

WAR DEPARTMENT
BUREAU OF PUBLIC RELATIONS
WASHINGTON

26 October 1943

MEMORANDUM FOR: General Arnold,
THRU: Maj. McCabe
Rm. 3E1012.

George Bando

Subject: Army Air Forces Slogan.

1. The following action has been taken aimed at bringing greater public notice to the name Army Air Forces:

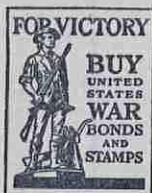
General Bevans and the Aviation Cadet Recruiting Section and the agency handling cadet recruitment advertisements will remove the quoted line from the Crawford song about the Army Air Forces from all future advertisements.

2. Mrs. Yount has concurred in the request made to the project officer of the Training Command to change the name of the song book which is to be sold in Army Air Forces PX's, to "Air Forces Airs" or to "Army Air Forces Airs".

3. Members of the Air Forces Group of the War Department Bureau of Public Relations are attempting to work up acceptable slogans, one which might be used as suggested correction to the present verse of the Crawford song. If Crawford and his publishing company agree with the changes, and I think they will, public notice will be emphasized by an announcement. And the other slogans are being composed with a view toward using them to supplant the slogan which has been used in recruitment ads and for general uses elsewhere.

4. A directive is being prepared which will advise all Public Relations Officers in the Air Forces to continue to stress use of Army Air Forces to all public media and never under any circumstances to refer to Air Corps.

5. All of the seven national Air Forces radio programs will be used to stimulate the campaign. Other Public Relations methods will also be taken to instill into the public mind that it is the Army Air Forces'. Slogans will be submitted for your consideration as soon as possible.



William Westlake
WILLIAM WESTLAKE,
Colonel, Air Corps,

Assistant to Director for Army Air Forces.

WMO

1. The following is a list of the names of the persons who have been named in the report of the Committee on the subject of the investigation of the case of the late Mr. J. H. P. ...

2. The following is a list of the names of the persons who have been named in the report of the Committee on the subject of the investigation of the case of the late Mr. J. H. P. ...

3. The following is a list of the names of the persons who have been named in the report of the Committee on the subject of the investigation of the case of the late Mr. J. H. P. ...

4. The following is a list of the names of the persons who have been named in the report of the Committee on the subject of the investigation of the case of the late Mr. J. H. P. ...

5. The following is a list of the names of the persons who have been named in the report of the Committee on the subject of the investigation of the case of the late Mr. J. H. P. ...

A Chief Bandleader for the Army Air Forces.

General Giles

10/21/43

General Arnold

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Note the attached. It has been our desire, as you know, to have a real honest to God Air Force Band and at the same time build up additional bands at our most important stations, and it has also been a hard rocky road over which we have travelled to achieve these ends.

With the above in mind, let me know what you think we ought to do about the attached.

H.E.A.

Incl: Memo for Gen. Arnold, from
Capt. Heiberg re above subj. /w/
ltr to Capt. Heiberg, 10/6/43
from CWO Pittet; ltr to Gen. Arnold
10/20/43 from Capt. Heiberg.

vc

W. Cox
Rec'd 10/21/43

Wm. C. Fox
10711 10th St.

10711 10th St. N 5 2j

MEMORANDUM:

SUBJECT: A Chief Bandleader for the Army Air Forces.

TO: General H. H. Arnold, Commanding General, Army Air Forces.

FROM: Captain Alf Heiberg, A.C.

1. The Army Air Forces now have about 300 bands consisting of that many leaders and approximately 10,000 men. This large personnel doing extremely important work has no one head or office to co-ordinate, advise, inspect and assist them in their efforts. There is a definite need for a Chief Bandleader in the Army Air Forces to do this work, he could be directly responsible to the Air Adjutant General.

2. SUGGESTIONS:

That General Arnold appoint an officer to be called "Chief Bandleader, Army Air Forces". The duties and responsibilities of the assignment is as follows:

(1) To supervise, inspect and be in charge of all Bandleaders and Band personnel in the Army Air Forces.

(2) To keep a roster of all musicians in the Air Forces showing instrument and degree of skill so that assignments and reassignments will be properly executed to the best interest of all the Bands. As it is now, some Bands have all of the best talent and others have none. There should be at least one top-skilled musician in each section of the Band. Such transfers and assignments will be made by the Chief Bandleader in order to achieve the best possible balance of instrumentation and efficiency for each Band.

(3) To set up adequate clothing and insignia allowances for Bands so that all Bands will be well dressed and distinctive. A fine appearing Band is a great morale booster to the line soldier. As it is now, some Bands where the Post Commander takes an interest in them are well taken care of, but, there are many Post Commanders that have no interest in their Bands and consequently they only get the basic allowance of the line soldier. "A Basic Allowance for all Bands that would leave nothing needed".

(4) A monthly bulletin prepared containing ideas and suggestions for organizing and training smaller units within the Band such as dance orchestras, chamber music ensembles, trios and chorus groups.

REMARKS:

SUBJECT: A Casual Bandwagon for the Army Air Forces.

TO: General H. H. Arnold, Commanding General, Army Air Forces.

FROM: Captain J. H. Roberts, A.C.

1. The Army Air Forces has been spending 100 million dollars of tax money in the last few years, and approximately 10,000 men, this large personnel being extremely important work has been used in order to co-ordinate, advise, inspect and assist in their efforts. There is a definite need for a Chief Bandwagon for the Army Air Forces to do this work, he could be directly responsible to the Adjutant General.

R. ROBERTS:

That General Arnold appoint an officer to be called Chief Bandwagon, Army Air Forces. The duties and responsibilities of the position must be as follows:

(1) To represent, inspect and be in charge of all Bandwagons and Band Personnel in the Army Air Forces.

(2) To keep a roster of all Bandwagons in the Air Forces showing instrument and degree of skill in Band assignments and responsibilities will be properly extended to the Bandmaster of all the Bands. As it is now, Bandmasters have all of the Bandmaster and others have none. There should be at least one well-trained Bandmaster in each section of the Band. Each Bandmaster and Bandmaster will be made by the Bandmaster in order to achieve the best possible results of Bandmaster and Bandmaster for each Band.

(3) To act as a liaison officer and maintain liaison for Bands of two or more will be given and maintained. A fine appearing Band in a great many cases to the Bandmaster. As it is now, some Bands have the Bandmaster make an interest in them and will take care of, but, there are many Bandmasters that have no interest in their Bands and consequently they only get the best of service of the Bandmaster. It is necessary for all Bands that would leave nothing needed.

(4) A weekly bulletin to be sent containing ideas and suggestions for organizing and training Bandmaster and within the Band as Bandmaster, Bandmaster must be trained, Bandmaster must be trained.

(4) continued.

Also a catalogue of suggested music that has been tried and accepted so that Bands will not waste their music allowance buying poor arrangements.

(5) Periodic inspections of bands to determine their degree of efficiency and to correct any deficiencies by instruction and advice. Bandleaders found lacking in practical experience (there are many of them) could be assigned for a short period to a Band lead by an experienced Bandleader, thereby gaining the experience of first-hand observation.

3. The Bands of the Army Air Forces are a major contributing factor to the morale, recreation and entertainment of Post personnel, and with the creation of the Office of Chief Bandleader this contribution can be fully exploited in all Bands. It will raise the morale of all Bandleaders and Bandsmen immeasurably to know that at last they have someone to come to with their problems and questions.

4. If this office is created, I feel qualified to assume its responsibilities.

Respectfully submitted,

ALF HEIBERG,
Captain, A.C.,
Leader.

Encl.

Letter from CWO Rene E. Pittet, Bandleader. This is the type of letter I receive most every day.

ah

(4) continued.

Also a collection of suggested results that can be obtained by using the above data will be given. This will be a very brief summary.

2. The first two sections of the report are devoted to a description of the data and to a discussion of the methods used in the analysis. The third section is devoted to a discussion of the results of the analysis. The fourth section is devoted to a discussion of the conclusions of the analysis. The fifth section is devoted to a discussion of the suggestions for further work.

3. The results of the analysis are given in the following sections. The first section is devoted to a discussion of the results of the analysis of the data. The second section is devoted to a discussion of the results of the analysis of the data. The third section is devoted to a discussion of the results of the analysis of the data. The fourth section is devoted to a discussion of the results of the analysis of the data. The fifth section is devoted to a discussion of the results of the analysis of the data.

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8.

History of the Official Army Air Corps Song:

"The Army Air Forces"



Approved by the President of the United States
and the Secretary of the Army

Foreword

In any military organization the morale of personnel is of primary significance. In order that the morale of a fighting force may be high the development of shibboleths and traditions which may be expressed enthusiastically in song and story is encouraged. The Army Air Corps, as a young organization even in the 1930's, had few traditions and the songs its personnel could call their own were not such as to arouse enthusiasm or attract public attention to the work of the air arm. Early in the period following World War I it was realized that an Air Corps song would have a good psychological effect on the airmen and the public generally. Thus, the search for this song became a conscious effort on the part of a few farsighted and energetic people; haphazard endeavors gave way in 1938 to an organized campaign, first, to find the appropriate song for the Air Corps, and, then, to popularize the one selected. This study deals with the early attempts to find a song and with the origins and the campaign for public acceptance of the official Air Corps song, "The Army Air Corps," by Robert Crawford.

This study is based largely upon the "History of The Official Army Air Corps Song, 'The Army Air Corps,'" compiled by Mildred A. Yount.

Twenty years of searching passed before the Air Arm found its official song in the fall of 1939. The Artillery had "The Caissons Go Rolling Along"; the Navy had "Anchors Away"; the Marines had "From the Halls of Montezuma (Marine Corps Hymn)." The Air Corps refused to be satisfied with a song of less caliber.

During the first eighteen years of the search, the interest manifested in finding an appropriate song was sporadic. Although the desirability of an Air Corps song was generally recognized, efforts to inspire its creation were not continuous and projects initiated not carried through. It was, in fact, 1937 before the mission of procuring an Air Corps song was embarked upon seriously. Subsequently, efforts were accelerated; the result was the acceptance on 19 August 1939 of "The Army Air Corps," popularly known as "The Air Corps Song," as the official Air Corps song. By August 1942 the "March" was placed eighth

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1. The announcement of the decision was made on 2 Sept. 1939, but the approval of Gen. Arnold had been given on 19 August. Memo from Col. Ira Eaker to Chief of Information Division, 9 Aug. 1939; Gen. H. H. Arnold to Bernarr McFadden, 28 Aug. 1939. Appendix 1 includes words and score of the "The Army Air Corps."
 2. At this time there was a move to change the title of the song to "The Army Air Corps March." The official title since publication, however, has been "The Army Air Corps."

in popularity by the New York edition of Variety; it was included as one of the fifteen best sheet-music sellers; and was known and sung throughout the world.

There were, during the twenty year period, three distinct phases in the activities leading to the selection of an official Air Corps song. In the first decade after World War I, Air Corps men were encouraged to record songs they had heard overseas and to compose new ones. Such activity would, it was believed, build the esprit de corps. By the early thirties the desirability of having an official song comparable to those of the Artillery, Navy, and Marine Corps became more clearly marked. First, Air Corps bands were being activated and there was need for an identifying song; second, and of primary importance, was the fact that the Air Corps was vitally interested in making the publicconscious of the role of air power in a strong system of national defense. The psychological effect of a stirring Air Corps song upon the public, as well as upon Air Corps morale, would be of marked significance. In this second phase of the activities to find a satisfactory song, Air Corps officials sought the

in popularity by the new form of variety; it was included as one

of the fifteen best sheet-music sellers; and was known and sung through-

out the world.

There were, during the twenty-year period, three distinct phases

in the activities leading to the selection of an official Air Corps song.

In the first decade after World War I, Air Corps men were encouraged to

record songs that had heroic overtones and to some new ones. Much

activity went on, it was believed, but the result was none by the

early thirties the desirability of having an official Air Corps song

those of the artillery, navy, and marine Corps became more clearly marked.

First, Air Corps units were being reorganized and there was need for an

identifying song; second, and of primary importance, was the fact that

the Air Corps was vitally interested in making the public conscious of the

role of air power in a strong system of national defense. The psychological

effect of a stirring Air Corps song upon the public, as well as upon the

Corps morale, would be of marked significance. In this second phase of

the activities to find a satisfactory song, Air Corps officials sought the

help of professional musicians; but this effort did not prove successful because the attempts to procure such aid were erratic. Consequently, upon the eve of the period of Air Corps expansion in the late thirties, there was as yet no official Air Corps song.

The third phase of the search had its beginning in 1937, when the idea of sponsoring a nationwide competition was evolved in the Office of the Chief of the Air Corps. A contest,³ it should be noted, which was made successful through the concerted efforts of General H. H. Arnold, who had succeeded General Oscar Westover as Chief of the Air Corps; of the committee headed by Mrs. Mildred Yount which had the responsibility for the detailed work connected with such an undertaking; and of Bernarr McFadden, publisher, who contributed the thousand-dollar prize offered to the winner of the competition and publicized the competition in Liberty Magazine.⁴

3. The search for the song was not intended as a "contest," but the term came to be generally used. Liberty Magazine, 10 Sept. 1938, p. 38.

4. Ibid.

help of professional musicians; but this effort did not prove successful.

Because the attempts to produce such an effect were unsuccessful, consequently,

upon the eve of the period of air corps expansion in the late thirties,

there was as yet no official Air Corps song.

The third phase of the search had its beginning in 1937, when the

idea of sponsoring a nationwide competition was evolved in the Office

of the Chief of the Air Corps. At that time, it should be noted, which

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Arnold, who had succeeded General George S. Meyer as Chief of the Air

Corps; of the committee headed by Mrs. Charles Ford which had the

responsibility for the detailed work connected with such an undertaking;

and of Bennett Anderson, publisher, who contributed the thousand-dollar

prize offered to the winner of the competition and provided the com-

petition for the Liberty Magazine.

3. The search for the song was not intended as a "contest," but the term came to be generally used. Liberty Magazine, 10 Sept. 1938, p. 38.
4. Ibid.

Extant records indicate that the first efforts to find a suitable song for the infant air arm were made in 1918 by two persons each acting upon his own initiative. In this period, Colonel E. M. Watson arranged to have Lieutenant Earl Carroll write a song of the Air Corps.⁵ Lieutenant Carroll either experienced too great difficulty in composing a satisfactory song or the Armistice lessened his and others interest in such a task. In any case, there is no record of result from his efforts.⁶ The other person who took an interest in this period was Brigadier General William L. Kenley. He expressed the need for "high class music with words somewhat along the lines of the Marseilles."⁷ Apparently no steps were taken to effect this suggestion.

Meantime, the songs growing spontaneously out of World War I proved, as one Air Corps veteran described them, a kind of "whistling in the dark" and "pretty dismal at heart."⁸ For example, "The Song of Issaudum"

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5. This was probably the Earl Carroll who later gained prominence as the producer of the Earl Carroll Vanities.
 6. Memo for Gen. Oscar Westover by Col. H. H. C. Richards, 7 Dec. 1937, in AAG 007A, "Air Corps Song."
 7. Ibid.
 8. N. Y. Times, 16 April 1939.

Examination records indicate that the first efforts to find a suitable

song for the infant air unit were made in 1915 by two persons each

acting upon the same initiative. In this period, Colonel A. W. Mason

attempted to have Lieutenant Earl Carroll write a song of the air force.

Lieutenant Carroll either expended too great an ability in composing

a satisfactory song or the committee dismissed his and others interest

in such a task. In any case, there is no record or result from his

efforts. The other person who took an interest in this period was

Major General William A. Kenney. He expressed the need for "high

class music with words somewhat along the lines of the "Keweenaw".

Apparently no steps were taken to effect this suggestion.

Meanwhile, the song "Flying Specially Out of Control" was written,

as one air corps veteran described them, a kind of "whispering in the

dark" and "pretty damned at heart". For example, "The Song of the Airman"

was written by the Earl Carroll and later revised (presumably as the

composer of the Earl Carroll families.

Two other songs were composed by Col. L. H. C. Richards, "The Airman's Song," in

1916.

based on the "Dead March" from Saul" was sung at the mess hall of the American Flying School at France when funeral processions passed. Noting in one verse that "he spun old Jenny one turn too many" the chorus went:

Ten thousand dollars going to the folks,
Won't they be delighted, won't they be excited
Ten thousand dollars going to the folks.

Another song went like this:

Oh Mother hang out your golden star,
Your son is going up in a sop,
The winds are weak, the ships a freak,
It has a rickety prop.⁹

Songs of this kind obviously were not the type to build Air Corps morale. So neither the half-hearted efforts to write nor the utilization of these pioneer "whistlings in the dark" provided an Air Corps song.

Not until 1924, in fact, was any further effort made to find a song. In December of that year there was published in the Air Corps News Letter an article stating that an Air Corps song would be welcomed. 10

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9. Ibid.
10. Numerous references to this articles are made throughout correspondence in AAF 007A "Air Corps Song," See especially Memo for Gen. Westover by Col. Richards, 7 Dec. 1937, AAG 007A, "Air Corps Song."

passed on the "Dawn Patrol" from which it was taken at the time of

the last year of the school at which it was taken at the time of

acting in one verse that "the spirit of the law" was the only one

which was

the thousand dollars going to the bank,
and they are delighted, won't they be excited
the thousand dollars going to the bank.

another song went like this:

Oh, I don't know, but you know that,
I don't know, but you know that,
the things are there, and things are there,
it has a history here.

Some of the things which are the things which are the things which are

things. So neither the self-measured efforts to write nor the realization

of these phrases "which are in the text" provided in the text.

Not until 1932, in fact, was any further effort made to find a

text. It was found that there was published in the air corps

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some matter in which it was stated that the air corps had been

11. Numerous references to this article are made throughout the correspondence
in the "air corps" and "see especially" and "see especially" and "see especially"
and "see especially" and "see especially" and "see especially" and "see especially"

Unexpectedly this notice was taken up by newspapers throughout the

country and brought responses from a number of individuals.¹¹ Many

of these persons evidently expected remuneration for their efforts. In acknowledging receipt of their compositions, the Air Corps was forced to explain the circumstances leading to the newspaper stories. Typical of the replies, which were sent in sufficient number to demand a form letter, was that to Miss Jessie Cornwall, Gregory, S. D.:

The news published. . . was based on an article included in the Air Corps News Letter. This News Letter is a semi-official publication distributed to civilians who care to read it. . . . The purpose of this article was to encourage the Air Corps personnel not only to record for future reference numerous songs and ballads existing overseas during the war, but also to try their hand in composition of new and original ones. It was not intended that there should be anything in the nature of a competition or that any one song should be selected and adopted at this time as the Air Corps Song. The proposition was entirely informal, and there is no possibility of any remuneration to those who submit contributions for consideration.¹²

As a result of the unexpected publicity, letters continued for some time to come both from civilians and from military personnel. A move was

11. See AAG 007A, "Air Corps Song," passim.

12. Major H. H. Harmon to Miss Jessie Cornwall, 29 July 1926, in AAG 007A "Air Corps Song."

made to appoint a committee to consider the merits of the songs submitted, but there is no record that such a board was actually

¹³ established. This activity may have influenced the later decision to have a competition; the interest and need for such a campaign was evident even in this period.

From the records available it appears that the first composition to be given serious consideration as an official song was the "U. S. Air Corps March," composed in 1926 by Sergeant O. M. Nord of the Army Band. It was broadcast over the Washington, D. C. radio station WRC.¹⁴

Although officers of the Office of the Chief of the Air Corps were invited to listen and submit comments,¹⁴ there is no record of the officer's opinions of the song. In November 1927 an Air Corps song was published by Harry J. Jenkins, Holyoke, Massachusetts, and sold by the Post Exchange, Mitchel Field, New York, but it also met with little, if any,

13. See AAG 007A, "Air Corps Song," passim.

14. Memo for Executive by Maj. H. R. Harmon, 18 Aug. 1926, in ibid.

...to report a committee to consider the merits of the ...
...but there is no record that a board was actually ...
...This activity is being financed by the ...

to have a committee to consider the merits of the ...
...which is in the ...

from the records available in ...
...to be given serious consideration as an official ...
...the ...
...It was ...

...to ...
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...of ...
...by ...
...also ...

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popular approval.

Not until 1930 was another active effort made to find an Air Corps song--four years after the unsuccessful effort of Mr. Jenkins. By that time the need for a stirring and popular song comparable to those of the Navy, Artillery, and Marine Corps had become more generally recognized. Because of the failure of the amateurs' efforts Air Corps officials now turned to professional musicians for help. Colonel W. H. Frank, assistant commandant of the Air Corps Tactical School, recommended to Major General James E. Fechet that a letter be written to Phillip Sousa requesting the musician to write a song for the Air Corps.

Now that the bands are being authorized for the Air Corps, [he stated] do you not think that it would be a good idea if we could get some noted musician to write an Army Air Corps March? I think it would be fine to do this if we can while such men as Sousa and Damrosch are still alive. After a march once had been written by one of them and dedicated to the Air Corps, it would then be possible for us to take the melody and put words to it for singing; all of which would tend to help boost morale in accordance with well known mass psychology.¹⁶

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15. Harry J. Jenkins to Sen. David I. Walsh, 4 September 1926; Lt. Corley P. McDarment to Jenkins, n. d.; Walsh to Maj. Gen. Lettz Wahl, 18 Nov. 1927; and 1st Ind. by Maj. Delos C. Emmons on Walsh letter, in ibid.
16. Maj. W. H. Frank to Maj. Gen. James E. Fechet, 18 Jan. 1930, in ibid.

A suggested letter to Sousa was included. This proposal was submitted by General Fechet to F. Trubee Davison, Assistant Secretary of War. He emphasized the point made by Major Frank relative to the need of a song for newly established bands.¹⁷ Although Davison promised to do what he

could "to interest a composer,"¹⁸ nothing happened.

Three years later another possible solution to the needs of the Air Corps for a song presented itself. In August 1933 a march written by M. H. Stevens of Washington, D. C., and dedicated to the Air Corps was broadcast over the Blue Network of the National Broadcasting Company (WMAL). Although Air Corps officers throughout the country were urged to listen to the broadcast and to comment on the song, the reaction was once again predominantly unfavorable.¹⁹

In the summer of 1933 the effort to procure the services of a professional musician was again renewed. Lawrence Tibbett was asked to broadcast a song dedicated to the Air Corps. None in particular was

17. Memo for F. Trubee Davison by Maj. Gen. Fechet, 15 Jan. 1930, in ibid.

18. 1st Ind., ibid.

19. Capt. Kendall J. Fielder to Maj. Gen. B. D. Foulois, 24 Aug. 1933; Gen. Foulois to Capt. Fielder, 28 Aug. 1938, in ibid.

of an order to return to duty was refused. This refusal was considered

by the Division, Assistant Secretary of the

emphasized the fact that the order was relative to the need of a

for nearly equalized service. Although Division promised to do what he

could "in interest & sympathy," nothing more.

Three years later another considerable addition to the needs of the

Government for a long period of time. In 1933 a major addition by

J. H. Brown, Chief Engineer, U. S. A., and assigned to the Air Corps was

presented over to him. Because of the actual broadcasting company

(...), although the body of the company was used

to listen to the broadcast and to comment on the same, the reaction

was one of great interest and sympathy.

In the spring of 1933 the effort to increase the activities of a

national organization was again renewed. Lawrence, who acted as

prominent a very important in the Air Corps. Now in particular was

17. and for J. H. Brown, Chief Engineer, U. S. A., in 1933.

18. for the year 1933.

19. and for the year 1933.

20. and for the year 1933.

suggested to him; apparently it was assumed that he would come forth with an appropriate composition of his own. The purpose of bringing to the public a song of this sort was explained in the initial letter written by Gen. Foulois to Tibbett:

It has occurred to our Corps, which is naturally desirous of creating a strong, healthy public sentiment for an Air Defense, commensurate with the nation's resources and conditions, that a song or march dedicated to the Army Air Corps would be helpful as a stimulus to the corps in particular and the public in general; and, with that object in view, the thought has naturally come to us that your exceptional attainments qualify you more than any one else to assist us in the accomplishment of our objective.²⁰

Tibbett replied that he was in agreement with the idea of finding a song for the Air Corps that could assist to create a strong public sentiment for air defense. Such a piece, he thought, should preferably be a march. He pointed out somewhat whimsically, however, that a march might be a bit inconsistent with Air Corps service. But Tibbett could not undertake the task. As he explained, he was not "practiced in musical composition," and apparently no song was in existence which would suit the needs of the occasion. If a suitable song were found he

20. Maj. Gen. Foulois to Lawrence Tibbett, 28 July 1933, in ibid.

suggested to him; apparently it was assumed that he would come forward

with an appropriate composition of his own. The purpose of bringing

to the public a song of this sort was explained in the initial letter

written by Gen. Lippert to Libbey:

It has occurred to our corps, which is naturally desirous of
creating a strong, healthy public sentiment for an air defense
corps, that the nation's resources and contributions, such as
songs, or other material, in the air corps would be helpful
as a stimulus to the corps in particular and the public in
general; and, with that object in view, the command has naturally
come to us that your exceptional attainments qualify you to write
any one else to assist us in the accomplishment of our objective.

Libbey replied that he was in agreement with the idea of writing

a song for the air corps that would assist to create a strong public

sentiment for air defense. Such a piece, he thought, should preferably

be a march. He pointed out some other minutiae, however, that a

march might be a bit inconsistent with air corps service. But Libbey

could not understand the remark. As he explained, he was not "privileged

in musical composition," and apparently no song was in existence which

would suit the needs of the occasion. If a suitable song were found he

CO. 1st, Gen. Lippert to Lawrence Libbey, 28 July 1933, in LHM.

would be glad to give his opinion as to whether or not it would "take" with the public. If the song were as good as "The Halls of Montezuma,"

he would, with the consent of his sponsor, be "most happy to present

such a song over the radio."²¹ Tibbett agreed to suggest composers

who might be willing to undertake the commission without remuneration.²²

Beyond a letter of thanks written by General Foulois to Tibbett following receipt of the latter's suggestions, no further action was taken at this

²³
time.

There is no record, in fact, of any further action having been taken to procure the service of professional musicians; and the spontaneous submissions made within the next two years by civilian and military men were not suitable for the purposes of the Air Corps. Certain songs given consideration but refused were those by Flying Cadet Paul B. Wilson of Randolph Field; by W. P. Wooten; by Francesco Piccione, an Italian musician living in Chile, whose song was submitted by Major John A. Weeks, military attache at Santiago; ~~Major John A. Weeks, Military Attache.~~

21. Tibbett to Maj. Gen. Foulois, 7 Sept. 1933, in ibid.

22. Tibbett to Gen. Foulois, 9 Oct. 1933, in ibid.

23. Maj. Foulois to Tibbett, 19 Oct. 1933 in ibid.

would be glad to have his opinion as to whether or not it would "take"

with the people. In the song were no fool as "The Ball of Confusion,"

he would, with the consent of his friends, as "most likely to present

21

such a song even the radio." Tibbitts agreed to suggest composers

22

who might be willing to undertake the commission without remuneration.

Received a letter of thanks written by General Leland to Tibbitts following

receipt of the latter's suggestions. No further action was taken at this

23

time.

There is no record, in fact, of any further action having been taken

to procure the service of professional musicians; and the arrangements

submitted made within the next two years by civilian and military men

were not sufficient for the purposes of the war effort. Certain songs given

consideration but rejected were those of Irving Berlin and J. Nathan of

London; and by W. J. Woodson; of Kansas City, Mo.; and by

musicians living in Chile, whose songs were submitted by Major John A. Weeks,

military attaché at Santiago; by Major John A. Weeks, military attaché at

21. Tibbitts to Maj. Gen. Leland, 7 Sept. 1918, in ibid.

22. Tibbitts to Gen. Leland, 9 Oct. 1918, in ibid.

23. Maj. Leland to Tibbitts, 19 Oct. 1918, in ibid.

"The Chandelle" by a retired Air Corps officer; and one written by Major and Mrs. Alexadee P. deSeversky of the Seversky Aircraft Corporation. This last contribution was submitted in June 1937 by Edward M. Marks, a music publisher, who apparently thought that it might fill the needs of the Air Corps since it came from such an air-minded couple. Although they were circulated to representative groups of the Corps, none of these songs brought any enthusiasm.²⁴

Thus, the haphazard quest had up to 1937 brought forth nothing worthy of becoming the official Air Corps song. At about this time General Westover, realizing that sufficient interest in an Air Corps song could only be aroused by a definite and concerted program, approved the idea of a national contest. Recalling the interest of Bernarr MacFadden, editor of Liberty Magazine, in aviation, a decision was made to approach him on the subject. Apparently the suggestion had originated with Major Harold L. George, then stationed at Langley Field, for in

24. AAG 007A, "Air Corps Song," passim. See especially Maj. John A. Weeks to Chief, M. F. D. War Department, 9 May 1934; and Maj. H. M. Jones to Commanding Officer, Langley Field, 26 Oct. 1934, ibid.

December 1937 Lt. Col. Ira C. Eaker, then Chief of the Public Relations Section, wrote to him:

"I recall about a year ago a conversation with you which left the impression with me that you had contacted Mr. Bernarr MacFadden regarding publicity in an effort to obtain an Air Corps song. . . . There has been a recent movement in the Air Corps to stimulate interest in song writers. . . . It was suggested to General Westover that Mr. MacFadden might be glad to cooperate through Libertys' columns."²⁵

Through the medium of the magazine, it was believed, the public could be reached and successfully aroused to assist in solving the problem.

In January 1938 General Westover wrote to MacFadden and pointed out the lack of success in the past of finding a suitable song.

It has occurred to me [the general continued] that perhaps LIBERTY Magazine would be in a position to help us secure such a song and perhaps, at the same time, obtain some new interest or contest angle for the magazine. It has been suggested that if some national publication would hold a contest and offer a prize for song a considerable and universal interest might be stimulated.²⁶

MacFadden expressed interest in the project. In April Liberty Magazine published the letter of General Westover's. ²⁷ This was an opening move

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25. Lt. Col. Ira C. Eaker to Major Harold L. George, 15 Dec. 1937, in ibid.
26. General Westover to MacFadden, 27 Jan. 1938, in ibid.
27. Liberty Magazine, 8 April 1938; Helen Herman to Gen. Westover, 24 March 1938, in ibid. General Westover's letter was not intended for publication, but by April 21 there were more than one hundred replies. Gen. Westover to Col. Lloyd Horsfall, 21 April 1938, in AAG 007A "Air Corps Song." Kate Smith added her voice to the search, which doubtless increased the interest. Grace Murray to Col. H. H. C. Richards in AAG 007B, "Air Corps Song."

John J. Brown, Major

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toward the later competition, but some time was to pass before the

28

concerted campaign was to begin.

In June a song, "Men With Wings," was presented to the public which for a time was given serious consideration for adoption as the Air Corps Song. 29 It fell short, however, of the standards which had been

30

subconsciously set by Air Corps leaders. The discussion of the song led to a more definite statement of what was desired. General Westover wrote, following his personal consideration of the composition, that:

It ["Men With Wings"] is a stirring melody. The reason that it did not fit our purpose was primarily because it contained nothing distinctly peculiar to the Corps and made no mention of it. I think the song is excellent from the standpoint of flying generally.

What we are looking for, of course is something peculiar to our branch of the service which lauds its work and particular type of flying. Perhaps our sights are set too high, but our feeling is that we should not be hasty and adopt a song until one is received which exactly fits our purpose and is of such a character that it will be accepted spontaneously by all the personnel of the Corps--sung, whistled and hummed, be on every lip just as were those two great songs I mentioned in my earlier letter, the Marine and the Artillery songs.³¹

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28. Jerome E. Olenick to Col. Richardson, 7 June 1938, in AAG 007B, "Air Corps Song."
29. A rumor became widespread that the song had been accepted as the official song and subdued interest in submissions.
30. Gen. Westover to Boris Morros, 15 June 1938, in ibid. Gen. Westover had written to Loew's Inc. early inquiring if the organization would be interested in giving a prize. Gen. Westover to Howard Dietz, 8 April 1938.
31. Gen. Westover to Boris Morros, 11 July 1938, in ibid.

In this letter, then, was well expressed the standards set for the official Air Corps song--it should be one which would be accepted spontaneously by all personnel of the Corps, it should be for and about the Corps, and it should be capable of being sung, whistled, and hummed.

Discussions with MacFadden proceeded, and in early August 1938 the publisher gave a definite proposal.

Continuing our discussion of ways and means of securing a song for the Army Air Corps, [he wrote,] I wish to offer herewith one thousand dollars to be used in payment for a song if and when it is secured to the entire satisfaction of all concerned, and five hundred dollars for incidental and promotion expenses.³²

Finally, after twenty years, the search for an Air Corps song was on in earnest. A thousand-dollar prize should, it seemed, provide sufficient incentive for composers to utilize their talents in an attempt to meet the desires of Air Corps men. In establishing the contest MacFadden proposed a solid basis for the efficient method of selecting the song. There should be a committee of outstanding musicians and

32. MacFadden to Gen. Westover, 4 Aug. 1938, in ibid.

• **beamed brow**

members of the Air Corps who would decide if the song submitted was inspirational and would otherwise meet the needs of the Air Corps. If a selection were made, a send-off would be given it by having the award presented at the Cleveland Air Races in September 1939.³³

In August 1938 the Advisory Song Committee (Ladies Song Committee) was chosen. Although its composition differed somewhat from that suggested by MacFadden, it seemed to be very suitable for the purpose as all its personnel were trained in music. Originally, it included Mrs. Leslie MacDill as chairman and Mrs. Clarence Tinker and Mrs. Max Schneider as her assistants. Because of the death of Colonel MacDill, however, Mrs. MacDill was unable to function as chairman, although she did continue to serve on the committee. By March 1939 over three hundred manuscripts had been sent in, and it became obvious that a more active and larger committee would be needed if all the

33. Liberty Magazine, 10 September 1938

members of the Air Corps who would be in the room, and it was
inspected and found to be satisfactory. The room of the Air Corps. It
a selection were made, a bond-out would be given to the person
presented at the Club and Air Corps in September 1939.

It appears that the Air Corps had been in the room (continued)
was chosen. All people who had been in the room from that
suggested by the other, it seemed to be very suitable for the purpose
as all the personnel were trained in the Air Corps, originally, it included
Mrs. Leslie (now Mrs. Leslie) and Mrs. Leslie (now Mrs. Leslie) and Mrs.
and continued to be satisfactory. The room of the Air Corps.
Leslie, however, Mrs. Leslie was unable to function as chairman.
Alfred Leslie continued to serve as the chairman. By March 1939
over the manuscript had been sent in and it became obvious
that a more active and larger committee would be needed if all the

22. Library, 10 September 1939

compositions were to be properly considered. At that time, therefore, Mrs. Barton K. Yount, wife of Brig. Gen. Yount, Assistant to the Chief of the Air Corps, was asked by General Arnold to head the committee which would choose from the large number of submissions four or five songs from which the best would be selected.³⁴ In addition to Mrs. MacDill, Mrs. Tinker, and Mrs. Schneider, who continued to serve, Mrs. James B. Jordan, Mrs. Dorothy P. Benedict, and Mrs. D. H. Baker were added to the committee. Mrs. Carl A. Spaatz worked faithfully with the committee although she was not an official member. Others served for varying periods of time.³⁵

According to Mrs. Yount, the procedure of the committee was, after each meeting, for each member to take home about fifteen songs; study them; and, at the next meeting, play the ones that the committee member

34. Mildred A. Yount, comp., "History of the Official Army Air Corps Song, composed by Robert Crawford," Col. H. H. C. Richards to Mrs. Leslie MacDill, et. al, 15 March 1939, AAG 007D, "Air Corps Song."

35. Ibid.

considered best of those she had studied. Before adjournment, however,
in order to prevent unfairness, every song was played so that none
would be discarded without unanimous consent.³⁶

The entries generally proved to be poor.³⁷ It appeared for a time
that the sponsored contest would meet with no better success than had
the earlier efforts. Indeed, the committee went so far as to appeal
directly to the Society of Authors and Composers, although professional
composers had been included in the general announcement. The reply was
that top-flight composers were willing to write a song for the Air Corps
but they would not enter a competition.³⁸

By May 1939 the committee had become quite discouraged over the
paucity of merit in the more than seven hundred manuscripts submitted.³⁹

36. Ibid., p. 2.

37. A newspaper release was given concerning this point in the hope that
better songs would be submitted. See, for example, Corsicana (Tex.)
Daily Sun, 26 April 1939.

38. Yount, comp. "History of the Official Army Air Corps Song," p. 2.

39. Many of the songs were submitted by persons of unquestioned patriotism,
but with strong signs of illiteracy. Others were eager for the prize
only. One fine soul queried whether or not "a march like the 'Navy's
Over the Waves,'" was desired. Kenneth G. McNaughton to Gen. H. H.
Arnold, in AAG 007B, "Air Corps Song."

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As a possible explanation of the failure to find a song, Colonel Edmund L. Gruber composer of "Caissons Go Rolling Along," said: "You can't force Army songs. When you find a song you will like it, it will come from a young flyer, who has the feel of flying in his bones and knows the thrill and the glamour of the Air Corps." ⁴⁰ Whether this was the explanation of the failure thus far or not, certainly the songs did not meet the standards that had been set for the Air Corps. The proper inspiration was missing in the songs that had been submitted.

Because of the discouraging outlook for the success of the contest, ⁴¹ it was decided to close it on 30 June. The reason would be that an Air Corps song could not be found. The compositions submitted had not been wholly without merit, however.

We then had one excellent hymn, two marches that were passible; [Mrs. Yount wrote,] none had the thrill we were looking for and we didn't feel they would please the men in the Air Corps. ⁴²

40. Yount, comp., "History of the Official Army Air Corps Song," p. 3.

41. The closing date was extended to 15 July. Those submitted after that date were returned. Col. H. H. C. Richards to Harry Gray, AAG OOTF, 15 Aug. 1939.

42. ~~Yount, comp.~~ Yount, comp., "History of the Official Army Air Corps Song," p. 3.

and a possible explanation of the failure to find a more, which...

... various conditions of "action to action" which "and the force"

and the force. When you find a force you will find it, it will come from a

young man, and as the level of action in the world and know the truth

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and the action of the "and" which "and" which "and" which "and" which "and"

of the action of the "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

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... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

... which "and" which "and" which "and" which "and" which "and" which "and"

Then, only two days before the official close of the competition, came the song of Robert Crawford.⁴³ Apparently there was never any doubt, from the time it was first heard, that this was the song: for here was a song that equalled "The Caissons Go Rolling Along"; that equalled "From the Halls of Montezuma"; that equalled "Anchors Aweigh." Here was a song which would fulfill the hopes of General Westover. It would be on the lips of every soldier.

The circumstances surrounding its entry into the contest was no less dramatic than the stirring melody and words of the song itself. Its marked contrast to the nearly seven hundred other entries was immediately evident.

Mrs. Yount recalls that Colonel Harrison H. C. Richards, Chief of the Information Division, phoned saying: "There is a composer and his wife in my office, and I wish you would see them. He has written

43. Crawford was a professional composer, concert singer, and conductor. He was born in Alaska--1902 but had finished his education in the United States at Cere Engineering School and at Princeton. At the latter place he organized an orchestra and conducted it. He called himself at this time "The Flying Baritone." Memo n.d., in AAG 007H.

that, only two days before the official start of the competition.

There was some of Robert Crawford. Apparently there was never any

doubt, from the time it was first heard, that this was the song for

here was some that appeared "the voice of a nation"; that

original "from the halls of antiquity"; that "ancient melody."

There was a song which would tell the tales of a nation's history.

would be on the lips of every soldier.

The circumstances surrounding its entry into the contest was no

less dramatic than the victory itself, and some of the song itself.

Its marked contrast to the many heavy, formal other songs was

immediately obvious.

It was found possible that Colonel Martin of U. S. V. Richards, Chief

of the Information Division, phone saying: "There is a composition and

its whole in an office, and I wish you would see them. The man who

Mr. Crawford was a professional composer, somewhat minor, and conductor.
He was born in 1884--1901 and was trained in the
United States at the Engineering School and at Princeton. At the
last place he organized an orchestra and conducted it. He called
itself "The Light Battalion." Memo 100, 100, 100.

a song and he wants to tell you about it. Please see them and take
care of this for me."⁴⁴

Mrs. Yount reminded Colonel Richards that the committee had established a rule not to listen to a song sung by the composer; they had to be submitted through the usual channels. Colonel Richards replied that he understood the reason for this rule, but since the couple had flown from New York they deserved some especial consideration. In outline, the events of the next little while occurred something like this: Mr. and Mrs. Crawford arrived. Mrs. Yount explained that she was only one of the committee and nothing could be decided officially without a manuscript. The composer did not have a manuscript. When he asked how much time he had to submit one, he was informed that the deadline was the following night. Crawford explained that he had just heard of the competition through a friend and that as he flew from New York to his home in Cos Cob, Connecticut, "the song took shape and he finished the words the next day,

44. Yount, comp., "History of the Official Army Air Corps Song," p. 3.

to know that he would be able to tell you about it. Please see them and take

care of this for me.

Mr. Scott reminded Colonel Nicholas that the committee had

established a rule not to discuss any case until the committee had

had to be discussed within the same limits. Colonel Nicholas replied

that he understood the reason for this rule, but since the couple had

known from the very first that they were being considered, in dealing

the events of the next day while waiting something like this.

and Mrs. Brewster arrived. Mrs. Jones said that she was only one of

the committee and nothing could be decided offhandedly without a unanimous

vote. The committee did not have a unanimous vote. When he asked how much this was

and to which case, he was informed that the decision was the following

one. Brewster explained that he had just heard of the corporation

through a friend and that he was now from New York to the house in New York.

connection, "the song book" and he finished the story the next day.

and Mrs. Jones, coming, "History of the United States," p. 1.

made. . .[a] recording and flew to Washington with Mrs. Crawford."⁴⁵

Mrs. Crawford asked her husband to sing it and see if Mrs. Yount considered it worthwhile to send in the manuscript. "Before I could protest again," notes Mrs. Yount, "he had seated himself at the piano and was singing."⁴⁶

Mrs. Yount believed in the impact of that moment that it was the composer's fine voice, not the song, which made her spine "tingle." But when the Crawfords had gone (after leaving a written copy to comply with the rules of the competition) Mrs. Yount listened to the record they had made.

I played the record and listened [and] I suddenly realized that we had something fresh and new as far as composition was concerned. The title and some of the words needed changing.⁴⁷

Before the committee gathered again Crawford's record and manuscript were buried in the middle of the pile of last minute songs that had poured in.

45. Ibid. p. 4. Crawford related the story for reporters somewhat differently. He recounted that: "I don't know just where I got the inspiration to write the song. An old school chum of mine at Princeton told me about the contest and suggested that I try submitting a song because I was both a composer and flyer. I told him I had no ideas for the song, but a few hours later I took off from New York for Washington in my plane and the idea came to me. The song was written on that two-hour flight." Fort Worth Star-Telegram, 16 Oct. 1939.

46. Yount comp., "History of the Official Army Air Corps Song," p. 5.

47. Ibid., p. 6.

...and then to the station with me.

and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

...and then I went to the station with me.

The top of the pile held nothing of much interest. I sat and waited for their reaction to Mr. Crawford's song. Their reaction was electric. They sat up and just stared at each other.⁴⁸

The song, however, was not as yet polished. Its original title "What Do You Think of the Air Corps Now?"⁴⁹ was discarded upon the advice of Mrs. Yount. But it was impressive in any form.

The committee now had decided upon the five songs which they wished to submit for final consideration.⁴⁹ Recordings of each were made by the same voice and the records given a number.⁵⁰ Mimeographed voting slips containing the following questions were prepared:

1. Has the song "oomph"?
2. Does it make you feel like marching?
3. Would you like to sing it?
4. Do you like the words?

The song which the persons who answered the questions preferred above

48. Ibid.

49. The songs were as follows: 1. Crawford's song; 2. "Give 'er the Gun," by Colonel C. B. Lober; 3. "Wings on High," by Merideth Wilson; 4. "Spirit of the Air Corps," by Maj. William J. Clinck; "Wings of the Nation," by Carrell T. Andrews. The latter two authors are identified in a list of Air Corps Songs submitted by Mrs. Yount to Captain Alf Herberg, AAF Band Leader, Bolling Field, no date, in AAG 007 "Songs."
50. The voice was that of Crawford but this fact was not publicized. Memo for Col. Richards n.d., AAG 007G, "Air Corps Song."

51

the others was to be checked.

Before the vote was taken, however, the five songs were heard by the best musical talent available in Washington. Dr. Hans Kindler, conductor of the National Symphony Orchestra, stated that in his opinion "That's the Army Air Corps" (Crawford's song) was the best; but he doubted if it was worth \$1000. Rudolph Ganz, who was appearing as guest conductor with the National Symphony, was enthusiastic. "It's a great song--It has music--It has fire, spirit--It will be famous."⁵² Dr. Walter Nash, who had been a music reader for the firm of Shirmers for eight years, favorably passed on the originality of the compositions.

Everything was now ready for the final vote. The records and the voting slips were sent to the enlisted men's club at Bolling Club. Officers were asked to gather together to hear the songs, and to vote for their choice. Mrs. Yount gave parties at which she played the records and asked her guests to vote their preferences. Of the total votes cast, 86 per cent were for Crawford's song. "Even those who voted against it admitted it

51. Yount, comp., "History of the Official Army Air Corps Song," p. 7.

52. Ibid., p. 8.

the others was to be checked.

Before the vote was taken, however, the first round was held by

the first round of the election in Washington, Dr. Henry H. H.

conductor of the national symphony orchestra, stated that in his opinion

"I have, the Army and Corps (Crawford's song) was the best; but he

reminded it it was from 1930, and he was appearing as guest

conductor with the national symphony, was enthusiastic. "It's a great

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some--it has made--I, has time, which--it will be famous." Dr. H. H.

mean, he had been a music teacher for thirty or thirty-five years,

favorably known on the originality of his compositions.

Everything was now ready for the final vote. The results and the

total slips were sent to the national men's club at Holings Club. Officers

were asked to gather together to hear the songs, and to vote for their

choice. Mrs. H. H. gave parties at which she played the records and sang

her guests to vote their preference. If the total votes cast, to get out

were for Crawford's song. Even those who voted against it admitted it

23. 1930, song, "History of the United States," p. 10.
24. 1930, p. 10.

was good," wrote Mrs. Yount, "but they said they didn't like the

⁵³
words."

On 18 August 1939 the Committee submitted to the Chief of the Air Corps their recommendation that "Nothing'll Stop the Air Corps Now" (for that was the latest title of Crawford's song) be adopted as the official Air Corps song.⁵⁴

General Arnold approved the choice almost immediately and on 19 August 1939 wrote of the decision to Crawford. Asking that the selection be kept confidential until the announcement was made on 2 September 1939 at the National Air Races, General Arnold concluded:

Let me congratulate you on the song you presented. I think it has great merit and I hope it meets with ready approval on the part of Air Corps personnel and the public in general.⁵⁵

Ten days later General Arnold wrote to MacFadden of the decision. He

53. Ibid., p. 7.

54. Memo for the Chief of the Air Corps by Mrs. Mildred A. Yount, Mrs. Madeline Tinker, Mrs. Dorothy P. Benedict, Mrs. Morilla A. MacDill, Mrs. David H. Baker, Mrs. Dorothea Callendar Jordan, and Mrs. Majory C. Schneider, 18 Aug. 1939, in AAG OOH, "Air Corps Song & Others." Two days before this formal memo was written, Colonel Richards, Chief of the Information Bureau, wrote to General Arnold that Mrs. Yount had called that morning to state that the committee had officially decided on the title for the song and asked for General Arnold's approval.

55. Gen. Arnold to Crawford, 19 Aug. 1939, in ibid.

was good," "wonderful," "but they said they didn't like the

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range."

On 13 March 1959 the Committee reported to the Chair of the

Air Corps in its recommendation that "no further action be taken."

(The same was the latest state of affairs, a report submitted as the

official Air Corps report.

General Arnold approved the change almost immediately and on 19 January

1959 wrote of the decision to Crawford, asking that the selection be kept

confidential until the announcement was made on 2 November 1959 at the

National Air House. General Arnold commented:

I am very comfortable with the name you suggested. I think it
has great merit and I hope it meets with ready approval on the
part of Air Corps personnel and the public in general.

General Arnold would wish to emphasize the decision. He

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33. [Redacted]
34. [Redacted]
35. [Redacted]
36. [Redacted]
37. [Redacted]
38. [Redacted]
39. [Redacted]
40. [Redacted]
41. [Redacted]
42. [Redacted]
43. [Redacted]
44. [Redacted]
45. [Redacted]
46. [Redacted]
47. [Redacted]
48. [Redacted]
49. [Redacted]
50. [Redacted]
51. [Redacted]
52. [Redacted]
53. [Redacted]
54. [Redacted]
55. [Redacted]
56. [Redacted]
57. [Redacted]
58. [Redacted]
59. [Redacted]
60. [Redacted]
61. [Redacted]
62. [Redacted]
63. [Redacted]
64. [Redacted]
65. [Redacted]
66. [Redacted]
67. [Redacted]
68. [Redacted]
69. [Redacted]
70. [Redacted]
71. [Redacted]
72. [Redacted]
73. [Redacted]
74. [Redacted]
75. [Redacted]
76. [Redacted]
77. [Redacted]
78. [Redacted]
79. [Redacted]
80. [Redacted]
81. [Redacted]
82. [Redacted]
83. [Redacted]
84. [Redacted]
85. [Redacted]
86. [Redacted]
87. [Redacted]
88. [Redacted]
89. [Redacted]
90. [Redacted]
91. [Redacted]
92. [Redacted]
93. [Redacted]
94. [Redacted]
95. [Redacted]
96. [Redacted]
97. [Redacted]
98. [Redacted]
99. [Redacted]
100. [Redacted]

invited the publisher, if it was convenient, to attend the races and to make any remarks on the occasion that he saw fit.

You will remember [General Arnold wrote] that a year ago at the National Races at the MacFadden Breakfast there was launched a campaign to obtain a suitable song for the Air Corps. I am delighted more than I can tell you that I believe, thanks to your effort and Liberty's publicity campaign, such a song has been obtained. . . . The whole Air Corps is grateful to you and mindful of the success which your generosity has had in enabling us to accomplish that which means so much to us.⁵⁶

On 2 September 1939 the award was made. MacFadden was present, as were Mrs. Yount and many others who had played an important part in selecting the Air Corps song. Crawford sang the song and included the toast that he had written to be added on formal occasions.⁵⁷ MacFadden presented the thousand dollar award. The Air Corps song had been christened.⁵⁸

Finding the song, however, proved only the beginning; for the selection of a song meant little unless it "caught on" with the public and became a symbol of the Air Corps, just as "Anchors Aweigh" was a symbol of the Navy.

56. Gen. Arnold to MacFadden, 28 Aug. 1939, copy in ibid.

57. See appendix.

58. See AAG 007G for complete file of speeches, press releases, etc., and related correspondence for this occasion.

invited the speaker, it is an acknowledgment, for the speaker was

to make any remarks on the occasion that he saw fit.

For with respect to the speaker, I am a year ago at the
national convention at the Madison Hotel. There was a meeting
concerning the speaker and I was one of the speakers. I was
delighted to find that I could say what I believe, without
anyone making any unfavorable comment, and a very good
occasion. . . . The whole thing is given to you and
much of the success of the speaker was due to the
fact that he was able to do so.

On September 1st, the speaker was made. The speaker was present.

as were the speaker and any others who had played an important part in

selecting the speaker. The speaker said the speaker and I had

least that he had written to be asked on formal occasions.

presented the speaker with a sword. The speaker said he had been

finding the speaker, however, proved only the beginning of the selection

of a very hard life unless it "caught on" with the public and became a

symbol of the speaker. That is, the speaker was a symbol of the speaker.

See, among the speaker, 25 Jan. 1939, copy in file.

See also.

See also 6000 for complete list of speeches, press releases, etc., and

related correspondence for this occasion.

Thus, the difficult task of selling the song to the public remained; selling it only in the sense of arousing the public's awareness, however, for everyone who had been connected with the selection was convinced that the composition would be popular when once it became known.

Consequently, Mrs. Yount, who might well have considered her task completed, was asked to continue her efforts in connection with the song.

She writes:

I was told my work was not over. I must see that it became popular. No Army song can be popular until it had been used at formations that have some significance or under circumstances that are memorable. The Air Corps had few traditions and our country was at peace.⁵⁹

For the next two years an almost solid wall of apathy by the public and the personnel of the Air Corps was encountered. Then, suddenly the song clicked. This was not by accident. In retrospect, it is evident that only through the consistent efforts by interested individuals, particularly Mrs. Yount, was the song pushed from penumbra to limelight.

59. Yount, comp., History of the Official Army Air Corps Song, pp. 9-10.

times, the difficulty of selling the song to the public remained.

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not everyone who had been connected with the selection was convinced that

the competition would be popular when once it became known.

Consequently, Mrs. Jones, who might well have considered her task

completed, was asked to continue her efforts in connection with the song.

the writer:

I was told by word of mouth that it became popular. No song can be popular until it has been used as a formula that has some significance or under-standings. This was memorable. The song and its traditions and the country was at once.

For the next two years an almost solid wall of apathy in the public

and the personnel of the Air Corps was maintained. Then, suddenly the

song struck. This was not by accident. In retrospect, it is evident

that only through the consistent efforts of interested individuals,

particularly Mrs. Jones, was the song passed from obscurity to this point.

22. Jones, comp., History of the Air Corps, pp. 2-10.

The achievement of popularity did not happen as result of one incident or effort nor of the attempts to publicize the song by any means at hand, but rather by a culmination of all things aimed at arousing the public's awareness which Mrs. Yount, officers of the Information Division, and others attempted. Mrs. Yount decided early in her campaign that the best approach was to "build up an interest in all service songs." ⁶⁰ One way in which this could be accomplished was through the publication of The Army Song Book, including "The Army Air Corps," which would be made available to each service man. The efforts of Mrs. Yount and the committee to carry out this project constitutes a story in itself. It is of interest here only insofar as it provided a vehicle for bringing to servicemen the ⁶¹ Air Corps song.

The composer of the song tried his hand at popularizing the song among Air Corps personnel. With the support of Mrs. Yount and the approval of

60. Yount, comp., History of the Official Army Air Corps Song, p. 10.

61. AAG 007A, "Air Corps Song," contains numerous documents pertaining to this publication. See especially Brig. Gen. E. S. Adams to Chiefs of Arms and Services, 9 Jan. 1941.

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the War Department Crawford in September, October, and November flew his plane to a number of air stations where he made personal appearances and sang his song. He was escorted in an Army attack plane by his accompanist, an Air Corps lieutenant. The whole show was a whirlwind of high-pressure publicity with every type of newspaper and radio notices that could be arranged. Word got back to Mrs. Yount and to Air Corps officials that this type of publicity might be doing more harm than good, particularly since enlisted men were being "assembled" and officers were "ordered" to be present at the performances of the composer. The tour was canceled before the

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intended itinerary was completed,⁶⁴ but not so soon as Mrs. Yount and others desired.⁶⁵ In view of the methods used to get audiences for

Crawford it was difficult to judge objectively how much enthusiasm he was able to stir up for the song. Certainly a large number of people⁶⁶ heard it.

62. Order of Adjutant General Sept. 29 on request of Gen. Yount, Sept. 27, 1938 in AAG 007H.

63. Col. J. E. Chaney to Chief of Air Corps, 5 Oct. 1939, in *ibid.*

64. Lt. Col. R. R. Candee to Commanding Officer, Wright Field, 18 Nov. 1939.

65. Memo by Mrs. Yount, 26 June 1944, in *ibid.*

66. See AAG 007H, "Air Corps Song," *passim*, for numerous documents concerning the tour.

• *if blood*

Other efforts to popularize the song included the recording of a band arrangement which was sent to each Air Corps station. Five hundred copies of the song, furnished by the publisher, Carl Fischer, were distributed. Each service band in Washington was canvassed by Mrs. Yount personally, and, with the help of wives of Air Corps officers some 45 band arrangements were made and sent to each service band. West Point cooperated by using the Air Corps Song at parades. On 18 March 1940, as the result of Mrs. Yount's personal request, the Navy Band broadcast the song ⁶⁷ over a nation-wide radio hookup.

Fischer, meanwhile, was attempting to get the song accepted and ⁶⁸ "plugged by" dance bands. Although a dance arrangement was provided the popular bands were not yet wholly convinced of the potential popularity of the song and, as a matter of fact, there was difficulty in convincing some of the leaders that the Air Corps had its own "official" song. This failure was due in part to the fact that the name of Carl

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67. Yount, comp., History of the Official Army Air Corps Song, p. 11; Col. R. C. Candee to Lt. Charles Benter, 26 March 1940; Circular letter to Commanding Officers all Air Corps Stations, Feb. 12, 1940, in AAG 007H, "Air Corps Song."
68. Brig. Gen. Yount to Erie von der Galtz, 30 Aug. 1940 in AAG 007H, "Air Corps Song."

with a view to providing the best possible service to the community.

and a further view to the fact that the service is a public one.

and a further view to the fact that the service is a public one.

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100. The fact that the service is a public one.

Fischer was not well known as a music publisher. He was not a noted patron of "Tin Pan Alley"; consequently the band leaders were slow in paying attention to his efforts at getting the song played regularly. By various types of pressure the song was played on numerous radio programs but it did not "catch on" with the public.

The publisher gave the necessary radio release for playing the song on programs in order that bands would not be cautious,⁷⁰ but at first this also had little effect. Still another method utilized was that of furnishing instruments to service clubs along with copies of the song in the hope that the composition would become better known. And records cut for recruiting purposes were furnished to aviation cadets,⁷¹ who might be encouraged thereby to play the song in their gatherings.

These and other types of approach were continued throughout 1940, and except for the success with radio programs, the general apathy toward

69. Yount, comp., "History of Army Air Corps Song," pp. 11-13; AAG 007H, "Air Corps Song," passim.

70. Release by Fischer, 20 Sept. 1939, in AAG 007H, "Air Corps Song."

71. Ibid. Letters to Commanding Officers of Air Corps Stations, 15 Jan. 1940, in ibid.

the Air Corps song continued. A further difficulty arose in 1941 to plague those who were by this time beginning to wonder if they had been led to hope too much for their project. The Air Corps song belonged to an A.S.C.A.P. member, and at the time there was a confusing situation on radio chains regarding A.S.C.A.P. compositions. Those stations connected with B.M.I. were not allowed to play A.S.C.A.P. publications. This meant that until some agreement was reached the song would not be given a prominent place on an important group of stations, even if it became otherwise acceptable. This conflict affected particularly a project for utilizing the song in the recruiting

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campaign. It had been hoped that the song would not only help recruiting but at the same time would also become more generally popular.

In July 1941 the publicity efforts of Mrs. Yount showed their first positive results. At that time, she reports, Lieutenant Francis C. Healy, Public Relations Officer of the Western Flying Command "took an interest in the difficulties of the chairman of the Air Corps song to popularize it."

72. Maj. A. I. Ennis to Capt. A. J. K. Malone, 23 Sept. 1939, in ibid.

... ..

Through his work, RKO studios "volunteered as a gesture of friendship to the Western Flying Training Command," to make a master recording with the RKO orchestra. In August A. S. C. A. P. was prevailed upon to grant a full release for the use of the song on all programs connected with Army affairs.⁷³ This master record included on the opposite side a dance arrangement by Kay Kayser and his orchestra. Carl Fisher's office then donated many copies of the song. He also furnished one hundred dollars in cash to be used to purchase the master record which would be sent to some 250 leading bandsmen in the United States who were appearing on leading radio programs. These bands were asked to play the song during the second week of January "at the request of the cadets of the Western Flying Training Command." Although the song was played on the air as a result of this agreement, it ~~was not~~ ^{had been} actually given a previous "spot" on the air ~~in~~ November 1941 when it was featured by Bing Crosby.

73. John S. Paine to Gen. Arnold, 1 Aug. 1941, in ibid.; Yount comp., "History of Army Air Corps Song," p. 13.

74.

This fortunate "plug" was made possible by "personal contact with him and because he was interviewing an Air Corps officer on one of his programs."⁷⁴

By the time of the entry of the United States into the war, all the Western and some of the Eastern studios had in their catalog the music and a recording. Mrs. Yount summed up the situation as follows:

We had not quite completed the Eastern Broadcasting Companies, . . . [but] most of the band leaders were at least conscious of the fact that the Air Corps had an official song on this date. (December 7).⁷⁵

Slowly, month by month and day by day, the public had been made conscious of the "Air Corps March" (as it was now called).

Then, when all seemed as if the publicity campaign had at least achieved its goal, the careful structure which was to serve as a basis for increasing the popularity of the song inadvertently toppled.

Mrs. Yount relates that Colonel Hans Christian Adamson, Deputy Director, Public Relations, AAF, in January 1942 refused to "approve

74. Yount, comp., "History of the Army Air Corps Song," p. 14.

75. Ibid.

This document "has been made available by" personal contact with him

and because he was interviewed in the same office on one of his

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"Logan, B."

by the time of the entry of the United States into the war, all

the members and some of the "active" members had in their control the

units and a territory. Mr. Logan seemed to the observer as follows:

... and not only controlled the entire Birmingham area, but
[that] more of the same leaders were in fact members of the local
units. The air corps had an official name on this case. (See page 7)

directly, and in many cases, the units had been in existence

of the "air corps" unit, as it was not called.

Then, when it seemed as if the military campaign had at least

achieved its goal, the central structure which was to serve as a basis

for increasing the potentiality of the new, the very first, to begin.

and, I think, it is clear that Colonel [name] had been in the

air corps. Indian relations, and, in January 1942, returned to "expensive

75. 1942, comp. "History of the Army Air Corps, 1919-1942".
75. 1942.

the request of Lt. [Francis G.] Healy for the major networks in the East to play...[the] song." The reason given was that the Air Corps had no official song. Although, apparently Colonel Adamson was convinced after being shown The Army Song Book with the word "Official" printed on it that he had been mistaken, the harm was done. The contacts so carefully built up during the past six months period were destroyed. The promises to play the song were withdrawn because of the

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"AAF Public Relations directive of Colonel Adamson."

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76. Yount, comp., "History of the Army Air Corps Song," p. 15. The directive, according to Mrs. Yount was "rescinded by Colonel Adamson in April. In June 1942, Col. Adamson wrote to Mrs. Yount raising the question as to whether or not the "plugging" of the "Air Corps Song" had a commercial angle to it. If so, he pointed out, there might be a serious policy question raised. Col. Hans Christian Adamson to Mrs. Yount, June 17, 1942, in AAG 0071, "Air Corps Song." This question of policy had evidently grown up as result of some rather embarrassing requests by various individuals for "plugs" for their songs. Another important influence in the problem was the failure of the "Bombadier Song" to achieve the desired popularity. Col. Adamson had played an important role in publicizing this song for bombardiers. Col. Adamson to Sidney W. Wattenberg, 17 & 18 June, 1942; Col. Adamson to Mrs. Edward Maddox, 17 June 1942; Col. Adamson to Charles Gaines, 18 June 1942, ibid; and Col. William P. Nuckols to Chief of the Air Staff, Feb. 4, 1943, in AAG 007, "Songs." On 3 Feb. 1943, a directive was issued by the Air Adj. Gen. discouraging the practice that had grown up of commands adopting "official" songs. It was pointed out that several such songs had proven of little merit and were not worthy of carrying the designation official. AAF ltr., in AAG 007, "Songs." It has been impossible to locate the directive that Mrs. Yount indicates was sent out in January 1942 by Col. Adamson.

and received a list of names of people for the next morning in the

last to him...[the] son. The reason given was that the son

had no effect on the...[the] son, [the] son, [the] son, [the] son

which is the main reason for the son's [the] son, [the] son, [the] son

returned on it and he had been [the] son, [the] son, [the] son

contacts to [the] son, [the] son, [the] son, [the] son, [the] son

destroyed. The promises to [the] son, [the] son, [the] son, [the] son

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Consequently, it was necessary to begin work again toward getting the networks to accept the song for their programs. The task did not prove too difficult and by August 1942 the "arrival" of the song was a definite reality. It was being sung, whistled, and hummed throughout the land. By November its peak of popularity was reached for at that time it was third as a network song favorite and for the whole period from August 1942 to January 1943 it was listed among the ten favorites.⁷⁷

While the "Air Corps Song" was achieving popularity with the public through commercial publicity, it was also being made better known and appreciated within the Air Corps. For example, each of the training command radio units used the Air Corps march as a theme song; the AAF Band in Washington used the first two bars of the march to call formations to attention; and copies of the song were donated to various Air Corps groups by Mrs. Yount for use when they held meetings. Every cadet in the

77. Yount, comp., "History of Air Corps Song," p. 15.

1. The first part of the report is a summary of the work done during the year.

2. The second part is a detailed account of the work done during the year.

3. The third part is a summary of the work done during the year.

4. The fourth part is a summary of the work done during the year.

5. The fifth part is a summary of the work done during the year.

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12. The twelfth part is a summary of the work done during the year.

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14. The fourteenth part is a summary of the work done during the year.

15. The fifteenth part is a summary of the work done during the year.

Air Corps was furnished with a copy of the song and in all gatherings where songs were appropriate the inclusion of the Air Corps march was encouraged. The tune and the words soon were known by almost every member of the Air Corps.

The Army Air Corps is a young organization and its individual traditions are few. But the Corps has grown from the other military arms and the history of the military is a cumulative one. The flying service has added more than its share in the period of its existence to this history and not the least of its contributions is a song in which all military men may take pride. It is not strange that the Air Corps song was found in the period of the Corps' greatest expansion for that was

78. Ibid. After 1941, the Air Corps song served another purpose. Military bands used it at funerals when the deceased was a former member of the Air Corps. In 1943 Samuel Barbour made a special funeral arrangement of the song as a special favor to Mrs. Yount. This solved the problem of having an arrangement in a properly slow tempo. Ibid., p. 17.

the Corps was furnished with a copy of the document in all languages

where there was a possibility of the air force being used

in the future. The name and the words used were known by almost every

member of the air force.

The name of the Corps is a young organization and its individual

tradition is new. But the Corps has grown from the other military arms

and the history of the military is a qualitative one. The flying service

has added more than its share in the period of its existence to the

history and not the least of its contributions is a new, in which all

military men have grown. It is not strange that the air force has

been found in the period of the Corps' greatest expansion for that was

in 1914. After 1914, the air force grew at a rapid pace.

It is a young organization and it is a young organization and it is a young

organization of the air force. In 1914, the air force was a young

organization of the air force. In 1914, the air force was a young

organization of the air force. In 1914, the air force was a young

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organization of the air force. In 1914, the air force was a young

organization of the air force. In 1914, the air force was a young

organization of the air force. In 1914, the air force was a young

when such means of expressing proudness should have originated.

Thus, the Air Corps song is not an artificial thing; it expresses well the spirit of the Corps. It resulted from the flying and marching and fighting of the thousands of men who were a part of the organization. Nevertheless its history shows, as has been true of the history of most great military songs, that many individuals had a vital part in its development. Most songs are not spontaneous. Had it not been for the encouragement and labor of the persons who early realized that the Air Corps had a tradition and a spirit which needed to be expressed in music the Air Corps song would not have appeared when it was most needed.

when such means of expressing themselves should have been available.

Thus, the Air Corps song is not an artificial thing; it expresses

well the spirit of the Corps. It resulted from the fighting and marching

and fighting of the thousands of men who have a part in the Corps.

Moreover, nevertheless its history shows, as has been said in the history

of most great military songs, that it is a vital part of

the development. Such songs are not spontaneous. But it has been for

the encouragement and labor of the persons who daily realized that

the Air Corps had a tradition and a spirit which needed to be expressed

in words. The Air Corps song would have appeared when it was most

needed.

THE ARMY AIR CORPS

Words and Music by
Robert Crawford

I

Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our
thunder, at 'em boys, give 'er the gun!
Down we dive spouting our flame from
under, off with one hell-uva roar!
We live in fame or go down in flame,
nothing'll stop the Army Air Corps!

II

Mind of men fashioned a crate of thunder,
sent it high into the blue;
Hands of men blasted the world asunder,
how they live, God only knew!
Souls of men dreaming of skies to conquer,
gave us wings ever to soar.
With scouts before and bombers galore,
nothing'll stop the Army Air Corps!

III

Off we go into the wild blue yonder, keep
the wings level and true.
If you'd live to be a gray haired wonder,
keep the nose out of the blue!
Flying men guarding the nation's border,
we'll be there, followed by more.
In echelon we carry on, nothing'll stop
the Army Air Corps!
Nothing'll stop the Air Corps now!

IV

Here's a toast to the host of those who
love the vastness of the sky:
To a friend we will send a message of
his brother men who fly.
We drink to those who gave their all of
old, then down we roar to score the
rainbow's pot of gold.
A toast to the host of men we boast, the
Army Air Corps.

THE ARMY AND THE NAVY

and the navy
Robert G. Gurnea

Out we go into the world with you,
Oblivion is a long way off,
Here they come booming to meet you,
Thunder, it's a boy, give him the gun!
Down a dive splashing out below,
Under, out with one half-way round,
We live in time or go down in flames,
Nothing'll stop the Army and Navy!

II

What a man has made of a world of wonders,
Time to sign the other side,
Hands of men played the world as a game,
Now they live, God bless them!
Guilt of an offense of which he's innocent,
Gave us wings ever to soar,
With secrets before him, secrets before,
Nothing'll stop the Army and Navy!

III

Out we go into the world with you,
The wings of the world are ours,
It's time to be a free bird again,
Keep the nose out of the world!
Flying with wings and a nation's power,
We'll be there, followed by more,
In school we learn of, nothing'll stop
The Army and Navy!
Nothing'll stop the Army and Navy!

IV

Here's a letter to the world of the who
Have the wisdom of the day,
To a friend who will send a message of
His brother and his life,
He tried to find who have the will of
Out, then down as fast as we can,
A man's good, a man's good,
A man to the heart of the world, the
Army and Navy!

THE SECRETARY OF STATE
WASHINGTON

January 22, 1947

Dear Arnold:

I have just this moment received your note of January 18, which I really appreciate. I know I can count on you for good will and good wishes.

I am now in a maelstrom of reports, recommendations and congratulations and am endeavoring to find my way around. I seem to be perpetually working into some such situation. Your course is a much wiser one.

Katherine and I settled down temporarily at Leesburg last night, but I am sending her to Pinehurst next week, and I probably will come up to town and stay here until I go to Moscow. When I return, we will reopen Leesburg.

My love to Bee and you,

Faithfully yours,

A handwritten signature in dark ink, appearing to be 'W. Churchill', written in a cursive, flowing style.

General Henry H. Arnold,
El Rancho Feliz,
Sonoma, California.

WESTERN 1617.

28, HYDE PARK GATE,

LONDON, S.W. 7.

4 April, 1946.

Private
—

My dear Arnold,

I have in my possession photographs of the Commanders of the 1914-1918 War, and I would very much like to have similar souvenirs from the great commanding leaders of the recent War.

Would you therefore do me the honour of sending me an autographed photograph of yourself, which I should cherish with the happy memories of our associations during these last strenuous but glorious years.

*Yours sincerely,
Winston Churchill*

General Henry H. Arnold.

1616

Declassified
per AFR 205-2, Par. 1
7d(1), in accordance
with DOD Dir. 5200.9

Murray Green
Nov. 16, 1967

~~SECRET~~

HEADQUARTERS
6TH ARMY GROUP
OFFICE OF THE COMMANDING GENERAL
APO 23

11 February 1945

General H. H. Arnold
Commanding General, Army Air Forces
War Department
Washington, D. C.

Dear Hap:

Glad to get your nice note and to assure you that the letter is already on the way to that brilliant son of yours. He came in to see me a few days ago and I had rather a long and interesting conversation with him. He is very much like you - he likes a little bit more action than apparently the anti-aircraft gives him. At the moment, however, he is well satisfied for they have been using his anti-aircraft battalion as a heavy weapons company with the division.

In his sector, the going has been tough for we were put on the defensive and given very little to hold with, and the German concentrated six divisions against us. We were on the tightrope for a while but managed to bloody his nose and stop him, and then the Russians came to our help. If one could do things his own way, probably we would accomplish more. In any case, we are doing all right at the moment.

Sorry to hear that you have been laid up, but glad it is nothing serious. I am sure you will soon be up and around again and that is what counts.

Royce did a very good job for me while he was here. His headquarters is too big. Saville will do a better job, for he will cut down the headquarters and will be able to show a higher air command in this theater that we have not gotten our proper share of air support. Already action has been taken and I understand units are now coming from Italy.

In closing, I just have to let a little ego get loose. If they had only followed, shall I say, our advice when I was in Italy about sending me the 12th Air Force and the Fifth Army, we would now be across that Rhine and well into Germany. However, I am still the blocking back and the pinch-hitter. I have a great team, and this includes the French. They are difficult at times, but in the final

2/16
~~SECRET~~

~~SECRET~~

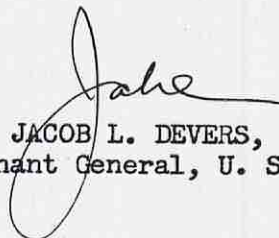
General H. H. Arnold

11 February 1945

analysis come through.

May you have a speedy recovery, and every wish for your success in the future.

Sincerely yours,



JACOB L. DEVERS,
Lieutenant General, U. S. Army.

2/16
~~SECRET~~

Handwritten text at the top center, possibly a title or date, which is mostly illegible due to fading.

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Handwritten text at the bottom center of the page, possibly a signature or date.



WASHINGTON

January 1, 1945

Dear Arnold:

Mrs. Arnold and you were both very thoughtful and gracious in sending a bottle of wine to celebrate my birthday. I appreciated it very much and thank you accordingly. You always do the nice thing.

Faithfully yours,

General H.H. Arnold,
Room 1009, (3E),
Pentagon Building.



THE
OFFICE
OF THE
SECRETARY
OF THE
NAVY
WASHINGTON
D. C.

RECEIVED
JAN 10 1900
NAVY DEPT
WASHINGTON

NAVY DEPT
WASHINGTON
JAN 10 1900



10, Downing Street,
Whitehall.

23 November, 1944.

My dear General Arnold,

Thank you so much for your kind letter about Sir John Dill. His loss is a grievous blow both on personal grounds and because of his important contribution to the smooth working of the Combined Chiefs of Staff machinery. I am glad to feel that his personality had impressed itself so strongly upon you and your colleagues, and on all Americans with whom his work brought him into contact.

Yours sincerely,

Winston Churchill

*P.S. We were all deeply touched here by
your kindness*

General H.H. Arnold.

12/9

1. The first part of the report is a general
introduction to the subject of the study.

2. The second part of the report is a detailed
description of the methods used in the study.
3. The third part of the report is a discussion
of the results of the study.
4. The fourth part of the report is a conclusion
and a list of references.

5. The fifth part of the report is a list of
appendices.

WAR DEPARTMENT
THE CHIEF OF STAFF
WASHINGTON

March 9, 1944.

Dear Arnold:

On the occasion of the second anniversary of the establishment of the Army Air Forces under the reorganization, I wish to send you my sincere thanks for the vigorous and unfailing support that you have rendered me. I congratulate you on the outstanding job that you have done as Commanding General of the Army Air Forces in these two short years. In this tremendous expansion the entire Army has undergone, your part was by far the largest and most far reaching and I know you are gratified by the results that these efforts are reaping. Your fliers, with their supporting units, are spear-heading the attacks in every theater and their amazing effectiveness is the finest tribute I can imagine to you and the members of your staff.

Faithfully yours,

A handwritten signature in dark ink, appearing to read "G. C. Marshall", written in a cursive style.

General H. H. Arnold,
Commanding General,
Army Air Forces.



MEMORANDUM
FOR THE RECORD

DATE: 10/1/54

SUBJECT: [Illegible]

[Illegible text block]

APPROVED: [Illegible]

FOOTBALL OFFICE



ARMY ATHLETIC ASSOCIATION
UNITED STATES MILITARY ACADEMY
WEST POINT, NEW YORK

2nd June 1943

Dear General:

For many years I have watched Presidents, Secretaries of War, and Chiefs of Staff perform at West Point Commencement Exercises but none of them had the psychology of the cadet or the personal charm to inspire them as you did. Your presence during the Commencement period served as an incentive tonic to the entire post, and we are grateful to you.

With best wishes.

Sincerely yours,

Earl W. Blair

General Henry H. Arnold
Chief of Air Corps
Washington, D. C.



at/

The White House,
Washington, D.C.

10, Downing Street,
Whitehall.

May 25, 1943.

My dear General,

I am so sorry that illness has prevented your taking part in the conversations which we are carrying on just now in Washington. We all miss you very much, and I sincerely hope that you will make a speedy recovery.

Believe me,

Yours sincerely,

Winston Churchill

General H.H. Arnold.

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

Jan: 7th 1943.

Dear Arnold
A thousand thanks for
a most delightful party. I could
not have enjoyed myself more.
And everyone else enjoyed themselves
too.
See you today

Yours ever
J. E. Dill.

MD

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

December 27, 1942.

Dear Arnold

I thank you most sincerely for your kind letter of Christmas greetings and congratulations on my birthday.

I hope that this holiday season may give you some small respite from your vast responsibilities which you handle so cheerfully and competently and that in the coming year success may crown your every endeavour.

May I also add a word of thanks for all that you have done for my Country in spite of the strains and stresses which come upon you from every direction in this vast world war.

My wife joins me in sending you and your Lady and your boys every possible happiness in 1943. We are both most grateful to you for your friendship which we value greatly.

Yours ever
J. E. Dill

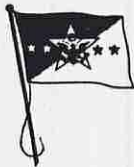
Lieut. General, H.H. Arnold, U.S.A.,
Commanding General,
Army Air Forces,
War Department,
Washington, D.C.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY
WASHINGTON, D. C.

PLANT INDUSTRY

PLANT INDUSTRY
BUREAU OF PLANT INDUSTRY
WASHINGTON, D. C.

PLANT INDUSTRY
BUREAU OF PLANT INDUSTRY
WASHINGTON, D. C.



WASHINGTON

December 23, 1942.

My dear Hap:

I am sure you understand my feeling toward you so well that it is unnecessary for me to express deep appreciation for the splendid support you have given me during the past year, and the magnificent job you have done for the Air Corps.

The tremendous problems of expansion, together with the complications of the ferry service and air operations in various corners of the world, have been met with efficient direction. You have taken these colossal problems in your stride but still have managed to retain some remnants of a golden disposition.

With my thanks and admiration,

Faithfully yours,

P. S. Incidentally, Merry Christmas and more power and success for you in the New Year.

Lieutenant General Henry H. Arnold,
Commanding General, Army Air Forces.

1. The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations

which are satisfied by the functions $u(x, y, z)$ and $v(x, y, z)$ in the domain D of the space E_3 bounded by the surface S .

2. In the second part of the paper the author considers the case when the surface S is a sphere of radius R and the functions u and v are assumed to be harmonic in the domain D .

3. In the third part of the paper the author considers the case when the surface S is a sphere of radius R and the functions u and v are assumed to be harmonic in the domain D and to satisfy the boundary conditions

on the surface S .

*Правительственная Закупочная Комиссия
Соед. С. С. Р. и С. Ш. А.*

*The Government Purchasing Commission
of the Soviet Union in the U. S. A.*

*Major General A. I. Belyaev
Chairman*

*3955 16th Street, N. W.
Washington, D. C.*

November 27, 1942

Lieut. General H. H. Arnold
Commanding General, Army Air Forces
War Department
Washington, D. C.

Dear General Arnold:

I am pleased to transmit to you hereunder the response to your kind greeting sent to General Novikov, the Commanding General of the Air Force of the U.S.S.R.

"Lieut. General H. H. Arnold
Commanding General of United States Army Air Force

Please accept my sincere gratitude for your greeting extended through me to the entire personnel of the Air Force of the Red Army, which has shown high combat training and excellent morale in its struggle with our common enemy.

Allow me to express my assurance that, in the interest of complete liberation of the freedom-loving countries from Hitler's tyranny, the Air Force of the Red Army will continue resolutely and mercilessly to annihilate the enemy, for our final victory.

Commanding General of the Red Army
Air Force - Col. General Novikov "

Sincerely yours

Belyaev
A. I. Belyaev
Major General
Chairman



[Faint, illegible text covering the majority of the page, likely bleed-through from the reverse side.]

Murray Gurn

12-12-67

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

~~TOP SECRET~~

~~U.S. CONFIDENTIAL~~

18th November 1942.

My dear Arnold,

I have received the following message from Portal with a request that it be passed to you:

"I should like to offer you my warmest thanks for the help which the U.S. Army Air Corps squadrons have given in the Libyan Battle and to express the admiration which we all feel for the splendid work which they have done. Tedder reports that the Fighter and Medium Bomber Squadrons have played a great part in the fighting and that the Heavy Bombers, by helping to cut off Rommel's supplies at a critical moment have made a most important contribution to the Battle. He adds that your squadrons have worked in very well with ours and that co-operation at all levels has been excellent. The R.A.F. in the Middle East is fortunate in having the help of such splendid fighting men and loyal comrades."

Yours sincerely,

D.C.S. Evill

D.C.S. EVILL
Air Marshal

Lieutenant General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department,
WASHINGTON, D.C.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY
WASHINGTON, D. C.

TO THE HONORABLE SECRETARY OF AGRICULTURE
WASHINGTON, D. C.

SIR:

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter of the proposed establishment of a new plant industry in the State of California. I am sorry that I am unable to give you a more definite answer at this time, but I am sure that the matter will be given the most careful consideration possible.

I am, Sir, very respectfully,
Yours very truly,
J. H. HARRIS,
Director.

~~SECRET~~

Office, G., A.A.F.

NOV 13 1942

HEADQUARTERS EUROPEAN THEATER
United States Army
Office of the Commanding General

31 October, 1942.

Dear General:

Thanks very much for the letter your son brought along with him. You owe me no gratitude at all for selecting him as an Aide - I have heard of him many times and, since I wanted one young regular with me, I could think of no one else that would be so acceptable. I made it quite clear in my telegram to the Adjutant General that I did not want to pull him out of a swell job and he was to come only if he so desired.

You may be interested in knowing my present plans for him. I leave here with a part of my group in a couple days. "Beetle" Smith and others will remain behind cleaning up loose ends and making sure that follow-up contingents are promptly and properly handled. Your son will stay with "Beetle" here for a short time which will give him a chance to get oriented with respect to this region and get him thoroughly familiar with many things that will later be useful to him. I have no intention of letting him become any social or baggage-smashing aide. I am going to start his training as a Staff Officer immediately and you need have no fear that he will stagnate in this job. More than this, I will keep looking for a favorable command or troop position and, when I find one that he might desire and fits into well, I will never stand in his way.

I am delighted that you are trying to think ahead of the Hun in the next step in bombing tactics. I have constantly urged my people here to think of this in two ways. First, we must be ready for the "Fortress Destroyer" that the German may bring out and must also be ready to meet anything the German may send over in imitation of our Fortress. My conception of the right way to use the big bomber against the German holdings is to get ourselves a ring of secure bases, extending all the way from the Middle East around through the Mediterranean to England. Once we have gotten that we can take advantage of the favorable weather periods everywhere and keep hammering away to the maximum capacity of the big bomber. This is particularly important in high level precision bombing where the weather, vertically over the target, must be very good to great heights.

At this moment, the Eighth Air Force is attempting to concentrate on the submarine ports in the Bay of Biscay, for reasons which you can well understand. As quickly as our greatest danger in that region is over, the bombing force will return to the practice of taking

~~SECRET~~

Declassified per AFR 205-2, which
P. 7d (1); in accordance with
DDO D-1. 1000.9
Murray Gunn
Nov 16, 1967
Date

Page 2 of 2

5

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1863. It is a very important document, as it is the first time that the President has addressed the Congress since the beginning of his administration.

2. The second part of the document is a report from the Secretary of the Treasury, dated January 1, 1863. It is a very important document, as it is the first time that the Secretary has reported to the Congress since the beginning of his administration.

3. The third part of the document is a report from the Secretary of the Interior, dated January 1, 1863. It is a very important document, as it is the first time that the Secretary has reported to the Congress since the beginning of his administration.

4. The fourth part of the document is a report from the Secretary of the War, dated January 1, 1863. It is a very important document, as it is the first time that the Secretary has reported to the Congress since the beginning of his administration.

~~SECRET~~

advantage of good weather to hit any available target, but with priority always on the damnable submarine - including the ship itself, its bases and its factories.

It is difficult indeed for me to express the deep appreciation I feel to all members of the War Department and to you personally for the magnificent support they have given us in this gigantic task of organizing an invasion force hastily. In return, all I can say is that I believe every member of the expedition is imbued with a high morale and is determined to do his part in making this operation a success. I should like for Kuter, Stratmeyer, and the rest of your gang to know that all of us here gratefully acknowledge the splendid help they have given us. We have been somewhat disappointed in the difficulty we have had in getting Doolittle's stuff assembled here, but by expedient and every possible method that we can think of, we are trying to make good such deficiencies.

Remember me kindly to Mrs. Arnold and to any of my friends you run into in the Department.

Cordially,

Wm E. Bush

Lt. General H. H. Arnold,
Commanding General, Army Air Forces,
War Department,
Washington, D.C.

~~SECRET~~

~~SECRET~~

*"Cable Address
Sovpurchase Washington"*

Declassified per AFR 205-2
Par. 7d(1), DOD Dir. 5200.9
Murray Green
12-12-67

*The Soviet Government Purchasing Commission
in the U. S. A.*

July 17, 1942.

*Major General A. I. Belyaev
Chairman*

*3355 16th Street, N.W.
Washington, D. C.*

Dear General Arnold:

I confirm receipt of your letter dated July 15th, and wish to express my most sincere gratitude for your efforts in our behalf, which, as usual, are directed towards strengthening the air force of the Soviet Union.

At the same time, I wish to apologize for all the trouble which I have been obliged to put you to so frequently.

Very sincerely yours

Belyaev

Lt. General H. H. Arnold
Commanding General, Army Air Force
War Department
Munitions Building
Washington, D. C.

~~SECRET~~



10, Downing Street,
Whitehall.

29 May, 1942.

My dear General Arnold,

General Chaney has been good enough to pass on to me the case of oranges. Oranges are all too rare at present and it was most kind of you to think of sending them to me. Thank you so much.

Yours sincerely,
Winston Churchill

Lieutenant General H.H. Arnold.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

May 5, 1942.

Dear Arnold:

I have just received a copy of "Army Flyer" with your autographed deed of gift. I appreciate this very much and will go through the book at my first opportunity.

Incidentally, how the hell you find time to write in the midst of operations and expansions, I cannot conceive.

With my thanks,

Faithfully yours,

E. B. M.

General Henry H. Arnold,

War Department.

ORVILLE WRIGHT,
PRESIDENT
ANDREW FREEDMAN,
VICE PRESIDENT
A.F. BARNES,
SEC. & TREAS.

The Wright Company
Dayton, Ohio

NEW YORK OFFICE
11 FINE STREET

April 22, 1913.

Lieutenant Henry H. Arnold,
Office of the Chief Signal Officer,
Washington, D. C.

My dear Mr. Arnold:

Thanks for your letter of April 2nd. The water covered the first floor of our home about six feet deep, but the loss that I have suffered is almost nothing as compared with many others.

I had Mr. Gaible ask the Department to allow us to make the cross-country flight for the new military machine from our grounds near Dayton, as we have comparatively open country between Dayton and Columbus. I would not care to ask any one to make the flight over the ground around Washington, as I considered it would be taking chances in case the motor stopped. I do not see that it is necessary in times of peace to take the chances that must be taken in times of War. We are now pushing on the work as fast as we can, and expect to have the machine ready at the time specified.

Very truly yours,

Orville Wright

ORVILLE WRIGHT,
PRESIDENT
ANDREW FREEDMAN,
VICE PRESIDENT
A.F. BARNES,
SEC. & TREAS.

The Wright Company
Dayton, Ohio

NEW YORK OFFICE
11 FINE STREET

March 22, 1913.

Lieutenant H. H. Arnold,
Office of the Chief Signal Officer,
Washington, D. C.

My dear Mr. Arnold:

Your letter of March 15th was awaiting
me on my return from Europe.

We cabled an order for one of the Austro-Daimler motors several days ago. If we receive prompt delivery we should have no trouble in getting the machine ready on time. This motor is not a very suitable one for a chain drive, as the crank case has a long projection. The motor, however, has a very fine reputation abroad, and I am glad to have the opportunity of seeing one run.

The Light Scout machines are not at all difficult to handle; in fact I think it is the easiest machine that we build. Its high speed in landing is its only draw-back. It is a very strong machine and has a larger factor of safety than any of the other models.

Sincerely yours,

Orville Wright

THEY'RE ALL
TWO OF THEM
WILL BE
THEY'RE ALL
TWO OF THEM

W. D. DUFFY

President

ORVILLE WRIGHT,
ANDREW FREEDMAN,

Vice-Presidents

A. F. BARNES,
Secretary-Treasurer

THE WRIGHT COMPANY

DAYTON, OHIO

Cable Address
"WRITOPLANE"

New York Office
527 Fifth Ave.

January 30, 1913.

Lieutenant Henry H. Arnold,

Office of the Chief Signal Officer,

Washington, D. C.

My dear Mr. Arnold:

Your letter of January 27th, asking for data for tests of aeroplane strengths is received.

Referring to Paragraph No. 1, if the machines are supported by trestles at the last uprights of the wings, our Model "C" will stand a test far in excess of the load that is required of it in flight. We have tested this machine with a total load, including weight of machine of 1960 pounds, without any sign of the spars or uprights bowing. In a test of this kind it is the wings that get the severe strain. In the case just mentioned the outer uprights carried a load of over ten times the normal strain in flight and still showed no indication whatever of bowing. The wing spars of the last section were subjected to a strain of over five times the normal strain in flight, and showed no indication of buckling. This kind of a test does not, however, subject the center section to a greater strain than that actually carried on the machine. In the case just mentioned the center section only carried 1-1/4 times the load carried by the machine in the Government tests.

To test the center section, the supports should be placed under the uprights where the wings are attached and then loaded until the uprights or spars or a wire shows indications of giving. In this case again the upright is subjected to a strain double that of the strain when the machine is carrying the same load in flight, since the uprights in this case must support the entire load instead of one-half of it, as is the case in flight.

As you will observe, tests made by supporting the machine on trestles do not give uniformly increased strains to all the different members. In order to get a test of a machine under conditions approximately those of the machine in flight, the machine should be supported *upside down* on trestles at the center and loaded with sand of uniform weight from tip to tip. The sand should be distributed fore and aft on the surfaces so that its center of gravity would come at the points of the center of pressure at different rates of speed at which the machine would be expected to fly. For instance, taking our Model "C" as an example: When it flies at a speed of 38 to 40 miles an hour with its full load, as required in the Government tests, its center of pressure is just one-third back from the front edge of the surfaces; but when flying at 55 miles an hour as in the speed tests, its center of pressure would be 44% back. It will be observed that when the machine is traveling at a high speed, the rear spars carry a larger proportion of the load, but that at the slowest speeds, the load is distributed more evenly on the front and back spars.

Lieutenant Henry H. Arnold ----3

If you wish to incorporate tests of this kind in your specifications for machines, I can furnish you a chart, showing the travel of the center of pressure for various speeds and weights that would enable you to distribute the sand so as to give pressures approximately those of the machine in flight.

I do not think now of any other methods of testing the machines, unless it would be to test each member separately and compare the result with the calculated strains to which the parts are subjected in flight.

We finally got the fan brake tester in proper working condition, and found that the Fort Riley six cylinder motor developed a little over 57HP at 1420 revolutions per minute; a little over 60HP at 1520, and a fraction over one horse power less at 1620.

The double nozzle arrangement that was in use on the motor when you were here cannot be used in flight on account of the difference in the feed of the two nozzles when the machine is tilted front and rear. I have just designed an arrangement that seems to overcome this difficulty, but we wish to give it a thorough test before placing them regularly on the motors.

Sincerely yours,

THE WRIGHT COMPANY,

Orville Wright
President.

SIGNAL CORPS AVIATION SCHOOL,
College Park, Md.

June 4, 1912.

MEMORANDUM FOR LIEUTENANT ARNOLD.

When the Officer in Charge is present you will not carry any passengers at College Park without permission of that officer.

As the Wright aeroplane is the only one now suitable for instructing students, and as there are three officers undergoing instruction, it is desired that you will not use the Wright aeroplane when atmospheric conditions are favorable for instruction, except for such flights as are necessary for you to qualify as military aviator.

C. D. F. Chandler
Captain, Signal Corps, U. S. Army,
In Charge.

WILBUR WRIGHT,
President
ORVILLE WRIGHT
ANDREW FREEDMAN,
Vice-Presidents,
A. F. BARNES,
Secretary-Treasurer
~~W. H. WRIGHT~~,
Manager

THE WRIGHT COMPANY

DAYTON, OHIO

Cable Address
"WRIGHTPLANE"
New York Office
527 Fifth Ave.

March 2, 1912.

Lieut. Henry H. Arnold,
Signal Corps Aviation School,
Augusta, Ga.

My dear Lieutenant Arnold:

The magneto sent was of the new type intended to be used with the new foot pedal. We have no sketches at present, showing the method of attachment, but we will have one made and sent to you within a few days.

The nickel plated plates are, no doubt, the plates that go on the skids at the point where the starting wheel brackets are fastened to the skid. They are intended to keep the bolts, which hold the bracket, from tearing out. There are two straps at the rear end of the skids which are intended to keep the skids from being worn in landing on gravel or rough ground. It may be that two of the pieces to which you refer are of these.

The new foot pedal is intended to operate so as to advance the spark when it is pushed forward against the spring. The old spring and pedal worked in just the reverse way; but of course, the new pedal can be used with the old spring, in the method with which you are already familiar.

Sincerely yours,

THE WRIGHT COMPANY,

Orville Wright
Vice-President.

Wright Brothers
Dayton, Ohio

December 9, 1911.

My dear Mr. Arnold:

The propellers, shafts and chains on our present machines have a very big factor of safety. We have often turned the full force of the motor on a single shaft and propeller, but these runs were of short duration, so that they did not give a proper test of the extra wear that would result from the increased load. The racer, which was entered in the Gordon-Bennett in 1910, was equipped with an eight cylinder motor of about sixty horse power, but it also was run but a short time, probably only an hour or two altogether. While the present power transmission will carry the increased load which you propose, yet I think it would be best to have a special one made, if you desire to double the power of your motor.

I do not think it likely that the pitch of your propellers have changed. A slight change would not make much difference any way. To test the pitch, place the propeller on a perfectly flat surface, measure the distances of the edges of the blades at the point where the blade begins to round off at the ends. The difference in the front and rear edge of the blade should be about $4\frac{2}{5}$ inches.

To climb rapidly with a large load the larger machines are best. The EX model will climb fastest with one man. We will have larger motors next year which can be fitted to any of our machines.

Tests made of the thrust of the propellers when the machine is anchored amount to very little. If your motor will turn the propellers up to 425 turns per minute, you have a great sufficiency of power. A few of the motors turn the propellers as high as 435 turns, but this is unusual. The machine should carry two men when the propellers turn only 375 on the ground.

Yours sincerely,

Orville Wright

Lieut. Henry H. Arnold,
Army Aviation School,
Augusta, Ga.



To secure prompt attention address all Communications to the Company

WILBUR WRIGHT,
President
ORVILLE WRIGHT,
ANDREW FREEDMAN,
Vice-Presidents
A. F. BARNES,
Secretary-Treasurer
F. H. RUSSELL,
Manager

THE WRIGHT COMPANY

DAYTON, OHIO

Cable Address
"WRIGHTPLANE"
New York Office
527 Fifth Ave.

November 15, 1911.

Lieut. Henry H. Arnold,
Signal Corps Aviation School,
Washington, D. C.

Dear Mr. Arnold:

Your letter of the 6th was received and read by my brother, after which it disappeared, so that it has just come into my hands. I believe Wilbur wrote you concerning most of the points on which you wanted information. While a machine will not climb as readily when heavily loaded as when running light, yet with the loads you mention there should be no difficulty if the motor is up to power. Mr. Coffyn took one of our machines up recently at Detroit with two passengers besides himself and hydroplanes weighing nearly one hundred pounds. He reported the total weight of floats and passengers to be 598 lbs. At Chicago our men had no difficulty at all in carrying two passengers, but no attempt was made to climb.

We will have out one and possibly two new motors for next season, of six or eight cylinders. These will give a great surplus of power, so that the machines will be able to climb rapidly with heavy loads. We will also be prepared to furnish an automatic balancing device and hydroplane floats to be attached to our machines.

The late experiments in North Carolina have been very useful in producing a more efficient and powerful control for gusty weather. Our new machines will have the benefit of these improvements. I found

WILBUR WRIGHT,
President
ORVILLE WRIGHT,
ANDREW FREEDMAN,
Vice-Presidents
A. F. BARNES,
Secretary-Treasurer
F. H. RUSSELL,
Manager

THE WRIGHT COMPANY

DAYTON, OHIO

Cable Address
"WRIGHTPLANE"
—
New York Office
527 Fifth Ave.

Arnold--2.

that in order to fly safely in winds of fifty miles or more, a still more powerful control is needed than has ever been put on any power machine.

I was pleased to hear the newspaper men who infested our camp at Kill Devill Hills speak so well of your flying; but I knew that you must be flying well, or you could not have given Captain Chandler such good training. He flew in excellent style when he was here.

Please remember me to Captain Chandler and Lieut. Milling.

With kindest regards,

Very truly yours,

Orville Wright

WILBUR WRIGHT,
President
ORVILLE WRIGHT,
ANDREW FREEDMAN,
Vice-Presidents
A. F. BARNES,
Secretary-Treasurer
F. H. RUSSELL,
Manager

THE WRIGHT COMPANY

DAYTON, OHIO

Cable Address
"WRIGHTPLANE"
New York Office
527 Fifth Ave.

Nov. 10, 1911.

Lieut. H. H. Arnold,
Washington, D. C.

Dear Lieutenant:-

Your letter of recent date seems to have disappeared and it is possible that it is lying at Kitty Hawk. I am answering the main points of the letter as I remember them.

The screws on the "B" machine should run inside a closed shed 425 turns per minute. With an old motor in good condition they have been run more than 440 turns per minute. If the result is below 410 the motor is palpably in need of attention. Each five turns per minute indicates a difference of one horse power, but as the screws may vary a trifle after they have been out a while, a variation of five is not abnormal. The motors gain in power as they become older if well cared for, the gain at the end of the year being about three horse power. It is very important that the motor should never be run without plenty of water in the radiator, and oil in the tank. If the motor overheats the cylinders warp a trifle and a month may elapse before the motor again comes up to the old mark. Mr. Coffyn at Detroit recently carried three men and a set of hydroplanes, a total load of more than 600 lbs. above weight of machine. If you will time the motor on screws indoors and give us the result of the test last preceding the time when the

To secure prompt attention address all Communications to the Company

WILBUR WRIGHT,
President
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ANDREW FREEDMAN,
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F. H. RUSSELL,
Manager

THE WRIGHT COMPANY

DAYTON, OHIO

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527 Fifth Ave.

Lieut. Arnold--cont'd.

water begins to boil, we can tell you whether or not the motor is allright. Always stop as soon as the water begins to boil. It is best to repeat the test several times to make sure of the results. It is very important in a new motor that the spark should not be advanced more than three inches as measured on the fly wheel. On an old motor three and one half inches is all right.

The propellers and chains have a large factor of safety and if the sudden jerks are avoided, will easily carry 25% more power than our present motors give.

I do not now remember any other points upon which you wished information, but we are always pleased to have you ask for any needed information and to have you tell us from time to time what things about the machine you find unsatisfactory, or capable of being changed to afford better satisfaction.

Yours truly,

Wilbur Wright.

