

Macarthur S Air Force American Airpower Over The

Air Force Martin Caidin.1957 Complete official history of American air power, graphically portrayed in 400 pictures and accompanying text.

General Kenney Reports: A Personal History of the Pacific War .1997 General Kenney Reports is a classic account of a combat commander in action. General George Churchill Kenney arrived in the South- west Pacific theater in August 1942 to find that his command, if not in a shambles, was in dire straits. The theater commander, General Douglas MacArthur, had no confidence in his air element. Kenney quickly changed this situation. He organized and energized the Fifth Air Force, bringing in operational commanders like Whitehead and Wurtsmith who knew how to run combat air forces. He fixed the logistical swamp, making supply and maintenance supportive of air operations, and encouraging mavericks such as Pappy Gunn to make new and innovative weapons and to explore new tactics in airpower application. The result was a disaster for the Japanese. Kenney's airmen used air power-particularly heavily armed B-25 Mitchell bombers used as commerce destroyers-to savage Japanese supply lines, destroying numerous ships and effectively isolating Japanese garrisons. The classic example of Kenney in action was the Battle of the Bismarck Sea, which marked the attainment of complete Allied air dominance and supremacy over Japanese naval forces operating around New Guinea. In short, Kenney was a brilliant, innovative airman, who drew

on his own extensive flying experiences to inform his decision-making. General Kenney Reports is a book that has withstood the test of time, and which should be on the shelf of every airman.

A Concise History of the U.S. Air Force Stephen Lee McFarland.1997 Except in a few instances, since World War II no American soldier or sailor has been attacked by enemy air power. Conversely, no enemy soldier or sailor has acted in combat without being attacked or at least threatened by American air power. Aviators have brought the air weapon to bear against enemies while denying them the same prerogative. This is the legacy of the U.S. Air Force, purchased at great cost in both human and material resources. More often than not, aerial pioneers had to fight technological ignorance, bureaucratic opposition, public apathy, and disagreement over purpose. Every step in the evolution of air power led into new and untrodden territory, driven by humanitarian impulses; by the search for higher, faster, and farther flight; or by the conviction that the air way was the best way. Warriors have always coveted the high ground. If technology permitted them to reach it, men, women and an air force held and exploited it—from Thomas Selfridge, first among so many who gave that last full measure of devotion; to Women's Airforce Service Pilot Ann Baumgartner, who broke social barriers to become the first American woman to pilot a jet; to Benjamin Davis, who broke racial barriers to become the first African American to command a flying group; to Chuck Yeager, a one-time non-commissioned flight officer who was the first to exceed the speed of sound; to John Levittow, who earned the Medal of Honor by throwing himself over a live flare to save his gunship crew; to John Warden, who began a revolution in air power thought and strategy that was put to spectacular use in the Gulf War. Industrialization has brought total war and air power has brought the means to overfly an enemy's defenses and attack its sources of power directly. Americans have perceived air power from the start as a more efficient means of waging war and as a symbol of the

nation's commitment to technology to master challenges, minimize casualties, and defeat adversaries.

Air Commanders John Andreas Olsen.2013-11 This book combines short military biographies and operational analyses to reveal how the personalities, attitudes, and life experiences of twelve outstanding U.S. airmen shaped the central air campaigns in American history. These case studies illuminate the character of these airmen, the challenges they confronted in widely disparate armed conflicts, and the solutions that they crafted and implemented. Their achievements proved decisive not only in the campaigns they led, but also in shaping the U.S. Air Force and the dominant role of airpower in modern warfare.

Reports of General MacArthur: supplement. MacArthur in Japan: the occupation, military phase
Douglas MacArthur.1994

American Airpower Comes of Age General Henry H. Arnold.2004-10 This volume has richly enhanced General Henry H. Hap Arnold's reputation as the father of today's United States Air Force. Major General John W. Huston, himself an Army Air Forces combat veteran of the war, has edited each of Arnold's World War II diaries and placed them in their historical context while explaining the problems Hap faced and evaluating the results of his travels. General Huston, a professional historian, has taught at both the US Air Force Academy and the US Naval Academy. A former Chief of the Office of Air Force History and an experienced researcher both here and abroad in the personal and official papers of the war's leaders, he has been careful to let Hap speak for himself. The result is an account of the four-year odyssey that took Arnold to every continent but one as he took part in deliberations that involved Allied leaders in major diplomacy/strategy meetings with Franklin D. Roosevelt, Harry S Truman, Winston Churchill, Josef Stalin, Charles de Gaulle, and

Chiang Kai-shek. At those meetings, Hap recorded the comments of the various participants. His 12 diaries contain his own thoughts, which range from being lost over the Himalayas to comforting the wounded as they were airlifted from the Normandy beaches. He experienced an air raid in London and viewed the carnage in recently liberated Manila. Arnold recorded his honest impressions, from private meetings with King George VI in Buckingham Palace to eating from mess kits with his combat crews in the North African desert - all while perceptively commenting on the many issues involved and assessing the people, the culture, and the surroundings. This volume offers the best assessment we have of Hap as he survived four wartime heart attacks and continued to work tirelessly for proper recognition of airpower. It will also continue my emphasis while Chief of Staff of the US Air Force on encouraging professional reading through making historical accounts available to personnel of the finest air force in the world, a success achieved in large part because of Hap Arnold. Ronald R. Fogleman General, United States Air Force, Retired

Foulois and the U.S. Army Air Corps 1931-1935 Department of Defense, U. S. Air Force, U. S. Government. 2017-06-02 In this thoroughly researched and lucidly written volume, Lt. Col. John F. Shiner describes the Air Corps' effort to prepare the nation for war; to gain money, aircraft, and, even more important, independence; and to achieve a capability to wage aerial war. The focus of the work is Maj. Gen. Benjamin Foulois and his tenure as Chief of the Air Corps between 1931 and 1935. But the implications of Shiner's findings go beyond either the personalities or the issues. They encompass the whole character of developing United States military policy and its ascendancy to leadership in aviation during World War II. At the beginning of Foulois' stewardship, the Air Corps lacked both a specific mission and a clearly defined doctrine. It possessed neither the aircraft nor the organization for an independent role in conflict. War Department leaders were convinced that

future war would be decided in ground fighting and that the most logical and effective mission for air power was in support of the land forces. On its part, the Navy was determined to develop its own air arm and to prevent army aviation from gaining any mission that overlapped into the naval environment. From these battles merged the foundations of the large air fleets that helped to bring victory in World War II. Shiner shows that Army leaders were neither as backward nor as resistant to aviation as had been previously thought. Out of Foulois' term as Chief of the Air Corps came a fully articulated doctrine of long-range bombardment, its acceptance as part of official Army doctrine, the beginning of the program for the procurement of the B-17, and the missions for Army aviation of air and coastal defense. Even more important, pressed by Foulois' badgering, the Army established GHQ Air Force, a major step toward autonomy which allowed the Air Corps to unify its strike forces, to concentrate them under a single air commander, and to train and develop the striking forces which could command the air and attack enemy's heartland. This is also a human story. Benjamin Foulois made many mistakes, not the least of which was his unqualified assurance to President Roosevelt in 1934 that the Air Corps could fly the domestic mails, an episode that Shiner brings to life in dramatic terms. Foulois clashed repeatedly with the War Department. He believed passionately in the burgeoning importance of the Army air arm and its need for freedom from Army control. He liked nothing better than being in the cockpit, in the operations post, or in the airplane repair shop. (Thirty years later, in his eighties, Foulois told a young pilot that writing memoirs cut into his flying time.) While clearly more at home among his airmen than in front of a congressional committee, Benjamin Foulois relentlessly pressured and bargained with the War Department, emerging as one of the most significant founders of air power. Chapter I - Foulois and the Air Arm, 1908-1931 ** Chapter II - Doctrine, Mission, and Employment Concepts, 1931-1933 ** Chapter III -

Organization: Toward a GHQ Air Force, 1932-1933 ** Chapter IV - Funds, Aircraft, and Personnel, 1931-1933 ** Chapter V - The Air Mail Fiasco ** Chapter VI - Procurement Troubles, 1933-1935 ** Chapter VII - The Chief in Trouble, 1934-1935 ** Chapter VIII - Organization, 1934-1935: The GHQ Air Force ** Chapter IX - Doctrine, Mission, and Employment Concepts, 1934-1935 ** Chapter X - Funds, Aircraft, Personnel, and Bases, 1934-1935 * Chapter XI - An Age of Transition

Hap Arnold and the Evolution of American Airpower Dik Alan Daso.2001-06-17 From 1938 to 1946, as the first Commanding General of the US Army Air Forces—the largest, most powerful air armada that has ever been assembled—Henry Harley “Hap” Arnold fought World War II not in the field but in Congress, on the Army General Staff, in factories, and in universities. His vision of airpower as more than just sophisticated aircraft not only established US air supremacy during the war but also laid the foundations for the technology, infrastructure, and philosophy of today's air force. The first biographer to draw from all of Hap Arnold's personal papers as well as recently declassified military documents, Dik Alan Daso traces a career centered around the airplane, the technological achievement that revolutionized twentieth-century warfare. Describing the technology, institutions, and individuals—from the Wright Brothers to the president of Caltech—that influenced Arnold's decisions as a general, Daso shows how the peacetime experiences of World War II's foremost military airman shaped the evolution of American military aviation as a whole.

American Airpower Strategy in Korea, 1950-1953 Conrad C. Crane.2000 The Korean War was the first armed engagement for the newly formed U.S. Air Force, but far from the type of conflict it expected or wanted to fight. As the first air war of the nuclear age, it posed a major challenge to the service to define and successfully carry out its mission by stretching the constraints of limited war while avoiding the excesses of total war. Conrad Crane analyzes both the successes and failures of

the air force in Korea, offering a balanced treatment of how the air war in Korea actually unfolded. He examines the Air Force's contention that it could play a decisive role in a non-nuclear regional war but shows that the fledgling service was held to unrealistically high expectations based on airpower's performance in World War II, despite being constrained by the limited nature of the Korean conflict. Crane exposes the tensions and rivalries between services, showing that emphasis on strategic bombing came at the expense of air support for ground troops, and he tells how interactions between army and air force generals shaped the air force's mission and strategy. He also addresses misunderstandings about plans to use nuclear, biological, and chemical weapons in the war and includes new information from pilot correspondence about the informal policy of hot pursuit over the Yalu that existed at the end of the war. The book considers not only the actual air effort in Korea but also its ramifications. The air force doubled in size during the war and used that growth to secure its position in the defense establishment, but it wagered its future on its ability to deliver nuclear weapons in a high-intensity conflict—a position that left it unprepared to fight the next limited war in Vietnam. As America observes the fiftieth anniversary of its initial engagement in Korea, Crane's book is an important reminder of the lessons learned there. And as airpower continues to be a cornerstone of American defense, this examination of its uses in Korea provides new insights about the air force's capabilities and limitations.

MacArthur's Air Force Bill Yenne. 2019-09-19 General Douglas MacArthur is one of the towering figures of World War II, and indeed of the twentieth century, but his leadership of the second largest air force in the USAAF is often overlooked. When World War II ended, the three numbered air forces (the Fifth, Thirteenth and Seventh) under his command possessed 4004 combat aircraft, 433 reconnaissance aircraft and 922 transports. After being humbled by the Japanese in the Philippines

in 1942, MacArthur and his air chief General George Kenney rebuilt the US aerial presence in the Pacific, helping Allied naval and ground forces to push back the Japanese Air Force, re-take the Philippines, and carry the war north towards the Home Islands. Following the end of World War II, MacArthur was the highest military and political authority in Japan and at the outbreak of the Korean War in June 1950 he was named as Commander-in-Chief, United Nations Command. In the ten months of his command, his Far East Air Forces increased dramatically and saw the first aerial combat between jet fighters. Written by award-winning aviation historian Bill Yenne, this engrossing and widely acclaimed book traces the journey of American air forces in the Pacific under General MacArthur's command, from their lowly beginnings to their eventual triumph over Imperial Japan, followed by their entry into the jet age in the skies over Korea.

Reports of General MacArthur: The campaigns of MacArthur in the Pacific Douglas MacArthur.1966

Reports of General MacArthur United States Department of the Army.1966

MacArthur's Airman Thomas E. Griffith, Jr..2017-01-20 A fighter pilot who flew 75 combat missions in World War I, George C. Kenney was a charismatic leader who established himself as an innovative advocate of air power. As General MacArthur's air commander in the Southwest Pacific during World War II, Kenney played a pivotal role in the conduct of the war, but until now his performance has remained largely unexplored. Thomas Griffith offers a critical assessment of Kenney's numerous contributions to MacArthur's war efforts. He depicts Kenney as a staunch proponent of airpower's ability to shape the outcome of military engagements and a commander who shared MacArthur's strategic vision. He tells how Kenney played a key role in campaigns from New Guinea to the Philippines; adapted aircraft, pilots, doctrine, and technology to the demands of aerial warfare in the southwest Pacific; and pursued daring strategies that likely would have failed in the European

theater. Kenney is shown to have been an operational and organizational innovator who was willing to scrap doctrine when the situation called for ingenuity, such as shifting to low-level attacks for more effective bombing raids. Griffith tells how Kenney established air superiority in every engagement, provided close air support for troops by bombing enemy supply lines, attacked and destroyed Japanese supply ships, and carried out rapid deployment by airlifting troops and supplies. Griffith draws on Kenney's diary and correspondence, the personal papers of other officers, and previously untapped sources to present a comprehensive portrayal of both the officer and the man. He illuminates Kenney's relationship with MacArthur, General Hap Arnold, and other field commanders, and closely examines factors in air warfare often neglected in other accounts, such as intelligence, training, and logistical support. MacArthur's Airman is a rich and insightful study that shows how air, ground, and marine efforts were integrated to achieve major strategic objectives. It firmly establishes the importance of MacArthur's campaign in New Guinea and reveals Kenney's instrumental role in turning the tide against the Japanese.

Airmen and air theory a review of the sources Phillip S. Meilinger.2001 This part of the book reviews the state of American airpower biography and autobiography. I have set certain parameters to define the boundaries of my discussion. I discuss biographies and autobiographies, anthologies, and oral histories of military officers who served in senior positions. Thus, although the stories of great aviators like Eddie Rickenbacker, Charles Lindbergh, and Chuck Yeager are important, those men did not command large forces either in combat or in peace; they had only a temporary effect on the development of strategy and doctrine. Similarly excluded are civilian political leaders and industrialists like Stuart Symington and Donald Douglas, even though they played key roles in their own spheres. What follows are the stories, some published, some not of America's greatest military

airmen-some told by themselves, others by biographers. The order of presentation is roughly chronological, according to the time during which these men served. The fact that a surprising number of air luminaries do not appear here means that much work remains to be done.

Air Force roles and missions: A History .1998 The twentieth century witnessed the emergence of three-dimensionality in war: surface forces flow became prey for attackers operating above and below the earth and its oceans. The aerial weapon, prophesied for centuries, became a reality, as did air power projection forces. This insightful book by Warren A. Trest traces the doctrinal underpinnings of the modern United States Air Force, the world's only global air force. We the men and women who serve in the Air Force, but also our fellow airmen in America's other military services are the heirs and beneficiaries of a long heritage of doctrinal development and military thought. Our predecessors pursued a vision of airborne global reach and power that often put them at odds with those who could not break free of the confines of conventional thought and lock-step traditionalism. Fortunately, they had the courage of their convictions and the faith in their vision to continue to pursue the goal of global air power despite such resistance. Today, America is a genuine aerospace power, and that pioneering vision dating to the days of the Wright brothers, has expanded to encompass operations in space and between the mediums of air and space. As we approach the new millennium, it is well to ponder the lessons and the history of how a small group of truly gifted airmen transformed their nation's military establishment, and, in so doing, the world around them.

MacArthur: A Biography Richard B. Frank.2007-07-10 Douglas MacArthur is best remembered for his ability to adapt, a quality that catalyzed his greatest accomplishments. Adaptability has become an indispensable trait for military leadership in an era of technological leaps that guarantee the nature of war will radically change during the span of an ordinary career. One of the first

proponents of a new dimension in warfare--the Air Force--MacArthur was also unmatched historically for his management of peace during the U.S. occupation of Japan. For generations to come, MacArthur's legacy will yield profitable--and entertaining--examples to Americans in and out of uniform.

Relentless Pursuit Ken Dooley.2015-07-16 On December 7, 1941, the United States was pathetically unprepared for war. The battle fleet intended to keep the Pacific Ocean an American lake lay in smoking ruins at Pearl Harbor. Ironically, the devastating Japanese surprise attack revealed the path to victory: above the sea, not on it. At the time, U.S. air power was inferior even to our now-crippled sea power. Somehow thousands of men, many of them too young to vote, were selected and trained to defeat an enemy who flew faster, more maneuverable airplanes. They fought under General George C. Kenney who commanded "The Forgotten Fifth Air Force," a name resulting from the priority assigned to the war in Europe. Even today, books focusing on the European war far outnumber those devoted to the Pacific war. This book is about one group of men, the 39th Fighter Squadron of the Fifth Air Force. Rushed through training and flying planes greatly inferior to those flown by experienced Japanese pilots, they held their own with raw courage, determination and unflinching patriotism. As they received better airplanes, they pushed the Japanese back, but always at terrible cost. It took great courage to climb into those cockpits. Pilots lost over the sea and jungles were rarely found. Those captured by the Japanese were routinely tortured and beheaded. The war ended, but searing questions remained. Would justice ever be served for those pilots executed by the enemy? Until now that question was never fully addressed. With this book we explore the air war, crimes, investigations and punishments.

A Few Great Captains DeWitt S. Copp.1980

Reports of General MacArthur Supreme Commander for the Allied Powers.1966

MacArthur's Eagles Lex McAulay.2005 The successful use of strategic U.S. air power in the South West Pacific during World War II enabled Gen. Douglas MacArthur to advance from Australia to Japan. This book examines the inexorable thrust of the general's U.S. Army's 5th Air Force, under air commander Gen. George C. Kenney, in the hard-hitting campaigns against the Japanese Army Air Force bases in New Guinea. During 1943 and 1944, the 5th Air Force destroyed its Japanese opponent three times, eventually opening the way for the advance--ahead of schedule--of MacArthur's Allied forces through New Guinea to the Philippines and the Dutch East Indies. No other book describes these crucial operations in such breadth or detail. From the national level to the individual fighter pilot's level, the author chronicles what happened. Of particular merit is Lex McAuley's portrayal of the Japanese side of the conflict, including an inside look at the problems of the Japanese Air Force high command. The author explains the varying degrees of understanding the concept of air power exhibited by both Japanese and U.S. commanders, including not only the type of aircraft produced by each country but the ways in which the aircraft were used. Air combat missions come vividly and dramatically to life through the use of oral history interviews that lend an authoritative air to the book.

American Airpower Comes of Age: General Henry H. "Hap" Arnold's World War II Diaries, Volume 1

American Airpower Comes of Age Henry Harley Arnold.2002 This 2-volume set is a compilation of personal diary entries depicting events occurring in World War 2, by H. Hap Arnold, General of the Army, and America's first and only General of the Air Force (5-star).

Air Force Roles and Missions Warren A. Trest.1998 Traces the usage of- and meaning given to-

the terms roles and missions relating to the armed forces and particularly to the United States Air Force, from 1907 to the present.

Foulois and the U.S. Army Air Corps: 1931-1935 .

The Army and Its Air Corps James P. Tate.1998 'The Army and Its Air Corps was James P. Tate's doctoral dissertation at Indiana University in 1976. During the past 22 years, Tate's remarkable work has gained wide acceptance among scholars for its authoritative and well-documented treatment of the formative years of what eventually became the United States Air Force. Thoroughly researched but bearing its scholarship lightly, Tate's narrative moves swiftly as it describes the ambitions, the frustrations, and the excruciatingly slow march to final success that never deterred the early airmen. Robert B. Lane Director Air University Press

A Concise History of the U. S. Air Force Stephen L. McFarland.1997 Except in a few instances, since World War II no American soldier or sailor has been attacked by enemy air power. Conversely, no enemy soldier or sailor has acted in combat without being attacked or at least threatened by American air power. Aviators have brought the air weapon to bear against enemies while denying them the same prerogative. This is the legacy of the U.S. Air Force, purchased at great cost in both human and material resources. More often than not, aerial pioneers had to fight technological ignorance, bureaucratic opposition, public apathy, and disagreement over purpose. Every step in the evolution of air power led into new and untrodden territory, driven by humanitarian impulses; by the search for higher, faster, and farther flight; or by the conviction that the air way was the best way. Warriors have always coveted the high ground. If technology permitted them to reach it, men, women, and an Air Force held and exploited it -- from Thomas Selfridge, first among so many who gave that last full measure of devotion; to Women's Air Force Service Pilot Ann Baumgartner, who

broke social barriers to become the first American woman to pilot a jet; to Benjamin Davis, who broke racial barriers to become the first African American to command a flying group; to Chuck Yeager, a one-time noncommissioned flight officer who was the first to exceed the speed of sound; to John Warden, who began a revolution in air power thought and strategy that was put to spectacular use in the Gulf War. This book provides a short history of military air power in the United States from the Civil War to the Persian Gulf War. Chapters are as follows: The Genesis of American Air Power; Trial and Error in World War I; Interwar Doctrine, Organization, and Technology; World War II -- Global Conflict; Air Power in the Nuclear Age; Limited War in Korea; The New Look Air Force; Flexible Response and Vietnam; The Cold War Concluded; Air Power Triumphant -- The Gulf War; and The Future⁷.

Fulcrum of power : essays on the United States Air Force and national security .2003 N THE TWENTIETH CENTURY, THE IMPACT OF FLIGHT REACHED INTO EVERY CORNER OF American society. However, nowhere has its impact been more dramatic than in the realm of military affairs. Over the past one hundred years, the evolution of military aviation technology has altered the way Americans have looked at national security. The development of military aviation has had an enormous impact upon the battlefield which, in turn, has transformed international politics and the crafting of national security policy. The question of how best to protect the United States against external military threats has come to involve the projection of military power abroad. With the passage of time and accelerated advancement of military aviation technology, the organization and development of air forces have assumed greater urgency and significance. In 1934, James H. Jimmy Doolittle noted that the future security of our nation is dependent upon an adequate air force AND this will become increasingly important as the science of aviation advances. I.

MacArthur's Airman Thomas E. Griffith.1998 Thomas Griffith offers a critical assessment of George C. Kenney's numerous contributions to MacArthur's war efforts. He depicts Kenney as a staunch proponent of airpower's ability to shape the outcome of military engagement and a commander who shared MacArthur's strategic vision.

Frank M. Andrews DeWitt S. Copp.2003

Piercing the Fog: Intelligence and Army Air Forces Operations in World War II .

Reports of General MacArthur: suppl. MacArthur in Japan: the occupation, military phase Supreme Commander for the Allied Powers.1966

10 Propositions Regarding Air Power Phillip S. Meilinger.1995

Hap Arnold Bill Yenne.2013-10-14 General Henry Harley “Hap” Arnold is widely considered the father of the United States Air Force. But his long list of accomplishments doesn’t begin or end there. He was also the first and only five-star general of the US Air Force; one of the first US military aviators; the first American to carry air mail; and the architect of the war-winning air strategy of World War II.

With Courage: The U.S. Army Air Forces In WWII Bernard C. Nalty, Alfred M. Beck.2015-11-06 The four years between 1941 and 1945 were years in which the nation raised and trained an air armada and committed it to operations on a scale unknown to that time. *With Courage: The U.S. Army Air Forces in World War II* retells the story of sacrifice, valor, and achievements in air campaigns against tough determined adversaries. It describes the development of a uniquely American doctrine for the application of air power against an opponent’s key industries and centers of national life, a doctrine whose legacy today is the Global Reach-Global Power strategic planning framework of the modern U.S. Air Force. The narrative integrates aspects of strategic intelligence,

logistics, technology, and leadership to offer a full yet concise account of the contributions of American air power to victory in that war.—Print Ed.

December 8, 1941 William H. Bartsch. 2012-08-13 Ten hours after the attack on Pearl Harbor, “another Pearl Harbor” of even more devastating consequence for American arms occurred in the Philippines, 4,500 miles to the west. On December 8, 1941, at 12.35 p.m., 196 Japanese Navy bombers and fighters crippled the largest force of B-17 four-engine bombers outside the United States and also decimated their protective P-40 interceptors. The sudden blow allowed the Japanese to rule the skies over the Philippines, removing the only effective barrier that stood between them and their conquest of Southeast Asia. This event has been called “one of the blackest days in American military history.” How could the army commander in the Philippines—the renowned Lt. Gen. Douglas MacArthur—have been caught with all his planes on the ground when he had been alerted in the small hours of that morning of the Pearl Harbor attack and warned of the likelihood of a Japanese strike on his forces? In this book, author William H. Bartsch attempts to answer this and other related questions. Bartsch draws upon twenty-five years of research into American and Japanese records and interviews with many of the participants themselves, particularly survivors of the actual attack on Clark and Iba air bases. The dramatic and detailed coverage of the attack is preceded by an account of the hurried American build-up of air power in the Philippines after July, 1941, and of Japanese planning and preparations for this opening assault of its Southern Operations. Bartsch juxtaposes the experiences of staff of the U.S. War Department in Washington and its Far East Air Force bomber, fighter, and radar personnel in the Philippines, who were affected by its decisions, with those of Japan’s Imperial General Headquarters in Tokyo and the 11th Air Fleet staff and pilots on Formosa, who were assigned the responsibility for carrying out the attack on the

Philippines five hundred miles to the south. In order to put the December 8th attack in broader context, Bartsch details micro-level personal experiences and presents the political and strategic aspects of American and Japanese planning for a war in the Pacific. Despite the significance of this subject matter, it has never before been given full book-length treatment. This book represents the culmination of decades-long efforts of the author to fill this historical gap.

Interservice Rivalry and Airpower in the Vietnam War Ian Horwood.2010 Explores the rivalry between the armed services of the U.S. relating to the employment of tactical airpower during the Vietnam War. Not being an American, Horwood is able to put a fresh perspective on this complex issue. This study focuses on tactical airpower in S. Vietnam between 1961 and 1968. Horwood avoids a lengthy discussion of the air war over N. Vietnam, focusing instead on the combat operations in the South. He examines a number of issues which are relevant to the use of airpower in irregular warfare: command and control of airpower, the use of airpower at the tactical and the operational-strategic level of war, the role of helicopters, and different service understandings of the proper role of airpower in a counterinsurgency.

Toward Independence Herman S. Wolk.1996 From the Wright Brothers' first flight, a long, convoluted road led to the creation of the modern independent United States Air Force. Despite frustrating bureaucratic delays and political maneuvering, the ultimate goal was clear. Two world wars had devastated whole continents and threatened long-term global peace. Only a well-prepared American military establishment, fully utilizing its Air Force, could provide a strong national defense and help ensure world peace. As aerospace technology took off, an independent Air Force would lead the way into the atomic age, and a new military structure would be required. Just as important as technology, however, would be the vision and energy of air power advocates. Over five decades,

Air Force people would build the world's finest air organization by following a simple creed: putting service above self.

The Harmon Memorial Lectures in Military History, 1959-1987 Harry R. Borowski.1988

A Concise History of the U.S. Air Force Stephen Lee McFarland.1997 Except in a few instances, since World War II no American soldier or sailor has been attacked by enemy air power. Conversely, no enemy soldier or sailor has acted in combat without being attacked or at least threatened by American air power. Aviators have brought the air weapon to bear against enemies while denying them the same prerogative. This is the legacy of the U.S. Air Force, purchased at great cost in both human and material resources. More often than not, aerial pioneers had to fight technological ignorance, bureaucratic opposition, public apathy, and disagreement over purpose. Every step in the evolution of air power led into new and untrodden territory, driven by humanitarian impulses; by the search for higher, faster, and farther flight; or by the conviction that the air way was the best way. Warriors have always coveted the high ground. If technology permitted them to reach it, men, women and an air force held and exploited it—from Thomas Selfridge, first among so many who gave that last full measure of devotion; to Women's Airforce Service Pilot Ann Baumgartner, who broke social barriers to become the first American woman to pilot a jet; to Benjamin Davis, who broke racial barriers to become the first African American to command a flying group; to Chuck Yeager, a one-time non-commissioned flight officer who was the first to exceed the speed of sound; to John Levitow, who earned the Medal of Honor by throwing himself over a live flare to save his gunship crew; to John Warden, who began a revolution in air power thought and strategy that was put to spectacular use in the Gulf War. Industrialization has brought total war and air power has brought the means to overfly an enemy's defenses and attack its sources of power directly. Americans have

perceived air power from the start as a more efficient means of waging war and as a symbol of the nation's commitment to technology to master challenges, minimize casualties, and defeat adversaries.

Master of Airpower David Mets.2009-04-02 “A valuable and long-overdue biography of one of America’s greatest soldiers.”—Parameters The story of Gen. Carl “Tooey” Spaatz’s life is more than a biography of one of America’s great military leaders. It is a history of the development of airpower, and a fascinating, inside look at the long, difficult struggle to win autonomy for the U.S. Air Force. Spaatz earned his wings in 1918, when flying was a new and dangerous occupation; aviation school mortality rates were 18 percent. After gaining experience as a fighter pilot during the “Great War,” he became one of the Air Corps’ top pursuit commanders during the 1920s. During the 1930s, he moved over to bombers just as modern, long range aircraft were coming into service. As a senior bomber commander, Spaatz significantly influenced the emerging strategic bomber doctrine. By the time of the outbreak of the Second World War, Spaatz was one of America’s most experienced aviators. He was at the helm of the evolution of the new American military “strategic airpower” doctrine, which proved to be a decisive factor in World War II. After the Allied victory, planning and launching an independent Air Force would occupy Spaatz for the remainder of his career. Today’s Air Force bears his indelible stamp. “Tooey” Spaatz was a low-profile leader who was known for his open mind and pragmatic approach, and who was influential in a quiet, forceful way. Possessed of absolute integrity, even when his beliefs were unpopular, he pressed them at the risk of his career.

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