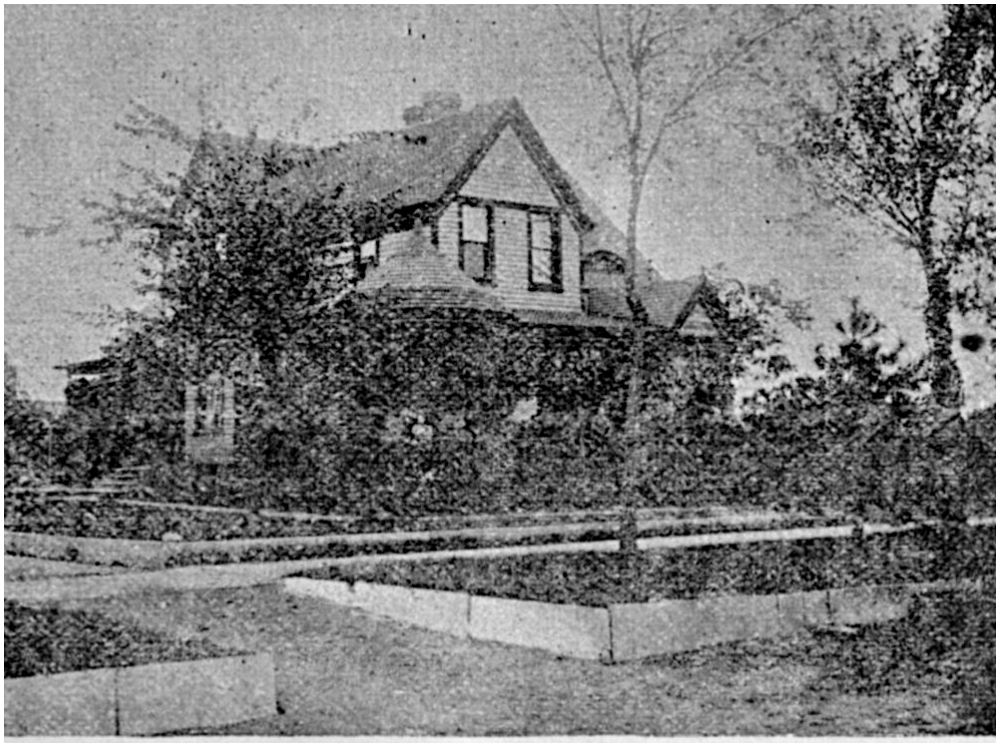
WILLIS[9] HENRY HALE, the youngest son of Charles P. Hale and Nellie Bonfoy, was born in Pittsburg, Kansas, on 7 Jan 1893, about seven years after his parents moved to Pittsburg from Galesburg, IL. Notice of his birth was found in the following Pittsburg newspaper articles.

> A youngster who will be known by the name of Hale arrived at the home of Mr. and Mrs. C. P. Hale last night. It is a son and Charley is expected to recover.[451]

> C. P Hale, Cashier of the First National Bank, has not been about his usual haunts at the bank to-day, and hasn't gone to Canada either. The fact is that he has been kept at his beautiful home on Euclid Avenue, where he is rejoicing over the arrival last evening of a bright eyed baby boy.[452]

The photo below, from the John Randolph collection at Pittsburg State University, is the Hale's home around 1894-98.[453] It is believed the house was located at 409 W. Euclid, which is hinted at in the second birth announcement above.



RESIDENCE OF MR. C. P. HALE.

By the time he was seven, Willis's parents were living apart and would divorce in 1901. In 1910, Nellie and her sons were living at 404 W. 7th St, and Nellie was listed in the census as a widow, though her ex-husband was alive and had remarried in Denver, CO, in 1905.[454]

According to *Hale's Handful . . . Up from the Ashes: The Forging of the Seventh Air Force from the Ashes of Pearl Harbor to the Triumph of VJ-day*, a graduate thesis by then-Major Peter S. H. Ellis, USAF, Willis was educated in Pittsburg schools and went on to attend Kansas State University.[455]

By 26 June 1913, Willis Hale was a third lieutenant, now days a non-existent rank, in the Philippine Constabulary.[456] (It seems reasonable to assume his uncle, Harry Hale, veteran of the Philippine wars, played some role in Willis's enlistment.) The Constabulary was initially conceived as a national police force after the American occupation of the Philippines. A 1910 account described the Constabulary as follows.[457]

> The original design of the organization was that of a police force in form as well as in fact. Its members were called "constables" and were organized not into companies, but into provincial groups. They were armed not with rifles but with revolvers and shotguns. Gradually, however, it was found that the conditions were still such as to require military as well as police service, and changes were introduced accordingly. In 1905 the men were organized into companies with appropriate officers. Experience, too, showed the necessity of an improved armament, and long-range Krag carbines with knife bayonets were eventually furnished. Strict military discipline, with drill and other exercises, mark the daily routine of every Constabulary detachment. Finally, it should not be forgotten that from the beginning the entire expenses of the force, including both officers and men, have been defrayed from revenues raised in the Philippines and that the United States Government is called upon for no pecuniary aid.

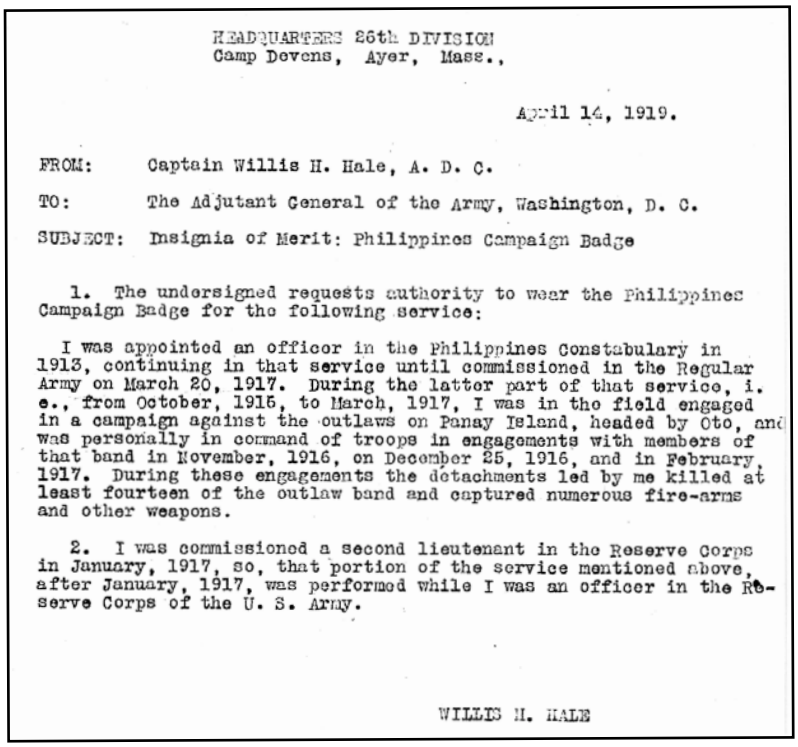
The same article described the process of recruiting Americans for the Constabulary, below.

> [U]tmost care is now exercised in the selection of Third Lieutenants. American candidates for this appointment are now usually required to be graduates of some institution of college rank, and to produce the best of credentials. Indeed the American universities and colleges are now regularly called upon for recommendations to fill these positions. The result is that new material for the Constabulary is being recruited from the flower of the American youth, and its future, so far as others are concerned, is assured. On the other hand the service offers to a limited number of young Americans with a taste for semi-military life, a fairly permanent and attractive career. While the compensation at first is not large (third lieutenants receive $1100 annually) it increases substantially with promotion, and at the end of twenty years of service the Constabulary man, private or officer, may retire with a life pension of at least one half of his current pay.[458]

The Constabulary's academy was located in Baguio, "away from the distractions of a large city like Manila," and in a more "temperate zone" for their three month course.[459] Filipinos were in some command positions and American officers commanded Filipino constables. In 1910, there were some 5,400 members of the Constabulary.[460] The author of the article quoted stressed that the force not only battled outlaws and criminals, but, much as modern police forces do, offered

many services to the citizens, combatting insects and fires and serving as "the only accessible representative of the American Government."[461]

Willis Hale's Air Force biography states, "With the Constabulary Troops, he participated in the field against Oto and a band of outlaws from October 1916 to February 1917."[462] It is likely that Oto was a Moro in the Muslim resistance referred to as the Moro Rebellion. Hale's own memo of April 14, 1919, shown below, asking permission to wear a Philippines Campaign Ribbon, details his combat experience in the Philippines.[463]



HEADQUARTERS 26th DIVISION
Camp Devens, Ayer, Mass.,

April 14, 1919.

FROM: Captain Willis H. Hale, A. D. C.

TO: The Adjutant General of the Army, Washington, D. C.

SUBJECT: Insignia of Merit: Philippines Campaign Badge

1. The undersigned requests authority to wear the Philippines Campaign Badge for the following service:

I was appointed an officer in the Philippines Constabulary in 1913, continuing in that service until commissioned in the Regular Army on March 20, 1917. During the latter part of that service, i. e., from October, 1915, to March, 1917, I was in the field engaged in a campaign against the outlaws on Panay Island, headed by Oto, and was personally in command of troops in engagements with members of that band in November, 1916, on December 25, 1916, and in February, 1917. During these engagements the detachments led by me killed at least fourteen of the outlaw band and captured numerous fire-arms and other weapons.

2. I was commissioned a second lieutenant in the Reserve Corps in January, 1917, so, that portion of the service mentioned above, after January, 1917, was performed while I was an officer in the Reserve Corps of the U. S. Army.

WILLIS H. HALE

I have vivid memories of my grandfather's office in his Sonoma, CA, home in the late 1950's. Among framed photos on the wall was one with a young "Gramps" posing in a jungle village setting with a shrunken head. It was quite a curiosity to a young boy.

The next step in Willis's life was his enlistment in the regular Army. According to his official 1950 biography, on "March 20, 1917...he accepted a commission in the Regular Army as a second lieutenant of Infantry."[464] According to the same source, "that same date...he was promoted to first lieutenant." Copies of his official record record show he was promoted to 2nd Lieutenant in the regular Army on 24 March 1917, and to 1st Lieutenant the same day.

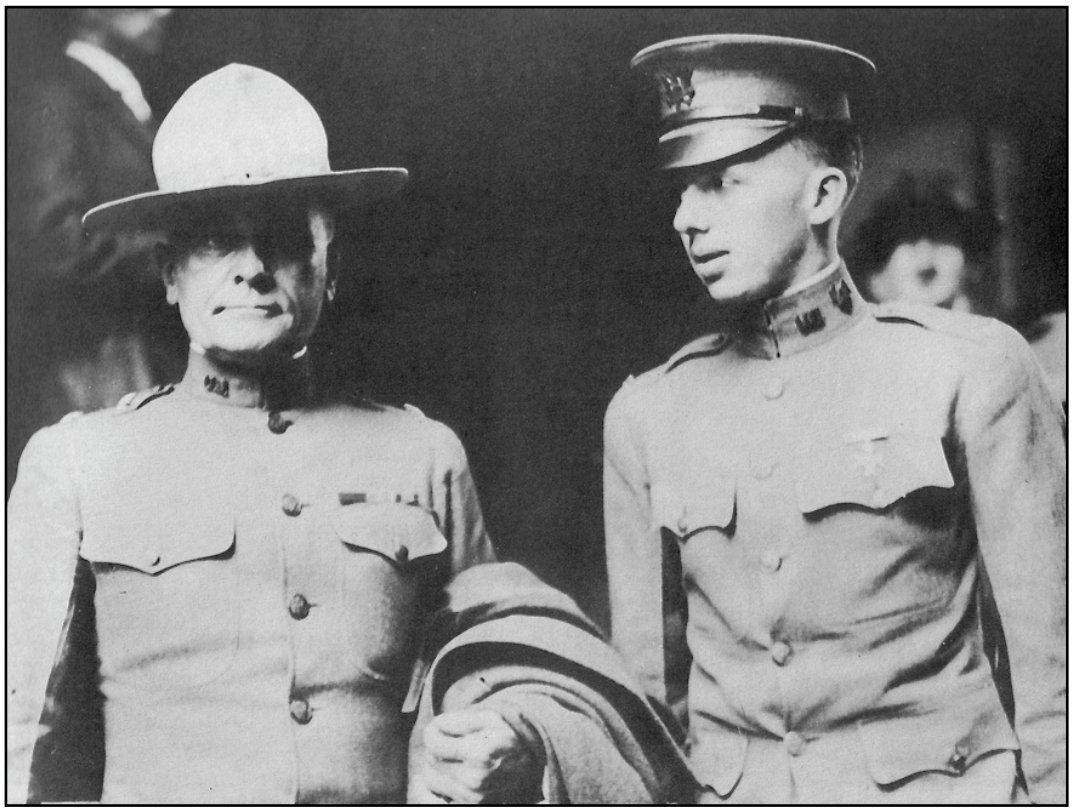
On July 31, 1917, Willis headed to Tientsin, China, as aide to his uncle, Col. Harry C. Hale, commander of the 15th Infantry. Harry had taken command of the 15th Inf. on 26 Feb 1916.[465] "Following the termination of Germany's treaty rights in China in April 1917 the American forces posted in Tientsin took over the former German barracks,"[466] It appears that service in China had its perks. "Service with the 15th Infantry was unique. Chinese staff performed nearly all fatigue duties. Food was excellent. Compared with Prohibition Era America liquid refreshments were cheap and plentiful. Marching Out uniforms were tailor made and of a unique, rolled collar, design with white shirts. During the summer each of the battalions took turn rotating through a 4-6 week summer camp on the beach near Chinwangtao. This location provided space for field problems, target shooting and an opportunity to visit the Great Wall."[467]

A handwritten memo in Willis Hale's service record, dated 5/9/19, noted he was at "Ft. William McKinley, P.I., June 1 - July 17, 8 Infantry" and then "Tienstin, China, July 31 17 - Sept 9, 17, 15 Inf. Left Nagasaki Sept 9, '17 on *SS Thomas*, arr at San Francisco Cal Sept 26, 17."[468]

Willis Hale removed from China, by way of Nagasaki, Japan, and San Francisco, to Ft. Zachary Taylor in Louisville, KY, and was aide to Brig. Gen. Harry Hale, the camp's commander. The 84th Division was trained at Ft. Taylor, and Willis and Harry would both accompany the division to Europe in 1918. [On page XXX is a photo of the division staff taken at Ft. Taylor in 1917. When I found that photo I was looking for Harry Hale and was pleasantly surprised to find my grandfather, Willis, standing in the line.] The photo, below, is of a twenty-four year old 1st Lt. Willis H. Hale, aide-de-camp to the commanding general, his uncle.

Lt. Willis H. Hale, 84th Div, Camp Zachary Taylor, 11/1917

Another photo of Harry and Willis Hale is worth sharing here. It is of uncle and nephew at Camp Zachary Taylor and was provided in March 2009, by Ken Maguire of the Camp Zachary Taylor Historical Society in Louisville.



MG Harry C. Hale, at left, and 1st Lt. Willis H. Hale at Camp Zachary Taylor, Louisville KY, ca 1917

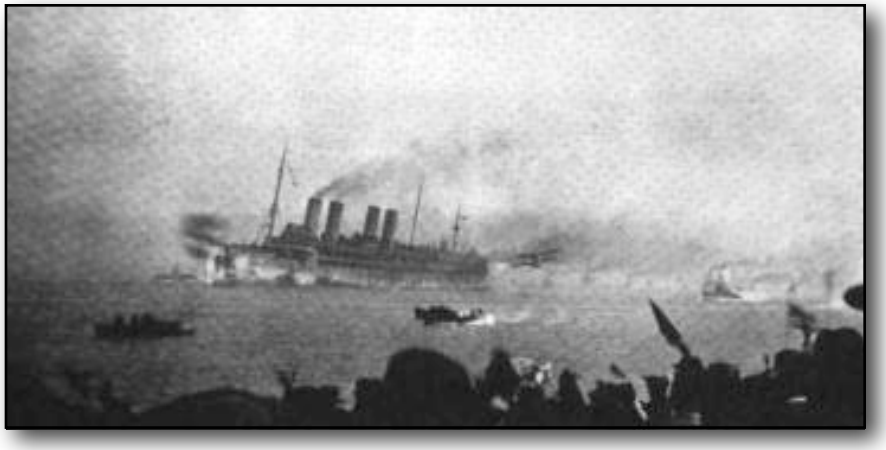
Willis Hale had received a temporary promotion to Captain on 5 Aug 1917, which became permanent on November 5, 1917.[469] The 84th Division left for France August 27, 1918.[470] Upon arrival, the division was broken up to provide replacement troops and, as a unit, did not experience combat operations. The war ended about two months after their arrival. On November 19, 1918, Maj. Gen. Harry Hale took over command of the 26th Division, the famous "Yankee" Division, and was the commander who brought the division home in April 1919. Capt. Willis Hale remained with Gen. Hale as an aide in the 26th Division. In *The Fighting Yankees Overseas*, the following anecdote was recounted about the Hales (the Edwards reference was to the former commander, MG Clarence R. Edwards, West Point 1890).[471]

> There were so many Hales at division headquarters that the men used a parody on that familiar song which ran:
>
> "Hale! Hale! the gang's all here,
> Where in h—l is Edwards?"
>
> Major-General Harry C. Hale, commanding the division, was joined by Colonel Richard K. Hale, the popular artillery expert, as chief of staff, after Colonel Duncan J. Major, the so-called "storm center of the division," retired, and Captain Willis H. Hale was aide-de-camp. The other aides were Captain Charles D. Hodges and Lawrence B. Cummings.

The photo which follows was found in *The History of the Yankee Division*, by Harry A. Benwell, published in 1919.[472] It is of the staff of the 26th Division, and since it appears to be aboard a ship, it was most likely taken on the division's return to America aboard the liner *Mount Vernon.* The young Captain Hale is the officer looking over Gen. Hale's (at center) right shoulder.

MG Harry Hale, Capt. Willis Hale and 26th Division Staff - April 1919

The following photograph is of the *Mount Vernon* pulling into Boston harbor on April 5, 1919, with the vanguard of returning troops including "division commander, Maj.-Gen. Harry Hale with his staff."[473]



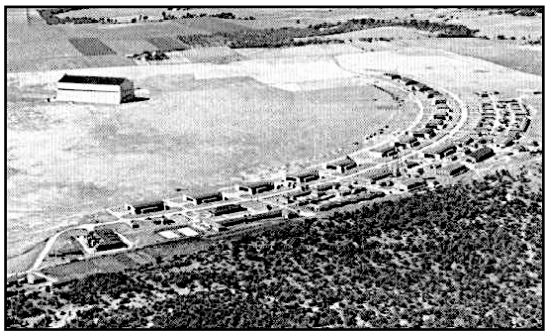
The *Mount Vernon* with the 26th Div entering Boston Harbor, 5 April 1919

In a *Saturday Evening Post* interview during WWII, Willis Hale was asked about his WWI experience. He reportedly replied, "I distinguished myself by not distinguishing myself."[474]

Upon return to the U.S., Willis stayed on as aide to Harry Hale at Ft. Dix, NJ. According to his 1950 First Air Force biography, he was a student at the Army Signal School at Ft. Leavenworth, KS, from August 1919 to June 1920.

According to his Air Force biography, Willis Hale did "summer duty at Camp Vail, NJ," following his graduation from Signal School. Then came two years' assignment as a "Professor of Military Science and Tactics at Yale University."[475] The following proof of his assignment at Yale was found in *Historical Register of Yale University, 1701-1937,* "Willis Henry Hale. Captain (Inf.), Signal Corps, U.S. Army. Detailed by the War Department Asst. Professor of Military Science and Tactics 1920-1922."[476]

For reasons lost to history, Willis Hale chose or was chosen to become an aviator. He was assigned to the Primary Flying School at Brooks Field in San Antonio, TX (pictured below), in July 1922 and graduated in May 1923. A search of histories on Brooks Field seems to indicate that this was the first primary flight school held at Brooks Field.

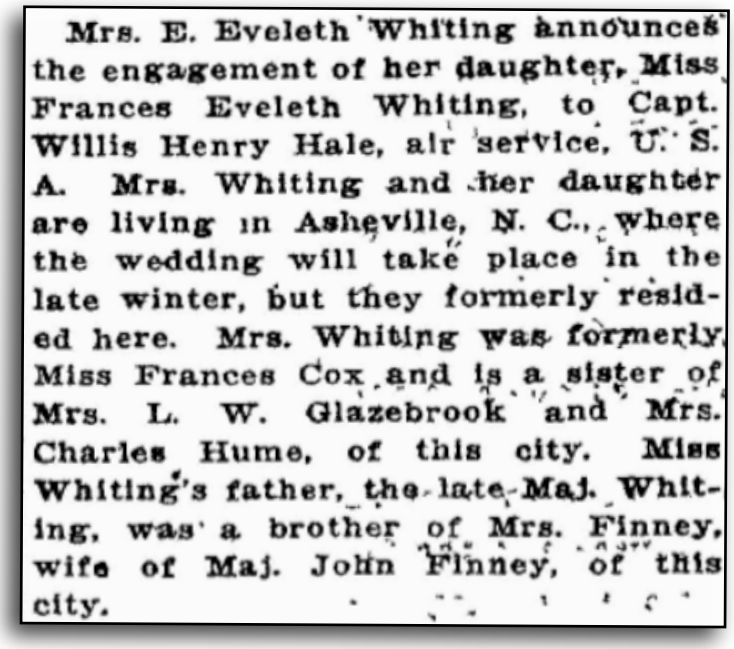


Brooks Field, San Antonio, TX, 1924

PT-1's on the flight line, Brooks Field, ca 1923

After completing primary flight training, Willis apparently remained in San Antonio to attend Advanced Flying School at Kelly Field.[477] By account of his daughter, Eveleth, it was during his time at Kelly Field that Willis met his future wife, Frances E. Whiting. Mom related that Frances Whiting had traveled to Texas, apparently with an escort, to visit another Army officer and was introduced to Willis Hale and the rest is history. But there is an interesting story of their meeting to be found in *Hale's Handful. . .Up From the Ashes*.[478] According to Ellis, "General Hale's desires for postwar were to return to Washington D.C., where his wife (Francis, who he met through his good friend Gen. Lewis H. Brereton) and two daughters (Evelyn [sic] and Barbara) lived." An online history of Brereton's service showed him assigned to the 3rd Attack Group in 1923. An article at *http://www.nationmaster.com/encyclopedia/3rd-Wing*, stated, in 1923 the 3rd Attack Group was stationed at Kelly Field. So it seems possible that both stories can be true; Frances Whiting traveled to San Antonio and while there in 1923, was introduced to Willis Hale, with the introduction likely given by Lewis Brereton (who also went on to fame in WWII as commander of the 9th Air Force during its daring low-level raid against the oil refineries at Ploesti, Romania, in 1943).

Whatever the exact date of their meeting, a fairly short courtship ensued because by December of 1923, when he graduated from advanced flight training, Willis Hale and Frances Whiting were engaged. Their engagement notice, clipped from the *Washington Post* of 3 Dec 1923, follows.[479]



Mrs. E. Eveleth Whiting announces the engagement of her daughter, Miss Frances Eveleth Whiting, to Capt. Willis Henry Hale, air service, U. S. A. Mrs. Whiting and her daughter are living in Asheville, N. C., where the wedding will take place in the late winter, but they formerly resided here. Mrs. Whiting was formerly Miss Frances Cox and is a sister of Mrs. L. W. Glazebrook and Mrs. Charles Hume, of this city. Miss Whiting's father, the late Maj. Whiting, was a brother of Mrs. Finney, wife of Maj. John Finney, of this city.

Engagement Announcement of W Hale and F Whiting,
Washington Post, 3 Dec 1923

Captain Hale's first assignment after advanced flight school was as the commander of the 20th Bombardment Squadron[480] and later as operations officer of the 2nd Bombardment Group at Langley Field, Virginia. The 2nd Bombardment Group participated in the anti-ship bombing demonstrations in 1921 and 1923, under the direction of Brig. Gen. Billy Mitchell. (Willis Hale would be a witness in Mitchell's famous 1925 court martial.) The 20th Squadron's planes included the NBS-1 [aka Martin MB1], shown below, which was used in Mitchell's demonstration bombing.

NBS-1 Bomber

Willis Hale and **Frances Eveleth Whiting**, born 15 Aug 1900, in Washington, DC, to Frances Cox and Eben Eveleth Whiting, were married in Asheville, NC, on March 4, 1924. According to my mother, Gen. Billy Mitchell was among the guests. On 13 Nov 1924, Willis Hale was officially transferred from the Infantry to the Air Service.[481] The Hale's first daughter, Eveleth, was born on 17 Dec 1924, at Newport News, VA.

A March 28, 1925, news article from the *St. Petersburg (FL) Times*, shown below, reminds the reader of the dangers encountered by early aviators, like Capt. Hale, who flew without the benefit of radar or accurate weather reporting.[482]

BOMBING PLANES ARE FORCED DOWN IN STORM

BALTIMORE, March 27.—Eight Martin bombers, participating in a cross-country flight from Langley Field, Va., to Middletown, Pa., today were forced to abandon the flight and separate when a heavy storm was encountered after they almost had reached their objective. The squadron was to return to Langley Field today, but instead, five of the planes sought refuge at Logan Field, Baltimore; two made landings at Washington and one came down at New Baltimore, Pa., about 50 miles north of here. None of the planes was damaged. The flight was commanded by Captain W. H. Hale and each of the planes carried a pilot and three enlisted men.

St. Petersburg *Times*, 28 Mar 1925

Gen. Billy Mitchell's confrontation with the Army establishment drew to its conclusion in September 1925, when the Army announced he would be court-martialed for insubordination.[483] His quest for the establishment of an independent air service had offended the senior staffs of the Navy and Army, each competing to retain its own primacy on land and sea. Future leaders of the Air Force, then Majors and Captains, were witnesses at the trial. Major H. H. "Hap" Arnold, later Chief of the Army Air Corps, and Major Carl "Tooey" Spaatz, who would lead air forces in Europe in WWII and later be the first Chief of Staff of the Air Force, both testified for the defense. Even WWI's "Ace of Aces," Capt. Eddie Rickenbacker, was called as a witness for Mitchell, and ridiculed ineffective anti-aircraft defenses during the war.

Willis Hale, then in charge of the 20th Bombardment Squadron, was called as a witness in the Mitchell trial on November 17, 1925. Following is a clip from the *New York Times* recounting Hale's testimony.

Captain Willis Hale of Langley Field, who is in command of the Twentieth Bombing Squadron, declared that recent searchlight tests over Camp Dix were unnecessarily dangerous and were made, he testified, over the protests of the air men. He explained that the War Department orders called for flights in formations of two planes, one of them a Martin bomber and the other a De Haviland pursuit plane. Due to difference in speed and the darkness this was, said Captain Hale, a hazardous undertaking, which was proved, he declared, when two of the planes came very near colliding in the air.

A protest, Captain Hale said, was made to Major Gen. Summerall, the corps area comamnder at Governors Island, but General Summerall ordered the tests carried out as directed by the War Department.

The testimony of Captain Hale showed that, like most of the other air men who have been on the stand, he had little faith in the anti-aircraft guns at present in use.

New York Times, 17 Nov 1925

In *The Billy Mitchell Affair*, Captain Willis Hale's testimony at the court-martial centered around the ineffectiveness of anti-aircraft fire and the danger it posed to the airmen towing targets for ground forces to shoot at.

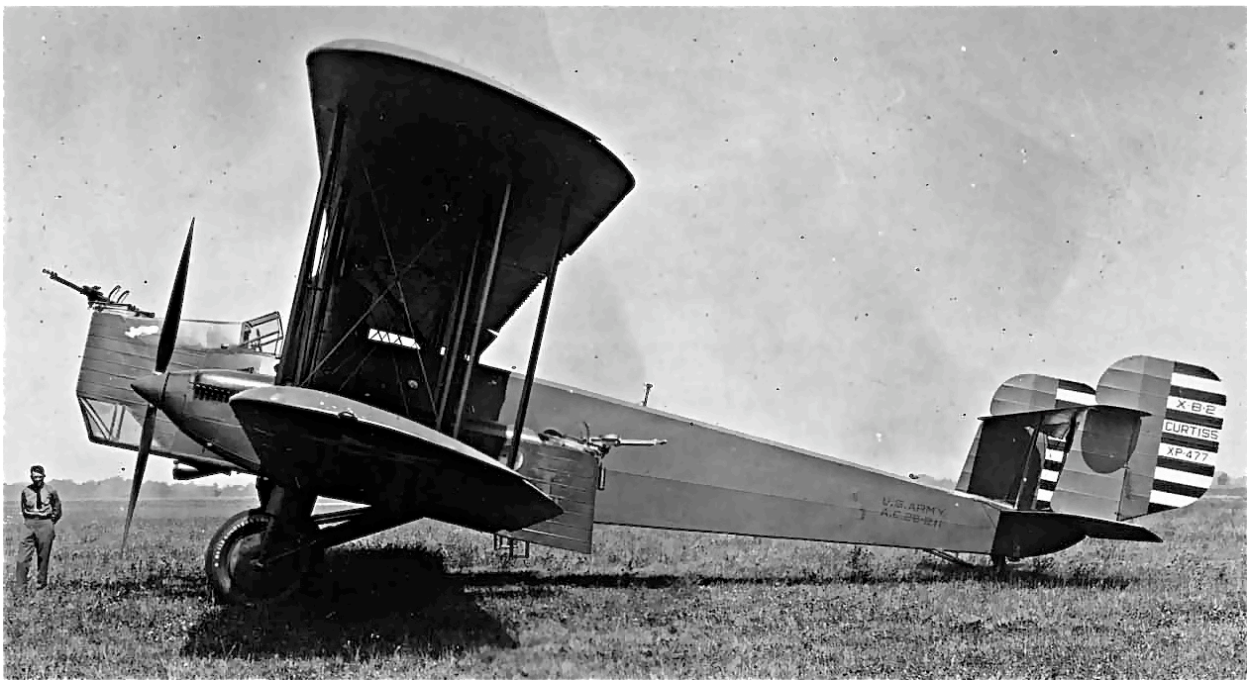
> Captain Willis Hale, whose squadron had towed the targets all summer, described how hits were scored by a man perched precariously on a bomber, with a small grid through which hits were sighted, holding a pencil, stopwatch, and score card: ". . .we found it necessary for him to ride on top of the plane itself. He couldn't ride in a seat because he couldn't see the target, so he was lying down against one part of the fuselage with one arm wrapped around a strut. . .glancing back at the target, which was about two thousand feet behind." There had been few hits. After the tests, Hale said, the overworked bomber crews were so worn out that they were sent on sick leave.[484]

Captain Hale continued as the CO of the 20th Squadron through mid-1927, when he was selected to attend the Air Corps Tactical School at Langley Field, VA, where he was then stationed. Following is the foreword to the *History of the Air Corps Tactical School 1920-1940*.[485]

> In the 1930s the Air Corps Tactical School at Maxwell Field, Alabama, was the birthplace and nurturing ground for American air doctrine. The work undertaken at the school became manifest in the skies over Europe, the Mediterranean, and the Pacific in the Second World War. Those who studied and taught there were the same individuals who prepared America for war, and then led its airmen into combat. This band of men spawned and shaped the independent United States Air Force in the postwar era. Their influence is still felt today, for they developed the airpower doctrines and institutions that enabled the United States to prevail in the Cold War. Their strategic vision, evolved from the thoughts of Douhet, Mitchell, and Trenchard, is now embodied in the Air Force's notion of *Global Reach-Global Power*. The legacy of the Air Corps Tactical School continues on with the comprehensive programs of the Air University, the world's premier airpower training institution. From flight within the atmosphere to flight within space, American airmen fly their missions based on principles enunciated in the lecture halls of Maxwell Air Force Base.

Upon graduation from the Tactical School in June of 1928, Willis Hale was assigned to the Inspection Division of the the office of the Chief of the Air Corps, Washington, DC. According the official Air Force website, Major Hale's new assignment "traces its roots to 1927 with the establishment of the Inspection Division under the Chief of the Air Corps. The new division performed technical inspections in support of flight safety objectives."[486]

In 1928, Willis Hale was one of seven pilots who participated in the testing of a new bomber, the Curtiss XB-2 "Condor," pictured below.[487] The National Archives holds a motion picture of tests of the new bomber showing Captain Willis Hale as one of the test pilots.[488] According to one website, only 12 XB-2's were delivered to the Air Corps.



Curtiss XB-2 "Condor" Bomber, ca. 1928

The February 6, 1929, edition of *The Bee* newspaper in Danville, Virginia, contained the article shown below. The official Army report of the crash found that improper maintenance of the engines of the Keystone LB-7 [pictured two pages below] had caused an engine propel a piston through the engine causing a loss of power.[489] The result of the crash is pictured below.

Two Fliers Forced Down At Hampton

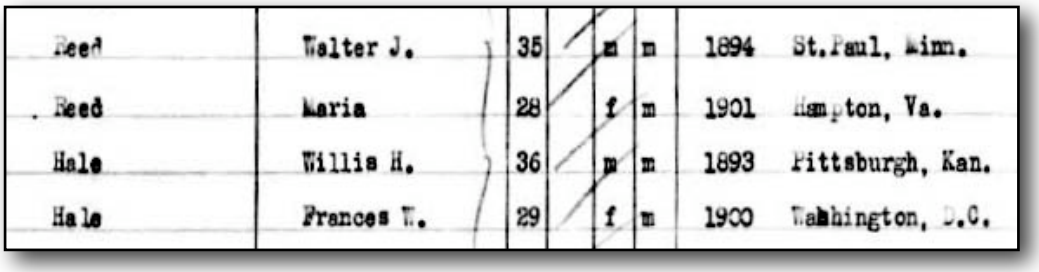
Plane of Washington Fliers Is Wrecked But Occupants Escape

NORFOLK, Va., Feb. 5.—(AP)—Captain Willis Hale and Captain Walter Reed, both attached to the office of the chief of the air corps at Washington, made a forced landing today on the grounds of the Hampton Institute at Hampton shortly after leaving Langley Field for Pope Field, N. C., in a proposed flight to the Pacific coast.

The plane was destroyed, but neither fliers were hurt, according to information received here.

The Bee, Danville VA, 6 Feb 1929

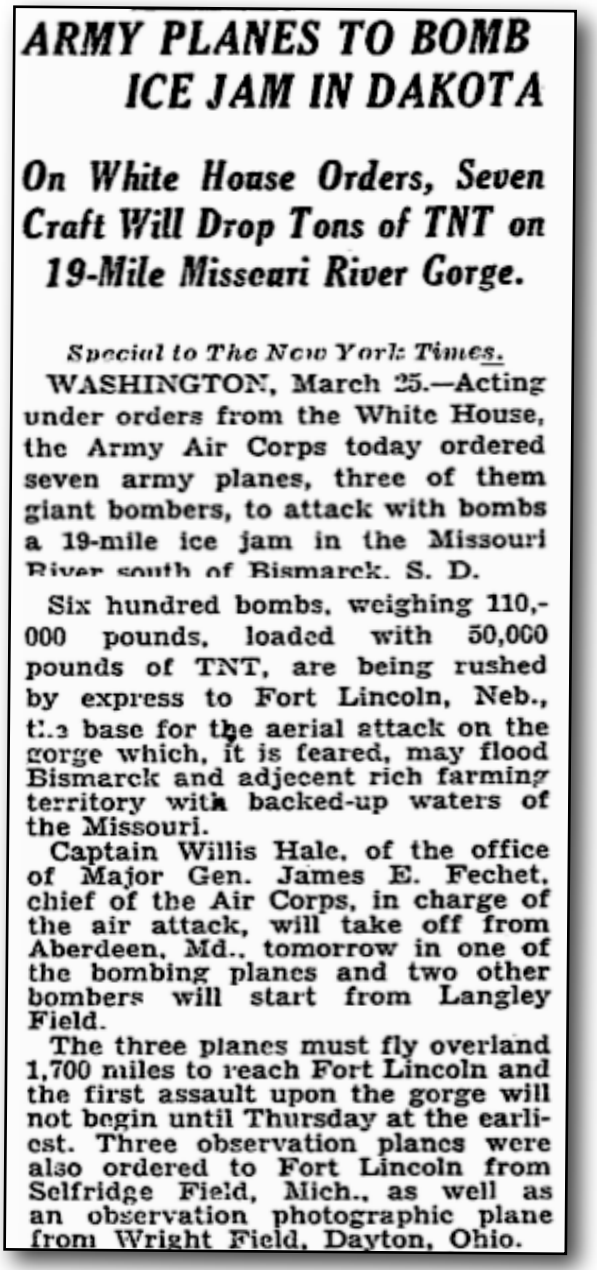
Perhaps in celebration of escaping death or injury in the crash above, records at *Ancestry.com* show that Willis and Frances Hale traveled to Bermuda in September 1929.[490] The record shows them returning to NY on the *SS Fort Victoria.* Willis and Frances are listed last in the passenger manifest presented below. Of note is the fact that the couple preceding the Hales were Walter and Maria Reed, who, like the Hales, lived at 1860 California St., Washington, DC. Walter Reed was the other occupant of the airplane in Hale's 1929 crash referred to above and was the godfather of Eveleth Hale. [Reed became a brigadier general and commanded the 7th Air Force Service Command during WWI.[491] The service command was responsible for all the logistical needs of the 7th Air Force, which was commanded by none other than Reed's friend, Willis H. Hale. Walter Reed died in 1963.]



Reed	Walter J.	35	m	m	1894	St.Paul, Minn.
Reed	Maria	28	f	m	1901	Hampton, Va.
Hale	Willis H.	36	m	m	1893	Pittsburgh, Kan.
Hale	Frances T.	29	f	m	1900	Washington, D.C.

Manifest of the *SS Fort Victoria*, 28 Sep 1929, Hamilton, Bermuda to New York

In March 1929, Captain Willis Hale was sent on an interesting mission to South Dakota. Hale's job was to blow up the Missouri River, as detailed below left.[492] A *New York Times* headline four days later, on March 29, claimed "DAKOTA ICE GORGE NOW BREAKING UP; Water Pours Out of Missouri River Pack as it Slowly Yields to Dynamiting. FLOOD ALREADY RECEDING But, With 100,000 Acres of Farm Land Damaged, Army Engineers Continue Attack on Jam."[493] It was unclear from the headlines whether the Air Corps actually bombed the ice jam.



ARMY PLANES TO BOMB ICE JAM IN DAKOTA

On White House Orders, Seven Craft Will Drop Tons of TNT on 19-Mile Missouri River Gorge.

Special to The New York Times.

WASHINGTON, March 25.—Acting under orders from the White House, the Army Air Corps today ordered seven army planes, three of them giant bombers, to attack with bombs a 19-mile ice jam in the Missouri River south of Bismarck, S. D.

Six hundred bombs, weighing 110,000 pounds, loaded with 50,000 pounds of TNT, are being rushed by express to Fort Lincoln, Neb., the base for the aerial attack on the gorge which, it is feared, may flood Bismarck and adjecent rich farming territory with backed-up waters of the Missouri.

Captain Willis Hale, of the office of Major Gen. James E. Fechet, chief of the Air Corps, in charge of the air attack, will take off from Aberdeen, Md., tomorrow in one of the bombing planes and two other bombers will start from Langley Field.

The three planes must fly overland 1,700 miles to reach Fort Lincoln and the first assault upon the gorge will not begin until Thursday at the earliest. Three observation planes were also ordered to Fort Lincoln from Selfridge Field, Mich., as well as an observation photographic plane from Wright Field, Dayton, Ohio.

New York Times, 25 Mar 1929

Late in 1929, a news article in the Galveston *Daily News* reported on the visit of Brigadier General Edward L. King to a "flying and attack demonstration" held at Fort Crockett. King and his subordinates had flown in from Shreveport the previous day. Among the General's party were Capt. Willis Hale and Capt. W[illiam]. J. Flood.[494] "[Col. Flood] was appointed Commanding Officer, Army Air Base, Wheeler Field, Hawaii, in October 1941, and was wounded in the Japanese Attack on Pearl Harbor. He was subsequently made Chief of Staff of the Seventh Air Force at Hickam Field," and would later be promoted to Brigadier General serving under Willis Hale.[495] Flood's accomplishments as an aviator included being the first person to pick up mail from the top of a building while in flight, being the first to pick up mail from a ship at sea while in flight, and in 1929, landing a dirigible at the Lincoln Memorial.[496] [General Flood, born in 1895 in Illinois, retired in 1946, and died in 1977.]

Willis Hale spent a considerable portion of the 1930's flying new aircraft, observing and coordinating aerial exercises, and performing staff functions as the chief of the Operations Section of the the office of the Chief of the Air Corps, a position to which he was appointed in December 1929. Hale was promoted to Major on Dec. 1, 1929.[497]

A March 27, 1930, news article in the San Mateo *Times and Daily Leader*, titled "Army Planes at Sacramento for Exercises," reported

> Army airplane units from all parts of the United States were winging their way toward Mather Field, Sacramento, today for the annual field exercises to be held during the first three weeks of April.
>
> Meanwhile, advance groups of the air service were putting the field, barracks, officer's quarters and hangars in order for 400 officers and enlisted men who will be her for the maneuvers. . .
>
> The entire 135 planes which will take part in the exercises will have landed at Mather field by Sunday night, it was announced today by Major Willis Hale, in charge of operations.[498]

Radio communication was among technology being developed and tested by the early aviators at the exercises from Mather Field. During the maneuvers,

> The 95th Squadron tried out its radio equipment and procedures during Air Corps maneuvers at Mather Field, California, in March 1930. Receiving orders from a ground station or from the commander of the bomber formation his squadron supported, Captain Elmendorf had no trouble controlling his flights by radio. . . . Maj. Willis H. Hale, chief of the operations section throughout the maneuvers, reported that the "use of radio exceeded anything. . . ever attempted heretofore in the history of the Air Corps."[499]

The maneuvers at Mather Field also had Major Willis Hale demonstrating the use of a smoke screen to hide the airfield from "enemy" aviators, as reported below in the *Oakland Tribune* of April 8, 1930.[500] The type of plane he was flying, a Keystone LB-7, is pictured below.[501]

MATHER FIELD, Sacramento, April 8.—This army airdrome, base of Uncle Sam's war planes during the air corps field maneuvers, was cut off from "enemy eyes" this afternoon when Major Willis Hale, chief of operations, dropped a heavy smoke screen around the landing field.

Major Hale used a Keystone LB-7 bombing plane for his demonstration, which was one of the most spectacular feats scheduled to take place during the field exercises.

The smoke screen demonstration was the only flight maneuver scheduled to take place today. Mechanics and ground workers were kept busy during the day inspecting and servicing the 160-odd planes assembled here for the maneuvers.

Celebrating their greatest aerial victory since the air corps maneuvers began here a week ago—the attack and "destruction" of Crissy field, San Francisco—the general staff of the provisional wing went to a ball game.

Sacramento, however, has become so saturated with airmindedness that aviation even played a part in opening the Pacific Coast league baseball season today. Just before the game began, an army attack plane soared low over Moreing Field and dropped a baseball attached to a parachute upon the field.

Keystone LB-7 Bomber

The *Reno (NV) Gazette* published the following photograph depicting people and events connected with the maneuvers at Mather Field in March and April 1930. Maj. Willis Hale is shown at the bottom center of the poorly reproduced article. The caption for Hale read, "Maj. Willis H. Hale, outstanding specialist in handling of heavy bombing [planes]."[502]

FLYING ARMY TO FILL SKIES IN MASSIVE WAR GAMES

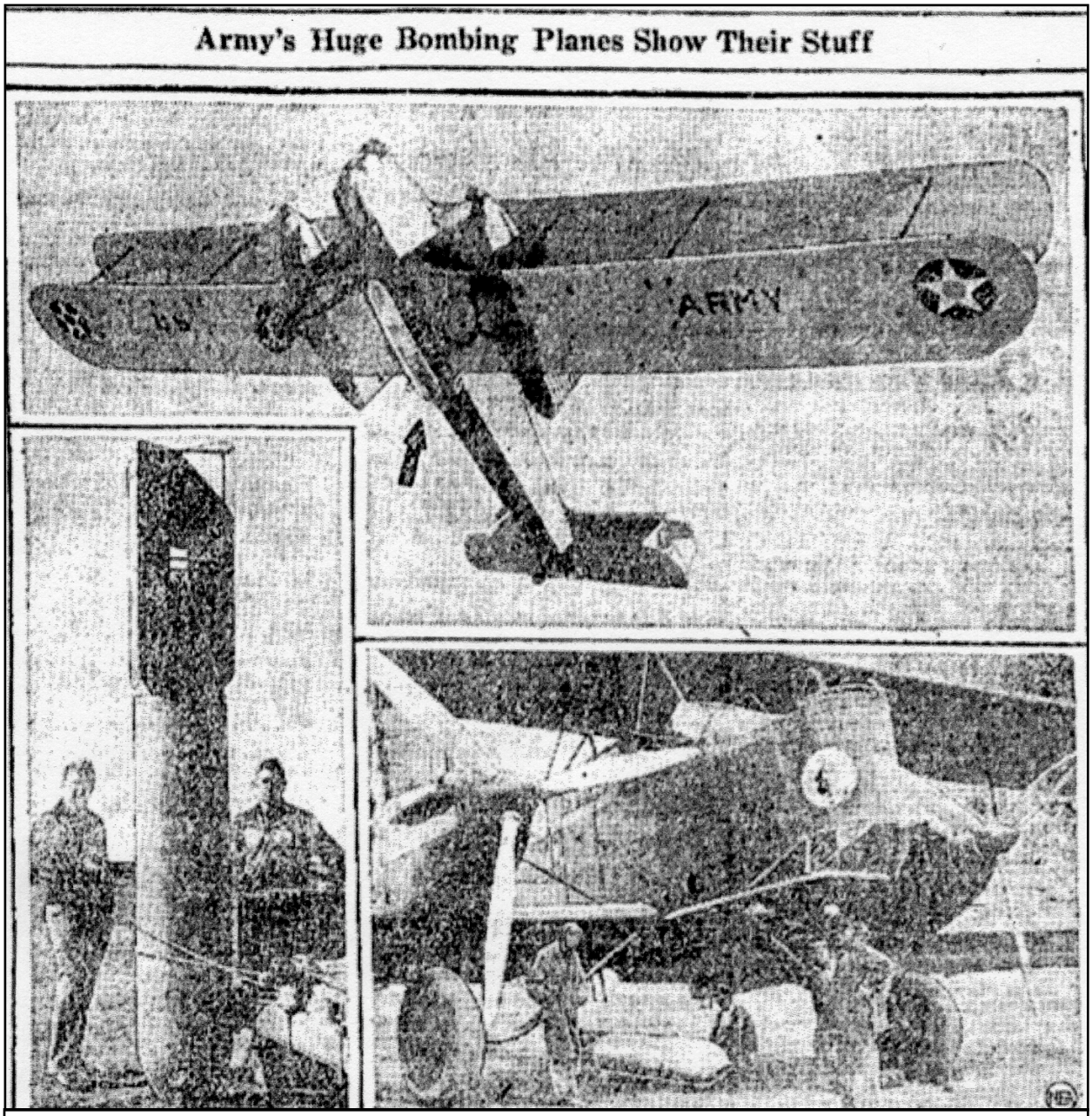
Reno (NV) Gazette, 31 March 1930

As seen below, the May 1930, U.S. Census found the Hale family living at 1725 H St NW, in Washington, DC.[503] The form incorrectly recorded Willis' middle initial as "F. [After the names the form records the amount of rent paid, $100, the occupants' current ages and their ages when they married.]

1725			Hale, Willis F.	Head	R	100 ao	R	No	M	W	37	M	30
			— Frances	Wife "				V	F	W	29	M	22
			— Evelyn	Daughter				V	F	W	5	S	

1930 US Census - Willis Hale Family - Washington , DC

In late 1930, Willis Hale played a part in other bombing demonstrations at Ft. Sill, Oklahoma, and at Camp Stanley which was north of San Antonio, Texas. The Ft. Sill tests produced the following article which published in many of the country's newspapers.[504] The caption to the photo is reproduced below, pointing out Maj. Willis Hale standing to the left of the bomb.



These photographs, taken by the photographic section of the 88th observation squadron, army air corps, during maneuvers at Fort Sill, Okla., give a striking illustration of the power of Uncle Sam's giant new bombers. At the top is a giant army plane, 15,000 feet up, getting ready to drop a 2000-pound bomb, indicated by the arrow. At the left, is a closeup of one of the enormous bombs, with **Major Willis Hale** (left) of the staff of the chief of the air corps, and Lieutenant Charles H. Howard, commanding the bombing unit, standing beside it. At the right, the soldiers are shown preparing to load a bomb on a plane. These bombs blasted holes in the ground 30 feet wide and 12 feet deep.

An article appearing in the *San Antonio (TX) Express* on November 4, 1930, entitled "Air Bomb Test Simulates War," described the destruction of condemned airplanes during bombing tests at Fort Stanley, TX. Airplanes of the the Third Attack Group based at Ft. Crockett, TX, swooped

down on the field where the derelict planes were parked, dropping small fragmentation bombs which were judged to have disabled many and destroyed a few of the planes. Two more attacks were made but a strafing run was cancelled when leaking gasoline was judged to present too great a risk for fire from incendiary bullets. The exercise was watched by high ranking officers and included "Major Willis Hale. . . of the office of the chief of the Air Corps."

In May of 1931, Maj. Hale played a role, as Air Corps HQ operations chief and aide to Brig. Gen. Benjamin Foulois, in the exercises based at Wright Field in Dayton, OH. The photo below is from the Charleston WV, *Daily Mail*, of May 22, 1931.

IN CHARGE OF ARMY AIR MANEUVERS

Members of the divisional staff in charge of the army's $3,000,000 air show at Dayton, Ohio. Front row: Lieutenant Colonel F. M. Andrews, chief of staff; Brigadier General Benjamin D. Foulois, assistant chief of the air corps and directing general of the maneuvers, and Lieutenant Colonel Ira Longnecker, chief of intelligence and press service. Second row: **Major Willis Hale, chief of operations**; Lieutenant Colonel H. H. Arnold, chief of supply, and Captain Harold McClelland, chief of personnel.

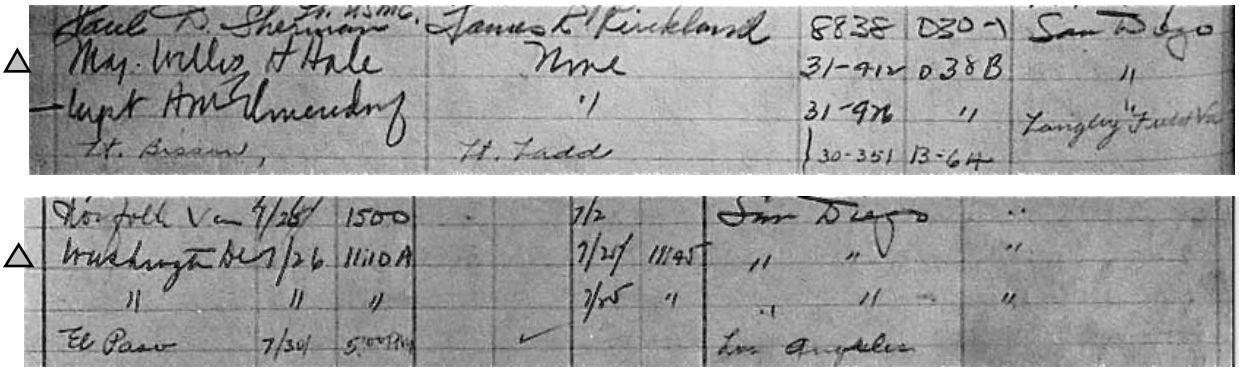
The maneuvers of May 8-29, 1931 were the largest to date and involved as many as "692 aircraft" according to newspaper press releases. The photo, below right, is of the air armada parked at the Fairfield Air Depot near Wright Field in Dayton, Ohio, at the start of the maneuvers. According to one account, " The general's remarkably large provisional air organization took to the air as a unit during the last week and a half of May and carried out demonstrations over many cities in the Great Lakes region and along the Atlantic Coast. The operation generated tremendous public interest as millions of Americans got a chance to witness a massive, though not very militarily potent, aerial display. . . Both Chief of Staff Gen. Douglas MacArthur and President Herbert Hoover were delighted with the smoothness of the the operation."[505] In fact, MacArthur delivered a radio address to the nation on May 31, 1931, in which he said,

> The defense of our coasts, the maintenance of the integrity of our land from enemy air marauding, is their mission. From our far-flung air fields, spotted from the Atlantic to the Pacific, from the Great Lakes to the Rio Grande, they have winged their way to the critical area. Single-seater pursuits, diving in squadrons at 250 miles an hour; attack planes to hurl their deadly loads on ground troops; bombers with their tons of explosives 3 miles above the earth; fighters which will climb to heights of 6 miles straight up; transports which can span the nation from coast to coast between breakfast and supper; row on row, grim, waiting, they stand ready for the order to fight.[506]

Time magazine reported on the exercises with particular attention to the demonstrations over New York City which produced "the first civilian scare of the three-week event."[507] The scare involved the explosion of two high candlepower flares for nighttime photography which were actually deployed "well out over the Hudson River." The air armada staged maneuvers to counteract a hypothetical naval attack up the Chesapeake Bay by flyovers at Philadelphia, Baltimore and Washington, DC. The planes also demonstrated over Boston and other cities. The photo, at left, shows a flyby of B-2 'Condor' bombers over the docks at Staten Island on May 27th.[508]

Not everyone was pleased with the exercises, in which Willis Hale would have played a significant role as operations chief. Anti-war groups and others staged demonstrations against the events. The columnist Drew Pearson argued the event would cost taxpayers $3,300,000, leading others opposing it to call it a '"wanton expense in a period of economic disaster."'[509] The Air Corps countered that only $35,000 would be spent above normal appropriations. According to D. Maurer, one result of the maneuvers was that the Air Corps had to counteract the notion they actually had over 670 combat aircraft![510]

On July 26, 1932, Major Willis H. Hale and Captain H. M. Elmendorf landed at Davis-Monthan Field in Tucson, Arizona.[511] The field's register, or logbook, is shown below, divided in two parts, with the triangles denoting the entry for Hale and Elmendorf. The upper portion records the flyers' names, passengers if any, the serial number and type of aircraft, and their home base. The lower portion of the record shows where the fliers arrive from, their time of arrival, their time of departure, and their destination. In this case, it recorded the flyers were based at Langley Field, and were headed for San Diego. Both were flying Douglas O-38B aircraft, also pictured below, and apparently stayed only long enough to possibly refuel, landing at 11:10 am and departing at 11:45 am.



Davis-Monthan Field Register, 26 Jul 1932

Douglas Model O-38B

Capt. H. M. Elmendorf

Captain Hugh Merle Elmendorf, pictured at left, landed with Willis Hale at Davis-Monthan Field in Tucson on 26 July 1932. According to his biography on the Arlington National Cemetery website, "He pioneered high altitude formation flying tactics during the 1920s and early 1930s and wrote several scientific papers on the subject."[512] In addition, he was also credited with having "mastered the fine art of deflection shooting" and won the Air Corps' gunnery competition at Langley Field in 1927. During test maneuvers of a Y1P-25 on January 13, 1933, Elmendorf lost consciousness and died in the crash of his plane. Elmendorf Air Force base in Anchorage, Alaska, was named for him. He is buried at Arlington National Cemetery.

The Boeing Aircraft Company developed the B-9 bomber, nicknamed the "Death Angel," described as "an angular, wicked-looking, twin engine, all metal, cantilever monoplane bomber, whose startling supremacy over the contemporary bailing wire Keystone biplanes revolutionized Air Corps thinking."[513] Major Willis Hale played a part in its design and testing.

> After viewing the original drawings, the Air Corps was delighted to send a group of five officers and two civilians to Seattle for a full scale mock-up inspection of the Model 215 on June 23, 1930. The group, headed by **Major Willis D.[sic] Hale**, covered the radically clean 215 from front gun to tail wheel, making hundreds of suggestions for improvements or modifications to meet Air Corps needs-all the while stoutly proclaiming that there was no money available, and that Congress would have to decide in favor the project before they would be.[514]

As the Air Corps enthused over the airplane,

> **Major Hale** recommended that the external bomb racks be modified so that a single battleship-busting 2,000 pound be carried as an alternate load. As a further step, he asked that Boeing consider widening the mid-section of the aircraft so that the bombs could be carried internally. Bob Minshall, chief designer of the B-9, threw up his hands in horror at this, for Boeing already had too much money invested in the project to begin redesign efforts. The suggestion was dropped, but the feature was picked up, along with many others, in the later B-10.[515]

In late 1932, the article shown below appeared in newspapers detailing delivery of a B-9 to Washington, DC, by Major Willis Hale, pictured below left.

TON OF BOMBS CARRIED AT 190 MILES AN HOUR!

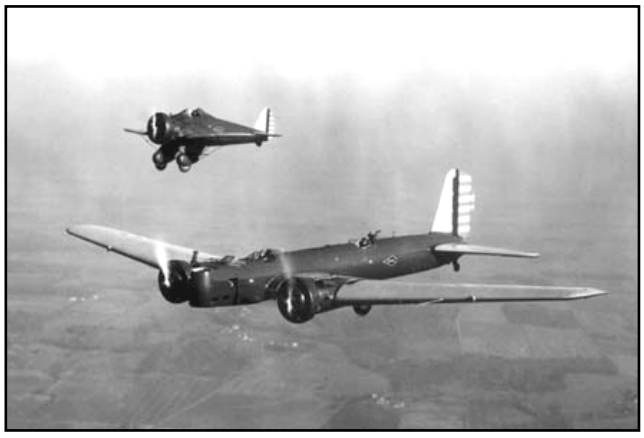
UNCLE SAM'S most fearsome aerial battleship is this huge "flying wing." Capable of carrying a ton of bombs and a crew of four, at 190 miles an hour, the newly built Boeing bomber is shown above as it arrived at Bolling Field, Washington. The motors are in the wings. Major Willis Hale (at left) flew the deadly craft from Dayton, Ohio, to the capital, where government aeronautical experts gave it a thoro test before its acceptance for the U. S. Army.

OHIO RIVER POLLUTION SCANNED BY 4 STATES

HUNTINGTON, W. Va., Jan. 29 —(AP)—Representatives of four states met yesterday to discuss plans for control of pollution of the Ohio river.

E. S. Tisdale, sanitary engineer for the state health department, were Tisdale and L. K. Herndon chemist for the West Virginia water commission; F. C. Dugan sanitary engineer of Kentucky; F H. Waring, sanitary engineer of Ohio, and L. S. Morgan, Pittsburgh district engineer, and F. E Daniels, Pennsylvania chemical engineer.

Movies of fish and submarine



Boeing B-9 “Death Angel” & Boeing P-26 “Peashooter”

In August 1932, Willis Hale was assigned to attend the Command and General Staff School (CGSS) at Ft. Leavenworth, Kansas. The CGSS has been described as a graduate school for intermediate officers. In October 1932, Frances Hale gave birth to the couple’s second daughter, Barbara Hale. She was apparently named for Willis’s sister, Barbara Alden Hale, who died as infant in Pittsburg, KS, in 1890. The school lasted two years and Willis Hale graduated on June 15, 1934, along with Major Delos Emmons who would serve as Hale’s Air Force superior in the Pacific during WWII.

Major Hale was assigned an interesting task while a student at the CGSS. An article in the *Jefferson City (MO) Post-Tribune* on June 8, 1933, reported the following.[516]

> Advanced detachments of the Civilian Conservation Corps in conditioning camp at Fort Leavenworth departed today for Plattsburg, Hamilton and Richmond, Mo. . .The conservation workers will set up their camps on sites obtained from local authorities by Wilbur C. Buford of Jefferson City, Missouri fish and game commissioner. Army officers from Fort Leavenworth aided in selection of the camps. . .Company 733-Vicinity of Hamilton, **Maj. Willis H. Hale**, and Capt. Leo J. McCarthy.

While attending the CGSS, Major Hale authored a paper entitled *The Role of Air Force in Frontier Defense*.[517] The monograph dealt with use of airpower in meeting attacks or invasions of the continental United States. With respect to a seaborne invasion, Hale offered the following policy.[518]

CONCLUSIONS IN REFERENCE TO HOSTILE RAIDS OR LANDINGS.

That the primary combat role of the air force in resisting a raid or landing on our shores is to secure and maintain local superiority in the air by destroying enemy aircraft carriers, followed by offensive action against such other hostile targets as have been described; this latter action to be in cooperation with other defensive forces in compliance with approved doctrine and under unified control.

The next section of the paper was a consideration of attacks made from land bases in Canada or Mexico. It was stated that the approved war plans of the Army considered an invasion of Canada to be the more likely scenario. Hale pointed out that the two largest manufacturers of military aircraft, Boeing in Seattle and Curtiss in Buffalo, would be susceptible to air attack from bases established on the Canadian coasts. Because the air force of 1934 was "so small," Hale suggested that the air force would have to concentrate its efforts against one target at a time leaving the enemy force to "ravish" the industry of the undefended coast. The paper's final conclusions are presented below.[519]

CONCLUSIONS:

1. That the role of the Air Force in frontier defense is essentially one of obtaining and maintaining air superiority over the area used as a base for the invading force followed by destruction of his immediate lines of communication and its establishments or vessels.

2. That the base for an invasion of the United States would probably be in Canada, rather than an invasion requiring a landing in force on our shores.

3. That, in order to meet the latter situation, a strong ground echelon may be required to support and protect the air force ground installations.

4. That adequate advance bases or airdromes should be prepared in peace time along frontiers which may be threatened.

5. That a strong striking force should be in existence. (That this conclusion is the present thought of the War Department is indicated by its bill, recently introduced in Congress, recommending the constitution of such a force consisting of approximately 400 combat airplanes and to be known as the GHQ Air Force)

By 1935, a schism was brewing in the Army over the creation of a General Headquarters Air Force run by the headquarters of the Air Corps at Langley Field, where Major Hale commanded the 2nd Bombardment Group, as opposed to the other Air Corps tactical units which fell under the authority of Army regional Corps commanders. The GHQ Air Force represented the first attempts to create and independent air service, free from control of the Army and Navy.

The article below left is from the *Key West (FL) Citizen* of Jan. 14, 1935. It refers to the manager of the Casa Marina, still today a hotel of note, Peter Schutt, as being an old friend of Willis Hale. The Hales had made a number of trips to Key West before 1935, some shown below, during which the Hale's became acquainted with Casa Marina and, perhaps thereby, with Schutt.

SEVEN PLANES ARRIVED HERE THIS MORNING

ARMY AIRCRAFT HAD BEEN PARTICIPATING IN ALL-AMERICA AIR MEET HELD IN MIAMI LAST WEEK

Seven United States Army airplanes with 15 members of the army air forces arrived at Key West this morning from Miami where they took part in the All-America Air Meet held last week.

This group was led by Major W. H. Hale, U. S. A., nephew of General Harry Hale. Major Hale said his uncle will arrive in Key West within a few days to remain for the season in his home, 901 Flagler street.

After arriving the aviators paid a visit to the Casa Marina where there was a happy meeting between two old friends, Major Hale and Manager Peter Schutt.

The aviators remained at Key West several hours and then took off for their destination at New Orleans.

Key West Citizen, 14 Jan 1935

KEY WEST IN DAYS GONE BY

Happenings Here Just 10 Years Ago Today As Taken From The Files Of The Citizen

Captain Willis Hale, nephew of Major General Harry Hale, has been designated by the adjutant general of the United States army to accompany General Hale to Cuba for the dedication exercises to be held February 15 When Spanish War Veterans place a tablet on the Maine monument. Captain Hale is in the aviation service at Langley Field and has been visiting his uncle at the barracks. They will leave February 12 on a navy destroyer.

Key West Citizen, 10 Feb 1936

Major General Harry Hale and Captain and Mrs. Willis Hale, who were guests on the Houseboat Everglades with Colonel Robert Thompson, report a most entertaining trip. Captain Hale is the nephew of General Hale, is in the aviation service and is stationed at Langley Field.

Key West Citizen, 1 Feb 1926

Captain and Mrs. Willis Hale, of Langley Field, Va., will entertain with a dinner dance Sunday evening at the Hotel Casa Marina. Captain Hale is the son of General Harry Hale. He and Mrs. Hale have been guests of the general for the past several weeks.

Key West Citizen, 25 Jan 1926

According to his Air Force biography, Major Hale received a temporary promotion to Lieutenant Colonel on March 2, 1935. In August 1936, Lt. Col. Hale was enrolled in the Army War College in Washington, DC. He graduated from the the school in June 1937.

While a student at the War College, Willis Hale continued flying. In fact, during 1937, he had two accidents! Copies of the crash reports were obtained from *Aviation Archaeological Investigation & Research* of Rohnert Park, CA.[520] Both accidents occurred in a Seversky BT-8 training aircraft.

Lt. Col. Hale's first crash BT-8 occurred on March 2, 1937, at Bolling Field, in Washington, DC. He gave the following statement about the crash to the Accident Classification Committee at Bolling.

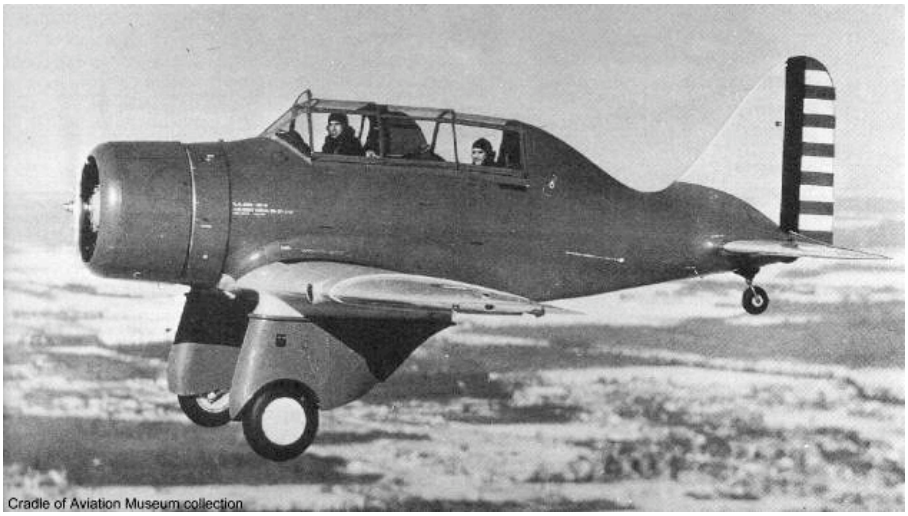
> Returning from Langley Field in BT-8, A.C. No. 35-262, at 5:00 P.M., on March 2, I landed into the wind on the East-West runway at Bolling Field. After completing approximately one-third of a normal run, the airplane started a ground loop to the right. Full application of the left brake failed to check the ground loop and eventually the side thrust caused the left landing assembly to collapse.[521]

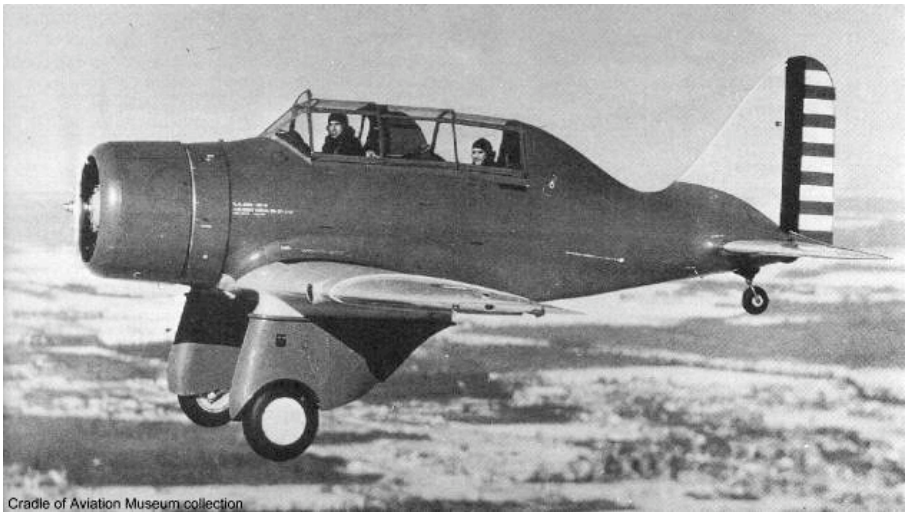
Only the landing gear was damaged in the incident. The committee concluded "that the pilot, through temporary carelessness, permitted the plane to swerve to the right to such an extent that full application of the brake and rudder to the left was inadequate to correct for the error…"[522] The picture, below, is of the crash and was taken from the 1937 report.

The crash report also noted Hale had completed pilot training on 18 January 1924, and had logged, to that date, 2,646 hrs of flying time and 20 hrs of time on the BT-8. Additionally, it was recorded that in the three months preceding this crash, Willis Hale had also flown in a BT-2B, a BT-7 and an A-17. [In fact, Willis Hale had a number of crashes over his career. A database from Aviation Archaeology, taken from Air Force files, is reproduced in this footnote.[523]]

The second crash Hale experienced in 1937 occurred on July 21st at 4:00 p.m. and was more severe than his earlier mishap. In this case, Hale was again returning from Langley Field in another BT-8 and upon landing the plane started to ground loop. *Wikipedia* defines a ground loop as, "The rapid rotation of a fixed-wing aircraft in the horizontal plane while [rolling] on the ground," in other words, trying to turn a circle while landing or taking off. Hale's application of the brakes to stop a right-hand ground loop cause the "airplane [to] turn over."[524] According to the telegraph sent to the War Department reporting the accident, Lt. Col. Hale received "an incised wound. . .extending two inches from right upper lip toward right cheek," and bruising to his ankle and forehead. His passenger, Major Elmer E. Adler, pictured below in 1921 as a Capt. and commander of property, maintenance and cost units at Wright Field,[525] suffered bruising to the head and knee and severe neck and shoulder strains.[526] Adler was the godfather of Barbara Hale[527] and would become a Major General in WWII commanding air service units in Africa, India and the Middle East, later being chief of management of the Air Transport Command at Wright Field. He died in 1970.[528] The photos of the crash, seen below, depict its severity.

Capt. E E Adler, 1921





After graduation from the war college, Lt. Col. Hale was assigned as executive officer of the 19th Wing at Albrook Field, Panama, Canal Zone. Albrook had opened in April 1932. The 19th Wing was assigned the task of defending the Panama Canal.

My mother's photo scrapbook of the time had a number of photos of the Hales in Panama in 1938 and 1939. The photos are unusual as, according to mother and aunt Barbara, Willis and Frances Hale did not take or keep personal photographs or other memorabilia. Several of mother's photographs are reproduced below.

Willis and Barbara Hale on return from Guatemala, 1938

Pulling Barbara's tooth: Evie and Gen. Brett looking on

On Taboga Island, Panama 1938: (L-R) Frances Hale, Mrs. Brett, Mrs. Lewis, General GH Brett, and "aunt Dodie."

Gen. Brett, pictured in the photographs on the preceding page, was George Howard Brett, born in 1886 and who, like Willis Hale, had served in the Philippines. In 1938, he was the base commander at Albrook while Willis Hale was his executive officer. Brett went on to become a Lieutenant General in 1942, and commander of the Caribbean Defense Command.[529]

In September 1938, Lt. Col. Willis Hale became the commanding officer at Albrook. As commander in Panama "he was a member of the first Army group which went on a mission to Brazil for the purpose of conducting a preliminary survey for the establishment of U.S. air bases there."[530] The following news article appeared in the *Nevada State Journal* in 1939:

BOMBERS ARRIVE

SAN ANTONIO, Tex., March 26.—(U.P.)—A flight of ten B-10 bombers commanded by Lieutenant Colonel Willis H. Hale arrived at Duncan Field Sunday as part of the United States army's move to build up its first line air defense. The bombers were from the Panama Canal Zone.

The old models will be exchanged for ten newer B-18 bombers, to be flown back to Panama early this week. The B-10's will be reconditioned and returned to other branches of service, army officials at Duncan Field announced.

The online encyclopedia, *Wikipedia,* article on the B-10 states "The Martin B-10 was the first all-metal monoplane bomber to go into regular use by the United States Army Air Corps, entering service in June 1934. It was also the first mass-produced bomber whose performance was superior to that of the Army's pursuit aircraft of the time."[531] Below is a photo of the B-10.

Martin B-10 bomber, ca. 1935

At Duncan Field in San Antonio, Hale and his fellow flyers exchanged their B-10's for the new Douglas B-18 bomber, pictured below, and returned to Panama.[532]

Douglas B-18 bombers

Hale's promotion to Lt. Col. was made permanent on June 12, 1939, and in August he left Panama for assignment as Inspector General of the GHQ of the Air Force at Langley Field, Virginia. The graphic below is from the passenger manifest of the *SS Leonard Wood* sailing from the Canal Zone on 14 Aug 1939, and arriving in New York on 21 Aug 1939, carrying the Hale family. [Interestingly, each of family member's birth dates are incorrect.]

21	HALE	FRANCES	38		F	M	AUGUST 15, 1901	WASHINGTON, D.C.
22	HALE	EVELETH	14		F	S	DECEMBER 20, 1925	NEWPORT NEWS, VIRGINIA
23	HALE	BARBARA	5		F	S	OCTOBER 20, 1933	FT.LEAVENWORTH,KANSAS

Passenger manifest of *SS Leonard Wood,* August 1939

By 1941, Col. Hale and family found themselves at MacDill Field in Tampa, Florida, where Willis served as Chief of Staff of the Third Air Force, under Clarence Tinker. MacDill was opened in 1940, and Col. Clarence Tinker was its first commanding officer. [Tinker would become the CO of the 7th Air Force and, upon his death, be replaced by Willis Hale.] The field was dedicated on April 16, 1941.[533] On 19 July 1941, the 3rd AF commander, Gen. Yount, was replaced by Maj. Gen. Lewis Brereton, Willis's friend who had introduced him to Frances Whiting, Hale's wife.[534] An Air Force history records that Willis Hale was commander of the IIIrd Fighter Command at MacDill from 16 December to 20 December 1941, giving us some idea when he may have departed for Hawaii and service with the 7th Air Force.[535]

My mother's photo album held the following photographs of the Hales and their off-base home, formerly a nunnery, while stationed at MacDill.

Frances and Willis Hale outside their home, Tampa, FL, 1941

Hale home, Tampa, FL, 1941

Interior of Hale home, Frances in background, Eveleth at right, and dog "Jim" lying at center

My mother, who was 16 at the time, told me that Willis Hale was playing golf at MacDill on December 7, 1941, when Pearl Harbor was attacked. He was summoned off the golf course and within a short time was dispatched to Hawaii and would remain overseas for most of the next four years. His Air Force biography states, "On December 20, 194[1], he was assigned to duty in Hawaii," while Eveleth Hale stated Willis left on New Year's Eve. After Willis's departure, Frances, Eveleth and Barbara Hale returned to Washington, DC, where they remained during the war.

Willis Hale was promoted to Brigadier General and became the commanding officer of the VII Bomber Command in the Hawaiian Air Force which would become the 7th Air Force in February 1942. His boss was Major General Clarence Tinker, whose Deputy Hale had been at McDill. The photo below is of Clarence Tinker and Willis Hale being promoted to Major General and Brigadier, respectively, on 15 January 1942.[536]

Maj Gen Clarence Tinker (L) and Brig Gen Willis Hale sworn in 15 Jan 1942

Six days later, as seen below, Hale and Tinker were photographed in battle dress outside Hawaiian Air Force headquarters at Hickam Field.

Maj Gen Tinker (L) and Brig Gen Hale, Hawaii, 21 Jan 1942

The Hawaiian Air Force had been dealt a severe blow during the attack on Pearl Harbor on December 7th. Something approximating one-half of the island's planes were damaged or destroyed. According to Howard and Whitley, the authors of *One Damned Island After Another*, "141 out of 221" planes had been "destroyed" and the Army Air Force's casualties included "163 killed in action, 336 wounded and 43 missing."[537]

The immediate concern for the military was preventing or repelling another attack, which was widely believed inevitable. In that vein, the 7th Air Force's immediate focus was to "fortify, prepare and hold the islands" against the Japanese, and its burden became the detection of

approaching forces and, if found, striking the first blow.[538] By January 1, 1942, General Tinker had at his disposal only 202 fighters, many obsolete, 78 bombers and seven observation planes. Willis Hale commanded the bomber force.

In February 1942, Gen. Hale had the following to say about the mission of his command:

> After the first shock of the Jap attack, the immediate reaction was to throw everything into the defense of Hawaii...Our fighters and bombers were marshaled for air defense. [T]he pattern of defense...consisted principally of search mission with our alert forces always prepared to strike. Daily missions were flown covering the area around the islands for a radius of more than 800 miles. This meant flights of more than 1800 miles, because of [zig-zagging].
>
> Our search missions stressed the obvious value of training men in over-water flights, with the direct result that the navigator became the key man of a bomber crew...We realized, however, that these search missions did not provide complete training. For that reason, we started making round-trip flights to Johnston Island, a typical small coral atoll some 714 nautical miles southwest of Oahu.
>
> There are no landmarks around Johnston. You either hit it or you don't and the results were very tangible. In order that the men would get complete training, we sent them down in the daytime and had them fly back at night. Thus we trained our over-water flyers the practical way.[539]

The Air Force had prewar plans for establishing a ring of airfields in the vast Pacific to serve as Hawaii's outer "defense perimeter."[540] Canton Island, a forbidding, desert-like atoll, some 1,600 miles southwest of Hawaii, was the first island on which an advance airfield was built and it was occupied by the Air Corps about three weeks after Pearl Harbor. Howard and Whitley wrote that the engineers not only constructed an initial chain of bases but also completed "a substitute rear route in case the Japs took Canton, the Fijis, or Samoa," that route going from Christmas Island to Bora Bora and forward, with stops in New Zealand or New Caledonia, and on to Australia![541] Bombers on Canton patrolled for enemy warships and made occasional attacks on Japanese submarines found on their routes.

Future offensive action against Japanese held islands would require long-range, over-water photo reconnaissance. Willis Hale explained the need for such missions as follows.

> One of the principal differences in operation in the Central Pacific and in any other theatre lies in the fact the we were encountering enemy bases and installations about which nothing was known. Some of these bases had not been seen since 1920 when the Japs acquired them and immediately cleared them of everyone except a few missionaries, and the majority of the bases had not been seen or photographed since 1935 when Japan withdrew from the League of Nations.[542]

The 7th Air Force had to wait six months before directly engaging the Japanese fleet in battle. Navy cryptographers had broken the Japanese naval code and it was learned the Japanese intended to invade Midway Island, a United States base about 1400 statute miles west from Oahu. On May 21, 1942, "six planes of the 431st, two from the 31st and one from 72nd squadron were flown to Midway," with Lt. Col. Walter Sweeney in command.[543,544] Sweeney and the other pilots flew daily, monotonous patrols looking for the approaching fleet. According to the author of *Fortress Against the Sun*, Gene E. Salecker, "On June 2, the six 26th BS B-17's, once

again carrying Gen. Hale, headed back to Oahu," indicating Willis Hale had been on the scene at Midway on or until the day before the Japanese were spotted.[545]

Confirmation of Hale's presence at Midway came from Walter Lord's book, *Incredible Victory: The Battle of Midway*. Speaking of events before the battle, Lord wrote,

> In the underground Navy command post on Sand Island [Midway], Captain Simard [the Midway commander] probed for new answers every night with his staff. At some point Brigadier General Willis Hale of the B-17s would come in. He'd bring over a bottle of Old Crow bourbon: they'd set it out on the table, and the work would go on. Should the B-17s be held beck as a long-range striking force, or should they be used more right now to beef up the search? How to get everything off the ground fast, when the Japs finally did attack? [546]

Edwin Hoyt, in his book *How They Won the War in the Pacific: Nimitz and his Admirals*, made the following reference to Hale's departure from Midway on June 2nd.

> [Captain Logan] Ramsey [a Naval aviator] said he was convinced that "had the B-17s operating at Midway on June 5 and 6, been manned by personnel up to the standard of the navy patrol crews, few, if any enemy ships within 600 miles of Midway would have been able to escape." Ramsey had given no hint of these opinions to Army people, and the Navy officers had tried hard to smooth over many difficulties. Brigadier General Wills Hale had left Midway on June 3 [sic] stating that he intended to make the strongest representations to Nimitz and others about the excessive demands made on the B-17 crews during the battle. His departure, said Ramsey, averted the great danger of rupture of inter-service relations.[547]

7th AF B-17 taking off at Midway to strike Japanese fleet, 3 June 1942

In the early morning of June 3rd, a Navy search plane located a part of the Japanese fleet about 700 miles west of Midway. Sweeney wanted to attack immediately but was held at Midway by Capt. Simard until about noon, at which time the nine B-17's left Midway to strike at the Japanese navy. During their afternoon attack, the nine bombers were unable to hit any ships from altitudes varying from 8,000-12,000 ft. Sweeney's formation returned to Midway and found that six bombers from the 42nd Squadron had arrived from Barking Sands on Oahu.[548] As stated in *Fortress Against the Sun*,

> The first attack by either side in the battle of Midway had come from the American B-17s of Striking Force V92 and while no damage had been done, the psychological effect weighed heavily upon the minds of the Japanese admirals intent on capturing Midway without much of a fight.[549]

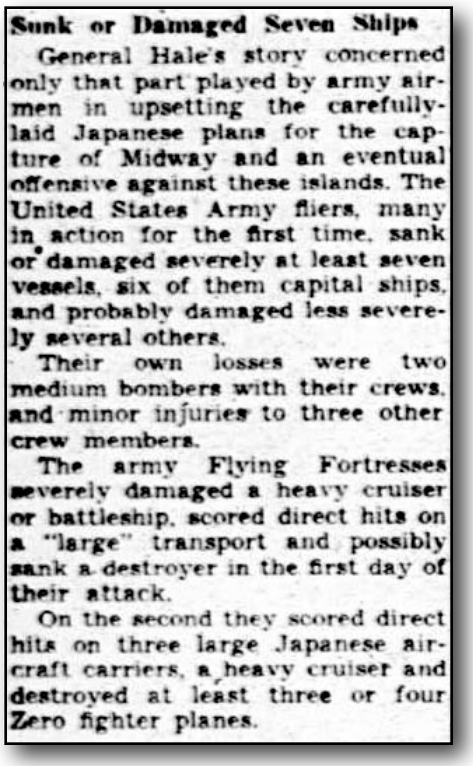
At about 4:00 a.m. on June 4th, fourteen B-17's at Midway took off and were shortly thereafter redirected to attack a second Japanese task force about 140 miles north of Midway. That force was the main body of the attack and included four aircraft carriers whose planes struck Midway while the B-17s were aloft. The American bombers attacked the Japanese fleet and left thinking

they had scored many hits, but, in fact had scored none. As is now well known, Navy pilots surprised and routed the Japanese fleet, sinking three of four carriers the first day and saving Midway, though losing many brave pilots and, on the following day, the aircraft carrier *Yorktown*. Twenty-eight 7th Air Force pilots and crew members were lost during the four day engagement at Midway.

During the battle of Midway, Maj. Gen. Clarence Tinker, commander of the 7th Air Force, conceived of an air strike against Wake Island, hoping to find Japanese ships retreating after Midway, and/or to simply bomb the Japanese occupiers there. To do so, he would use four, newly-arrived LB-30 bombers (an early version of the B-24 Liberator made for the English) because they had the range to reach Wake from Midway, a distance of almost 1,500 statute miles. Tinker chose as his pilot, his aide, Lt. Hinton, who was previously a fighter pilot. On June 5, the four LB-30's left Hawaii for Midway. Lt. Hinton, with General Tinker, was the last plane to arrive, after cruising at a speed "the others felt was too dangerous to maintain with their gas-heavy planes."[550]

Japanese carrier Akagi avoiding 7th AF bombs 4 June 1942 (Photo by Lt Col Sweeney)

On the night of the 5th, the fliers gathered on the apron. According to James Crowder's biography of Tinker, "Captain Coleman Hinton, Tinker's aide, pilot and money keeper, may have had some peculiar premonition about the whole affair, as he handed Brigadier General Willis H. Hale all the cash he had in his pocket."[551] The planes departed for Wake Island, with Hinton and Tinker leading. Hinton apparently got off course immediately. According to *One Damned Island After Another*, "Finally, after about thirty minutes of erratic flying, General Tinker's plane nosed forward into the overcast. It didn't fall off or spin, it simply mushed into the clouds and disappeared."[552] Thinking the General had mechanical problems and was returning to Midway, the three remaining planes pushed on through the night toward Wake, but at dawn could not find the island and all returned without having accomplished the mission. Upon reaching Midway, Col. Truman Landon and the other pilots were "grief-stricken" to find Tinker had not returned but had been lost at sea. Neither the plane nor any of the crew were ever found.



Sunk or Damaged Seven Ships

General Hale's story concerned only that part played by army airmen in upsetting the carefully-laid Japanese plans for the capture of Midway and an eventual offensive against these islands. The United States Army fliers, many in action for the first time, sank or damaged severely at least seven vessels, six of them capital ships, and probably damaged less severely several others.

Their own losses were two medium bombers with their crews, and minor injuries to three other crew members.

The army Flying Fortresses severely damaged a heavy cruiser or battleship, scored direct hits on a "large" transport and possibly sank a destroyer in the first day of their attack.

On the second they scored direct hits on three large Japanese aircraft carriers, a heavy cruiser and destroyed at least three or four Zero fighter planes.

After the spectacular defeat of the Japanese at Midway by the Navy, the Air Force, largely in the person of Willis Hale, took much of the credit for the victory. Within days, the public was being told of the 7th Air Force's role in the destruction of the enemy fleet. The article at left appeared in the *Pittsburgh Post-Gazette* of June 12, 1942.[553]

An article written by Robert Trumbull, appearing the same day in the *Chicago Daily Tribune*, had the headline, "How U.S. Flyers Ripped Japs in Midway Battle," "Tell of Carnage Spread by Flying Fortresses."[554] Other similar

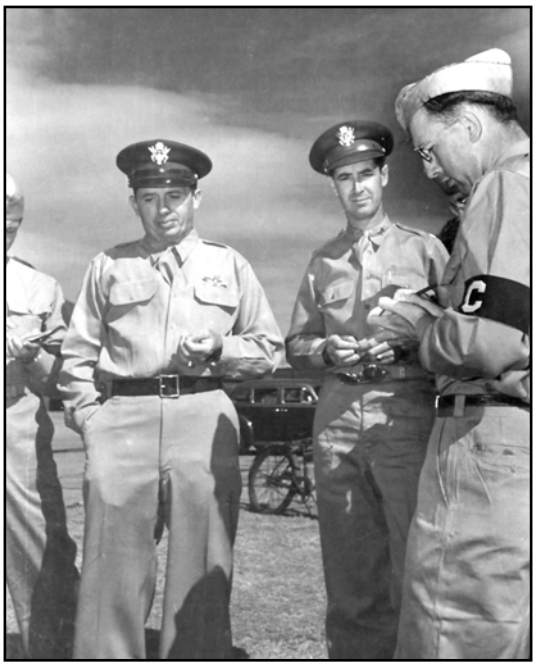
articles of the time were found online, and all were likely based upon the interviews of Hale and Sweeney and official press releases. On June 14, 1942, "Radio listeners throughout the nation yesterday heard the dramatic story of the Army Air Force's part in the Battle of Midway from the voices of officers and men who played heroic roles in the victory, as KGU took a 20 minute share in the nationwide Army Hour program broadcast at 10 a.m. through the facilities of the National Broadcasting Company. Several officers and men who saw action in the bomber attacks on units of the Japanese fleet appeared on the program, led by Brig. Gen. Willis Hale, who commanded the Army Air Force in the Midway action."[555] Excerpts from the national radio program are reproduced below.

> "The Battle of Midway was primarily an air operation," General Hale began. "From the time the enemy was first sighted by air reconnaissance until he turned and fled three days later, our combined Army, Navy, and Marine fliers constantly pounded him from the skies, scoring hit after hit. In this time of only about 72 hours, we sank three or four of Japan's best carriers. We hit a couple of their battleships before they had even fired a broadside. From the air we sank two Jap cruisers, as well as a number of destroyers and troop transports sunk or damaged," General Hale said. "The Battle of Midway definitely was a major defeat for the Japanese Navy. It is not the final chapter in the Allied struggle in the Pacific, but it was a chapter written the way Americans wanted it written."
>
> "Our last attack was in the afternoon, after refueling at Midway. We located a cruiser, which we believed to be a decoy for the task force, so we went on about 75 miles to try to find the main body of the fleet. Unable to locate it, we returned to the cruiser and landed a direct hit on him, and came back to Midway." [Note: the "cruiser" was the U.S. submarine Grayling, which was not hit, but had to crash-dive in order to avoid the B-17s' bombs. See *Miracle at Midway*, p. 341.]
> "Brooke, you ought to know what the B-17s will do by now," General Hale said. "What do you think of them?"
> "Well, sir, those fortresses are the finest ships I've every flown, and I think the Japs know what I mean."
> "Yes, Colonel Brooke Allen."
> "And you American workmen who built our planes and who will keep on building them can share with the men who fly them, the victory that is ours at Midway," General Hale continued. "Those great bombers will do the job that has to be done, if we are to live in peace again. All we ask is that you keep on building them, and we'll keep 'em flying."
>
> General Hale then concluded, "Now these are a few of the men who took part in the attack on the Japanese warships and transports which were steaming toward Midway and Hawaii. The Air Force is proud of all the men who took part in the battle. The way these men handled their planes and fought against the enemy is why millions of our people have had nights of anxiety turned into nights of rest and confidence. At this time it is fitting that we should hear from General Delos C. Emmons, Commanding General of all Army units in the Hawaiian Department."

The claims made by the Air Force were galling to Navy officials. Consider the following account concerning Admiral Spruance, who brilliantly commanded all U.S. naval forces in the battle.

> [After Midway] McClusky met Spruance on deck with a radio news dispatch. "Admiral," he said, "you had better count to ten before you read this." It was the Army Air Corps official version of the Battle of Midway. It claimed that B-17 bombers had sunk the Japanese carriers and belittled the Navy's role in the battle. Predictably, Spruance was incensed, and he hotly damned the press release and those who wrote it.

He knew that the B-17's had not touched the Japanese ships despite numerous attacks. Nevertheless, the bombastic Army publicity created a widely held and long-lived myth that ships at sea were vulnerable to high-altitude, level flight bombers. That impression would persist throughout the war. Nimitz's version of the battle was released too late to counter the impact of the Air Corps assertions.[556]



Brig Gen Willis Hale (left) and Lt Col Walter C. Sweeney, briefing reporters about the battle of Midway, June 1942

[Official caption] *"Maj Gen Willis Hale presents citations to Cpl. Frank Melo (L), Astoria, Long Island, N.Y., center, and S/Sgt John Gogoj, Bellrose, Long Island, N.Y. Melo and Gogoj had the unique experience of being struck in the head by Jap bullets and living to tell of their exploits. Both men were crew members of one of the Army's torpedo planes, Martin B-26's, that help sink a Jap carrier at Midway. It was the first time the Army had ever released a live torpedo from an army plane."*

As a result of the death of General Tinker, and following the appointment of General Howard C. Davidson as an interim commander, Willis H. Hale was promoted to Major General on June 15, 1942, and assumed command of the 7th Army Air Force on June 20th. At that time, headquarters of the 7th were in Hawaii. In the months following Midway, the Seventh, which would be nicknamed "Hale's Handful" for its shortage of planes, was limited in its offensive opportunities and capabilities. Here is what *The Army Air Forces in World War II* had to say about operations early in the war.[557]

WHILE the Fifth and Thirteenth Air Forces moved into position for the final assault on Rabaul, the Seventh Air Force helped to initiate the American drive across the Central Pacific. Except for defensive action at the time of the Japanese attack on Pearl Harbor in December 1941 and operations against the enemy fleet during the Battle of Midway, the Hawaii-based air force, designated Seventh Air Force on 5 February 1942, had seen little combat.* It had served as a holding force of decidedly limited strength; its record of operations spoke chiefly of tedious hours of reconnaissance over the vast reaches of the Central Pacific; and its units had engaged the enemy for the most part only when on loan to some other air force. In addition to serving as a reservoir to be drawn upon for emergencies in neighboring theaters, the Seventh had acted also as a forwarding agency for men, aircraft, and units en route from the United States to the more active Pacific theaters.

One of the 7th Air Force's bomber groups, the 11th, had been sent to Noumea, New Caledonia, to support the invasion and occupation of Guadalcanal. The entire group only possessed thirty-five B-17E's and was under the command of Col. L. V. G. "Blondie" Saunders. The group flew its first mission against Guadalcanal on July 31, 1942, and continued flying against the Japanese fleet and its attempts to dislodge the Americans from Guadalcanal. By December, Guadalcanal was safe and the 11th and the 5th Bomb Groups, the 5th having been sent to join the 11th in November, 1942,[558] were absorbed into units under control of General Harmon in the South Pacific. Saunders received the Distinguished Service Medal and promoted to Brigadier, later to lead B-29 raids on Japan.[559]

General Tinker's fateful mission to Wake Island was flown in LB-30's, which were really B-24's, and that mission, according to *One Damned Island After Another*, "had effected a change-over from Flying Fortresses [B-17's] to Liberators [B-24's]-not without some personnel difficulties. . . The men of the Seventh accepted the change simply as further proof that hey were a bastard outfit-foredoomed even to fly airplanes that nobody else wanted."[560] The newly-formed 90th Bomb Group was assigned to the 7th Air Force and arrived in Hawaii 12 Sep 1942. Apparently, its cadre were opposed to transition to B-24's and Hale had to take action put an end to the rebellion as "disparaging statements made by members of the group about the B-24 had reached even General [Henry "Hap] Arnold in Washington."[561] Hale relieved the Group commander, Col. Eugene P. Mussett [later a Major General] and a squadron commander.[562] 90th Group records show Mussett only served as CO from November 16-21, 1942, perhaps dating the end of the controversy over the new bombers.[563] At any rate, the 90th was stripped from the 7th AF in November and shipped forward to Australia.

Through late 1942 and early 1943, the Seventh Army Air Force was, largely, offensively inert. As the authors of The *Army Air Forces in World War II* wrote,

> In addition to the low priority suffered by all Pacific forces, the Seventh was forced to yield its own interests to the prior claims of neighboring theaters. At no time between the summer of 1942 and the fall of 1943 did the Seventh Air Force have more than a single group of heavy bombardment, and this one was either an inexperienced united destined for service elsewhere or a battle-worn outfit badly in need of rest.
>
> It was with serious difficulty, therefore, that General Hale undertook to meet and obligation to furnish a daily minimum striking force of eighteen bombers. His plan had been to follow a threefold division of this force into units of six planes each, one to be on alert, and the other two employed for purposes of training and as reserve units . . .In the circumstances existing, he could only hope that casuals on the way through Oahu as replacements for the South and Southwest Pacific might provide the margin of strength required to meet a real emergency, and he had to be content with the thought that a training program, which he combined with the maintenance of daily reconnaissance patrols, would prove helpful to Generals Harmon and Kenney. Only occasionally could Brig. Gen. Truman H. Landon, commander of VII Bomber Command, mount an offensive mission.[564]

During the interlude, a little more salt was poured into the wounded pride of the Navy when Lieutenant General Delos Emmons, Hale's boss and Hawaiian department commander, awarded Willis Hale the Distinguished Service Medal (DSM) for his actions during the Battle of Midway. It is interesting to note that the actions which won him the medal were consistent with the

previously quoted paper Hale wrote concerning aerial defense of the U.S. in the case of invasion, wherein the primary combat role of the air force was air superiority achieved by "destroying enemy aircraft carriers." The citation accompanying the medal read:

> For exceptionally meritorious service in a position of great responsibility. As Commanding General, VII Bomber Command, Army Air Forces, during the battle of Midway Island, June 1-8, 1942, he exhibited brilliant strategical concepts under adverse conditions in the use of heavy bombardment airplanes against naval forces. Despite the necessity of operating from a distant base, he so detailed the available airplanes as to maintain an effective striking force, which resulted in a decisive defeat of the enemy. His unceasing devotion to duty and inspiring leadership contributed materially to the outcome of that battle. The outstanding results obtained by units of the VII Bomber Command were indicative of the high state of training maintained under the guidance of their commander.[565]

General Hale received his DSM at the same time as Major General Joseph Lawton Collins, who received his as sector commander in Hawaii, who gained fame at Guadalcanal and in the European theater, and became Army Chief of Staff in 1949. The headline of the *Chicago Daily Tribune* news article, presented below, must surely have caused resentment against Hale in Navy circles, particularly Admiral John Hoover who would become Hale's superior.[566] The accompanying photograph was taken at the ceremony.[567]

(L-R) Delos Emmons, J. Lawton Collins, Willis H. Hale, Hawaii, 24 Nov 1942

GEN. W. H. HALE, HERO OF MIDWAY, GETS U. S. MEDAL

FORT SHAFTER, Oahu Island, T. H., Nov. 24 (AP).—Maj. Gen. Willies H. Hale, commanding general of the 7th air force, was decorated with the distinguished service medal today by Lieut. Gen. Delos C. Emmons, commanding general of the Hawaiian department.

Gen. Hale's strategical concepts under adverse conditions in the use of bombardment planes against the Japanese fleet contributed to the decisive defeat of the Japanese at the battle of Midway last May.

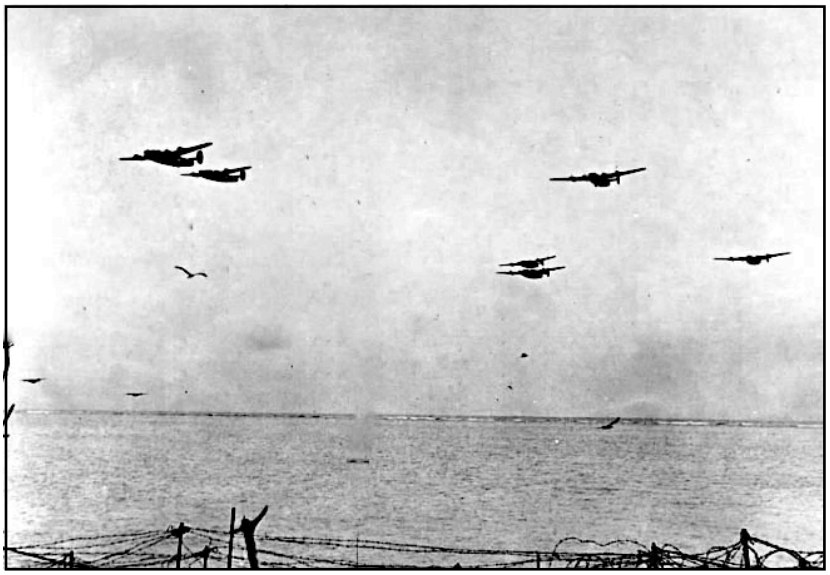
Maj. Gen. J. Lawton Collins, sector commander of defense in the Hawaiian Islands, also received the distinguished service medal.

One of the first offensive actions taken by the 7th from Hawaii was the bombing of Japanese-held Wake Island, the target which had cost General Tinker his life. A description of that action follows.

> [O]n the night of 22/23 December, twenty-six B-24D's of the 307th Group staged through Midway for a strike with 135 x 500-pound G[eneral] P[urpose] bombs and 21 incendiaries. Apparently the attack took the enemy by surprise, as neither searchlights nor antiaircraft fire were encountered until after the bombing had begun. All planes returned safely, with only slight damage to two. The long overwater flight necessary to its execution and the use of a staging base to stretch the tactical radius of the B-24 would be typical of Seventh Air Force bomber operations throughout the war.[568]

The blow at Wake Island was reported in glowing terms in the *Honolulu Advertiser* on January 1, 1943. The headline read, ARMY'S AIRMEN SMASH WAKE: *JAPANESE ARE CAUGHT ASLEEP BY RAIDERS*.[569] Reporter Olen W. Clements was a passenger in the lead B-24 and filed some slightly purple prose in praise of the precarious mission.

> Huge American bombers plunged from the high heavens today on unsuspecting Wake island and plastered the Japs with 76,000 pounds of bombs in the biggest raid of the Pacific war. Possibly more than half of the Japanese defenders were killed.
> Their anti-aircraft fire, which did not start until long after the first bombs exploded, was wild and the frightened Japs could be seen running madly for their dugouts in the brilliant moonlight.



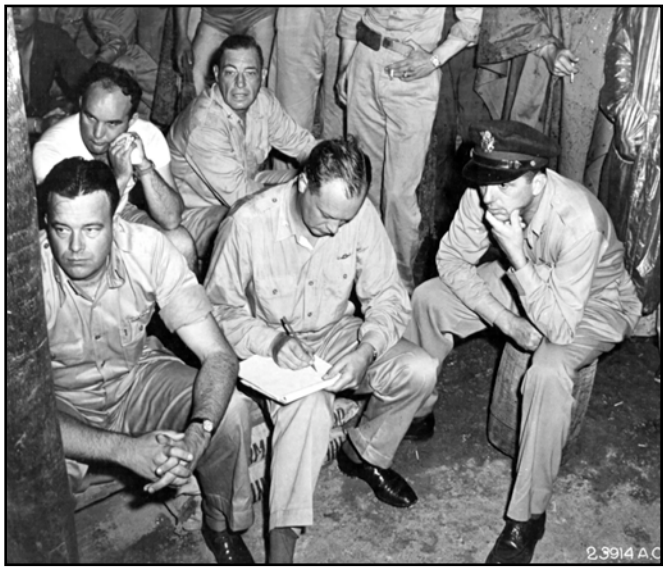
B-24's returning to Midway from Wake Island mission, 23 Dec 1942

At the Hickam Field ceremony pictured below, Willis H. Hale was awarded the Air Medal for his part in the planning and execution of the raid.

Awards ceremony for Wake Island mission, Hawaii, Jan 1943

In March 1943, the Seventh Air Force was given orders that included attacks against targets in the Gilbert Islands, including Tarawa, and the island of Nauru. The Japanese had built bases in the Gilberts and had constructed an airbase on Tarawa. In early April, a supply ship was sent to Funafuti in the Ellice Islands where an advance airstrip had been constructed. On April 18th, twenty-four bombers left for Funafuti with General Hale leading.

Nauru was to be the first strike and the target there a mining operation which produced phosphate for use in, among other things, explosives and drugs. The photos which follow were taken during the briefing for the mission.



L-R Ft Row-Col Ladson Eskridge, pilot of Gen Hale's plane, BG Truman Landon, MG Willis Hale. 2nd row-Capt Roy Bright, navigator on Gen Hale's plane and Maj Charles Marsalek, VII Bomber Command intelligence officer (fatally wounded during Japanese air-raid on Funfauti on the morning of 22 April 1943.)
(Source: Official AF photos)

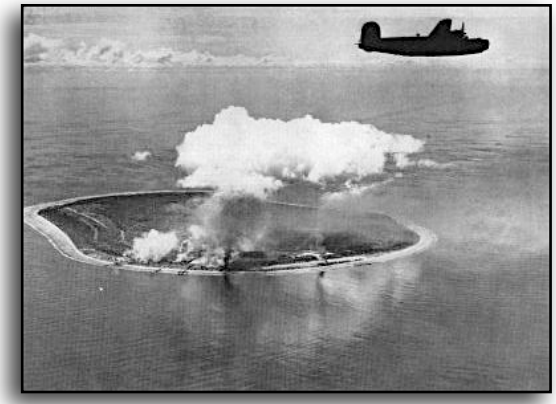
Here, General Hale is talking with combat crews who will fly on the Nauru raid. The charts in the background are plan and elevation views of the island's phosphate works, the intended target.
(Source: Official AF photos)

In the early morning of April 20th, 22 B-24's took off from Funafuti to make the 1,000 mile flight to Nauru. Willis Hale led the mission himself. The photo at left is of Hale, co-pilot Roland O. Lundby, and Col. Eksridge, the pilot, watching another of the bombers take off.

According to *One Damned Island After Another*, the planes faced Japanese fighters and anti-aircraft fire over the target.[570] More than one account of the raid claimed the target was heavily damaged or destroyed.[571] Five B-24's were damaged, with one man killed and six wounded. In a report to General Arnold, Hale was quoted as saying, "The men behaved magnificently. They stayed down the groove in order to assure accuracy of bombing, notwithstanding the heavy attacks being made by anti-aircraft and fighters."[572]

Hale autographing bomb "From Nimitz to Hale to Tojo, Funafuti, 1943.

The photographs which follow were taken at the time of the strike on Funafuti. At left, Hale autographs a bomb to be dropped at Nauru, "From Nimitz to Hale to Tojo." The photo below is a relatively well known image showing a 7th Air Force B-24 taking part in the attack.

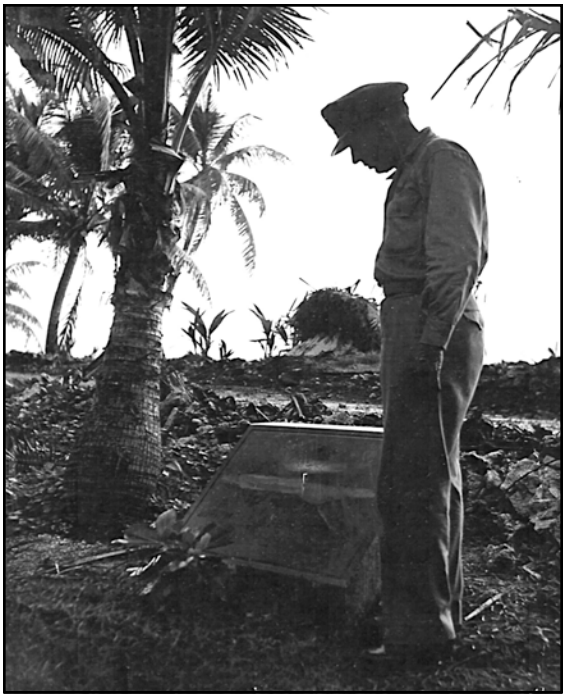

7th AF bomber during Nauru raid, 20 Apr 1943

But the inhabitants of Funafuti received a nasty surprise the morning following the American air raid. The Japanese had deduced, perhaps from radio traffic during the raid, that the raid emanated from Funafuti and sent a bomber force to return the favor. Excerpts from the account of the attack in *One Damned Island After Another*, follow.

> Then, at 3:30 in the morning, the warning siren sounded. . .The Japs were coming!
>
> The Japs struck. The first run damaged the runway and part of the command area, but it wasn't too severe.
> Hale. Landon, Holzapfel and Rutledge didn't take shelter during the first run and were standing on a native concrete abutment near the water's edge when a string of bombs landed near the church. That was enough of that. They hit the beach on all fours and with their helmets dug a three foot ditch in the time it takes to tell about it.
>
> Marsalek [pictured on the preceding page], an Intelligence Officer and former newspaperman. . .was older than most of the men on Funafuti and so was one of the last to reach even the sketchy have of a makeshift foxhole. . A bomb exploded nearby [and] McIlvane felt the body of the man above him quiver.
> As the planes passed out of sight, Marsalek said quietly, "This feels like it, boys, and lapsed into unconsciousness. He died the next day while being flown to Samoa-a bomb fragment embedded in his back.
>
> The next morning, surveying the wreckage, General Hale asked a sergeant if he could help him in working on one of the planes. Without bothering to look down, the man answered, "You're damned tootin' you can. Get up here and help clear these guns." The General did.[573]

According to a Navy history, six men were killed in the attack.[574] Two bombers were destroyed and a number heavily damaged. The following photographs, from a collection of official Army photos, depict the aftermath of the Japanese raid on Funafuti.

Gen Hale presents a makeshift Purple Heart to a flyer wounded in the Nauru raid, April 1943



Gen Hale at the grave of airman killed on Funafuti April 1943

One of two bombers destroyed by Japanese bombs Funafuti, April 22, 1943

Hale, left, inspects damage from Japanese bombs, Funafuti, April 22, 1943

The 7th had been scheduled to conduct a bombing mission to Tarawa on the morning of the Japanese attack, but the damage to planes in the Nauru raid had forced a fortunate delay, otherwise, the bombers would have been preparing to take off at about the time the Japanese hit Funafuti.[575] As it was, on the following day, the 7th Air Force could only muster 12 serviceable B-24's for the mission against Tarawa. The force arrived on the target at about 4 a.m. Accounts of the mission indicate gas storage facilities and barracks were struck by bombs. No planes were lost on this occasion and all returned to Funafuti.

Associated Press reporter Charles Arnot had been a passenger in General Truman Landon's plane on the Nauru mission. His dispatch about the raid appeared in the St. Petersburg, FL, *Independent* on April 30, 1943, under the headline, "Reporter Sees Preview of Destruction Facing Japan."[576] Arnot described the distance flown in the following way:

> The four-engined Liberators, striking twice in force within 36 hours, carried out the largest aerial task force mission of the war, an outstanding navigational feat considering that the bombers flew farther than from England to Iran just to reach an advance base within striking distance of their targets. The actual bombing flights took further expert navigation.

In the remainder of the article, Arnot described his plane's bombing run where "[as] bursts of anti-aircraft fire blossomed around us you could hear fragments splatter against the fuselage, but we kept a steady course." The report twice mentioned that Hale had led both the mission to Nauru and the one to Tarawa.

Hale talking to reporter Charles Arnot about Nauru and Tarawa raids, Funafuti, 23 April 1943

One of the men who flew against Nauru was Lt. Louis Zamperini, a former track and field Olympian. "Zamperini finished eighth in the 5000 meter distance event at that [1936] Olympics, but his final lap was fast enough to catch the attention of Adolf Hitler, who insisted on a personal meeting. As Louis tells the story, Hitler shook his hand, and said simply 'The boy with the fast finish.' Two years later in 1938, Zamperini set a national collegiate mile record which held for 15 years. Zamperini's speed earned him the nickname 'Torrance Tornado'."[577] Zamperini was a bombardier.

In his own book, *Devil at My Heels*,[578] Zamperini said he was dismayed by orders at the Nauru briefing that all planes would bomb from the same altitude, 8,500 ft. The B-24 he was in was named *Superman*, and was among the early attackers who found the Japanese ready to defend the island. Lt. Zamperini wrote:[579]

> With my Norden bombsight wired to the automatic pilot, I assumed control of the plane with each aiming correction. I did my calculations, fed them into the bombsight, and focused on the drop.
> Suddenly, we entered a cloud of flak and antiaircraft fire. General Hale had, as I had anticipated, made a mistake by having us all fly in at the same altitude. Puffs of black smoke dotted the sky around us, a dangerous situation. With bombs armed and ready, one hit in a vital spot would blow us to smithereens.
>
> [After the bomb run] I looked our the greenhouse nose window and counted nine Zeroes [Japanese fighter aircraft] in the air. Seven were nearby at ten o'clock [relative direction]. Three peeled off and headed our way. The first came dead ahead at one o'clock. He opened fire. . .I heard a loud crack as a cannon shell from the Zero severed our turret power cables and whizzed past me, missing my face by inches. Fortunately it failed to explode, saving the crew and ship.

Superman continued to absorb repeated attacks and two crewmen were seriously wounded. Zamperini rendered first-aid to the casualties. Miraculously, the B-24 returned to Funafuti and

landed, Zamperini deploying two parachutes from rear windows to help slow the damaged airplane which he said narrowly avoided crashing on touching down. Later, Zamperini said

> Both generals [Hale and Landon] credited [pilots] Phillips and Cupernell with a miraculous performance in bringing the badly damaged *Superman* without a crash, and on April 21 they said so to Charles Arnot, the war correspondent for the *Honolulu Advertiser*. General Hale then came to the hospital to pin the Palm Leaf on our wounded crew members [one of whom later died].[580]

Louis Zamperini went on his book to make several comments critical of Hale. He claimed Hale underreported the damage sustained by planes over Nauru and the damage from the Japanese raid. He also faulted Hale at length for ignoring Zamperini's direct appeal to him for commendations for the courageous pilots of *Superman*, citing jealousy he imagined the general felt for the celebrity status Zamperini enjoyed at Hale's expense.

> Of course, Hale never recommended Distinguished Flying Crosses [DFC] for *Superman's* crew. I credit this omission to a lack of communication between General Hale and myself. I believe the trouble started shortly after I arrived in Hawaii. After any raid, the press would interview the commanding officer; if I was on the mission they'd also talk to me, the famous Olympian. Sometimes our stories didn't exactly jibe; more often my picture appeared instead of General Hale's. I'm convinced he resented that, but the press was right...When Hale put the pieces [crew reports] of the Nauru raid together, he didn't present all the facts, as far as I'm concerned, and our crew, which to my mind and others' had more than earned a DFC, was passed over.[581]

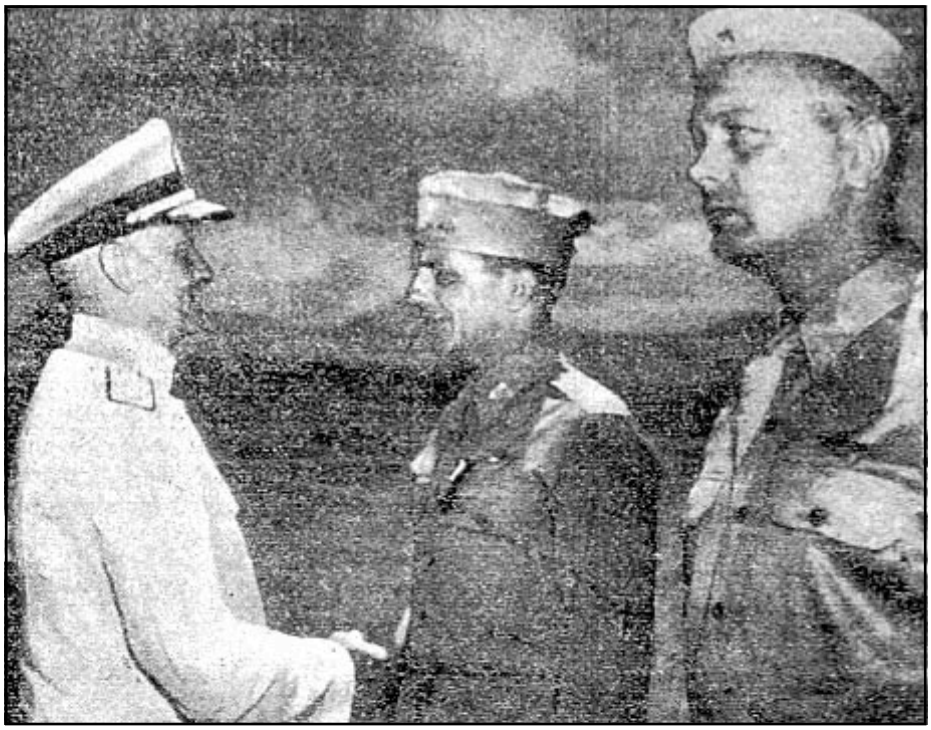
In late May, 1943, Zamperini's crew was assigned to a search and rescue of a downed B-25. Zamperini, pictured at right, commented that the assignment was relatively routine as they had found the survivors of a ditching not long before. As his B-24 broke under an overcast, it lost two engines and eventually ditched, killing all but three men. The three survivors drifted for many days before being taken prisoner by a Japanese Navy ship. Zamperini leveled another charge against Hale, making it plain he thought the general wanted him to disappear forever,

2nd Lt Louis Zamperini

> My family, especially my mother, would never give up that I'd come back home. After the war I found out she'd even written General Hale - the same one who hadn't reported accurately about the Nauru raid - asking him to search for me. His reply was, "It's better you give him up like we have." A tart letter from a callous person, as far as I'm concerned. It made her furious. He'd tried to dim her hope, but when my brother found out he helped restore her faith. "I still believe my son's alive," she wrote to the general.[582]

The book does not provide documentary proof of the existence of any such letter from Willis Hale to Mrs. Zamperini, so it would be hard to judge Zamperini's veracity in the matter or the full context of any such remark by Hale. But it is quite clear that Louis Zamperini did not think much of Willis H. Hale, calling him a liar, disparaging his command ability, and intimating he didn't care whether Zamperini had survived his ordeal or not.

Once back at Funafuti after the Nauru and Tarawa raids, the 7th Air Force wasted no time returning to Oahu, in order to avoid another air raid by the Japanese. In his report on the action to General Arnold, General Hale stated that the 7th beat "the longest and fastest retreat in military history."[583] Once back in Hawaii, Willis Hale and Truman Landon were awarded the Navy Cross for the raids and they were pinned on by Admiral Nimitz, the theatre commander, as shown in the news photo below.



Admiral Chester W. Nimitz (left), commander of the Pacific Fleet presenting Navy Crosses to Maj. Gen. Willis H. Hale (center), commander of the Seventh Air Force, for leading daylight bombings on Nauru and Tarawa, and Brig. Gen. Truman H. Landon, commander of bombing operations in the Central Pacific. The ceremony took place at Hickam Field in Hawaii.

Associated Press Wirephoto

The citation for Hale's Navy Cross read:

> For extraordinary heroism in the line of his profession as commanding general, Seventh Air Force. He led a heavy bombardment group against strongly held enemy bases on Nauru Island on April 20, 1943, and Tarawa Islands on April 22-23, inflicting great damage to personnel and material. By his superior airmanship, courage, and determination he was chiefly instrumental in the success of a most difficult operation. His conduct throughout was in keeping with the highest traditions of the Armed Forces of the United States.

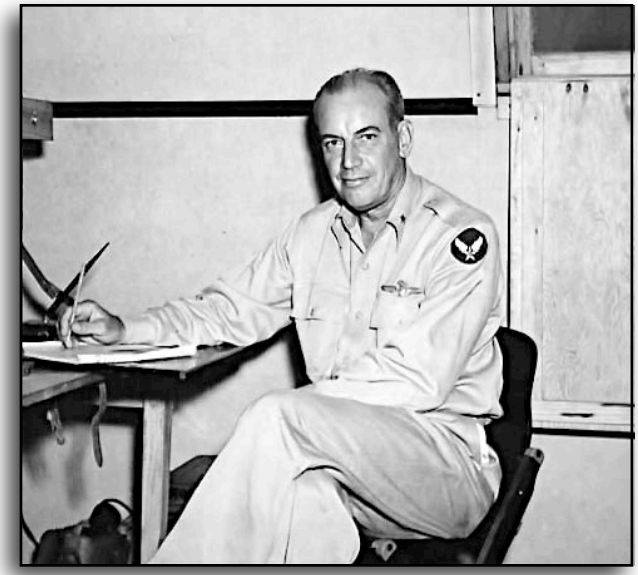
Our family oral tradition was that Willis Hale had been the first Air Force general officer to receive the Navy Cross. I have been unable to determine if that is true.

After the strikes at Nauru, Wake and Tarawa, the enemy remained largely as the 7th found them; in possession of strategic islands which stood between the Allies and Japan. In summing up the early actions of the Seventh, Craven and Cate wrote:

> Operating thus at extreme range and through the use on an intervening staging point, Seventh Air Force bombers over the long period between the Battle of Midway and the actions preliminary to invasion of the Gilberts had been able to get in an occasional blow at Wake, Tarawa, or Nauru. Such missions served to break the tedium of routine reconnaissance, but they could have little cumulative effect on the enemy's strength and served chiefly to provide for the crews valuable experience and for headquarters no less valuable intelligence.[584]

Another subdivision of the Seventh Air Force was the VII Fighter Command which flew under the direction of Brigadier General Robert W. Douglass, Jr, pictured below. [Douglass would become the commanding general of the 7th in April 1944, when Hale was reassigned as COMAIRFORWARD.] With a force of about 300 planes by the Fall of 1943, almost all of which were P-40 Warhawk fighters, pictured at right, which were the front line fighter at the outbreak of the war, its planes were stationed in defense of Hawaii, and stood guard at Midway, Canton and Christmas Islands. With routine air patrols and joint exercises with the Navy and the VII Bomber Command, the Seventh's pilots received frequent training, but that effort only served to create a pool of trained pilots who could be drawn off to other Pacific commands, such as the 5th and 13th Air Forces.[585] Craven and Cate wrote that the 7th supplied about 25 trained fighter pilots a month to the commands of Generals Twining and Kenney.

Maj Gen Robert Douglass receiving Bronze Star from Hale, 1945



Brig Gen Walter J. Reed, Commander of 7th Air Force Service Command

Another important division of the Seventh was the Service Command, responsible for logistics. It was commanded by Willis Hale's friend and godfather of Eveleth Hale, Brigadier Walter J. Reed, pictured above,. As mentioned at page XXX, Reed was a passenger in Hale's plane that crashed in 1929, both men walking away from the rubble. The Service Command "quartered, rationed, and supplied all casuals passing through the theater and held the responsibility for making all their planes ready for combat." Craven described the activity of the command as follows:

> [I]t had assumed since Pearl Harbor a key position in the logistical organization of the Pacific war, providing through the services of the Hawaiian Air Depot an intransit supply, repair, and modification center for forces scattered al the way from Hawaii to Australia. With forty warehouses on Oahu and additional supply dumps, the depot by the close of 1942 stocked thousands of items in urgent demand by combat units in the South and Southwest Pacific. The critical factor of shipping, a factor aggravated by the great distances of the Pacific, forced a heavy dependence on air transport for important items of Air Corps supply. Unfortunately, the Seventh Air Force had no troop carrier unit and could provide air freight to South Pacific only by loading to the limit all bombers headed that way.[586]

In July 1943, "Seventh Air Force received its first major combat assignment when the Joint Chiefs of Staff issued orders for Operation GALVANIC - a joint amphibious assault against the Gilbert Islands, marking the beginning of a drive through the Central Pacific by Army, Navy, Marine, and Air Force."[587] The Seventh would be part of Task Force 57 with the overall command falling to Admiral Spruance [Commander Central Pacific - COMCENPAC] and command of all shore based air assets going to Vice Admiral John Hoover [COMAIRCENPAC], who be a thorn in the side of Willis Hale. The Seventh's bombers would comprise Task Group 57.2 and the Seventh's fighters, under Douglass, would join Task Group 57.4, overseen by the Navy in the person of Marine Brig, Gen. L . G. Merritt. It took the intercession of the newly appointed commander of the Hawaiian Department, and military governor of Hawaii, Army Lt. Gen. Robert C. Richardson, Jr., pictured greeting Hale below, to assure that Hale "directly" commanded the Army Air Forces as Hoover's subordinate.[588]

Lt Gen RC Richardson shaking hands with Hale, Gen Flood looking on, Oahu, 1943.

The operation necessitated the seizure of more forward islands and construction of airfields in anticipation of action against Tarawa, Makin and other Japanese outposts. Consequently, in September 1943, Baker Island was occupied, an airfield constructed and for use by the 7th AF's 11th Bomb Group. Bases were also constructed on Nukufetau and Nanomea in the Ellice Islands. For Galvanic the 7th Air Force would operate seven bomber squadrons and three fighter squadrons from five bases, Canton, Funafuti, Baker, Nukufetau and Nanomea, hoping to protect the Navy's carriers by attempting to neutralize Japanese bases capable of supporting Tarawa and Makin.

General Hale established the forward headquarters of the 7th AF on October 6, 1943. VII Bomber Commander, under Landon, and the VII Service Command, under Reed, also moved to Funafuti.[589] About the same time, Admiral Hoover's floating headquarters, the seaplane tender *Curtiss*, set anchor off Funafuti. The troubled relationship between the Navy commander and his Army subordinate moved forward too.

> Another problem was the coordination of land-based aircraft, including naval, Army and Marine units. The task had been assigned to Admiral Hoover, who moved into port at Funafuti on November 7. The *Curtiss*, his flagship, was quickly moored, anti-torpedo net was run out around the ship, and telephone lines were run ashore. The command problem was raised immediately, for General Willis Hale, who was the Seventh Army Air Force commander, refused to live in secondary splendor on Hoover's ship, as invited, preferring to live in a tent ashore. A telephone line was run from the *Curtiss* to Hale's headquarters, and the work began.[590]

Hale, in fact, did live in a tent on Funafuti, as can be seen in the photo below. From her description of him, it sounded like my mother, Eveleth Hale, had a crush on the general's aide, Capt. Crum.

Some preliminary bombing of Tarawa had occurred in September, but concentrated operations started on Nov. 13, just one week before D-Day on Tarawa. *One Damned Island* put it this way:

Maj Gen Hale (L) & aide, Capt. Frank P. Crum
Funafuti, Dec 1943

> D-Day in the Gilberts was only a week away when the Seventh Air Force went into all-out action.
> Tarawa. . .Makin. . .Apemama. . .knock them out. Wipe out the planes! Hit their gun positions! Wreck that radar!
> Mille. . .Jaluit. . .Maloelap, in the Marshalls. . . and Nauru. Get those planes on the ground! Put those airstrips out of commission!

The Seventh's bombers struck more than once at Tarawa and Makin. Missions were flown against Jaluit and Maloelap, Kwajalein and Mille, over vast expanses of water. The intention was to strike against the defenders at Tarawa and Makin, hoping to make the invasion by Marines, to take place on 20 November, easier. Raids against outlying islands were intended to hamper counter-strikes by Japanese naval and air forces. On the day before the invasion, 19 Nov 1943, "31 B-24's from Ellice Island bases hit Tarawa and Makin."[591] The following day the 2nd Marine Division, including Reed Creath, the father of my deceased brother-in-law, Steve Creath, landed at Tarawa and fought a gruesome, three day battle, in which about 1,000 Marines and 700 sailors lost their lives.

The 7th Air Force suffered six dead, thirty wounded and thirty-one missing in the GALVANIC campaign.[592] The Japanese also struck back from the air at Funafuti on November 13 and 17, destroying some bombers and installations.

In 1945, Willis Hale received the Army Legion of Merit medal for actions during the assault on the Gilberts. The citation read

> For exceptionally meritorious conduct in the performance of outstanding service during combat operations in the seizure of the Gilbert Islands.

> Charged with the responsibility for the execution of air missions assigned to the Seventh Air Force, Major General Hale demonstrated the highest qualities of dynamic leadership. By his professional knowledge, executive ability and understanding of men, he succeeded in inspiring his units to incredible feats of flying over the Pacific Ocean on bombardment missions to Jaluit, Mille, Wotje and Maloelap Islands, covering as much as 2,100 miles on maximum flights. His eminent services have been of incalculable value and have contributed greatly to the success of the seizure of the Gilbert Islands.

The photos which follow were taken on Funafuti. Each shows Hale with bombs "From Bing (Crosby) To Seventh Air Force to Tojo." [See endnote 584 re: B-24 "Lil Hiawatha," seen below.]

Hale with Bing Crosby bomb, Funafuti, 27 Dec 1943

Hale with ground crew of B-24 "Lil Hiawatha" and Crosby bomb

The next island in the crosshairs of the Central Pacific war was Kwajalein, the largest atoll in the world, about 1,000 miles northwest of Tarawa. The Japanese had occupied Kwajalein for over twenty years. The operation was code-named FLINTLOCK and and the Seventh Air Force was assigned to "deny the enemy the use of their air bases, Mille and Jaluit" and "to destroy enemy aircraft and air facilities at Maloelap, at Wotje, and at Roi and Kwajalein."[593]

The Japanese assets on the cited islands were formidable. Howard and Whitley described the forces on those outpost as follows:

> Mille, within fighter-attack distance of Makin, was the site of the largest Jap airfield in the Marshalls. Wotje held two airstrips. Jaluit, the site of administrative headquarters of the Marshalls Islands, held a submarine base and submarine refueling stations. Maloelap, center of the four islands, was strongly defended by Jap fighter aircraft and could be quickly reinforced from other islands. It proved the toughest target in the Marshalls.[594]

Before departing for Tarawa, where he would establish advance headquarters of the 7th Air Force, General Hale wrote to General Arnold, Chief of the Army Air Force, reporting as follows:[595]

> From the time of our first mission on November 13th, preparatory to the Gilbert Islands assault, we have bombed Jap bases almost daily—33 days in a total of 47 days. And what missions! They have averaged 1,600 miles over nothing but water, and through every kind of weather except snow. Our bases are hastily constructed single strips on small atolls. Average gross loads over 62,000. Communications have been undependable and weather information almost useless. The Jap bases are matured, well developed and modern. At first my losses were negligible; now they are mounting rapidly. The Japs are heavily reinforcing the Marshalls on the ground and in the air. Their A/A has improved greatly. About 50 Zero's intercepted yesterday at Maloelap and shot down two B-24's. Their A/A did the same to two planes on the 26th and two more a few days before. Our distances are so great that the heavies never have any fighter cover. Some of my crews are beginning to crack, but I believe we can continue at our present rate for about one more month . . . 100 hours per month of combat flying is rather tough. In February I will probably slow down on the heavies and let the mediums take over the burden. They had their first mission yesterday. It was against Mille—500 foot ceiling, rain and A/A—they went in at 40 ft with 50s and 75s on full.
>
> As compared to flying over Europe, the crews of disabled planes know their parachutes are useless, so into the ocean they go and we have failed to recover a single man. Islands are far apart and in enemy hands.
>
> Notwithstanding these grueling flights, lousy living conditions, field rations, no amusement or recreation, no hope if disabled, no fighter cover, yet out they go, once every three or four days, their continued willingness and "guts" unshaken. I know of no other place in the world where our Air Force is fighting in facts of similar to those outlined above.
>
> I am moving my headquarters to famous Tarawa tomorrow and will remain on that American-Jap graveyard at least until the conclusion of the Marshall Islands operations.
>
> Happy New Year.[83]

Capt. Tate, USN, brings General Hale (front left) and staff ashore in style at Tarawa, Dec 1943

The Seventh received reinforcement in the form of Mitchell B-25 medium bombers of the 820th squadron with three more squadrons set to arrive in mid-January, P-38's of the 46th and 72nd squadrons, and thirteen A-24 dive bombers of the 531st squadron (an Army version of the Navy's SBD Dauntless dive-bomber).[596] During FLINTLOCK, the Seventh Air Force was still part of Task Force 57 with Hale, now also in charge of fighter aircraft, as its commander under the supervision of Admiral Hoover.

The planes of the 7th carried out repeated attacks against Kwajalein, Mille, Maloelap and Wotje in preparation for landings on Kwajalein. The B-24 Liberators concentrated on bombing Kwajalein while the fighters, dive-bombers and B-25's took on targets, including shipping, on the other islands, as seen in the photo at left, taken 11 Jan 1944, of B-25's in action at Taroa,. Losses were significant on raids against Maloelap and Mille. There was heavy opposition from Japanese fighter planes. As proof

of the danger, the 41st Group lost seventeen B-25's between 28 December 1943 and 12 January 1944. Eighteen B-24's were reported lost during the operation.

B-24's were also lost in action against such targets as the airfield on Wotje. The photo below, evocative of what the Seventh Air Force was called on to do, is of the B-24 "Vulnerable Virgin," sn/42-72962, being piloted by Capt. Donald L. MacArthur, of California, taken in action against Wotje on the day it was lost, January 2, 1944, when it exploded in mid-air on the return to Funafuti.[597] MacArthur and his crew of ten[598] was one of two B-24's lost on that mission, the other being sn/42-73026, piloted by 1st Lt. James R. Davis of Maryland.[599]

B-24 "Vulnerable Virgin" sn/42-72962, attacking Wotje and lost same day, 2 Jan 1944

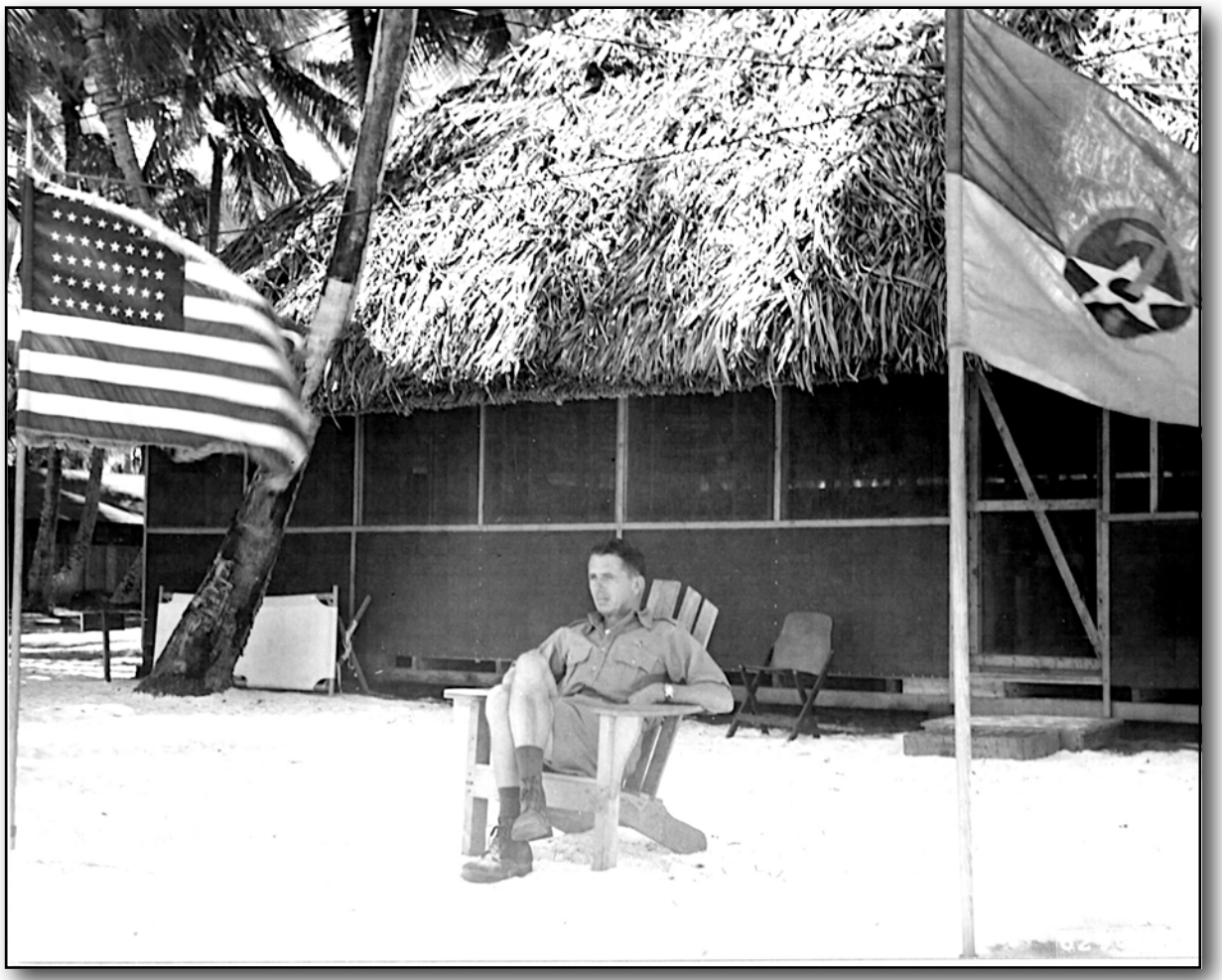
In the "Hale's Handful" article appearing in the *Saturday Evening Post* in July 1944, Willis Hale related his reaction to the fate of another 7th Air Force flier, 2nd Lt. Malcolm M. Knickerbocker, co-pilot of a B-25 which made a "wave-top" attack on Maloelap on 25 January 1944:

> Malcolm Knickerbocker, of Cincinnatus, New York, the copilot on a medium bomber, was badly shot apart by an explosive shell while over a target. The shell carried away his right leg at the hip socket. There was no way to apply a tourniquet. He administered morphine, and crew members used sulfa and plasma transfusions, but the flow of blood could not be stopped. The ship was more than 300 miles from its base, with no medical attention nearer at hand.
>
> Knickerbocker remained at his post, giving all assistance. His smile was unfailing; periodically he lifted his hand in the international manual sign for O.K. for the benefit of his anguished comrades. Just as the bomber settled to earth, Knickerbocker's head slumped forward and he died. As the crew lifted his body from the plane, they sobbed.
>
> When I heard the story, I too, broke down and shed a tear.[600]

Knickerbocker received a posthumous Distinguished Service Cross for "extraordinary heroism."[601]

On January 29, 1944, American carrier-based fighters attacked the northern Kwajalein atoll islands of Roi-Namur, destroying 92 of 110 Japanese planes in the Marshalls.[602] On February 1, the Army's 7th Division took Kwajalein with the assistance of six B-24's of Hale's 392nd Squadron dropping one and two-thousand pound bombs on enemy positions, leaving "the entire northwest part of the island. . .on fire."[603] The 4th Marine Division took Roi-Namur at the same time.

Given the relaxed nature of the following photo it seems likely that, though it was reportedly taken in January 1944, it was made after the intense action surrounding the invasion of Kwajalein in February. It is, in my opinion, a signal image of my grandfather.[604]



Major General Willis H. Hale, outside 7th Army Air Force headquarters, Bariki, Tarawa, January 1944

Here is how Major Peter S. H. Ellis summarized the activity of the Seventh Air Force during the Marshalls campaign.

> The drive through the Gilberts and Marshalls were defining campaigns for Hale's Handful. General Hale—leading from the front—took his previously defensive command, still chronically undermanned and under-equipped, and launched an all-out offensive in the Central Pacific in concert with Navy, Marine, and Army forces. He and his "handful" kept moving their bases ever-forward on tiny atolls where life was crude and uncomfortable, and there was little time for anything else but fighting.

> His bombers flew nerve-racking missions, consistently at the very end of their planes' endurance, almost always unescorted, almost always hotly contested by the enemy, and with full knowledge that a ditched plane meant almost certain death. Yet they were the ones everyone came to count on to set the stage for successful amphibious operations—and ultimately they were up to the task. His fighters—itching to get in on the fight— defended the forward bases, jumped in to help out with CAS operations as soon as enemy fields were taken, and distinguished themselves in strike operations just as soon as technology gave them the "legs" to help out their heavier brothers. General Hale had forged a close team through the trials of combat, and his handful had become a real handful for the enemy.
>
> The decisions General Hale made in January and February 1944 (to switch the heavies to night bombing and raise the altitude of B-25 bombing); while unpopular with his Navy masters, seem prudent in retrospect. While greatly reducing the number of casualties and damaged aircraft by these decisions, his bombers still played a key role in the tremendous success of the drive through the Marshalls. True, there were growing pains in Command and Control and instances of interservice friction to deal with. However, in just over three months, from late November 1943 to February 1944, US forces spearheaded by the Seventh Air Force had shattered the defensive perimeter of the Japanese in the Central Pacific, bringing more than 800,000 square miles under US control—enabling the continually accelerating timetable for the defeat of Japan.[605]

Howard and Whitley also commented on the nature of the Seventh's task as the armed forces moved westward through the central Pacific.

> During this period the Seventh helped to write history and set a new style of strategy in the Central Pacific - the strategy of keeping by-passed islands neutralized by airpower.
>
> The Central Pacific offensive moved with tremendous speed when it finally started. But there are thousands of islands in the Pacific, and the Japs had occupied all they considered worth taking. To have retaken each would have presented a tremendous problem.
>
> This was the main Japanese hope in winning the war - the determination to outlast us and make the war so long and costly that we would pull out and allow her to keep most of her stolen territory. Each bit of coral and jungle was to be fought for to the last ditch.
>
> The enemy calculated that it would take us years to get through the Marshalls-Caroline group by following the "island-hopping" invasion plan. But we had completely bewildered them by taking on the key Gilbert-Marshalls islands and leaving other islands in these groups and the islands of the Carolines in the backwash. . .
>
> The Seventh had a tremendous task. Not only were they supposed to soften up invasion beaches and furnish ground support for our ground forces in the Marshalls, but they were assigned to help maintain the neutralization of the by-passed islands, keep the Jap airfields inoperative, and hit Jap supply ships headed for the islands. Then there was the matter of softening up the Marianas for the next operation.[606]

There would be no let up for Hale after the seizure of Kwajalein and other islands in the Marshalls. Operation CATCHPOLE was the followup to FLINTLOCK and called for the seizure of Eniwetok atoll, which would become famous on November 1, 1952, as the site of the first test of a hydrogen bomb. The Seventh was charged with the neutralization of Ponape and Kusaie in the eastern Caroline Islands, Ponape being the more important target because of a submarine

facilities, two airfields and seaplane base. Craven quoted Hale as saying the reduction of Ponape was "the most interesting phase, and certainly most important" target of the CATCHPOLE operation. *One Damned Island.* . .stated that 140 tons of bombs were dropped at Ponape and, "the town was practically destroyed and the seaplane base pounded into uselessness."[607] Eniwetok was in hands of American Marines and soldiers by the 23rd of February.

While events in the Central Pacific had General Hale fully occupied, his Chief of Staff, Brigadier William Flood, "Uncle Bill" to my mother, a baseball fan, was able to indulge in a special public relations effort; the Seventh Air Force baseball team with its prized player, Sergeant Joseph P. DiMaggio. DiMaggio had enlisted on Feb. 17, 1943, in the Army Air Force and, after basic training at Ft. Ord, CA, was sent to the training facility at Santa Ana Army Air Base. Lo and behold! DiMaggio wound up on the 7th Air Force's baseball team.

According to Richard Cramer's biography of DiMaggio, he sailed with other former ballplayers to Hawaii on June 6, 1944.[608] Cramer wrote,

> On the whole, you couldn't have a better war. The general was Brigadier William J. Flood, a terrific fan who spared his stars all the normal Army tedium. There was a beach for Seventh Army Air Force, supposed to be R&R for the fliers. But the ballplayers had privileges, too. So they'd play a game, or they'd work out at McClellan Field, then they'd loll in the sand and surf, get a tan, drink some beer, tell some lies . . . Joe spent most of his time playing pinochle for money. Either that or he was off to himself, on his cot, thinking of Dorothy [his wife].

9th June 1944: Sergeant Joseph P DiMaggio (1914-1999), former New York Yankees baseball player, smiles as Brigadier General William J. Flood attaches a new 7th AAF shoulder patch to his army uniform and smokes a cigar.

Photo: APA/Getty Images

The graphics which follow show DiMaggio as a Seventh Army Air Force (7AAF) soldier and baseball player. In the picture at the right, Joe is talking to Walter Judnich, wearing the hat, formerly a player for the St. Louis Browns.

7/7/1944-Pacific: Sgt. Joe DiMaggio (L), former New York Yankee great, and chief specialist (Physical Training) Harold H. (Pee Wee) Reese, former star shortstop for the Brooklyn Dodgers, autograph baseballs for Vice Adm. Robert L. Ghormley, USN (second left) Commandant 14th Naval District & Commander, Hawaiian Sea Frontier, and for Brig. Gen. William J. Flood, Chief of Staff of the 7th Air Force, before a Central Pacific Area Service Championship game between the 7th AAF Nine and the AIEA Heights Naval Hospital team. . .Navy team won, 5 to 4. © Bettman/Corbis

By all accounts, DiMaggio had bitter feelings about the war and the service which took him away from baseball in his prime. It was in 1941 that Joe had one of his greatest years, being named the league's Most Valuable Player and hitting in 61 straight games, a record still standing when this was written, sixty-nine years later. He had given up a salary of about $47,000, equivalent to about $600,000 today, for a private's pay of $50/month. After hospitalizations for stomach ulcers, DiMaggio was discharged in september 1945.

After the successes in the Marshalls, the problems of command and control resurfaced. The animosity between Hale and Hoover still existed with Hale believing Hoover engaged in unjustifiable micro-management of Hale's use of the forces available to him. Lt. Gen. Richardson and General Arnold backed Hale's plan in which he would direct all land-based aircraft in the Central Pacific. Eventually, Admiral Nimitz crafted an acceptable resolution, described by Ellis.

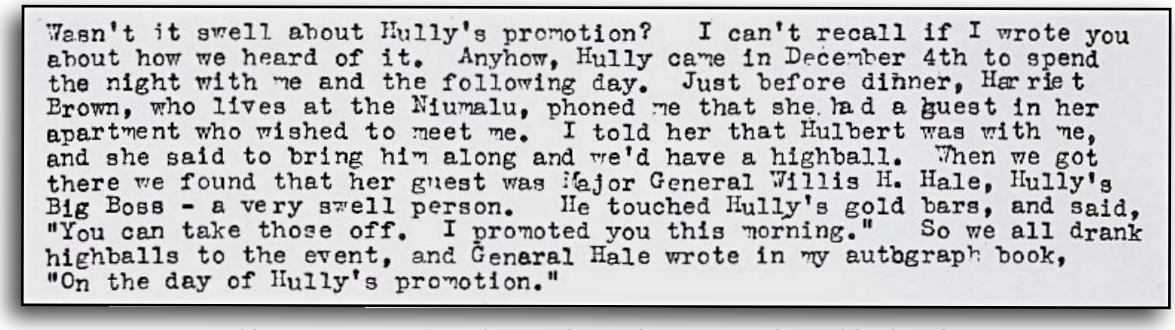
> In the end, as a compromise solution, Admiral Nimitz announced that on May 1, 1944, General Hale would take command of the newly established joint Task Force 59, Shore Based Air Force, Forward Area, with the title of COMAIRFORWARD. As such, General Hale was to have operational control of all shore-based aircraft in the forward area. However, General Hale would continue to work for Admiral Hoover who was now designated as the commander, Forward Area (Task Force 57, of which General Hale's Task Force 59 was now a part).
>
> Furthermore, in order to assume command of Task Force 59, General Hale had to relinquish command of the Seventh Air Force to Brig Gen Robert W. Douglass, Jr. who had been in command of VII Fighter Command up to that point. Ultimately, it seems reasonable to presume that securing the operational control of the bombers (especially with the projected deployment of B-29s to the theater) became the defining argument for General Arnold - resulting in a reversal of his initial position that General Hale should retain command of the Seventh Air Force.
>
> Finally, it would appear that the final agreement reached represents a compromise on General Arnold's part wherein he sacrificed General Hale as commander of the Seventh Air Force, satisfying the Navy's concern over General Hale's spiraling span of control. In return, General Hale was given full operational control of all shore-based airpower in the forward area of the Central Pacific, and most importantly, of the heavy bombers - satisfying the ultimate goal of guaranteeing full operational control for the AAF of the forthcoming B-29 Superfortresses.[609]

Brigadier General Truman H. Landon commanded the VII Bomber Command. He had been the commander of a reconnaissance group flying the first leg of its movement to the Philippines on the morning of December 7, 1941, when, approaching Hickam Field on Oahu, they found themselves in the middle of the Japanese attack. Major Landon, and others, landed at the field under Japanese fire, an event memorialized in the movie *Tora, Tora, Tora.* Needless to say, he could not proceed to the Philippines and remained in Hawaii, taking charge of VII Bomber Command from Hale when Hale became the head of the 7th AAF. In the photo above, Landon's female dachshund, "Hermann," is seen in the cockpit of the B-24, "Pacific Tramp," just before departing Tarawa for their new home on Kwajalein. Landon would become a Lieutenant General after

WWII, serving in Europe, DC, and the Caribbean, retiring in 1963. He died in 1987. In the photo below, Landon is seen conferring with his crew and the war correspondent, Edgar Rice Burroughs, author of the *Tarzan* series of books, before departing for Kwajalein.

Tarawa, 27 Mar 1944 - L-R -Col Clarence Hegy, Capt Louis A Schauer, Landon, ER Burroughs, and Col. Jay Rutledge

Speaking of Edgar Rice Burroughs, the excerpt below is from a letter Burroughs wrote to his daughter, Joan, dated 20 January 1943, "somewhere in the Pacific."[610] His son, Captain Hulbert ("Hully") Burroughs, was a Seventh Air Force combat photographer.



Wasn't it swell about Hully's promotion? I can't recall if I wrote you about how we heard of it. Anyhow, Hully came in December 4th to spend the night with me and the following day. Just before dinner, Harriet Brown, who lives at the Niumalu, phoned me that she had a guest in her apartment who wished to meet me. I told her that Hulbert was with me, and she said to bring him along and we'd have a highball. When we got there we found that her guest was Major General Willis H. Hale, Hully's Big Boss - a very swell person. He touched Hully's gold bars, and said, "You can take those off. I promoted you this morning." So we all drank highballs to the event, and General Hale wrote in my autograph book, "On the day of Hully's promotion."

Excerpt of letter 20 Jan 1943, from Edgar Rice Burroughs to his daughter, Joan.

Hale's HQ, Kwajalein, 21 Apr 1944

On April 15, 1944, Hale moved his headquarters to Kwajalein. Of Hale's new command, Howard wrote, "May saw the new Pacific air command swinging into action. Under General Hale's experienced direction...combined operations of Army, Navy and Marine land-based planes...expanded to new and formidable dimensions. Pooled under Hale's direction were the ponderous Liberators and the twin-engined Mitchells of the Seventh AAF, the fourth Marine Air Wing's Dauntless dive bombers and the Catalinas and Marines of Fleet Air Wing

Two. [It] was functioning so smoothly that by May 15 it was possible to launch the heaviest attack from land-based planes in the Central Pacific air war to date."[611]

The Seventh's airbase on Kwajalein appears in photos to have been more like a proper airfield than facilities they had been using up to that time. The photo below shows facilities at Kwajalein in 1944.

In the group portrait below, Lt. Gen. Richardson, at left, poses with the staff of the Seventh Air Force on Kwajalein. Brigadier General Robert W. Douglass, Jr., was promoted to Major General when Hale gave up command of the 7th AAF, and later served in Europe, DC and other assignments, dying in 1976. Col. Lawrence Carr, Deputy Chief of Staff, had been a naval seaman in 1918, later graduated from West Point and in 1944 became a brigadier commanding VII Bomber Command. Carr died in 1972. After the war, Ernest "Mickey" Moore, the CO of VII fighter command, remained in the Air Force, becoming a Major General in 1952, serving in the Philippines, later as the commanding officer of MATS, the Military Air Transport Service, and as commander of the 3rd AF in England. Moore died in 1981 and is buried in Arlington National Cemetery.

Kwajalein 1944: Standing L-R: Lt. Gen. Robert Richardson, Maj. Gen. Willis Hale, Maj. Gen. Robert W. Douglass, Jr., Brig. Gen. Walter J. Reed, Brig. Gen. Truman H. Landon, Col. Lawrence J Carr, Brig. Gen. Ernest M. Moore, Kneeling: unidentified, and Capt. Frank P. Crum, aides.

The Japanese base at Truk atoll was the focus of bombing efforts between March and May 1944, with the Seventh sharing the target with forces of the 13th Air Force. When it was found the base was lightly defended against air attack, Nimitz made the decision to bypass Truk, which had been reinforced against invasion.

Among the first targets after Willis Hale took over duties of COMAIRFORWARD was the island of Jaluit. According to Howard, " The little Marshalls atoll by that time had the unhappy distinction of being one of the most heavily bombed targets in the world. That day [May 15] the surviving Japs must have thought the end of the world had come."[612] Over a twenty-four hour period the base underwent nearly continuous bombardment from the air by Army, Navy, and Marine planes. "Throughout the attack, high-ranking officers. . .circled the island in their planes, studying the tactics, observing the results. General Hale himself cruised back and forth with his operations staff for hours, watching the heavies and mediums and attack bombers roar on their precise schedules. . ."[613] Afterward, Hale commented , "Our purpose in this extensive combined operation was not merely to put more bombs on this frequently-bombed atoll. We were endeavoring to perfect the already splendid coordination between the several commands involved, and to measure the effectiveness of certain types of bombing in this theatre. The Jaluit attack provided a superb proving ground for the development of air tactics which will prove useful in expanded air operations on the road to Japan."[614] After combined strikes against Wotje and Ponape the following weeks, General Hale declared, " The Marshalls no longer represent worthwhile targets for heavy bombardment."

One Damned Island After Another quoted Hale as summing up the mission of the 7th AF and its air partners as, "To assist naval and ground forces engaged in planning invasions of new islands by softening up the invasion target in extensive pre-assault campaigns," and, "To maintain the neutralization of enemy air bases which have been bypassed." In contrast to Hale's official language, Howard quoted Staff Sergeant Bob Frederick's assessment of the Seventh's role in the Pacific as follows:

> It is a simple process of surrounding yourself with Japs and fighting like hell to keep their guns out of your belly while you get ready for another hop into the middle of a lot more Japs.
>
> One damned island after another. . .[615]

[1] Donald L. Jacobus & Edgar F. Waterman, *Hale, House and Related Families Mainly of the Connecticut River Valley*, 1952, reprint 2001, Clearfield Company, Inc., Genealogical Publishing Co., Inc, Baltimore MD.

[2] See for e.g, *Inscriptions in Kickemuit Cemetery, Warren, R.I.* from *Genealogies of RI Families-From the New England Historical and Genealogical Register,* Genealogical Publishing Co. Inc., Gary Roberts, 1989, p 655 et al. Includes Estabrook graves.

[3] Josephine C Frost, *Ancestors of Frank Herbert Davol and his Wife Phebe Downing Willits*, 1925, Frederick H. Hitchcock Genealogical Publisher, NY.

[4] Frederick Adams Virkus, *The Compendium of American Genealogy: The Standard Genealogical Encyclopedia of The First Families of America*, Vol. VII, 1942, Genealogical Publishing Co, 1968

[5] Mary Bullock Shaw Parker, *Survey of the Nine Generations from Richard Bullock of Rehoboth, Mass. (1622-1667) through Ruth Elizabeth Parker Rogers (1892-____), self-published, date unk*

[6] WJ Hale, op cit, p 12.

[7] www.*Findagrave.com*, Kickemuit Cemetery, Warren RI, headstone transcriptions and photos.

[8] Virtualology.com, http://famousamericans.net/pardontillinghast/

[9] http://www.buffaloah.com/a/tilling/jt.html

[10] Holmes, op cit, p 47.

[11] H. L. Peter Rounds, *Vital Records Swansea, Mass*, Boston MA, The New England Historic Genealogy Society, 1992, as cited in WJ Holmes.

[12] Holmes, Ibid.

[13] Godfrey Memorial Library, comp.. *American Genealogical-Biographical Index (AGBI)* [database on-line]. Provo, UT, USA: The Generations Network, Inc.., 1999. Original data: Godfrey Memorial Library. *American Genealogical-Biographical Index*. Middletown, CT, USA: Godfrey Memorial Library.

[14] The Vital Records of Rhode Island 1636-1850, online at Ancestry.com

[15] *Vital Record of Rhode Island, Vol VIII, Elder Wight's Deaths,* ancestry.com, p 373

[16] Holmes, op cit, p 89.

[17] *Vital Record of Rhode Island, Vol VIII, Elder Wight's Deaths,* ancestry.com, p 373

[18] www.*Findagrave.com*, Kickemuit Cemetery, Warren RI, headstone transcriptions and photos.

[19] GM Fessenden, *The History of Warren, RI, From the Earliest Times; With Particular Notices of Massasoit and his Family,* HH Brown, Providence RI, 1845, p 88.

[20] Virginia Baker, *The History of Warren, Rhode Island, in the War of the Revolution, 1776-1783,* Warren RI, self-published, 1901, p 8.

[21] Holmes, op cit, p 129.

[22] *Vital Record of Rhode Island, Vol VIII, Elder Wight's Baptisms,* ancestry.com, p 342

[23] Holmes, ibid.

[24] Holmes, op cit, p 130

[441] See Allaman, DB, *The People of Hope Cemetery, P 131.* Charles Hale's obituary, apparently copied from the Florida paper, follows and note that it claims the couple had moved to California from Florida, but that Charles was attending his orange business in Florida when he died.

"Hale, Charles P., formerly of this city , died at Crescent City, Florida, [from] a prominent pioneer family of Galesburg and brother of general Harry Hale, dying this morning May 15, 1929. He was on his way from his home at Halehurst for breakfast at the Grove Hall Hotel. When between the homes of Alfred Clay and KM White he showed signs of failing. He was caught in the act by a friend who was with him. Mr Hale was instantly both speechless and helpless. He was taken directly across the street to the home of BF Tillinghast. Dr. EW Ford was called and he pronounced him lifeless. Telegram was immediately sent to his wife at her address in California asking for instructions. He leaves the widow, a son, Harry, daughter, Marjorie. He was aged 61 years born in Galesburg, Ill. Mr. & Mrs. Hale came to this city 20 years ago. They were helpful in many ways and will be remembered at public meetings held here during the war [WWI] and at concerts, given at different places. He was one of the large orange growers having a 20 acre grove a mile from town. About two or three years ago they moved to California but most of the time since Mr. Hale [has] been attending his business in Florida. For several months [he had] been a great sufferer [of] disease. Graduate of Lombard College of Galesburg, Ill and was valedictorian of his class. He took banking and was cashier of a bank in Kansas 17 years before coming her to Crescent City and was a very successful business man. Burial in Hope Cemetery" [he was buried in Florida not Hope Cem. in Galesburg.]

[442] State of Colorado Death Certificate for Clayton B. Hale, State File #03259, copy issued 30 Jan 2009.

[443] Mountain View Cemetery website, *http://www.montgomerysteward.com.*

[444] *The Howitzer*, US Military Academy Yearbook, 1935, p 145, found at *www.e-yearbook.com*

[445] Ibid.

[446] Obituary of Lois Plumb Hale, *John Knox Village Daily News*, 14 Feb 2004, online database, obituary collection, *Ancestry.com.*

[447] A. VanDoren Honeyman, *History of Union County New Jersey, 1664-1923, Vol. I*, Lewis Historical Publ. Co., NY, 1923.

[448] *New York Passenger Lists*, 1820-1957, online database, *Ancestry.com.*

[449] *http://www.putnamcountygenealogicalsociety.com/EdenCemCresCty.htm*

[450] Obituary Collection, *Ancestry.com.*

[451] Pittsburg KS *Pittsburg Headlight*, p 2, 12 Jan 1893, courtesy of the Kansas Historical Society, Wichita, Crawford County Microfilm Roll No. P1194.

[452] Pittsburg KS *Daily World*, p 4, 7 Jan 1893, courtesy of the Kansas Historical Society, Wichita, Crawford County Microfilm Roll No. P3018.

[453] *The John Randolph Collection, John Randolph (1857-1901), Scrapbook, 1894-1898. 1 Volume,* Leonard Axe Library, Pittsburg State Univ., Pittsburg, KS. The material was located and copied by Janette Mauk of the library staff. She also researched old city directories and thought it likely that the house was located at 409 W. Euclid Ave, where many of the old homes have been preserved. The Randolph collection also included a biography of Charles Hale from a local newspaper.

[454] 1910 US Census, *Ancestry.com.*

[455]Maj. Peter SH Ellis, *Hale's Handful...Up From the Ashes: The Forging of the Seventh Air Force From the Ashes of Pearl Harbor to the Triumph of V-J Day*, Air University Press, Maxwell AFB, AL, 2002, p 13.

[456] Ninth Air Force Public Information Office, *Biography: Major General Willis H. Hale*, original 3 March 1948, updated 21 Aug, 1950, copy in possession of David Nelson.

[457] Charles S Lobingier,*The Peacekeepers of the Philippines*, in *The American Review of Reviews: An International Magazine*, Vol XLII Jul-Dec 1910, The Review of Reviews Co., NY, 1910, Pp 310-314.

[458] Ibid., p 312.

[459] Ibid.

[460] Ibid.

[461] Ibid., p 314.

[462] Biography of Major General Willis H. Hale, from *Air Force Link*, at http://www.af.mil/bios/bio.asp?bioID=10370

[463] Memo to the Adjutant General of the Army from WH Hale, 4/4/1919, from copies supplied by the National Personnel Records Center, Military Records Service, St Louis, MO, in August 2009. An answering memo dated 5/14/1919, from the Adjutant, denied Hale the right to wear the ribbon stating "It is held by the War Department that service rendered in the Philippine Constabulary does not warrant the issue of a Philippine Campaign Badge."

[464] Ninth AF biography, op cit.

[465] Cornebise, op cit, p 54.

[466] Philip R Abby,*The Fifteenth Infantry Regiment Lineage and Historical Narrative*, 1999, online at http://www.geocities.com/Eureka/Plaza/7750/15thinf02.html.

[467] Ibid.

[468] Memo from Hale's service record in my possession.

[469] Ninth AF biography, op cit.

[470] Frederick Sumner Mead, *Harvard's Military Record in the World War,* Harvard Alumni Association, 1921, p 232.

[471] Bert Ford, *The Fighting Yankees Overseas*, Norman E. McPhail, Publ., Boston, 1919.

[472] Harry A. Benwell, *History of the Yankee Division*, The Cornhill Co., Boston, 1919, p 44.

[473] Veterans of "E" Co., *The Story of "E" Company, 101st Engineers, 26th Division: A Record of Their Service from May-1917 to April-1919 Compiled by Members of the Company*, privately printed, Boston, 1919, p 99.

[474] Forrest Davis, "Hale's Handful," Saturday Evening Post, 18 July 1944; and Dr. James A. Mowbray, "Seventh Air Force Order of Battle in the South, Central, and Western Pacific Ocean Areas, 1 November 1940 to 3 September 1945," 31 January 2000, 2, both cited in Ellis's *Up From the Ashes.* My mother is also in possession of an original copy of the Saturday Evening Post magazine.

[475] Ninth AF bio., op cit.

[476] Lottie G. Bishop, *Historical Register of Yale University, 1701-1937*, Yale Univ., New Haven, CT, 1939, p 292, and Yale University, *Catalogue of Yale University, 1921-1922*, New Haven, CT, 1922, p 42 where WH Hale is reported as an Assistant Professor with an office at Artillery Hall, 367 Elm St.

[477] Ibid.

[478] Ellis, op cit, p 69.

[479] *The Washington Post*, 5 Dec 1923, found at *Ancestry.com* and *NewspaperArchive.com.*

[480] Air Force Historical Research Agency, *20th Bomb Squadron*, Description of the Squadron's lineage naming Capt. Willis H. Hale as commander starting 1 Apr 1924, at *http://afhra.maxwell.af.mil/rso/squadrons_flights_pages/0020bs.asp.*

[481] Ninth AF bio., op cit.

[482] *St. Petersburg Times*, 28 March 1925, *http://news.google.com/newspapers.*

[483] Burke Davis, *The Billy Mitchell Affair*, Random House, New York, 1967.

[484] Davis, op cit, p 266.

[485] Robert T. Finney, *History of the Air Corps Tactical School 1920 -1940,* Air Force History and Museum Programs, 1955, AFHMP imprint 1998, Bolling AFB, DC, p 121.

[486] *Air Force* Link*,* United States Air Force, article on the Air Force Inspection Agency, *http://www.af.mil/factsheets/factsheet.asp?id=142.*

[487] Found at http://hawaii.gov/hawaiiaviation/aviation-photos/1920-1929/1920s-aircraft-in-hawaii/1928%20Curtiss%20XB-2%20Condor%20%20%2002.jpg/ha_image_view_fullscreen

[488] The National Archives, *Curtiss XB-2 "Condor", 1928*, ARC Identifier 65105 / Local Identifier 342-USAF-15091, Item from Record Group 342: Records of U.S. Air Force Commands, Activities, and Organizations, 1900 - 2000, *http://arcweb.archives.gov/arc*

[489] War Department, Air Corps, Washington, DC, report dated 6 Feb 1929, provided by Aviation Archaeological Investigation & Research, 4409 Hillview Way, Rohnert Park, CA 94928, owned by Craig Fuller, *www.aair.com*.

C E R T I F I C A T E

February 6, 1929.

I took off from Langley Field at about 8:30 a.m., above date; ceiling about six hundred feet. Was flying between 400 and 500 feet when right motor lost power and froze after being in the air about three minutes. Immediately put on left motor full throttle and turned to the left in an effort to return to Langley Field. The torque of the left motor, on making a left turn, and the inability to drop my load of gas of over 2,000 pounds prevented my return to Langley Field.

I landed the plane in a scrub pine grove about three quarters of a mile from Langley Field. Passengers were not injured. Pilot was pinned in seat due to tail breaking off and pulling the elevator cables to an extent which drew back the wheel control column against the pilot. Preliminary examination indicated failure of number one cylinder in the right motor. Piston had apparently penetrated the cylinder walls.

Willis H. Hale,
Captain, Air Corps.

[490] Ancestry.com. *New York Passenger Lists, 1820-1957* [database on-line]. Provo, UT, USA: The Generations Network, Inc., 2006.

[491] See http://www.ibiblio.org/hyperwar/AAF/IV/AAF-IV-9.html, see also Clive Howard & Joe Whitley, *One Damned Island After Another*, Univ. of NC Press, Chapel Hill, NC, 1946.

[492] *The New York Times*, "Army Planes to Bomb Ice Jam in Dakota," 26 March 1929.

[493] http://select.nytimes.com/gst/abstract.html?res=F40D15F83455167A93CBAB1788D85F4D8285F9

[494] Galveston *Daily News*, "General Here on Visit to Attack Group," 13 Nov 1929.

[495] Biography of BG William J. Flood, Official Website of the US Air Force, http://www.af.mil/bios/bio.asp?bioID=10196.

[496] Ibid.

[497] Ninth Air Force, Hale biography, op cit.

[498] San Mateo *Times and Daily News Leader, "*Army Planes At Sacramento for Exercises," 27 March 1930.

[499] Maurer Maurer, *Aviation in the U. S. Army, 1919-1939,* US Air Force, Office of Air Force History, Washington, DC, 1987, p 232-233.

[500] *Oakland (CA) Tribune*, "Smoke Screen Shown Fliers," 8 April 1930, front page.

[501] Photo from National Museum of the Air Force website, http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=2405.

[502] *Reno (NV) Gazette*, "Flying Army to Fill Skies in Massive War Games," 31 March 1930.

[503] 1930 US Census, at *Ancestry.com.*

[504] *Jefferson City (MO) Post Tribune*, "Army's Huge Bombing Planes Show Their Stuff," 30 October 1930.

[505] JS Shiner, *Foulois and the U. S. Army Air Corps, 1931-1935*, Office of Air Force HIstory, Washington, DC, 1983, p 35.

[506] General Douglas MacArthur, Radio Address from Washington DC on the Occasion of the Beginning of the Army Air Corps Maneuvers, May 23, 1931, in Edward T. Imparato, Ed., *General MacArthur*: *Speeches and Reports, 1908-1964*, Turner Publishing, Nashville, TN., 2000, p 22.

[507] *Time*, "Maneuvers Concluded," June 8, 1931.

[508] Shiner, op cit, p 38.

[509] D. Maurer, *The Irate Citizen and the Air Corps Maneuvers of 1931*, US Air Force Historical Research Center, Maxwell AFB, Alabama, 1985, Pp 2-3.

[510] Ibid.

[511] The Davis-Monthan Aviation Field Register, *http://www.dmairfield.com.*

[512] Biography of HM Elmendorf, Arlington National Cemetery Website, *http://www.arlingtoncemetery.net/hmelmendorf.htm.*

[513] Walter J. Boyne, ed., "Boeing B-9 'Death Angel,'" from *The Best of Wings: Great Articles from Wings and Airpower Magazines,* Brassey's Inc., Dulles, VA, 2001, Pp 77-84.

[514] Ibid., P 78-79.

[515] Ibid.

[516] "Forestry Corps Breaks Training to Begin Work," *Jefferson City (MO) Post-Tribune*, 8 Jun 1933, found at *Ancestry.com*.

[517] Willis H. Hale, *The Role of Air Force in Frontier Defense*, The Command and General Staff School, Fort Leavenworth, KS, 1934, available online at *http://cgsc.cdmhost.com/cdm4/item_viewer.php?CISOROOT=/p4013coll14&CISOPTR=945.*

[518] Ibid., p 14.

[519] Ibid., p 19.

[520] War Department, Air Corps, Washington, DC, report dated 5 March 1937, provided by Aviation Archaeological Investigation & Research, 4409 Hillview Way, Rohnert Park, CA 94928, owned by Craig Fuller, *www.aair.com*.

[521] Ibid, p 1.

[522] Ibid.

[523] A table of Hale's crashes:

Date	Aircraft Type	Serial Number	Sqdn	Group	Home Base	AF	Action	D	Pilot	Country	US State	Location
250418	unknown	unknown		2BG	Langley Field, Hampton, VA		FLEF	3	Hale, Willis H.	USA	PA	Uniontown, PA
260613	NBS-1	AS-68520			Langley Field, Hampton, VA		FLEF	2	Hale, Willis H.	USA	NJ	Cornfield, 4 mi W of Bridgeton, NJ
290206	LB-7	28-389			Langley Field, Hampton, VA		TOAEF	5	Hale, Willis H.	USA	VA	¾ mi from Langley Field, VA
320222	YB-9	32-391			Bolling Field, Washington, DC		FLSF	3	Hale, Willis H.	USA	TN	Nashville, TN
320721	O-38B	31-410		AC Det	Bolling Field, Washington, DC		TAC	2	Hale, Willis H.	USA	NC	Greensboro, NC
370302	BT-8	35-262	1StaffSq		Bolling Field, Washington, DC		LAC	3	Hale, Willis H.	USA	DC	Bolling Field, Washington, DC
370721	BT-8	35-260	1StaffSq		Bolling Field, Washington, DC		LACNO	4	Hale, Willis H.	USA	DC	Bolling Field, Washington, DC
400816	B-18A	37-487	HqSq	GHQAF	Bolling Field, Washington, DC		TOA	2	Hale, Willis H.	USA	FL	Drew Field, Tampa, FL

[524] War Department, Air Corps, Washington, DC, report dated 3 August 1937, provided by Aviation Archaeological Investigation & Research, 4409 Hillview Way, Rohnert Park, CA 94928, owned by Craig Fuller, *www.aair.com*., p 2.

[525] History Office USAF, *Home Field Advantage: A Century of Partnership between Wright-Patterson Air Force Base and Dayton, Ohio, in the Pursuit of Aeronautical Excellence*, Wright-Patterson AFB, 2004, photo found at p 89.

[526] War Dept., op cit, 3 Aug 1937 crash.

[527] In a May 2009, conversation with aunt Barbara Hale Heinemann, I told her I had found the crash reports. She recalled her father sitting around with his old buddies reminiscing over crashes and other such adventures and recalled one story Willis Hale told about turning a plane over and he and the passenger getting cut up. She was referring to the July 1937 crash and when I told her the passenger was Adler she told me he was her godfather and that the scar on Willis's face was from that crash.

[528] Biography of Maj Gen Elmer E. Adler, Air Force Web Link, *http://www.af.mil/bios/bio.asp?bioID=4479.*

[529] Biography of Lt. Gen. GH Brett, Air Force Web Link, *http://www.af.mil/information/bios/bio.asp?bioID=9833*

[530] Ninth Air Force, Hale biography, op cit.

[531] *http://en.wikipedia.org/wiki/Martin_B-10*.

[532] The National Museum of the Air Force, *http://www.nationalmuseum.af.mil/factsheets/factsheetmedia.asp?fsID=2457*

[533] Tampa Bay Online, *TBO.com, http://reports.tbo.com/reports/attack/background/military/macdill.htm*

[534] "Air Forces Get New Commanders," *The Evening Independent*, St. Petersburg, FL, 19 Jul 1941, from *http://news.google.com/newspapers.*

[535] Maurer, Maurer, *Air Force Combat Units of World War II*, AFHRA, Maxwell AFB, Alabama, 1986, p 440.

[536] Clive Howard and Joe Whitley, *One Damned Island After Another*, HQ, AAF, AFIPR, Personnel Narratives Division, The University of North Carolina Press, Chapel Hill, 1946, p 27.

[537] Ibid, Pp 34-35.

[538] Ibid, p 40.

[539] Carroll V. Glines, Lt Col USAF, *The Compact History of the United States Air Force*, Hawthorn Books, Inc., New York, 1963, p 186.

[540] Howard, op cit, p 59.

[541] Ibid, p 64.

[542] Glines, op cit, p 187.

[543] Howard, op cit, p 74.

[544] LTC Sweeney, a 1930 graduate of West Point, remained in the Air Force and rose to the rank of General (4 stars). He died in 1965 and is buried in Arlington Nat'l Cemetery. See Arlington National Cemetery Website.

[545] Gene E. Salecker, *Fortress Against the Sun*, Da Capo Press, NY, p 189.

[546] Walter Lord, *Incredible Victory: The Battle of Midway*, Burford Books, Short Hills, NJ, 1967, p 54.

[547] Edwin P. Hoyt, *How They Won the War in the Pacific: Nimitz and his Admirals*, Lyons Press, NY, 2000, p 117.

[548] Howard, op cit, p 76.

[549] Salecker, op cit, p 192.

[550] Howard, op cit, p 95.

[551] James L. Crowder, *Osage General: Major General Clarence L. Tinker*, Office of History, Tinker AFB, Oklahoma City, OK, 1987, also online at *http://redoaktree.org/family/photos/t64.htm.*

[552] Ibid.

[553] Frank Tremaine, United Press Service, "18 Ships, 200 Planes, General Sets Losses of Japs at Midway," in *The Pittsburgh Post-Gazette*, 12 June 1942, found at *news.google.com*. At the outset, the articles quotes Hale as saying, "The Navy found the enemy-The Army, Navy and Marines Gave 'Em Hell!"

[554] *www.googlenews.com.*

[555] *The Honolulu* Advertiser*, "*AIR HEROES BROADCAST TO NATION: REVEAL MIDWAY DRAMA" 15 June 1942, as found at *http://home.comcast.net/~r2russ/midway/aaf-at-bom.htm.*

[556] TB Buell and JB Lundstrom, *The Quiet Warrior: A Biography of Admiral Raymond A. Spruance*, Naval Institute Press, Annapolis, MD, 1988, Pp 163-164.

[557] WF Craven and JL Cate, *The Army Air Forces in World War II: Volume IV, The Pacific: Guadalcanal to Saipan, Aug 1942 to July 1944*, Office of Air Force History, Washington, DC, 1983, p 281.

[558] Ibid.

[559] Howard, op cit, p 128.

[560] Ibid, p 132.

[561] Ibid.

[562] The biography of Maj Gen Mussett, found at *http://www.af.mil/information/bios*, reported "In September 1942 Colonel Mussett went to the Seventh Fighter Command in the Central Pacific, serving first in Hawaii as assistant executive and operations officer and moving forward to wind up World War II on Iwo Jima as deputy commander of the 7th Fighter Command, which had the mission of escorting B-29 bombers over Japan plus destroying Japanese airdromes and rail transportation."

[563] Maurer, op cit, p 156.

[564] Craven, op cit, p 283.

[565] First Air Force official biography of Willis H. Hale, op cit.

[566] *The Chicago Daily Tribune*, "General W H Hale, Hero of Midway, Gets US Medal," 25 November 1942.

[567] Hawaii War Records Depository Photos, Photo #HWRD 1006, University of Hawaii at Manoa Library, US Signal Corps photograph, 24 Nov 1942, "Title from back of print: After the ceremonies, Lieutenant General Delos C. Emmons, Commanding General of the Hawaiian Department, chats with recipients of the Distinguished Service Medal - Major General J. Lawton Collins and Major General Willis H. Hale. These men received their awards for "exceptionally meritorious" service to the Hawaiian Department during the last year." found at *http://digicoll.manoa.hawaii.edu/hwrd.*

[568] Ibid.

[569] Olen W. Clements, "Army's Airmen Smash Wake," *The Honolulu Advertiser*, 1 Jan 1943, Pp 1 and 4.

[570] Howard, op cit, p 137.

[571] See, e.g., "The Battle for Nauru," the website of Jane Reserve, http://www.ourpacificocean.com/nauru_battle/index.htm, or Craven, op cit, p 285.

[572] Howard, op cit, p 138.

[573] Ibid.

[574] Samuel Eliot Morrison, *History of United States Naval Operations in World War II/ Vol 7, Aleutians, Gilberts and Marshalls : June 1942 - April 1944,* Univ of IL Press, Urbana, 2002, p

[575] Craven, op cit, p 285.

[576] Charles Arnot, Assoc Press, appearing in St. Petersburg FL *Independent*, "Reporter Sees Preview of Destruction Facing Japan," 30 Apr 1943.

[577] *www.wikipedia.com*, biography of Louis Zamperini.

[578] Louis Zamperini and David Rensin, *Devil at My Heels: A Heroic Olympian's Astonishing Story of Survival as Japanese POW in WWII*, Perennial Books, NY, 2004.

[579] Ibid, p 70.

[580] Ibid, p 75.

[581] Ibid, p 78.

[582] Ibid, p 167.

[583] Craven, op cit, p 286..

[584] Craven, op cit, p 287.

[585] Ibid.

[586] Ibid, p 288.

[587] Ellis, *Up From the Ashes…*, op cit, p 21.

[588] Craven, op cit, p 487.

[589] From Craven, the 7th's forces were distributed as follows:

Headquarters 11th Bomb. Group	Funafuti
42d Bomb. Squadron	Funafuti
431st Bomb. Squadron	Funafuti
26th Bomb. Squadron	Nukufetau
98th Bomb. Squadron	Nukufetau
Headquarters 30th Bomb. Group	Nanomea
27th Bomb. Squadron	Nanomea
38th Bomb. Squadron	Nanomea
392d Bomb. Squadron	Canton
531st Fighter-Bomber Squadron	Canton
46th Fighter Squadron	Canton
45th Fighter Squadron	Baker
1st ASSRON	Baker
3d ASSRON	Funafuti
Detachment 3d ASSRON	Nanomea
Detachment 3d ASSRON	Nukufetau
Detachment 17th AB Squadron	Canton
422d Sub-Depot	Canton

[590] Hoyt, *How They Won the War, etc.,* op cit, Pp 292-293.

[591] AAF Combat Chronology, at *http://www.armyairforces.com/Databases/CombatChronology.*

[592] Howard, op cit, p 166.

[593] Ibid, p 170.

[594] Ibid, p 171.

[595] Ellis, *Hale's Handful, etc,* op cit, p 31, quoting from "General Hale, memorandum to General Arnold, 29 December 1943, AFHRA, Maxwell AFB, Ala., file no. 740.164-1."

[596] Howard, op cit, p 169.

[597] US Air Force Missing Air Crew Report (MACR) 1786, as found on more than one website including *http://forum.armyairforces.com/tm.aspx?high=&m=135098&mpage=1#135098*. The following is one story of its loss. Al Miller, co-pilot of "Lil Hiawatha" pictured earlier in the text with Bing Crosby bomb, wrote in a history of the 11th Bomb Group:

Stories

Plane and crew lost at sea on this mission.

2 January 1944 | Marshall Islands

According to a letter from Paul J. Maley of Williamsport, Pennsylvania, dated 11 October, 1946, it was he who took this photo of #42-72962. Paul states this photo was taken on the mission on which this aircraft and crew of 11 was lost. MACR (Missing Air Crew Report) #1786 indicates this B-24-D aircraft, SN 42-72962, with a crew of 10 and 1 passenger (observer), did not return to base after a bombing mission to Wotje on 2 January 1944.

From MACR 1786 – the full crew list:

Name	Rank	Ser No	State	
BLACK HOWARD L	CAPT	O-789293	LA	Observer
BOLAND GORDON W	SSGT	36334126	IL	Gunner
BUSICK CHARLES I	1LT	O-733602	MI	Co-Pilot
DRENAN JOHN M	1LT	O-725418	CO	Bombardier
FITZPATRICK PATRICK B	TSGT	38157175	TX	Radio Operator
FOREMAN CUSTUS L	SSGT	38175837	AR	Asst Engineer
HOUSE JACK O	TSGT	18062308	TX	Engineer
HOVEY EDWIN J	PVT	32394942	NY	Gunner
KAMEN THEODORE J	1LT	O-792476	NY	Navigator
MACARTHUR DONALD L	CAPT	O-725756	CA	Pilot
JORGENSON, DONALD S	SSGT	20709047	MN	Asst Radio Op

About that time MacArthur called up and told us (Lt. Rudin was flying right slot) that with the gas tank ruptured, we had better back off, because if they went, we'd all go! We backed off about 100 yards when there was a tremendous explosion! The blast almost flipped us over and MacArthur's plane (30+ tons and 11 men) ceased to exist! Our men looked for chutes, but they reported seeing nothing. No chutes, no debris. They had simply vanished, just a smudge in the blue sky.

[598] Below is a photo of MacArthur and crew members of B-24, "Satan's Kite III," sn/42-40079 on 18 Apr 1943, Hawaii.

Standing L-R: T/Sgt **Jack O. House**, S/Sgt **Custus L. Foreman**, S/Sgt **Donald S. Jorgenson**, T/Sgt **Patrick B. Fitzgerald**, S/Sgt **Gordon W. Boland**, Pvt. J. Spitzelberger.
Kneeling L-R: 1st Lt Theodore J. Kamen, Capt **Donald L. MacArthur**, 1st Lt **Charles I. Busick**, 1st Lt **John M. Drennan**. [Crew members in bold killed in "Vulnerable Virgin" sn/42-72962 on 2 Jan 44.]

Photo and id's from B-24 BestWeb at *http://www.b24bestweb.com/satanskiteii3.htm.*

[599] Ibid, MACR #1785, 2 Jan 1944. Those lost were:

B-24 #42-73026, , 431st BS, 11th BG

Name	Rank	Ser No	State	Death	
CLARKE KENTON H III	2 LT	O-733610	IL	2-Jan-44	
DAVIS JAMES R	1 LT	O-791399	MD	2-Jan-44	pilot
DUCKWORTH ROBERT F	SSGT	37184253	MO	2-Jan-44	
FERGUSON DONALD E	SSGT	11041202	CT	2-Jan-44	
LAUER HAROLD W	2 LT	O-731315	OR	2-Jan-44	
MAXWELL FRANK J	TSGT	32244179	NY	2-Jan-44	
MEEK RICHARD H	2LT	O-667328	TX	2-Jan-44	
REESE ROBERT G B	TSGT	15071645	WV	2-Jan-44	
SMITH MICHAEL L	SSGT	6139005	MA	2-Jan-44	
WILSON CYRUS D	SSGT	37213064	MO	2-Jan-44	

[600] See, for example, John L. Frisbee, "Valor: In Defiance of Death," *www.airforce-magazine.com, Vol 75 No 4, 1992, or 396th Bomb Squadron Homepage* at *http://blkbrd0778.tripod.com/396thbombsquadron/id10.html.*

[601] Army Air Force World War II Recipients of the Distinguished Service Cross, War Department General Orders 36, 1944, citation transcribed at *http://www.homeofheroes.com/members/02_DSC/citatons/03_wwii-dsc/aaf_h.html#L.*

[602] "Battle of Kwajalein," *www.wikipedia.com*.

[603] Craven, op cit, p 306.

[604] National Archives Records Admin., *Black and White and Color Photographs of U.S. Air Force and Predecessor Agencies Activities, Facilities, and Personnel - World War II: War Theater Number: 23/ War Theater: West Pacific/Place: Gilbert Islands/Category: Landings/Short Caption: [None Entered]/ Caption: [None Entered]/Photo Series: WWII:Updated Subject: GILBERT ISLANDS,LANDINGS/ History: [none entered]/NARA Reference Number: 342-FH-3A43260A-63264AC/Record Group: 342/ Series: FH*, found at *www.footnote.com*.
Similar NARA records are the source of most of the military photos in WH Hale's biography.

[605] Ellis, op cit, Pp 38-39.

[606] Howard, op cit, Pp 191-192

[607] Ibid, p 307.

[608] Richard Ben Cramer, *Joe DiMaggio: The Hero's Life*, Simon & Schuster, NY, 2000, p 363.

[609] Ellis, op cit, Pp 50-51.

[610] Bill and Sue Hillman, "ERBzine" *Official Edgar Rice Burroughs Tribute and Weekly Webzine Site,http://www.erbzine.com/mag27/2747.html,* ERB Text, ERB Images and Tarzan® are ©Edgar Rice Burroughs, Inc.- All Rights Reserved.

[611] Howard, op cit, p 214.

[612] Ibid.

[613] Ibid.

[614] Ibid.

[615] Ibid, p 216.