

Bibliography and References for Biographical Sketches on: Harold Harris, Albert Hegenberger, Oakley Kelly, Lester Maitland and John Macready

By Prof. Justin Libby

Acknowledgements:

There are, in the course of researching and writing an essay, so many courteous, knowledgeable and gifted archivists who have made the endeavor possible. One of the great joys of any researcher and writer on aviation topics is to visit and become acquainted with the library staff at the National Air and Space Museum (NASM) and the personnel at the Smithsonian Institution in Washington, D. C. whose assistance is great appreciated. In particular, I owe a great debt to Mrs. Kate Igoe who opened the relevant files to me and answered my many questions with not only a great knowledge of the materials but with grace, courtesy and profound patience. Mr. Michael Barnes was most helpful in providing the photographs appearing in my study.

Another bonus in accomplishing this project was the experience in researching at the Paul Luanance (correct spelling) Dunbar Library on the campus of Wright State University in Dayton-Fairborn, Ohio where John Armstrong was my host along with his friendly and courteous staff in searching out information not only relating to Harold R. Harris as well as other aviators. General Harris surely deserves a separate essay chronicling the life and the achievements of this remarkable pioneering aviator, successful executive businessman and consummate patriot.

I also had the privilege of meeting Brett Stolle at the Wright-Patterson Air Force Base Archives who was so kind in guiding me through the holdings at his location and provided me with the files on the careers of Harold Harris, Albert Hegenberger, Oakley Kelly, Lester Maitland and John Macready and several other aviation personalities.

The interested readers in the Army Air Service, the Army Air Corps, the AAAF and the United States Air Force are encouraged to review the files at the air base. The visitor to the archives will need permission to review the materials as well as require accompaniment onto the air base and I would recommend first e-mailing Mr. Stolle at Brett.Stolle@wpafb.af.mil and informing him of your research objectives and intended arrival time.

At the Pima Air and Space Museum/Titan Missile Museum in Tucson, Arizona it was a pleasure to have met both James Stemm who assisted me with the Jack Frye essay published previously in the American Aviation Historical Society Journal, Volume LIII (Fall, 2008), 181-204 and Andrew Boehly who made files readily available especially pertaining to Lester Maitland and Oakley Kelly. For a researcher one could not find a more accommodating and knowledgeable staff.

I would also like to thank Mr. Carol Cox of the Air Force Research Agency at Maxwell Air Force Base in Montgomery, Alabama for so kindly providing me with information in the agency's files relating to the airmen who were the focus of this study that were included in the Muir Fairchild MSS. While researching at that magnificent repository of aviation history I was ably assisted by Mr. Joseph Caver, Ms. Tammy Horton and Mr. Sylvester Jackson who can be easily reached at www.au.af.mil/au.afhra. In particular, Ms. Horton never lost her patience and graciousness in answering my myriad of questions.

Nearby at the Muir S. Fairchild Research Information Center and Library the courtesies extended to me were so appreciated especially by Susan Lipscomb, Sandhya Malladi, Carrie Springer and Tony Waterman. It should be noted that I owe Ms. Malladi a profound thank you for the battle we had with a recalcitrant copier and the ultimate victory we achieved over its malfunctioning behavior. The personnel at this beautifully groomed air base are so accommodating and welcoming to researchers.

I should also like to extend my gratitude to the archivists at the United States War College Library in Carlisle, Pennsylvania who have always been most hospitable and I also wish to thank Wendy Swik and Susan Lintlemann at the United States Military Academy (USMA) in West Point, New York for their kind assistance. In the same area as the academy no researcher writing on the period of the 1930s can ignore the files at the Franklin Delano Roosevelt Presidential Library in Hyde Park, New York and once again I wish to thank Virginia Lewick, Mark Renovitch and Matthew Hanson for their hospitality and professional assistance. At the library there is little information on Maitland and Hegenberger but the interested reader should consult the Presidential Official File, "Lester Maitland-Albert Hegenberger" folder.

Finally, I wish once again to thank Indiana University for its continuing financial support.

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Orville Wright once commented that "Not within a thousand years will man ever fly". (1901). This Bibliography is a testimonial and a tribute to the human desire and tenacity to achieve what many believed was an impossible dream.

The reader is encouraged to review the life, achievements and flights of Albert Hegenberger, Oakley Kelly, Lester Maitland and John Macready that are housed in the Thomas Jefferson and James Madison Reading Rooms, Library of Congress, Washington, D. C. The relevant information is contained in the "American Institute of Aeronautics and Astronautics", Boxes 49 and 87, Hegenberger files. No reader of the air service in World War I can ignore Edgar S. Gorrell's History of the American Expeditionary Forces Air Service, 1917-1919 (Washington: National Archives and Records Administration (NARA), Record Group 120, 1975).

During that conflict General Mason Patrick, Chief of the Air Service, instructed Colonel Gorrell to gather all information that would "assist in establishing Army aeronautics on a sound basis for the future. Gorrell later became president of the Air Transport Association of America. The reader might find interesting the essay by General Laurence S. Kuter (RET.), "Edgar Gorrell's Concept of War," Air Force Magazine, LXI (Apr. 1978), 80-82; The textual records to review include Record Group 18 (RG-18) which are the Records of the Army Air Forces covering the period 1914-1947 including records of the Chief of the Air Service and Chief of the Air Corps with some records as late as 1955 containing 4,700 cubic feet.

Within RG-18 includes the personal papers of generals Mason M. Patrick, James E. Fechet and Frank M. Andrews; Record Group 98, Records of the United States Army Command; Record Group 107, Records of the Office of the Secretary of War; Record Group 111, Records of the Office of the Chief Signal Officer; Record Group 120, Records of the American Expeditionary Force, 1917-1921; Record Group 165 contains the Records of the War Department and Special Staff, 1903-1947; Record Group 319 covering the Office of the Adjutant General-Records of the Army Staff 1939; Record Group 331 which is the record of the Mediterranean Allied Air Forces and Supreme Headquarters Expeditionary Forces; Record Group 339 which includes Records of Headquarters Army Air Forces; Record Group 340, Records of the Office of the Secretary of the Air Force; Record Group 341, Records of Headquarters United States Air Force and Record Group 407 contains the Records of the Adjutant General's office, 1917-1958

A primary archive for the students of aviation is at the Air Force Historical Research Agency (AFHRA) located at Maxwell Air Force Base, Montgomery, Alabama is the Muir Fairchild MSS noted above and for the Kelly-Macready flight under the command of Major M. A. Strauss an interesting review of the pioneering effort can be found in "Kelly-Macready Non-Stop Transcontinental Flight, New York-San Diego, May 2-3, 1923," having the Call Number 248.211.86-98B, Folder 989B. In the same call number sequence also consult, "Report of Transcontinental Flight U. S. Army Airship C-2, October, 1922," found in folder 98A. See also Call Number 168.7490.7, "Maitland Manuscript," pages 198-200, Box 16.

Material on Maitland in the archive can be found in Call Number 168.7487-9-168.7490-8, Box16, "Maitland, Lester J.: Miscellaneous Correspondence". There is a letter from Antony Fokker to Maitland dated 8 July 1927 congratulating him on the Hawaiian flight can be found in "Maitland, Lester J.: Letter from Mr. Fokker," Call Number 168.7490-5, Box16.

Also in Box 16 see the following: Letter from Hegenberger to Maitland, 8 March 1927, 15 March 1927 and 12 April 1927 Call Number 168.7490-6 regarding radio equipment for the flight as well as tests of the aircraft and in Call Number 168.7490-7 there is a brief sketch of the air program of the United States by Maitland. In the sketch Kelly and Macready appear on pages 197-199 and Maitland's comments on Alexander Pearson who died so very young tragically appears in page 186.

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Other studies include Lee B. Kennett, The First Air War, 1914-1918 (New York: The Free Press, 1991); Isaac Don Levine, Mitchell: Pioneer of Air Power (New York: Duell, 1943); Peter H. Liddle, The Airman's War, 1914-1918 (New York: Blandford Press, 1987); Donald Lopez, Aviation: From Our Earliest Attempts At Flight To Tomorrow's Advanced Designs (New York: Macmillan, 1995); R. Earl McClendon, Autonomy of the Air Arm (Rev Ed., Washington: Air Force History and Museum Program 1996); Walter A. McDougall, Let The Sea Make A Noise: A History of the North Pacific From Magellan to MacArthur (New York: Harper-Collins, 2004); Max L. Marshall, The Story of the U.S. Army Signal Corps (New York: Watts Publishing Company, 1963). Ronald Miller and David Sawyer, The Technical Development of Modern Aviation (London: Routledge and Kegan Paul, 1968).

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Aviation (New York: Crown, 1976); An interesting study is by Jeffery C. Benton, "Muir S. Fairchild," as quoted in They Served Here: Thirty-Three Maxwell Men (Maxwell Air Force Base, Alabama: Air University Press, 1999), 59-60.

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Other interesting overviews of Lindbergh's life include: Boyhood on the Upper Mississippi: A Reminiscent Letter (St. Paul: Minnesota Historical Society, 1972) is a nostalgic reflection of his boyhood in rural Minnesota that should be read in conjunction with An Autobiography of Values (New York: Harcourt Brace Jovanovich, 1976, with revised editions in 1977 and 1978). See also his Of Flight and Life (New York: Charles Scribner's Sons, 1948) and his views in a book coauthored with Alexis Carrel, The Culture of Organs (New York: P. B. Hoeber, 1938).

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For Lindbergh's own views on the subject see The Wartime Journals of Charles A. Lindbergh (New York: Harcourt Brace Jovanovich, 1970). Other biographies include: Leonard Mosley Lindbergh: A Biography (New York: Doubleday, 1976); Walter S. Ross, The Last Hero: Charles A. Lindbergh (New York: Harper and Row, 1976); Tom D. Crouch, ed., Charles A. Lindbergh: An American Life (Washington: National Air and Space Museum, 1977); Brendan Gill, Lindbergh Alone (New York: Harcourt Brace, Jovanovich, 1977). Heroic tributes to Lindbergh can be found in Robert Wohl, The Spectacle of Flight: Aviation and the Western Imagination, 1920-1950 (New Haven: Yale University Press, 2005) that is contained in Chapter I, "The Ambassador of the Skies," 9-46. See particularly, pages 30-33.

An excellent study is by Joseph J. Corn, The Winged Gospel: America's Romance with Aviation, 1900-1950 (New York: Oxford University Press, 1983) which puts Lindbergh in the context of the growth of American aviation and should be read in conjunction with Roger E. Bilstein, Flight in America, 1900-1983: From the Wrights to the Astronauts (Baltimore: Johns Hopkins University Press, 1984); Robert Hessen, ed., Berlin Alert: The Memoirs and Reports of Truman Smith (Stanford: Hoover Institution Press, 1984) is a good study of Lindbergh's surveys of German aviation in the 1930s and should be consulted with Ronald Lewin, Hitler's Mistakes (London: St. Edmundbury's Press, 1984).

See other historical overviews including Perry D. Luckett, Charles A. Lindbergh: A Bio-Bibliography (New York: Greenwood Press, 1986). Other sources include: Joyce Milton, Loss of Eden: A Biography of Charles and Anne Morrow Lindbergh (New York: Random House, 1993); a compact but worthy study is Walter L. Hixson, Charles A. Lindbergh: Lone Eagle (New York: Pearson-Longman, 2007). If the reader wishes to learn more of Lindbergh's roots I would recommend Carl H. Chrislock, The Progressive Era in Minnesota, 1899-1918 (St. Paul: Minnesota Historical Society, 1971) and Bruce L. Larson, Lindbergh of Minnesota: A Political Biography (New York: Harcourt Brace Jovanovich, 1973).

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Other newspaper accounts include "Start Made By U.S. Army Craft," June 29, 1927, 1, 3; "President Coolidge Expresses Confidence: Wives Of Fliers Unworried," June 29, 1927, 1, 3; "Portrait of Fliers and Their Families," June 29, 1927, 1, 3; "Editorial" on flight sponsored by U. S. Army, June 29, 1927, 4. "Mrs. Albert Hegenberger Comment on Start of Husband-Maitland Flight to Hawaii," June 29, 1927, 5; "Portrait of Mrs. Hegenberger With Children," June 29, 1927, 5; "Mrs. Maitland On Success of Husband's Hawaiian Flight," June 29, 1927, 3 and June 30, 1927, 8; On June 30, 1927 the following stories appeared in the newspaper on pages 1, 2, 5 and 6: "Details of Flight by Army Men: They Reject \$10,000 Offer For Their Story,"; "Radio Beacon Signals Functioning Only A Part of the Time,"; "Comments By Air Experts,"; President Coolidge Cables Congratulations,"; "Honolulu Preparations,"; "Precision of Flight Noted,"; "Praise From Washington,"; "Plane To Stay in Hawaii,"; "Fliers Will Not Receive Dole Prize,"; "Editorial On The Army Flight To Hawaii,"; "Lt. Maitland Congratulated By Wisconsin Governor,"; "Mrs. Albert Hegenberger Comments on Success of Hawaiian Flight: Message From Husband," June 30, 1927, 1.

In July other stories appeared including: "American Army Fliers-(Lts. Lester J. Maitland and Albert Hegenberger)- Fliers Plan to Leave Hawaii by Steamer Maui, Few Days After Flight There From Oakland, California; Plane To Be Left Behind for Army Use; Maitland Speaks at Luncheon in Honolulu; Illustration of Plane and Portraits of Those Connected with Flight," July 1, 1927, 5; "Editorial on Nameless Plane," July 1, 1927, 20; "Flight One of Four Ocean Ones by U.S. Aviators Totaling Over 13,3000 Miles," July 2, 1927, 4; "Milwaukee Names Airport for Maitland," July 4, 1927, 3; "Semi-Official Figures on Speed and Gasoline and Oil Used," July 6, 1927, 4; "Lt. Williams Drowned During Aerial Demonstration in Farewell at Honolulu; Plans for Reception to Continental U.S. Pictures of Landing in

Honolulu," July 7, 1927, 5; "Fliers Own Story: Illustration; Their Records," July 8, 1927, 21; July 9, 1927, 15; July 10, 1927, II, 1; "Mentioned in Feature Article by F. Brandt," July 10, 1927, II, 8; "Editorial," July 10, 1927, II, 10; "Illustration of Radio Used on Plane," July 10, 1927, VIII, 14; "Fliers Own Story; Portrait," July 11, 1927, 21; July 12, 1927, 27.

In addition, see, "Welcomed in San Francisco and Oakland Upon Return from Hawaii: Comments," July 13, 1927, 1; Mrs. Lester Maitland Greets Husband Upon Return After His Flight to Hawaii," July 13, 1927, 1; "Mrs. Albert Hegenberger Greets Husband Upon Return After His Flight to Hawaii," July 13, 1927, 1; "Mr. and Mrs. J. W. Maitland Meet Son Upon His Return After Flight To Hawaii," July 13, 1927, 5; "Washington Plans For Reception: Fliers Will Start East: Reception Planned at Milwaukee, Maitland's Home," July 14, 1927, 2; "Fliers Present at Take-Off of E. L. Smith On His Flight From Oakland, California to Honolulu," July 15, 1927, 4; "Smith and Bronte Beat Their Time by 14 Minutes," July 16, 1927, 1; "Boston Preparing For Visit," July 17, 1927, 5; "Washington Plans For Welcome of Fliers," July 20, 1927, 4; "Milwaukee Reception: Short Stop in Chicago," July 20, 1927, 6; "Welcome at Dayton," July 21, 1927, 5; "Washington Reception: Fliers Receive Citations for Distinguished Flying Cross; Both Fliers Speak at Banquet; They Will Be First to Get National Aeronautic Association Gold Medal," July 22, 1927, 1; "Fliers Arrive at Mitchel Field, L. I.; Greeted by T. Rasche, German Aviatix," July 23, 1927, 5; "Army Considers Flight from California to Philippines," July 23, 1927, 5.

The receptions continued as noted in "Fliers Participate in Boston's Welcome to 8 Ocean Fliers; Receive Gifts; Both Speak," July 24, 1927, 3; "Mrs. Lester Maitland at Boston Welcome to 8 Ocean Fliers," July 24, 1927, 3; "Mrs. Hegenberger at Boston Welcome to 8 Ocean Fliers," July 24, 1927, 3; "Fliers at South Boston, Hegenberger's Home; Legion Post Honors Them," July 25, 1927, 2; "Portraits of Fliers," July 25, 1927, 12; From Boston the acclaimed fliers traveled to New York City where the following was reported: "Men To Be Entertained in N.Y.C. After Fight From Washington," July 29, 1927, 8; "N.Y.C. Welcome; Luncheon by Aeronautical Chamber of Commerce; Both Men Speak; Medals Given Them From International League of Aviators, Also Named Vice Presidents in American Branch," July 30, 1927, 5; "Editorial On Proposed Flight U.S.-Philippines," August 6, 1927, 12; "Aerial Display at Rome, N. Y. Sesquicentennial Celebration," August 7, 1927, II, 1; "(Maitland) Coins Word 'Avigation' For Directing of Aircraft," August 23, 1927, 2; "Hegenberger Guest of Boston Boy Scouts," August 28, 1927, VII, 8; "Pilots Plane In Which W. Green and Other Labor Leaders Fly to Washington, D. C.," September 9, 1927, 2; "Distinguished Flying Cross Conferred On Men," September 30, 1927, 3; "Maitland Predicts Amphibian Type of Airplane for Overseas Flying," October 16, 1927, 3.

Other articles relating to the flight including "Maitland Reported Lost on Unofficial Flight From Chicago to Florida," December 24, 1927, 7; "Not Missing: Is At Home in Washington," December 25, 1927, 5; "Maitland Welcomed On Arrival In Hawaii For Cook Sesquicentennial Celebration," August 14, 1928, 25; "He and A. F. Hegenberger Win Mackay Trophy for 1927 For 1st Nonstop Airplane Flight from California to Hawaii," November 18, 1928, 3.

Regarding James Dole's monetary prize offering see "Lindbergh Wishes To Try Flight," May 22, 1927, 2; "Lindbergh Desired As Competitor," May 26, 1927, 4; "St. Louis Group Would Back Charles Lindbergh," May 26, 1927, 4; "J. D. Dole Offers Prize of \$25,000 for First Aviator and \$10,000 For Second Making Non-stop Flight From Pacific Coast To Hawaii," May 26, 1927, 5; Editorial, "A Non-stop Flight To Hawaii," May 26, 1927, 3; "J. Dole Expects Race For Prize Offered By Him," June 8, 1927, 3.

There is an interesting essay relating to Maitland in The Sacramento Bee, December 18, 1985, D3.

Other individuals also offered money for intended flights including "S. Grauman Offers \$30,000 Prize For Non-stop Flight From Los Angeles to Tokio, Japan," May 26, 1927, 4; Grauman owned the famous Grauman Chinese Theatre in Los Angeles where famous Hollywood stars had their hands enshrined in the sidewalk outside of his establishment. In addition, a group of San Francisco citizens raised \$50,000 for prizes for "Round Trip from There to Honolulu," The story appeared on June 8, 1923, 8.

Regarding James Doolittle see the following: "Doolittle Raiders Recall 30 Seconds in History," April 16, 1992, A12; "James Doolittle, 96, Pioneer Aviator Who Led First Raid on Japan, Dies," September 29, 1993, B8; In The Washington Post see Bart Barnes, "Death of Doolittle," September 29, 1993 and "Gen. James Doolittle Dies; World War II Hero and Aviator," both found in the "Doolittle, James, 1897 (sic)-1993," folder in the James Doolittle file in the FDR Library. See also, "Thirty Seconds That Made A Difference, U. S. News and World Report, (Oct. 11, 1993), 20.

At the Franklin Delano Roosevelt Presidential Library the reader can find more material on General Doolittle in Official Files Containers 762, 5485, 5520 and 5510, "Doolittle, General James H, 1938-1945," folder. In the latter file there is an interesting colored brochure relating to his life entitled "A Nation's Hero". See also in the President's Vertical File, "James Doolittle," as well as in the John Winant MSS, "Aviation USA Air Corp," folder and "Report of the Commanding General of the Army Air Forces to the Secretary of War, 4 January 1944," Container 183. Winant was the United States Ambassador to Great Britain from 1941-1946.

Periodical literature focusing on Lester Maitland included:

"The Hawaii Hop" Literary Digest, LXXXIV (July 9, 1927), 8; "Portrait," Outlook, MXXXVI (July 13, 1927), 33; "Portrait," Current History, XXVI (Aug. 1927), 751; "Portrait," World's Work, LIV (Aug. 1927), 355; Alexander Kemin, "The Flight to Honolulu," Scientific American, CXXXVII (Sept. 1927), 258; "Portrait," Sunset, LIX (Sep. 1927), 43; Lester Maitland authored a number of essays including: "Knights of the Air," World's Work, LVI (Aug. 1928), 374-387; Lester J. Maitland, "Knights of the Air," World's Work, LVII (Nov. 1928), 88-103; "Knights of the Air," World's Work, LVII (Dec. 1928), 202-219; "Vikings of the Air," Nation, MXXXVI (Apr. 25, 1928), 477. In the Maitland Files at Wright Patterson Air Force Base there is an interesting essay entitled, "The Bird of Paradise," listing no author but can be seen in the Maitland, Lester MI files. On the Smith-Bronte flight see David H. Grover, "Emory Bronte and Ernie Smith: Flew from California to Hawaii, 1927," Aviation History, XVI (Sept. 2005), 30-32.

Periodical stories relating to Hegenberger included: "The Hawaii Hop," Literary Digest, July 9, 1927, 8; See the Hegenberger files in Box 49, American Institute of Aeronautical and Astronautics file, "Aeronautical Archives" folder, James Madison Building, Library of Congress, Washington, D.C.; Bradley Jones, "Ten Years Later: The First Hawaiian Flight," found in Hegenberger file, Library of Congress, dated June 1937; "Portrait," Literary Digest, LXXXIV (July 9, 1927), 8; "New Conquerors of the Air," Outlook, MXXXVI (July 13, 1927), 331; "Portrait," Current History, XXVI (Aug. 1927), 751; "The Flight to Honolulu," Current History and Forum, XXVI (Aug. 1927), 750-752. In August 1941 the journal was renamed Current History. "Portrait," World's Work, LIV (Aug. 1927), 355. See also, "Portrait," Scientific American, MXXXVII (Sep. 1927), 258; "Portrait," Sunset, LIX (Sep. 1927), 43; "First Solo Blind Flight Success," Washington Evening Star, May 19, 1932 found in N.A.A. Magazine, August 1935; "Air's Highest Honor To Deviser of Fog-Piercing Eyes," News Week** , VI (July 27, 1935), 23; W. B. Courtney, "Covered Cockpit; Collier Trophy Goes To Captain A.F. Hegenberger For His Achievements In Blind Landing," Colliers, LXXXVI (July 27, 1935), 9 and 39-40; See also by Courtney, "The Seven Skies," Colliers, C (Aug. 14, 1937), 16-17, passim. **In 1944 the editors of News-Week decided to combine the two words into Newsweek. For the Doolittle contribution to the blind flying experiments see, Carroll V. Glines, "Doolittle's Greatest Contributions," Air Force Magazine, LXVIII (Sept. 1985), 174-184.

Several articles relating to John Macready include: "Portrait," Outing, LXXIX (Nov. 1921), 64; "Coast to Coast Coffee," Outlook, CXXXIII (May 16, 1923), 879**; "Non-Stop Flight Across America," National Geographic Magazine, XLVI (July. 1924), 1-83; "Eight Miles Straight Up," Popular Mechanics, VL (June. 1926), 887-890; "Exploring The Earth's Stratosphere," National Geographic Magazine, L (Dec. 1926), 754-776; Portrait," St. Nicholas, LIII (Jan. 1926), 237; "Portrait," Current History, XXVIII (May. 1928), 165.

**In 1928 Outlook and Independent combined—to form the periodical Outlook-Independent.

Oakley Kelly

For Oakley Kelly see: "Coast to Coast Coffee," Outlook, CXXXIII (May 16, 1923), 879; "Portrait," Current History (XVIII (May. 1928), 165.

There are many studies of Lindbergh including Donald E. Keyhoe, "Seeing America With Lindbergh," National Geographic Magazine, LIII (Jan. 1928), 1-46; Richard J. Probert, "Odysseys of the Air," Western Flying, IV (Mar. 1928), 21-22; John William Ward, "The Meaning of Lindbergh's Flight," American Quarterly, X (Spring. 1958), 3-16; Ira C. Eaker, "The Lindbergh I Knew," Aerospace Historian, XXIV (Dec. 1977), 240-242.

Other interesting essays relating to early aviation and its accomplishments include: Maximilian Foster, "The Highway of the Air," Everybody's Magazine, XX (Jan. 1909), 110; T. G. Tullock, "The Aerial Peril," Nineteenth Century, LXV (May. 1909), 800-808; Harold F. Wyatt, "The Wings of War," Nineteenth Century, LXVI (Sept. 1909), 450-456; J. Bernard Walker, "The Aeroplane-A Retrospect and a Forecast," Review of Reviews, XL (Nov. 1909), 551-559; Charles K. Field, "On the Wings of Today," Sunset, XXIV (Mar. 1910), 249; "The Man in the Air," World's Work, XXI (Dec. 1910), 720-721; George Ethelbert Walsh, "The Cost of Flying," Independent, LXX (May. 25, 1911), 1110-1112; W. Joynson (spelled correctly) Hicks, "The Command of the Air," Living Age, LV (May. 11, 1912), 414-422.

For an interesting view of the airplane and religion see J. H. Jowett, "The Wing-Life of the Soul," Advance, LXV (Mar. 19, 1913), 13; Waldemar Kaempffert, "Aircraft and the Future," Outlook, CIV (June. 28, 1913), 452-460. For a different view of pilot training see J. P. M'Evoy, "A Woman Who Teaches Men How To Fly," American Magazine, LXXXIII (Mar. 1917), 52-53; Robert E. Perry, "The Future of the Airplane," National Geographic Magazine, XXXIII (Jan. 1918), 107-113; In the 1920s consult, William "Billy" Mitchell, "The Aeronautical Era," Saturday Evening Post, XX (Dec. 1924), 4; William O. Saunders, "Then We Quit Laughing," Colliers, LXXX (Sept. 17, 1927), 56; Richard E. Byrd, "The Coming Age in Aviation," World's Work, LIV (Oct. 1927), 600-610; Clarence D. Chamberlin, "Shall We All Fly Soon?," North American Review, CCVI (Oct. 1928), 409-515.

In the 1930s interesting essays include: W. B. Courtney, "Wings of the New Deal," Colliers, (Feb. 17, 1934), 50; Kenneth B. Collings, "Flying is Still Dangerous," American Mercury, XXXII (June. 1934), 147; Alice R. Gillim, "Our Versatile Army Air Corps," United States Air Service, XXI (Apr. 1936), 19, passim; for Rudolph William Schroeder see "Portrait," Colliers, C (Nov. 13, 1937), 21. A year before he died General Oscar Westover wrote "Army Behind Its Air

Corps," Army-Navy Register, (Sept. 1937), 20-21; Fitzhugh Green, "Flying in the Future," Scribner's, CVXI (Oct.1938), 665-673.

Later essays included: Fred C. Kelly, "They Wouldn't Believe the Wrights Had Flown," Harper's, LXXXI (Aug. 1940), 300; George E. Stratemeyer, "Administrative History of U. S. Army Air Forces," Air Affairs, 1 (Summer.1947), 510-522; James Lea Cate, "Development of Air Doctrine, 1917-1941," Air University Quarterly Review, 1 (Winter.1947); Walter T. Bonney, "Chiefs of the Army Air Force, 1907-1957," Airpower Historian, VII (July. 1960), 129-142; Two essays in Air Force Magazine, LX (Sept. 1977) are of interest including Herman S. Wolk, "The Birth of the US Air Force," 68-72, passim and Lieutenant General Ira Eaker (RET.), "Hap Arnold: The Anatomy of Leadership, 83-86, passim;" Captain Earl H. Tilford, Jr., "The Short, Unhappy Life of the Barling Bomber," Air Force Magazine, LXI (Feb. 1978), 68-70; John F. Shiner, "Birth of the GHQ Air Force," Military Affairs, XXXXII (Oct. 1978), 113-119; Major John F. Shiner, "Benjamin D. Foulois: Chief of the Air Corps, 1931-1935," Air Force Magazine, LXII (Apr. 1979), 86-88; Maurer Maurer, "The Irate Citizen and the Air Corps Maneuvers of 1931," Air University Review, XXXVI (July.-Aug. 1985), 77-78 which should be read in conjunction with Robert W. Duffner, "When the Army Had an Air Force: The Air Maneuvers of 1931," American Aviation Historical Journal, XXXIII (Winter. 1988), 258-264.; Three interesting essays on Mitchell include John L. Frisbee, "Warrior, Prophet, Martyr," Air Force Magazine, LXVIII (Sept. 1985), 158-166, Major William G. Rynechi (USAF RET), "Transformational Leaders and Doctrine in an Age of Peace: Searching for a Tamer Mitchell," Air Power, XII (Spring. 1998), 22-36 and Carroll V. Glines, "The Long Road To An Independent Air Force," Aviation History, XVIII (Sept. 2007), 30-33.

In The New York Times the following articles appeared focusing on John Macready and Oakley Kelly: "Lts. J. A. MacReady (sic) and O. G. Kelly Plan 30 Hr. Trip from San Francisco to N.Y.C.," October 5, 1922, 22; "Lts. MacReady (sic) and O. G. Kelly Defer Cal-N.Y.C. Flight," October 7, 1922, 1; "Lts. MacReady (sic) and O. Kelly Leave Rockwell Field, Pass Over Liberal Kansas," November 4, 1922, 1; "Lts. MacReady (sic) Forced To Land at Indianapolis Owing to Engine Trouble; Amy Air Service Assured of Feasibility of Cross-Country Non-Stop Flight," November 5, 1922, 1.

Although the first attempt at a cross-country non-stop flight failed in 1922 another attempt was planned and in the newspaper appeared the following essays: "Test Flight at Wilbur Wright Field To Highlight Previous Endurance Flight Fails; Will Attempt Cross-Country Nonstop Flight," March 31, 1923, 5; "Finishes 931.75 Mile At Dayton In Endurance Flight; New Speed Record Set," April 17, 1923, 3; "Flies 36 Hours, 5 Minutes, 20 Seconds, Setting World's Endurance Mark," April 18, 1923, 1; "Reception at Dayton; Brigadier General Mitchell Says Non-stop Transcontinental Flight Will Be Attempted in May," April 19, 1923, 21 "Editorial," April 19, 1923, 18; "Plane Lands At San Diego After Record Transcontinental Flight: Career," May 4, 1923, 1; "Editorial," May 4, 1923, 16; "Personality Compared With That of Lt. Macready," May 27, 1923, II, 2; "Ordered to New York," June 15, 1923, 22.; Obituary for Oakley Kelly appeared in The New York Times, June 7, 1966, 3 and Newsweek, June 20, 1966, 67.

John Macready

For John Macready see: "Finishes 931.75 Mile at Dayton in Endurance Flight; New Record Set," April 17, 1923, 2; "Flies 36 Hours, 5 Minutes, 20 Seconds Setting World's Endurance Mark," April 18, 1923, 1; "Reception at Dayton; Brigadier General Mitchell Says Non-stop Transcontinental Flight Will Be Attempted in May," April 19, 1923, 21; "Editorial," April 19, 1923, 18; "Plane Lands at San Diego After Record Flight: Career," May 4, 1923, 1; "Editorial," May 4, 1923, 16; "Marries Nellie J. Turner," May 10, 1923, 19; "Personality Compared With That of Lt. Kelly," May 27, 1923, II, 2; "Ordered To Remain In Dayton For Duty," June 15, 1923, 22; "Editorial on War On Insects from Air," June 20, 1923, 18; "Lt. Macready Fails In Attempt To Set Record," February 23, 1924, 3.

The historian scholar of aviation will find the files of Assistant Secretary of War for Air, Frederick Trubee Davison informative and enlightening. His papers are housed in Collection 601 at the Manuscript and Archives Library, Yale University, New Haven, Connecticut and I wish to thank Mr. Daniel Hartwig, Records Services Archivist-Manuscript and Archives Division, for his courteous and professional assistance. The collection is divided into four sections:

Series 1 contains General Correspondence and Speeches, 1882-1978 while Series II focuses on the First Yale Unit, 1914-1979, The third series has photographs, (1896-ca. 1966) while the final series is mainly made up of Scrapbooks, 1921-1931. The collection contains 10.5 linear feet in 21 boxes. The papers are indexed and were gifts from Mrs. Frederick Trubee Davison and their son Endicott Peabody Davison (1923-1997) in three phases: 1969, 1980 and 1982. For those interested in the life and times of Frederick Trubee Davison the author recommends contacting the Manuscripts and Archives of Yale University, P. O. Box 208240, New Haven, CT 06520-8240. Secretary Davison married Dorothy Peabody, the daughter of Endicott Peabody, on 15 April 1920 and he died on 14 November 1974 at the age of 78. Mrs. Davison's father was the famous Endicott Peabody (1857-1944) who founded Groton School for Boys in 1884 (later the Groton School), one of the most influential learning institutions for the children of wealth including Franklin Delano Roosevelt among many others. The Davison's had three sons: Endicott mentioned above, Daniel Pomeroy (1925-) and Frederick Trubee Jr. who died early in life at the age of fifteen in 1937. There is an interesting oral interview conducted by Sharon Zane with Mr. Daniel Pomeroy Davison between 27 February and 8 March 1995 and is housed in the Archives of American Art, Smithsonian Institution, Washington, D. C. 20560.

Of particular interest is Davison's correspondence with Richard Byrd, Calvin Coolidge, Charles G. Dawes, Thomas Dewey, Dwight Eisenhower, Herbert Hoover, Charles A. Lindbergh, Douglas MacArthur, Robert Moses, Ernie Pyle, Eddie Rickenbacker, Franklin Delano Roosevelt and Theodore Roosevelt. There is no formal monograph of Secretary Davison but he does have an entry in: Who Was Who in America (Volume 6: 1974-1978: Chicago: Marquis Who's Who Inc., 1976), 106. Other information can be found in the following selected periodical literature:

"The Davison Scholarship Fund," Outlook, CXXXIII (May 16, 1923), 880; "Crime Chairman," Time, VI (Aug. 24, 1925), 5; "The March of Events-Portrait," World's Work, L (Oct. 1925), 569; "Portrait," Independent, CXVII (July. 17, 1926), 82; "Our New Army and Navy Air Leaders," Literary Digest, XC (July. 24, 1926), 11; "Aviation Supported," Review of Reviews, LXXIV (Aug. 1926), 120; "The March of Events," World's Work, LIV (Aug. 1927), 355; "F. Trubee Davison," World's Work, LX (Apr. 1931), 74; "Backstage in Washington," Outlook and Independent, CLVIII (May. 27, 1931), 106-107; "Day at Dayton: Portrait," World's Work, LXI (Jan. 1932), 61-64; "They Stand Out From the Crowd," Literary Digest, CXVI (Sept. 23, 1933), 9; "From Politics to Natural History," Literary Digest, CXVII (Apr. 7, 1934), 27; "Work of the American Museum of Natural History," Science, LXXX (Aug. 3, 1934), 106-108; "Portrait," Fortune, XV (Apr. 1937), 101; "Fifty Years of Progress," Natural History, LIX (Apr. 1950), 144-145.

Secretary Davison was also featured in the following: "Return From Service In American Ambulance Corps," September 7, 1915, 4; "Injured in Airplane Accident," July 29, 1917, 1; "Concussion of Spinal Cord Caused by Fall," July 31, 1917, 5; "Condition Improving: May Reenter Aviation Service," August 4, 1917, 14; "Will Recover Use Of His Legs, But May Always Be Lame," August 5, 1917, 1, 11; "Nominated to be Assistant Secretary of War in Charge of Aviation," July 3, 1926, 4; "Editorial," July 5, 1926, 3; "Sworn in as Assistant Secretary of War: Will Act For Secretary Davis on his Tour of Training Camps," July 17, 1926, 3; "Declares Aircraft Is Essential to War Operations at Dinner Given by Aeronautical Chamber of Commerce of America at Hotel Biltmore," August 27, 1926, 2; "Attends National Air Races," September 5, 1926, 5.

In the following year articles relating to Secretary Davison included: "Appeals for Support of Wadsworth Bill to Hasten Army Promotions, Speech at American Legion Dinner, Albany," January 26, 1927, 2; "Shocked by Death of Captain Woolsey and Lt. Benton in Airplane Crash in Buenos Aires," February 27, 1927, 2; "Statement From His Office on Death of Woolsey and Benton," February 28, 1927, 4; "Attends Ceremonies at Arrival of Bodies of "good-will" Fliers at Hoboken," March 24, 1927, 3; "Excerpt from Reply to Mussolini's Message to National Aeronautical Association," March 25, 1927, 3.

Later in the year his statements included: "Comment on Commander Byrd's Transatlantic Flight," July 2, 1927, 2; "Announces That Old Army Planes Will Be Replaced With New Machines," July 8, 1927, 3; "Feature Article on Progress to be Made in Aviation," July 10, 1927, VIII, 1-5; "Speech Over Radio From N.Y.C. on American Legion and Aviation," July 12, 1927, 2; "Says U.S. Army Will Continue "Formation Flying" Despite Recent Accidents," July 123, 1927, 2; "Presents Citations for the Distinguished Flying Cross to Lts. Maitland and Hegenberger at Washington: Welcome to Them After Their Flight to Hawaii," July 22, 1927, 4. Five days later the newspaper reported another Davison story: "Passenger on Airship RS-1 on Route from Langley Field, VA to Lakehurst, N.J.," July 27, 7.

There were only two more stories during the year including, "Speech at Naming of Plane Old Glory," August 1, 1927, 1; "In Radio Talk Opposes Ocean Flights in Present-day Planes," September 26, 1927, 2. In the following year, however, Secretary Davison continued his support for aviation as evidenced by the following: "On Airplanes at Meeting of Harvard-Yale-Princeton Engineering Assn in N.Y.C.," January 21, 1928, 4; "Speech at American Legion Dinner to World War Veterans at Albany; Urges Promotion of Aviation; Confers with Lawmakers During Flight from N.Y. to Albany," February 1, 1928, 6; "Inspects Bombardment Plane for U.S. Army Air Corps," February 16, 1928, 6; "Plans Flight to Panama Canal to Inspect Air Defenses," February 27, 1928, 4; "Will Start Flight to Panama Shortly," March 7, 1928, 4; "He and Major General Fechet Will Leave Washington at Dawn On Inspection of Aerial Defenses of Panama," March 11, 1928, II, 4; "On Byrd Antarctic Expedition Plans," March 12, 1928, 2.

During the flight to Panama there were some weather delays and damage to their plane: "Delayed by Weather in Ft. Bragg, N.C.," March 12, 1928, 4; "Montgomery, Alabama and Pensacola, Florida," March 13, 1928, 5; "Galveston," March 14, 1928, 4; "Tampico, Mexico," March 16, 1928, 4; "Delayed as Plane is Party to Damage Near Puerto (Mexico)," May 18, 1928, 7; "2 U.S. Planes Rushed to Them From Panama Canal Zone After Disabling of One of his Planes Near Minatitlan, Mexico," March 19, 1928, 2; In a strange story the following is of most interest: "2 Army Officers from France Field in Panama Accompanying Him From Mexico to Panama; Land in Volcano and Get Plane Out Safely," March 25, 1928, 1; "Survey of Air Defenses of Panama Started: Plans for Return Flight," March 26, 1928, 4; "Improvements in Progress for Canal Defenses Approved," March 27, 1928, 4; "Leaves France Field for Washington," March 28, 1928, 6.

Later in the year stories relating to the secretary included: "Report on U.S. Development Program for Aviation," July 3, 1928, 1; "Returns from Inspection of Army Air Corps Activities in the West: On Progress Noted," July 22, 1928, 1; "Issues Order Prohibiting Army Air Corps Participation in Stunt Flying," August 3, 1928, 3; "On Marking Towns for Aviators: Speech at N. Y. State Convention of American Legion," September 8, 1928, 4.

Following the election of Herbert Hoover to the presidency in 1928 the following stories appeared relating to Davison: "On Endurance-Record Flight of Army Airplane Question Mark," January 8, 1929, 1; "His Record in Air," February 24, 1929, X, 3; "To Be Retained as Assistant Secretary of War for Aeronautics," February 27, 1929, 1; "Reappointed Assistant Secretary of War for Air," March 8, 1929, 5; "Leaves on Inspection of Military Posts and Garrisons," May 9, 1929, 2; "Flies Army Bomber from Washington to N.Y.C.," June 8, 1929, 3; Later in the year he gave a speech with the following theme: "Demands Preparations for War, Speech at Convention of Veterans of 27th Division," September 20, 1929, 1; In the next month, "Says Success of Byrd's South Pole Flight Demonstrated Again Value of Aircraft," November 30, 1929, 3; "Predicts More Intensive Development of Aeronautics for 1930," December 29, 1929, IX, 7.

Even in the midst of the Great Depression Secretary Davison was promoting aviation as evidenced by the following: "On Need for Faster Airplanes; Radio Address at Opening of N. Y. Aviation Show," February 8, 1930, 1; "Praise Work of Army Air Corps," April 27, 1930, II, 3; "Tribute to Mothers at Mother's Day Celebration, Arlington Cemetery," May 12, 1930, 6; "Announces Award of Distinguished Flying Cross to A. C. McKinley and D. C. Smith and Award of Soldier's Medal to B. Roth," July 4, 1930, 3; "Will Join N.Y. State Air Tour at Hammondsport," July 13, 1930, II, 5; "Joins," July 20, 1930, II, 4; "Will Inspect Army Air Corps Activities," July 27, 1930, II, 3; "Plans for Inspection Tour of Army Air Corps," July 27, 1930, IX, 6; "Confers with President Hoover and Others on Aviation," August 17, 1930, 2; "On Airplanes and National Defense," October 10, 1930, 4; "Confers with President Hoover on Russian Airplane Purchases in U.S.," November 27, 1930, 1; "Annual Report on Army Air Corps," November 29, 1930, 1; "Editorial," December 1, 1930, 3.

In the New Year his speeches continued to urge the development and advancement of aviation as witnessed by the following: "On Military Aviation and Preparedness, Speech to N.Y. State Chamber of Commerce," February 18, 1931, 3; "Visited by General Wang Pin Hang, Director of Chinese Bureau of Aviation," April 1, 1931, 2; "On Army Planes, Speech to N. Y. Society of Military and Naval Officers of World War," April 16, 1931, 2; "On Expenses of Air Corps Maneuvers," May 25, 1931, 3; "Praises Leadership of General Foulois During Maneuvers," May 31, 1931, 1; "Tribute to Wiley Post and Harold Gatty," July 3, 1931, 8; "Annual Report on Army Air Corps," December 1, 1931, 5.

During the following year The New York Times reported: "Editorial on Report on Army Air Corps," January 4, 1932, 4; "Speech on U.S. Aviation at Luncheon of Long Island Chamber of Commerce," February 14, 1932, 2; "Comment on Career: Portrait," August 14, 1932, VIII, 7; He got a mix review regarding the following: "On Veterans Bonus and Eviction of Bonus Marchers; Speech to New York State American Legion Convention; Hissed and Booed for Supporting Hoover; Says Army Secret Service Has Discovered Source of Fake Discharge Certificates Used by Bonus Marchers," August 28, 1931, 4; "Editorial," August 29, 1931, 1; "W.W. Waters Assails Secretary," August 30, 1931, 6; "Portrait," October 5, 1931, 6; "Excerpts from Article on Army Air Corps to American Legion Monthly," October 9, 1931, VIII, 1.

See also, "Report on Military Aviation to Secretary Hurley," December 2, 1931, 4. Even his wife got into the news: (Mrs. Davison) "Pilots Her Husband to Republican State Convention," October 2, 1931, 2. Following the election of Franklin Delano Roosevelt in 1932 there was only one story relating to Davison in his capacity as Assistant Secretary of War for Air and that his final analysis entitled "Report on Army Air Corps," March 2, 1933, 1; The newspaper offered one final evaluation of his contributions: "Editorial," March 6, 1933, 3.

One interesting study is a PhD Dissertation by Jerold E. Brown, "Where Eagles Roost: A History of Army Airfields Before World War II," Duke University, 1977.

Appendix 1:

Heads of the Army Air Services, Air Corp, Army Air Forces and United States Air Force, 1906-1953 and the election of President Dwight David Eisenhower:

Name	Title	Date of Appointment
Brig. Gen James Allen (1849-1933)	Chief Signal Officer	10 February 1906
Brig. Gen. George P. Scriven (1854-1940)	Chief Signal Officer	5 March 1913
Brig. Gen. George O. Squier (1863-1934)	Chief Signal Officer	14 February 1917
Brig. Gen. William L. Kenly	Director of Military Aeronautics	24 May 1918
Mr. John D. Ryan	Director of Aircraft Production	24 May 1918
Mr. John D. Ryan	Director of Air Service	28 August 1918
Mr. William C. Potter	Assistant Director of Aircraft Production	5 September 1918
Maj. Gen. Charles T. Menoher (1862-1930)	Director of Air Service (Title changed to Chief,	23 December 1918 20 July 1920)
Maj. Gen. Mason M. Patrick (1863-1942)	Chief of Air Service	15 October 1921
Maj. Gen. James E. Fechet (1877-1948)	Chief of Air Corps	14 December 1927
Maj. Gen. Benjamin D. Foulois (1880-1967)	Chief of Air Corps	19 December 1931
Maj. Gen. Oscar Westover (1883-1938)	Chief Air Corps	22 December 1935
Maj. Gen. Henry H. Arnold (1886-1950)	Chief Air Corps	29 September 1938
Maj. Gen. George H. Brett (1886-1963)	Chief Air Corps	31 May 1941
Lt. Gen. Henry H. Arnold (1886-1950)	Chief of Army Air Forces	9 March 1942
General Carl A. Spaatz (1891-1974)	Chief of Army Air Forces	24 January 1946
General Carl A. Spaatz (1891-1974)	Commanding General Army Air Forces	1 March 1946
General Carl A. Spaatz (1891-1974)	USAF, Chief of Staff	25 September 1947
General Hoyt Vandenberg (1899-1954)	USAF, Chief of Staff	30 April 1948
General Nathan Twining (1897-1982)	USAF, Chief of Staff	7 May 1953

Appendix 2:

Designations and Redesignations of the Army Air Arm, 1907-1942;

United States Aeronautical Division, Signal Corps: 1 August 1907-18 July 1914

Created on 1 August 1907 by Office Memo Number 6, Office of the Chief Signal Officer.

United States Aviation Section, Signal Corps: 18 July 1914-20 May 1918

Created on 18 July 1914 by an act of Congress.

Since the act did not specify that the official title of the section would be "Aviation Section". Thus, from July 1914 until May 1918 the Aviation Section of the Signal Corps had numerous designations including Aeronautical Division, Air Division, Division of Military Aeronautics and several others.

Air Service American Expeditionary Forces was created on 3 September 1917 by Headquarters, American Expeditionary Force and remained in force until demobilized in 1919.

United States Division of Military Aeronautics (DMA) and Bureau of Aircraft Production (BAP): 20 May 1918-24 May 1918. Created as components of the air arm on 20 May 1918 by Executive Order.

By the authority of the Overman Act of 20 May 1918 (Senator Lee Slater Overman (D. North Carolina--1854-1930) the Division of Military Aeronautics (DMA) and Bureau of Aircraft Production (BAP) were removed from the jurisdiction of the Signal Corps and established as separate units under the authority of the War Department.

Director of Air Service.

Appointed on 28 August 1918 by the Secretary of War and given supervision and authority over both the Division of Military Aeronautics and the Bureau of Aircraft Production.
The finalization of the director's authority was announced on 19 March 1919.

United States Army Air Service: 24 May 1918-2 July 1926

Established as a combatant arm of the Army by the Army Reorganization Act of 2 June 1920.

United States Army Air Corps: 2 July 1926-20 June 1941

Created by the Air Corps Act of 2 July 1926.
General Headquarters: Air Force.

Established as a component with the Air Corps on 1 March 1935 to coordinate policies.

United States Army Air Forces: 20 June 1941-17 September 1947

Created on 20 June 1941 by Army Regulation 95-5

The AAF coordinated the activities of the Office of the Chief of the Air Corps (OCAC), the Air Force Combat Command (AFCC) formerly designated the General Headquarters Air Force noted above and various other air units.

United States Army Air Forces (USAAF).

Reorganized as one of the three major Army commands-the OCAC and the AFCC were abolished by War Department Circular 59, 9 March 1942.

United States Air Force: National Security Act of 1947; Created on 9 September 1947.

Stuart Symington (D. Missouri—1901-1988) First Secretary of the Air Force

General Carl Spaatz (1891-1974) First Chief of Staff (1947-1948)