, patiently, repetitiously, and as interestingly as possible, to explain and to interpret the facts of air progress.

A new generation is beginning to assume positions of responsibility, a generation which takes progress for granted, a generation which is not startled, and often not even intrigued by announcements of revolutionary achievements of science, either in the air or elsewhere. It seems to me this new generation seeks understanding as much as it seeks the startling and the unexpected. Young men and women want to know the full meaning of the great changes which startled their fathers. They look for guidance in their thinking rather than more information. They look for interpretation rather than mere facts. They ask for sound evaluation rather than florid emphasis.

This trend is already evident. The man whose knowledge is broad and who writes from the point of view of the whole people rather than of special groups already has a wider audience than before. The steady, the thoughtful, even the philosophical mind, is more admired in recent years and months. The younger generation in particular, and the American people as a whole, are more anxious than ever to adjust themselves to those changes which require adjustment and to digest in their own minds the many facts and the many distortions of fact which have continued to confuse them.

They are still plagued with the headlines and with news stories capitalizing on conflicts which they are told result from the special interests of special groups. The air viewpoint, they are told, is a special viewpoint and should be discounted as such. They also discount the viewpoints of other special groups.

If they fail to find statements of calm, reasoned and dispassionate judgment, they may incline toward reliance on the older and more conservative, even the reactionary, viewpoints of individuals who appear to have no enthusiasms at all and who look upon everything with a kind of cynical skepticism. Such cynicism, resulting from a lack of intellectual leadership, produces indifference, fatalism, and even defeatism.

The more rapidly advances are achieved, the more painful and difficult the adjustments that must be made. These adjustments create misunderstanding and disagreement between individuals, groups, and organizations. Disagreements make news. Readers of news see the confusion in their own minds dramatized in the conflicting opinions of public officials. When differences of opinion become headlines, understanding is not rapidly advanced. But those seemingly inevitable misfortunes may produce a few beneficial results. The tumult and the shouting dies eventually. Most readers and listeners turn to other matters of the moment, but interest once aroused does not completely die. Many serious-minded Americans read on. They begin to discover the thoughtful analysis contained in the writings of men qualified, as you are qualified, to speak on technical matters.

I have said that you have a responsibility which no one else can discharge for informing the American people thoroughly concerning the nature of air power in war and peace and for pointing out its intricate implications. Air power has arrived. It no longer needs heralds and prophets so much as students and analysts. Advances in the speed range and dependability of aircraft are continuous, and these continuous advances exert a continuous and increasing influence upon many fields of activity. Education, the arts, industry, warfare, even our traditional processes of thought, have been influenced. This influence is often subtle; it is often resisted and often ignored, but it is inescapable. It requires analysis, careful evaluation, and in many cases, a sympathetic understanding of the difficulties involved in adjustments. Even more sympathetic understanding is needed for the groundless fears that may be aroused.

What is the impact of air power on surface transportation? The general impression is that air transportation will sooner or later put surface transportation out of business. This is almost entirely false. What is the impact of surface warfare upon the requirement for surface forces in a future conflict? The impression exists that air power threatens to destroy all need for surface forces and support. This is also false.

The analogy between the advance of aviation and the displacement of sail by steam or the displacement of horses by internal combustion engines is a false analogy. Aviation functions in an entirely new dimension. It does not merely provide an improvement of the old two-dimension ways of moving things on the surface of the earth, as was the case in the examples I have cited.

For this reason air power does not displace so much as it adds. Recently an Army officer complained, quite reasonably in my opinion, that no one really understands the inescapable burden of the Army's responsibilities. "For instance," he said, "While the Army has been assigned the responsibility of land transportation in war, the Navy has been given responsibility for sea transportation, and the Air Force for air transportation." "Yet," he said, "the Army's burden increases. Whoever heard of anything moving either by sea or air that did not have to be moved also sometime, somewhere on the ground?"

The necessity for all kinds of support on the ground, even within the Air Force itself, is but poorly understood. It is not generally realized, for instance, that the Air Force cannot expand its potentialities simply by the purchase of a quantity of new airplanes. The broad base of support in supply, transportation, training, and other forms of equipment is often almost completely overlooked by all except those who are directly responsible for keeping airplanes in the air.

The air is not an exclusive element; it is an inclusive element. It tends to create new requirements without destroying the old. At the same time, in warfare at least, the use of the air creates situations which make surface activity fully as dependent upon control of the air as use of the air is dependent upon possession of certain base areas on the surface.

I want to mention another simple fact which is seldom fully explained and is surely not generally understood. The Air Force devotes only a relatively small percentage of its total strength to its long-range strategic program. Fully four-fifths of its effort is devoted to air defense, to air transportation, and cooperation with and support of surface forces. The Air Force has stated these facts repeatedly. Yet these statements are usually obscured.

There is discouraging evidence that the full significance of our widely discussed long-range weapons is seldom completely grasped. An example of the significance of long-range air power in the cause of peace that is seldom explained is the effect of our possession of very long-range aircraft which need not depend upon specific foreign bases. Our possession of some such aircraft has already made obsolete the old method of defense against air power which involved conquering or absorbing all possible base areas which would be useful for strategic air attack. Now that air attack is possible from great distances to the heart of any major power, no power can defend itself from such an attack by piecemeal conquest of other nations. There are many aspects of the impact of air power upon all phases of our domestic activities and our international relationships which have, seldom been publicly discussed outside aeronautical circles, and certainly they have not been adequately explained.

The task you are performing is a great and challenging one. It is one which the welfare of our nation demands and it is in this spirit that the job can best be done. It is true that the Air Force needs spokesmen, the air industry needs spokesmen, and that airmen in general need writers of knowledge to speak for them and to express their points of view. But most of all today we need spokesmen for the interests of the nation as a whole and the American people as a whole. We need spokesmen for the national interest who understand aviation and air power as thoroughly as you gentlemen here tonight. We need more writers to make it abundantly clear that aviation is not a religion and air power is not a church. The coldly factual judgment of aviation experts who are well-informed on all matters of national interest is fully dependable.

Air power is no longer a faith--it is a fact. The problem is not whether air power is real, but whether we shall be its masters or its victims.

**I am sure you are familiar with the writings of Admiral Mahan, whose interpretations of the influence of sea power upon history exerted such tremendous worldwide effect in the days when surface sea-power was dominant. Admiral Mahan, of course, was an expert on the subject of sea-power, but there were many other experts on the subject of sea-power. His great and pervasive influence resulted largely from the fact that he was also a student of history and politics, of long-range national policies, of world geography, and of national cultures. For this reason his explanation of the relationship between sea-power and the other elements of national strength and influence were enlightening and convincing.

There is a great need for similar painstaking and philosophical analysis of the impact of air power upon all national policies and international relations. Such an analysis must be performed not from the standpoint of enthusiasts or the apostles of a new creed, but from a standpoint of an informed American speaking to and for all Americans. This is your opportunity and your responsibility. I know that some of you are already engaged in carrying it out.

I know that your difficulties are many and that the persistent burden of sensationalism still weighs heavily upon all who try to present the full panorama rather than a limited or prejudiced view. But the job must be done, not for the sake of aviation, of air power, or the Air Force, but for the sake of the American people who must somehow understand accurately despite the incoherent headlines, the contradictory opinions, and all the distracting minor issues which can arise to confuse them.

It is a challenging task and one which is difficult to complete accomplishment***. But you gentlemen here tonight and others who have worked with you have accomplished near miracles in these past few years, as the record of the changed and changing attitudes of the American people well demonstrates. I am sure your talents and means of accomplishment are progressing as rapidly as is our scientific research program, and that you will, through your increased maturity, breadth of knowledge and understanding, manage to bring about a multiplication of those same qualities in the minds of those who read the words you write.

** I took the liberty of dividing the speech into separate paragraphs for greater clarity and for easier reading..

***That sentence appears exactly as was given in the speech.

Appendix 2:

This document can be found in Record Group 243, Records of the United States Strategic Bombing Survey, Appendix 1, pages 27-33, National Archives II, College Park, Maryland.

Introduction

The United States Strategic Bombing Survey (USSBS) was established by Secretary of War Henry L. Stimson on November 3, 1944, pursuant to a directive dated September 9, 1944, from President Roosevelt. Its mission was to conduct an impartial and expert study of the effects of Allied aerial attacks on Germany and German-occupied Europe (European Survey) and later, at the request of President Truman, a similar study of the aerial war against Japan (Pacific Survey). Results of these studies were to be used in establishing a basis for evaluating the importance and potentialities of airpower as an instrument of military strategy and- for planning the future development of the Armed Forces.

Proposals for an organization to survey the results of Allied strategic aerial bombardment of Europe had originated as early as 1943 at Army Air Forces (AAF) Headquarters in Washington and with the United States Strategic Tactical Air Forces in Europe (USSTAF). Both Henry H. Arnold and Carl Spaatz, Commanding Generals, AAF and USSTAF, respectively, endorsed the idea. By July 1944, when Col. Theodore J. Koenig arrived in London to take charge of the Strategic Bombing Effects Survey, discussions about a bombing survey had been going on with British military authorities, the Office of Scientific Research and Development, the Office of Strategic Services, and the Economic Warfare Division of the American Embassy in London.

Between July and September 1944, the Strategic Bombing Effects Survey assumed the tasks that had been performed on a piecemeal basis by a number of smaller groups and laid the administrative and organizational foundation for USSBS in Europe. In September the Survey was renamed the United States Bombing Research Mission, which in turn became the United States Strategic Bombing Survey in November 1944.

To insure the impartiality of the Survey, it was placed under civilian direction. Franklin D'Olier, president of the Prudential Insurance Co. and former National Commander of the American Legion, was appointed Chairman of USSBS and given a free hand in the selection of his principal assistants. He chose Henry C. Alexander, director and vice president of J. P. Morgan and Co., as Vice Chairman. Together, D'Olier and Alexander selected a nine-man board of directors to head the Survey's research and analysis divisions.

Eight of these directors were civilians: Paul H. Nitze, Chief of the Metals Procurement Division of the Foreign Economic Administration (FEA); George W. Ball, General Counsel of the FEA; Robert P. Russell, president of Standard Oil Development Co.; Theodore P. Wright, Administrator of the Civil Aeronautics Authority; Fred Searles, vice president of Newmont Mining Company; John Kenneth Galbraith, economist and editor of *Fortune* magazine; Dr. Rensis Likert, Director of Program Surveys of the Department of Agriculture; and Harry L. Bowman, head of the Civil Engineering Department of Drexel Institute. Col. Frank A. McNamee, Deputy Director of the Office of Civilian

Defense, was the only military officer appointed to the board of directors.

Each director headed 1 or 2 of the 12 research and analysis divisions, each of which also had a technical executive. The divisions were grouped under three major categories: Military, Civilian, and Economic Studies. They included the Military Analysis Division, dealing with enemy logistics, supplies, and lines of communication; the Physical Damage Division, dealing with the analysis of physical damage and weapons effectiveness; the Munitions Division, studying German heavy industry and those plants manufacturing ordnance, ammunition, motor vehicles, and tanks and submarines; the Equipment Division, studying German industries manufacturing ball bearings, machine tools, electrical equipment, optical instruments, precision instruments, and abrasives; the Oil Division, studying the German oil, rubber, and chemical industries; the Aircraft Division, studying the manufacture of aircraft, V-weapons, and light metals; the Transportation Division, studying the damage done to railways and waterways; the Utilities Division, studying the effects of bombing on power plants and public utilities; the Area Studies Division, studying the effects of all types of bombing on German cities; the Morale Division, studying the effects of bombing upon the German people from a psychological and morale standpoint and the effect upon sanitation and public health; the Civilian Defense Division, studying the effectiveness of German air raid precautions and defenses; and the Overall Economic Effects Division, making general economic studies and coordinating them with the results obtained by the divisions studying specific industries.

In addition to its research and analysis divisions and its central board of directors, USSBS in Europe included three more organizational entities: Board of Military Advisors, Services Division, and Secretariat. The eight-man Board of Military Advisors, whose Chairman was Maj. Gen. Orvil A. Anderson, included Generals Omar N. Bradley, Lucius Clay, Rupert E. Starr, Edgar P. Sorensen, and Judson D. Worsham and Admirals Robert L. Chormley and Richard Byrd. The Board did not play an active part in USSBS affairs but did occasionally offer advice. The Services Division, under the command of General Sorensen, was composed mostly of military personnel and supplied the usual staff services of G-1 (Personnel), G-2 (Intelligence), G-3 (Operations), and G-4 (Supply). Because of its important recordkeeping functions, the internal organization of G-2, more commonly known as the Intelligence Branch, is discussed in some detail on page 9 of the study, immediately preceding the descriptions of the records of the Branch.

The Secretariat was organized under Judge Charles C. Cabot, Associate Justice of the Superior Court of Massachusetts, to take care of the editing and publication of reports. It included the Tabulating Section, equipped with business machines, and the Publications Section, with printing facilities. The home office of USSBS was located in the Pentagon at Washington from September 1944, when it was established by Col. J. P. Donohoe of the United States Bombing Research Mission, until July 1945. At that time it was moved to the AAF Annex at nearby Gravelly Point, Virginia where it remained until USSBS ceased operations in 1947. The Washington office served USSBS first as an administrative headquarters for procuring supplies and technical equipment and recruiting civilian and military experts for the European Survey, and later as a depot for processing USSBS personnel for separation from service upon their return from Europe or for their redeployment to Japan as members of the Pacific Survey. In addition, the Washington office served as Chairman D'Olier's headquarters during those periods when he was in the United States. Finally, some of the published reports of the European Survey and most of those of the Pacific Survey were prepared for publication at the Gravelly Point Annex.

On November 7, 1944, D'Olier and a number of his directors arrived in England and set up the European Survey headquarters in London at 20 Grosvenor Square. Employing the small staff assembled by Colonel Koenig under USSTAF auspices and augmented by additional personnel from the European Theater of Operations, the Survey undertook a vast and intense research program during the late fall and the winter of 1944-45. Survey personnel contacted American and British intelligence gathering agencies for information concerning German Ministries, industries, war facilities, and personalities. At the same time, they collected a vast amount of aerial attack data from the USAAF and the Royal Air Force (RAF). In cases where the information supplied was deemed insufficient, USSBS wrote its own briefing handbooks and manuals (entries 8 and 9) and prepared its own aerial attack folders (entry 27). Most of this information was assembled at an installation at Bushy Park, about 18 miles west of London, where the Survey had acquired offices and billets for its field team personnel. Here, field team personnel studied the data and the methods by which information relating to the effects of Allied strategic bombing would be gathered in the field.

In the spring of 1945, the USSBS field teams moved to the Continent in the wake of the advancing Allied armies. To facilitate their work, regional or field headquarters were eventually established near Paris and at Brussels, Strasbourg, Essen, Cologne, Hamburg, Munich, and Frankfurt. In May 1945 the Frankfurt headquarters was moved to nearby Bad Nauheim (Headquarters Forward). USSBS personnel at these headquarters acquired clearances from the proper military authorities for the field teams, provided them with information, and serviced them as they passed from England to the zone of operations. The field teams studied the results of Allied bombings by onsite observation, interrogated virtually every important German civilian and military leader (entries 31 and 32), interviewed thousands

of residents of bombed areas (entry 6), and handled, processed, and screened more than 200 tons of captured German documents.

Their fieldwork completed, Survey personnel retired to Bad Nauheim, London, New York, and Washington to analyze their findings and to prepare several hundred reports, more than 200 of which were published as the European Survey's final reports (entries 2, 6, and 7). Collectively, these final reports covered every phase of the air attack, ranging from studies of the overall effects of bombing on German industrial production, German morale, and the German military supply and transportation systems to detailed studies of individual plants and cities that were subject to attack. The Secretariat, which had gradually increased in size until it became the largest unit of the Survey, assisted Chairman D'Olier and the divisions and branches in the preparation of their reports and handled the mechanical reproduction of the reports. Part of the Secretariat remained in London until December 1945 to complete this work, long after the rest of the European Survey had returned to Washington and had been disbanded.

On August 15, 1945, D'Olier received a letter from the White House informing him of President Truman's decision to authorize a study of the aerial war against Japan and asking him to serve as Chairman of the proposed Pacific Survey. Truman's directive broadened the scope of the Survey by including an investigation of the results of the atomic bombings of Hiroshima and Nagasaki and by making the Pacific Survey a joint Army-Navy undertaking. Otherwise, it closely resembled its European counterpart. As in Europe, the Pacific Survey was given complete operational freedom; it was placed under the theater commander only for administrative purposes. D'Olier was again assisted by a vice chairman and a nine-man board of directors composed of eight civilians and one officer. Paul Nitze acted in behalf of Henry Alexander as Vice Chairman, and Monroe Spaght and Louis R. Thompson succeeded George Ball and Robert Russell as directors.

The other seven directors were holdovers from Europe. Once more the analysis and research divisions, which numbered 15 compared to the 12 of the European Survey, were grouped under the three major categories: Military, Civilian, and Economic Studies. Military Studies included the Military Analysis, Naval Analysis, and Physical Damage Divisions. Civilian Studies also consisted of three divisions: Morale, Medical, and Civilian Defense. The nine divisions grouped under Economic Studies dealt with aircraft; oil and chemicals; military supplies; capital goods, equipment, and construction; urban areas; basic materials; manpower, food, and civilian supplies; transportation; and electric power.

The Overall Economic Effects staff coordinated reports of these divisions. Each division had a director and an executive officer at its head. Brig. Gen. Grandison Gardner, deputy to the Chairman, supervised the service staff (G-1, G-2, G-3, and G-4) and also served on the five-man Board of Military Advisors, whose Chairman was Maj. General Orville Anderson. Although Walter Wilds was appointed secretary, no secretariat was provided. The Pacific Survey's complement provided for 300 civilians, 350 officers, and 500 enlisted men. Sixty percent of the military segment of the organization for the Japanese study was drawn from the Army, and 40 percent from the Navy.

Even including the 50 Japanese nationals who served as interpreters and translators, the Pacific Survey staff was about one-third smaller than the European Survey staff. At the end of August 1945, the forward contingent of the Pacific Survey arrived on Guam, where they contacted the AAF and Navy installations in the Marianas for personnel, equipment, and supplies. In early September the group left for Japan aboard the U.S.S. *Ancon*, *Ban*, *Haines*, *Reeves*, and *Sims*, all of which were later to serve as floating headquarters for USSBS personnel in Japan.

The role of the *Ancon* was especially important; it functioned as a billet, communications center, and photographic and document reproduction laboratory in Tokyo Bay. Chairman D'Olier and his immediate staff arrived in Tokyo in September and established their headquarters in the Merji Building, from which the Office of the Chairman served as liaison among the 15 divisions and 4 regional headquarters located at Hiroshima, Nagasaki, Osaka, and Nagoya. Each of these regional headquarters, established for the use of the field teams, had the services of G-1, G-2, G-3, and G-4 branches and was furnished with photographic teams and laboratories.

As in Europe, the analysis and research divisions sent field teams to study the results of the aerial bombardment at first hand, to interview prominent Japanese leaders (entry 43), and to recover and translate pertinent Japanese documents. Although these activities were similar to those undertaken by the European Survey, the emphasis differed. The Pacific Survey relied more heavily on information elicited from the Japanese themselves through interrogations, interviews, and written responses to requests for information than had the European Survey.

Worthy of some mention was the work of the Naval Analysis Division, which interpreted the President's directive as broadly as possible. Its Ship Bombardment Survey Party made a comparative study of the effects of naval and aerial bombardment on a number of Japanese coastal cities. Its Island Studies Team visited Wake, Wotje, Maleolap, Mille,

and Jaluit Islands and the former Japanese base of Rabaul on New Britain to make comprehensive studies of each of these aerial targets.

In December 1945 most of the personnel of the Pacific Survey left Japan for the United States, and on April 1, 1946, the Tokyo headquarters closed. Meanwhile, the Survey staff had reassembled at the Washington headquarters to prepare its reports. A group of experts drawn from all the divisions filled the role of the European Survey's Secretariat in preparing the reports for publication. By June 30, 1946, most reports were complete and the staff of USSBS had decreased to 180.

For all practical purposes, USSBS work was completed in July 1946 with the publication of the Chairman's reports summarizing the findings of the Pacific Survey. A handful of staff members, however, remained at Gravelly Point until the autumn of 1947, distributing copies of the published reports and disposing of the records created or collected since 1944. A valuable finding aid to the USSBS records is the *Index to Records of the United States Strategic Bombing Survey* (hereafter, *USSBS Index*) published by the Survey in 1947 (317). This volume, described in entry 5, contains detailed lists showing the contents of nearly all the series of records of the European and Pacific Survey teams.

The records described in this inventory are Records of the United States Strategic Bombing Survey, Record Group 243, which were accessioned by the National Archives in 1947. They amount to 977 cubic feet, including 27 cubic feet of audiovisual records in the custody of the Audiovisual Archives Division. The records consist of four main aggregations: records of the Office of the Chairman; records of the European Survey; records of the Pacific Survey; and audiovisual records.

Records of the Office of the Chairman were primarily created by the units of USSBS and include the correspondence and message files of the Chairman and a set of the final published reports. Records of the European and Pacific Surveys, however, were created in large part by other United States, British, German, French, and Japanese civilian and military agencies and collected by USSBS for use in its work. The audiovisual records consist of photographs, motion pictures, and sound recordings, descriptions of which were supplied by Mayfield Bray. Most of the records are dated between 1944 and 1947, but a few date as early as 1928.

Most of the series described in this inventory contain security-classified records. Generally, if more than half of the records in a series is marked security classified, the title line of the series indicates this. If a significant amount, but less than half, of the records in a series is marked security classified, the body of the series entry so indicates. As required by Executive Order 11652, March 8, 1972, the National Archives and Records Service (NARS) will conduct a systematic review for declassification of all of the marked security-classified records described in this inventory as they become 30 years old. Most of the U.S. Government-originated information will be declassified during this review. The heads of originating Departments may, however, exclude certain documents from declassification if they determine that continued security protection is essential to the national security or that disclosure would place a person in immediate jeopardy.

Security-classified documents originated by foreign governments (but not by the belligerent governments of Japan and Germany) cannot be declassified except as provided by formal agreements between the U.S. Government and the originating government. Review and authorized declassification of foreign classified information will be carried out simultaneously with the review of U.S.-originated classified information. Other records relating to the United States Strategic Bombing Survey in the National Archives of the United States can be found in Records of the Office of the Adjutant General, 1917 Record Group 407. The general correspondence files of the Adjutant General contain documentation relating to the United States Bombing Research Mission and to the origin, personnel travel, and equipment problems of USSBS. Copies of the USSBS interviews with German leaders (entries 31 and 32) and of the "Intelligence Notes" (entry 10) can be found in Records of the Office of Strategic Services, Record Group 226. The records of the Office of Public Relations in Records of the Army Air Forces, Record Group 18, contain a set of the reports published by the European and Pacific Surveys (entries 2, 6, 7, 41, and 42).

Appendix 3:

Fairchild Air Force Base: 47 degrees 36 North 117 degrees 39 West:

Fairchild Air Force Base is located 12 miles west of the city of Spokane, Washington adjacent to US Highway 2 and 3 miles north of Interstate 90. The base is at an elevation of 2,463 feet above sea level and covers approximately 4,300 acres of high plains characteristic of Eastern Washington. Fairchild originated as the Spokane Army Air Depot in 1942 and was turned over to the United States Air Force (Strategic Air Command) in 1947. The base is currently

shared with the Washington Air National Guard and several tenant organizations. Several facilities administered by the base are located in the surrounding area off the main base.

Construction crews poured the foundations for the first buildings of the Spokane Army Air Depot on March 2, 1942. Two cities in western Washington, Seattle and Everett, also sought to have the base built in their communities. The competition was keen, but Spokane won out in the end for several reasons. The War Department considered that Spokane offered better weather conditions than the other cities, as well as something they could not offer: 300 miles and a mountain range as a natural barrier to possible Japanese attack. As an added incentive to the War Department, many Spokane businesses and public-minded citizens donated money to purchase the land for the base. At a cost of more than \$125,000, these people bought 1,400 acres and presented the title to the War Department in January 1942. That year the government designated \$14 million to purchase more land and begin construction on a new Spokane Army Air Depot. From 1943 until 1946, the base served as a repair depot for damaged aircraft returning from the Pacific Theater.

In 1947, the base was transferred to the Strategic Air Command and assigned to the 15th Air Force. The same year, the 92nd and 98th Bomb Groups arrived. Both units flew the most advanced bomber of their day, the B-29. Just a year later, the base received the second of its three official names: Spokane Air Force Base. With the outbreak of hostilities in Korea, both groups deployed to Japan and Okinawa. After only a few months, General Douglas MacArthur released the 92nd to return to the United States while the 98th remained in the East Asia. The 98th was reassigned to Nebraska after the conflict. Upon its return to Fairchild, the 92nd was redesignated the 92nd Bombardment Wing (Heavy).

The base took its current name in November 1950 in memory of the subject of our story, General Muir S. Fairchild, a native of Bellingham, Washington and who at the time of his passing was Air Force Vice Chief of Staff. The formal dedication ceremony was held on July 20, 1951 to coincide with the arrival of the wing's first B-36.

The following is the official notice of the death of General Fairchild:

DEPARTMENT OF THE AIR FORCE WASHINGTON
GENERAL ORDERS NO. 26
March 20, 1950

The death of General Muir Stephen Fairchild, USAF, which occurred at 2115 EST on March 17, 1950, is announced to the Air Force with deep regret. Throughout his military career he rendered distinguished service in responsible positions and was the Vice Chief of Staff in Headquarters, United States Air Force at the time of death. General Fairchild was born at Bellingham, Washington, September 25, 1894.

He first served as a sergeant in the Washington National Guard from June 19 to October 5, 1916. Subsequent to appointment as a Flying Cadet in June 1917, he attended ground school at Berkeley, California. He attended flying schools in France and Italy and on January 11, 1918 was appointed a Second Lieutenant in the Aviation Section of the Signal Reserve. From that date until March 8, 1918, when he was promoted to First Lieutenant, he flew various types of large bombers and piloted night bombers over the Rhine with the French forces and from March through October 1918 was on detached service with the French Army. In December 1918 he returned to the United States to instruct in flying at Ellington Field, Texas and in October 1919 was discharged from the Army.

General Fairchild was given a Regular commission as a First Lieutenant in the Air Service July 1, 1920 and appointed Commanding Officer of the 11th Aero Squadron at Kelly Field, Texas. He became a test pilot at McCook Field, Ohio in February 1921. He was graduated from the Air Service Engineer School at McCook Field in 1923 and was made Chief of the Engines and Planes Maintenance Branch at that station. In June 1925 he was transferred to Mitchel Field, New York as engineer officer and in May 1926 became Post Engineer Officer at Langley Field, Virginia.

He was one of the first ten officers to receive the newly authorized Distinguished Flying Cross for his participation in the Pan American Good Will Flight, December 21, 1926 to May 2, 1927.

In June 1928 he enrolled in the Air Corps Engineer School at Wright Field, Ohio. After graduation from this school in 1929 he was made Air Corps representative at the Douglas Aircraft Company at Santa Monica, California.

He was promoted to Captain on January 15, 1931. In August 1934 he entered the Air Corps Tactical School at Maxwell Field and upon graduation in June 1935 enrolled in the Army Industrial College at Washington, D.C., graduating in June 1936. He was promoted to temporary Major June 16, 1936. The following year he was graduated

from the Army War College and assigned as an instructor at the Air Corps Tactical School. He was promoted to Major (permanent) on June 12, 1939 and made the director of the Department of Air Tactics and Strategy in July 1939.

In 1940 he was assigned to the Office of the Chief of the Air Corps as assistant executive in the Plans Division. He was promoted to temporary Lieutenant Colonel on 16 November 1940 and seven months later, in June 1941, he became the first secretary of the newly-formed Air Staff, and in August was promoted to Brigadier General and named Assistant Chief of the Air Corps. In March 1942 he was made the Director of Military Requirements at Headquarters Army Air Forces and was promoted to temporary Major General on August 3, 1942.

General Fairchild was appointed to the three-member Joint Strategic Survey Committee in the Office of the Combined Chiefs of Staff in November 1942.

In January 1946 he was named Commandant of the Air University at Maxwell Field, Alabama.

He was appointed Vice Chief of Staff of the United States Air Force and promoted to the temporary grade of General on May 27, 1948.