

# Seversky: Victory Through Air Power

Continued from Page One

Within bombing radius of hostile land-based aviation.

The one nation whose aeronautical prowess has impressed him most, Germany, built its Luftwaffe on the foundation of a separate aviation.

Japan's successes in the first round of the Pacific ocean extension of the war, at Pearl Harbor, the Philippines, Sarawak, off Malaya (in the sinking of two British dreadnaughts)—were directly attributable to the air weapon.

**"DESPERATION"**  
There is a kind of desperation in the illogic of some of the arguments against freeing air power from its present subordination to the older services.

Even the coincidental fact that France, possessing an independent air force, was quickly defeated has been advanced by an army spokesman to discredit air power.

By the same logic, we should terminate the autonomy of the U. S. Army, since France fell despite its independent and much-louder army.

The dismal showing of Italy, despite its independent aviation, is likewise cited. But it happens that Mussolini's land and sea forces have done no better.

The simple truth is that a separate air force is not a wonder-working device to guarantee automatic military ascendancy, but merely the minimal precondition for successful modern warfare.

**"IDEOLOGICAL"**  
Another variety of objection voiced in high places

I found the way to new pep...vitality...better looks!

A truly marvelous change can be brought about in miserable digestive complaints, underweight, weakness, loss of appetite, by two important steps:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

If you are one of those unfortunate who have worked under a strain, pulled to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

1—Promote the flow of vital digestive juices in the stomach.  
2—Energize your body with RICH, RED BLOOD!

Build Sturdy Health  
The doctors may better serve our fighting forces.

Thousands and thousands of men have suffered to eat the grapes and have been vexed by overeating worries, or have suffered with indigestion, or other ailments... yet have no organic trouble or food infection, and your red-blood-cells have become reduced in vitality and number... if your stomach digestion refuses to work properly, then here is what should be done:

may be described as "ideological." Unification of our aviation services under an independent setup, the story runs, implies a centralization of military authority suited to totalitarian regimes but at variance with the American spirit.

Fortunately, the "objection" is wholly imaginary. The question of centralization is beside the point. This country's aviation has quite as much persistence for the army or the navy as for an air department.

A democratic system which has survived two centralized independent services should have no trouble surviving the establishment of a third.

The species of "ideological" argument really arises from misunderstanding the problem of an over-all high command.

Germany had such a supreme high command long before air forces existed, when aviation grew to maturity. The Luftwaffe was added as a matter of course and became a third independent element along with the army and the navy.

**IN THE UNITED STATES**  
In the United States the co-ordination has been much looser. It is formally maintained, however, through an army and navy board, which would automatically become an army, navy, and air board.

Even aviation, though set up as a separate organization, there is no reason for excluding it from the system of centralized command with the issue of air power.

**THREE MAJOR FACTORS**  
Even, it is likely, will force upon the United States the adoption of the over-all general staff principle of conducting warfare.

The maintenance of power must hasten the process, since it undoubtedly complicates the problems of co-ordination.

Three major factors must now be brought into perfect alignment in the interests of victory, general staff, general staff, general staff.

Every confusion of the issue of a separate air force with the broader issue of unified command for all the services evades the fact that the creation, today, of a supreme staff on the European model would not alter the status of separate air forces or solve the problem of unified command in the air.

**"TITILE ANOMALY"**  
Moreover, such an over-all command of all our forces would be a futile anomaly unless the air weapon had at least equal representation and authority in its councils.

There is not much sense in a high command without a true unified air force among the elements at its disposal. As far as the skies are concerned, it would be obliged to function as best it could with two distinct air services, each differently trained and in most cases with unlike equipment.

**OTHER OBJECTIONS**  
Another set of objections rests on a misunderstanding of the scope of a separate air force. It assumes that the new department would arbitrarily gather in and control anything that flies.

Those who proceed from this false premise are like Don Quixote fighting windmills. No matter how military aviation may be organized, neither the sea nor the land service can or should be stripped of airplanes logically and tactically a part of its operations.

Just as the Navy has Marines and other adjuncts which, in a literal sense, are land troops, just as the army has transport boats and other sea-going auxiliaries—so both the Army and Navy would continue to possess airplanes for their own specific purposes.

The distinction that needs to be made is between integration and co-ordination. The U. S. Marines, for instance, are integrated with the Navy, whereas an Army division co-operating with fleet units in a tactical task is merely co-ordinated with the Navy, though it may be taking orders from an admiral.

The Navy's own artillery, carried on its ships and planted on its naval stations, is integrated with that service. The Army coastal batteries, though intended to help the fleet in warding off assaults on the shore, are merely co-ordinated with the Navy.

**AIRPLANE AUXILIARIES**  
In like manner, certain airplane auxiliaries should reasonably be integrated with the land and sea forces, as part and parcel of those military branches.

That, however, does not affect the broader question of a self-sufficient air force, developed to conduct aerial war against enemy air power, and also capable of co-ordinated effort with the surface forces.

Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

It is physically as well as tactically joined to the fleet of which it is a part. It is in interest with the Navy as submarines or naval artillery or smoke-barrage apparatus.

**SHIP-BOARD AVIATION**  
Ship-board aviation must be integrated with the Navy. Whether taking off from aircraft carriers or warships, it is intended primarily to operate in areas still beyond the reach of existing land-based aviation.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

Such aviation will include units especially trained to bring maximum support to ships at sea—units as specifically trained units of the German independent Luftwaffe have been.

But shore-based aviation (and this, of course, includes seaplanes and amphibian craft as well as the Navy's land-based aviation) belongs with the separate air force.

plung should be sufficiently clear.

The air, it cannot be too often repeated, is a separate element distinct from land and sea—and element with its own space relations, its own laws and problems.

It is a continuous element enveloping the entire globe, strategically speaking every political division and every differentiation between air-over-land and air-over-water is artificial and meaningless.

**UNDIVIDED**  
The uninterrupted sphere of the air calls for a continuous undivided air command—and fully uniform air equipment, co-operation between necessary with the Army and Navy, and expecting their co-operation where needed.

But each of these three commands should be organized and developed and administered as a powerful force fully integrated and thoroughly free in its own element.

**SPATIALIZED AVIATION**  
Certainly the first condition for success in any campaign is unity of command. Unhappily we now have no unified aviation command, none of it specifically geared for the primary task of taking and holding the skies for America.

This is the principle which President Roosevelt's statement overlooked. It went on:

"In sea operations the airplane is just as much an integral part of unity of operation as the destroyer, and the battleship, and in land warfare the airplane is just as much a part of military operations as are the tank corps, the engineers, the artillery and the cavalry itself. Therefore the air force should be part of the Army and Navy."

**CONFUSION SEEN**  
On examination it becomes clear that the President voiced the official views of the existing military departments. These military minds are confusing two categories of unity.

No one denies that both the Army and Navy need unity of command in their respective spheres. This includes authority over their various auxiliaries and authority over units of other services operating with them for specific tasks.

If the sole function of aviation were to serve as the adjunct to the surface forces, the President's statement would be entirely correct. Actually it is far only as far as it goes—and unfortunately it leaves out of consideration entirely the most vital and decisive aviation.

**ANCIENT DYNASTY**  
The great queen of the Tonga Islands, British protector in the South Pacific, belongs to a dynasty that came to the throne in 1664.

**PRODUCTION OF WAR EQUIPMENT**  
has reached tremendous proportions. The U. S. Army needs skilled men in the field—thousands of them RIGHT NOW—to keep this huge mass of machinery in first-class fighting condition.

**AIR FORCES**—We're building the biggest, mightiest Air Force on earth. Thousands of skilled mechanics are needed to keep those great planes flying like lightning. Men with experience as aircraft mechanics, automobile mechanics, radio mechanics, armorers, sheet metal workers, welders and in other allied fields are needed immediately. Aviation has a splendid future and there's no finer training for it than in the Army Air Forces.

**WHO WOULD COMMAND?**  
In a continuous battle that raged across land and across sea, in the unbroken "air ocean" that covers land and sea alike, who would command, an infantry general or an admiral?

When Japanese aviation attacked land and sea targets simultaneously on Dec. 7, 1941, did they present us with an army or a navy task in the skies?

In the following days the public heard of Japanese ships attacked by American planes and "marine planes"—one objective sought by three auxiliaries of different services, in an element inaccessible to either of those services!

The same duplication of the confusion of authority exists throughout our national aviation.

**GENTLEMEN'S AGREEMENT**  
Incredible as it may seem, it is a fact that a few years ago the Army and the Navy reached a gentlemen's agreement under which Army aviation promised not to stray farther than 300 miles offshore!

Now that "Army planes" can cross ocean distances, now that "Navy planes" take continents as well as mere islands in their stride, the childish absurdity of the gentlemen's agreement is apparent.

**ORDNANCE DEPARTMENT**—Guns and ammunition are decisive weapons in war, and it takes skilled manpower to keep them shooting fast and straight. Men with experience as automobile, truck and tractor mechanics, armorers, machinists and skilled men of other trades are urgently needed by the Ordnance Department. Technical training in ordnance work is not a requirement.

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

**THIS opportunity to get in now and go places in the Air Force, Signal Corps or Ordnance Department is open to any skilled specialist between the ages of 18 and 44, inclusive, who is physically fit and does not now occupy a key position in a vital war industry. According to ability, promotions to higher grades and increases in pay may be expected. You've told yourself you'd be ready whenever your**

tion which operates alone in its own element.

**SECONDARY FUNCTION**  
The President's Army and Navy advisers failed to explain—because they do not grasp this idea themselves—that co-ordinated action with other services is a secondary function of air power.

The primary function of air power is to destroy the hostile air forces, to strike at the enemy directly across long distances—in brief, to take and hold the skies. That is as distinct an undertaking as the conquest and control of the sea by a navy used to be.

The fact is that the tremendous expansion of the air weapon has created a new world to conquer—the air-requiring strategy and tactics and equipment more complex and more specialized than any in the past. It has transferred the issue of victory or defeat to a distinctly new medium.

In Seversky's twelfth installment (tomorrow), he offers his plan for air supremacy.

**Burke Man Held For Gun Assault**  
MORGANTON—(AP)—Sheriff Paul M. Dale said Sid Crawley had been arrested and charged with secret assault in connection with the mysterious shooting last Friday night of Tom Mull, his wife and their year-old child.

Scattered shotgun shots hit Mr. and Mrs. Mull and their child while they sat in a swing on the porch of their home in the afternoon. The victim of Burke County. Neither was seriously hurt. Sheriff Dale said.

**Salvage Office Has Secretary**  
Miss Juanita Smith went on duty today as the secretary in the new Salvage For Victory headquarters at the Public Library and Acting Chairman Hoyt Galan said that all calls for information should be directed to her.

Plans for the tin can salvage campaign will be completed tomorrow morning at 10-30 o'clock at a meeting of Mrs. George Roberts' Tin Salvage Committee.

The new collection drive is expected to be set at the meeting.

**DOOR CO. Strictly A Family Affair**  
RICHMOND, Ind.—(AP)—The board of the Richmond Door Co. held its first meeting here since the plant was established in 1929, but its directors were well-acquainted anyhow.

They are James F. Peelle of Richmond and his four brothers—H. E. Peelle, J. W. Peelle, M. C. Peelle and R. S. Peelle, all of New York.

**FOUR Redmond of 1516 E. Fourth Street was in Washington today exhibiting samples of a substitute for rubber he has invented. He was quoted as saying he had offers from three manufacturers who wanted to produce articles made from the substitute, but that he preferred to make it available to the Government for war uses.**

Redmond was accompanied to Washington by Robert E. Broer, also of Charlotte, and Mrs. Redmond today. Mrs. Redmond is at their home here and did not accompany her husband to Washington.

Mrs. Redmond said she knew little about her husband's invention, except that he had produced a number of articles from the substitute.

Redmond declined to make his formula public, but said it was a combination of chemicals, and the base was neither oil nor vegetable.

Last year there were 20,393 automobile "graveyards" containing 918,000 junk cars.

**Men**

**Production of war equipment**  
has reached tremendous proportions. The U. S. Army needs skilled men in the field—thousands of them RIGHT NOW—to keep this huge mass of machinery in first-class fighting condition.