

NAME FRANK A. ARMSTRONG, JR. VCCATION Officer in Air Force

WIFE'S NAME Vernelle H. Armstrong

ADDRESS Commander in Chief, Alaska
APO 942, Seattle, Washington

CHILDREN'S NAMES AND ADDRESSES:

Captain Frank A. Armstrong, III

417th Tactical Fighter Squadron

APO 12, New York, New York

*Mr. Strong,
This son was
killed in Vietnam.
If you need any
info on him, we
also have his
file as he is
an alumnus.
Dessa*

CIVIC ORGANIZATIONS AND OTHER ACTIVITIES:

Air Force Association

Daedalians

(X) I plan to attend Reunion. There will be 1 in my party.

Frank A. Armstrong, Jr.
Signed
Frank A. Armstrong, Jr.
Lt. General, USAF

FRANK A. ARMSTRONG, JR.
LIEUTENANT GENERAL, USAF
COMMANDER-IN-CHIEF, ALASKAN COMMAND
ELMENDORF AIR FORCE BASE, ALASKA

BIOGRAPHY - PREPARED BY OFFICE, CHIEF OF INFORMATION

PART I

FRANK ALTON ARMSTRONG, JR., WAS BORN AT HAMILTON, NORTH CAROLINA ON 24 MAY 1902. HE WAS GRADUATED FROM WAKE FOREST COLLEGE IN 1923 WITH AN LLB. TWO YEARS LATER HE RECEIVED A BS DEGREE FROM WAKE FOREST.

HE BEGAN MILITARY SERVICE IN FEBRUARY 1928 WHEN HE ENLISTED AS A FLYING CADET AT NASHVILLE, NORTH CAROLINA. HE RECEIVED PRIMARY TRAINING AT BROOKS FIELD, TEXAS AND ADVANCED TRAINING AT KELLY FIELD, TEXAS. HE RECEIVED HIS PILOT'S WINGS IN MARCH 1929 AND TODAY IS A COMMAND PILOT WITH AROUND 11,000 FLYING HOURS. HE HAS FLOWN THE B-47 STRATOJET IN ADDITION TO MANY TYPES OF CONVENTIONAL AIRCRAFT.

LIEUTENANT ARMSTRONG'S FIRST ASSIGNMENT AFTER KELLY FIELD WAS WITH THE SECOND BOMBARDMENT GROUP AT LANGLEY FIELD, VIRGINIA. THE LIEUTENANT RETURNED TO KELLY FIELD IN 1930 TO ATTEND THE FLYING INSTRUCTORS' SCHOOL AND HE THEN WENT TO MARCH FIELD CALIFORNIA AS A FLYING INSTRUCTOR. IN 1931, HE TRANSFERRED TO RANDOLPH FIELD, TEXAS WHERE HE CONTINUED HIS FLYING INSTRUCTION DUTIES.

IN 1934, LIEUTENANT ARMSTRONG RECEIVED SPECIAL NAVIGATION AND INSTRUMENT FLYING TRAINING AT ROCKWELL FIELD, CALIFORNIA BEFORE HE BECAME A CHIEF PILOT WITH THE AIR CORPS MAIL OPERATIONS AT SALT LAKE CITY, UTAH.

HIS FIRST OVERSEAS TOUR WAS WITH THE 78TH PURSUIT SQUADRON AT ALBROOK FIELD, CANAL ZONE. OTHER PRE-WORLD WAR II ASSIGNMENTS WERE: COMMANDER OF THE 13TH BOMBARDMENT SQUADRON AT BARKSDALE FIELD, LOUISIANA; A STUDENT AT THE AIR CORPS TACTICAL SCHOOL AT MAXWELL FIELD, ALABAMA; A MILITARY OBSERVER IN ENGLAND; WITH THE 90TH BOMBARDMENT SQUADRON AT SAVANNAH, GEORGIA AIR BASE; AND DUTY AT AIR FORCE HEADQUARTERS IN WASHINGTON, D.C.

EARLY IN 1942, LIEUTENANT COLONEL ARMSTRONG WENT TO ENGLAND TO BECOME THE OPERATIONS OFFICER FOR THE EIGHTH BOMBER COMMAND. AFTER PROMOTION TO COLONEL DURING THE SAME YEAR, HE BECAME A BOMBARDMENT GROUP COMMANDER AND A WING COMMANDER.

COLONEL ARMSTRONG LED THE FIRST DAYLIGHT RAID EVER MADE BY THE USAAF OVER AXIS-HELD TERRITORY. THIS RAID OVER ROUEN-COTTEVILLE, FRANCE BLASTED THE TARGET WITHOUT LOSS OF LIFE OR

AIRCRAFT. FOR THIS OPERATION, COLONEL ARMSTRONG RECEIVED THE SILVER STAR AND AN OAK LEAF CLUSTER TO THE DISTINGUISHED FLYING CROSS. (HE HAD RECEIVED THE DFC IN 1936 FOR THE LANDING OF A TWIN-ENGINE AMPHIBIAN AFTER ONE ENGINE HAD EXPLODED). HE WAS ALSO AWARDED THE BRITISH FLYING CROSS FOR THE ROUEN-COTTEVILLE RAID, THE FIRST UNITED STATES OFFICER TO BE SO HONORED.

EARLY IN 1943, BRIGADIER GENERAL ARMSTRONG LED THE GROUP OVER WILHELMHAVEN IN THE FIRST HEAVY BOMBER RAID OVER GERMANY PROPER. THE B-17 EXPERIENCES DURING THIS TIME BECAME THE BASIS OF BIERNE LAY JR., AND SY BARTLETT'S BOOK AND MOVIE TWELVE O'CLOCK HIGH.

HE RETURNED TO THE UNITED STATES IN AUGUST 1943 AND COMMANDED BOMBARDMENT TRAINING WINGS AT DALHART, TEXAS AND COLORADO SPRINGS, COLORADO. HE THEN HEADED THE 315TH BOMB WING AT PETERSON FIELD, COLORADO.

BRIGADIER GENERAL ARMSTRONG'S STAY IN THE UNITED STATES WAS OF SHORT DURATION. BY MID-YEAR 1945, HE WENT TO THE PACIFIC WHERE HE TOOK COMMAND OF THE SAME BOMB WING THAT HE TRAINED AT PETERSON FIELD. DURING THE SUMMER OF 1945, HE FLEW NUMEROUS MISSIONS OVER OIL TARGETS IN JAPAN. IN AUGUST, HE FLEW FROM GUAM TO HONSHU, THE LONGEST AND LAST VERY HEAVY BOMBING RAID IN THE WAR, WITHOUT BOMB-BAY TANKS AND WITH AN EXTREMELY HEAVY BOMB LOAD. IN NOVEMBER 1945, HE LED THE FIRST NON-STOP FLIGHT FROM HOKKAIDO, JAPAN, TO WASHINGTON, D.C., IN A BOEING B-29 BOMBER. HE WAS AWARDED AN OAK LEAF CLUSTER TO THE DISTINGUISHED FLYING CROSS FOR EACH OF THESE ACHIEVEMENTS.

WITH WORLD WAR II ENDED, BRIGADIER GENERAL ARMSTRONG COULD LOOK BACK ON MANY SIGNIFICANT ACHIEVEMENTS MADE DURING THE WORLD-WIDE CONFLICT. HE HAD SERVED IN BOTH THEATERS, PERSONALLY LED THE FIRST DAYLIGHT BOMBING RAID OF WORLD WAR II, AND RETURNED FROM THE LONGEST LAST STRIKE OVER JAPAN JUST AS THE WAR ENDED.

EARLY IN 1946, HE BECAME THE PACIFIC AIR COMMAND CHIEF OF STAFF FOR OPERATIONS AND LATER THAT YEAR HE RETURNED TO THE UNITED STATES TO BECOME SENIOR AIR INSTRUCTOR AT THE ARMED FORCES STAFF COLLEGE AT NORFOLK, VIRGINIA.

EARLY IN 1949, BRIGADIER GENERAL ARMSTRONG BEGAN THE FIRST OF TWO TOURS IN ALASKA. HE HEADED THE ALASKAN AIR COMMAND. IN ADDITION TO INCREASING THE COMBAT CAPABILITIES OF THE AIR FORCE IN ALASKA, HE PIONEERED (WITH OTHER MEMBERS OF THE ALASKAN AIR COMMAND) AN AIR ROUTE NON-STOP FROM ALASKA TO NORWAY, AND FROM NORWAY TO NEW YORK. FOLLOWING THE FLIGHT TO NORWAY, HE RECEIVED THE GOLD MEDAL OF THE AERO CLUB OF NORWAY, THE HIGHEST CIVIL AWARD OF THAT COUNTRY.

EARLY IN 1950, ARMSTRONG WAS PROMOTED TO MAJOR GENERAL AND A YEAR LATER RETURNED TO THE UNITED STATES TO COMMAND SAMPSON AIR FORCE BASE, NEW YORK. HE WAS COMMENDED FOR THE HARMONIOUS RELATIONSHIP ESTABLISHED BETWEEN THE BASE AND SURROUNDING CIVIL COMMUNITIES IN THE TRYING PERIOD OF BASE ACTIVATION.

LATER IN 1951, MAJOR GENERAL ARMSTRONG BECAME CG OF THE SIXTH AIR DIVISION AT MACDILL AIR FORCE BASE, FLORIDA, TRAINED AND EQUIPPED THE AIR FORCE'S FIRST B-47 STRATOJET WING.

THE GENERAL IN LATE 1952 COMMANDED SAC'S FIRST ALL-JET BOMBER FORCE; THE SECOND AIR FORCE AT BARKSDALE AIR FORCE BASE, LOUISIANA. HE HELD THIS POSITION FOR ALMOST FOUR YEARS.

IN JULY 1956, MAJOR GENERAL ARMSTRONG RETURNED TO ALASKA TO AGAIN HEAD THE ALASKAN AIR COMMAND. TWO MONTHS LATER, HE BECAME COMMANDER IN CHIEF, ALASKA, WAS PROMOTED TO LIEUTENANT GENERAL AND NOW HEADS THE UNIFIED ALASKAN COMMAND WITH HEAD-QUARTERS AT ELMENDORF AIR FORCE BASE.

THE GENERAL IS MARRIED TO THE FORMER VERNELLE LLOYD HUDSON OF RICHMOND, VIRGINIA. THEIR SON, FRANK A. ARMSTRONG, III, IS AN AIR FORCE CAPTAIN, A JET PILOT IN GERMANY.

PART II - FACT SHEET

A. PERSONAL DATA:

1. BORN 24 MAY 1902, HAMILTON, NORTH CAROLINA; FATHER - FRANK ALTON ARMSTRONG; MOTHER - ANNIE HOBBS ARMSTRONG.
2. MARRIED 6 MARCH 1929; WIFE - VERNELLE LLOYD HUDSON AT RICHMOND, VIRGINIA; SON: CAPTAIN FRANK A. ARMSTRONG, III.
3. HOME TOWN ADDRESS: NASHVILLE, NORTH CAROLINA.

B. EDUCATION:

1. GRADUATE WAKE FOREST COLLEGE, NORTH CAROLINA WITH AN LLB, 1923.
2. GRADUATE WAKE FOREST COLLEGE, NORTH CAROLINA WITH A BS, 1925.
3. PRIMARY FLIGHT TRAINING, BROOKS FIELD, 1928.
4. ADVANCED FLIGHT SCHOOL, KELLY FIELD, 1929.

5. FLYING INSTRUCTORS' SCHOOL, KELLY FIELD, 1930.
6. AIR CORPS TACTICAL SCHOOL, MAXWELL FIELD, 1939.
7. ARMED FORCES STAFF COLLEGE, 1947.

C. SERVICE DATES:

1. FEB. 1928 - MARCH 1929 FLYING SCHOOL AT BROOKS AND KELLY FIELD, TEXAS.
2. MARCH 1929 - JAN 1930 MEMBER OF SECOND BOMB GROUP, LANGLEY FIELD, VIRGINIA.
3. JAN 1930 - FEB 1931 STUDENT AT FLYING INSTRUCTORS' SCHOOL, KELLY FIELD, TEXAS.
4. FEB 1931 - DEC 1931 FLYING INSTRUCTOR, MARCH FIELD, CALIFORNIA.
5. DEC 1931 - JAN 1934 FLYING INSTRUCTOR, RANDOLPH FIELD, TEXAS.
6. JAN 1934 - DEC 1934 CHIEF PILOT OF THE AIR CORPS MAIL OPERATIONS AT SALT LAKE CITY, UTAH.
7. DEC 1934 - MARCH 1937 PILOT IN PURSUIT AND OBSERVATION SQUADRONS, ALBROOK FIELD, C.Z.
8. MARCH 1937 - NOV 1939 MEMBER OF 13TH BOMB SQUADRON, BARKSDALE FIELD, LOUISIANA.
9. NOV 1939 - NOV 1940 COMMANDER OF 13TH BOMB SQUADRON, BARKSDALE FIELD, LOUISIANA.
10. NOV 1940 - FEB 1941 A MILITARY OBSERVER IN ENGLAND.
11. FEB 1941 - APR 1941 MEMBER OF 90TH BOMB SQUADRON, SAVANNAH AIR BASE, GEORGIA.
12. APRIL 1941 - AUG 1941 MEMBER OF 3RD INTERCEPTOR COMMAND, TAMPA, FLORIDA.
13. AUG 1941 - FEB 1942 STAFF DUTY AT AIR FORCE HEADQUARTERS, WASHINGTON, D. C.
14. FEB 1942 - AUG 1943 BOMB GROUP, WING AND DIVISION COMMANDER IN ETO.
15. AUG 1943 - NOV 1944 COMMANDER OF BOMBER TRAINING WINGS AT ARDMORE, OKLAHOMA AND COLORADO SPRINGS, COLORADO.

16. NOV 1944 - MAY 1945 COMMANDER OF 315TH BOMB WING, PETERSON FIELD, COLORADO.
17. MAY 1945 - SEP 1946 COMMANDER OF 315TH BOMB WING IN PACIFIC AREA.
18. SEP 1946 - JUNE 1948 SENIOR AIR ADVISOR AIR FORCE STAFF COLLEGE, NORFOLK, VIRGINIA.
19. JUNE 1948 - JULY 1950 DEPUTY CG ALASKAN AIR COMMAND.
20. JULY 1950 - JAN 1951 CG ALASKAN AIR COMMAND. .
21. JAN 1951 - MAY 1951 CG SAMPSON AIR FORCE BASE, NEW YORK.
22. MAY 1951 - OCT 1952 CG SIXTH AIR DIVISION, MACDILL AIR FORCE BASE, FLORIDA.
23. OCT 1952 - JULY 1956 CG SECOND AIR FORCE, BARKSDALE AIR FORCE BASE, LOUISIANA.
24. JULY 1956 - SEP 1956 COMMANDER, ALASKAN AIR COMMAND.
25. SEP 1956 - PRESENT COMMANDER IN CHIEF, ALASKA.

D. DECORATIONS AND MEDALS:

SILVER STAR	22 AUGUST 1942
DFC BRITISH	22 MAY 1943
DSC	10 AUGUST 1943
AM (10LC)	14 AUGUST 1945
DFC (40LC)	30 OCTOBER 1945
DSM (10LC)	15 MAY 1945
BELGIAN CDE/GUERRE W/P	12 JANUARY 1946
OCCUP RIB JAP	
EAME RIB (IBS)	
APTH RIB	

AM DEF MED (FSO)
 W W II VIC MED
 PHILLIPPINE INDEP RIB
 NDSM
 NORWEGIAN GOLD MEDAL

E. PROMOTIONS:

<u>RANK</u>	<u>TEMP</u>	<u>PERMANENT</u>
SECOND LT.	28 FEB 1929	28 FEB 1929 (DR 2 MAY 1929)
FIRST LT.	1 OCT 1934	1 OCTOBER 1934
CAPTAIN	15 MARCH 1935	2 MAY 1939
MAJOR	21 MARCH 1941	19 JUNE 1946 (DR 2 MAY 1946)
LT COL.	5 JAN 1942	-----
COLONEL	1 MARCH 1942	2 APRIL 1948
BRIG. GEN.	8 FEB 1943	11 AUG 1950 (DR 2 Oct 1949)
MAJ. GEN.	27 JAN. 1950	7 APRIL 1954 (DR 14 Oct 1949)
LT. GEN.	17 SEP 1956	-----

F. UNUSUAL EXPERIENCES:

1. GENERAL ARMSTRONG PERSONALLY LED THE FIRST AND LONGEST LAST HEAVY BOMBER RAIDS OF WORLD WAR II. THE FIRST RAID WAS OVER ROUEN-COTTEVILLE, FRANCE. THE LAST RAID WAS OVER HONSHU, JAPAN. HE ALSO LED HIS GROUP OVER WILHELMSHAVEN IN THE FIRST HEAVY BOMBER RAID OVER GERMANY PROPER. HIS MISSION IN THE PACIFIC WAS "DESTROY TEN DIFFERENT OIL REFINERIES," - MISSION ACCOMPLISHED.
2. IN 1936, WHILE A CAPTAIN STATIONED AT ALBROOK FIELD, CANAL ZONE, GENERAL ARMSTRONG WAS PILOTING A DOUGLAS AMPHIBIAN (OA-4A). DURING THE FLIGHT, AN ENGINE EXPLODED, BUT BY SKILLFUL HANDLING HE LANDED THE AIRCRAFT SAFELY ON A SMALL STRIP LOCATED ON THE MALA PENINSULA - FOR WHICH HE RECEIVED THE DFC.
3. NONE

FRANK A. ARMSTRONG, Jr.

Frank A. Armstrong, Jr., was born in Hamilton, North Carolina, on May 24, 1902. He was graduated from Wake Forest College in North Carolina in 1923 with a Bachelor of Laws degree, and in 1925 with a Bachelor of Science degree. He enlisted as a flying cadet on February 24, 1928, and was commissioned a second lieutenant in the Air Reserve on February 28, 1929, entering active duty the following day. On May 2, 1929, he was commissioned a second lieutenant in the Air Corps of the Regular Army.

PROMOTIONS

He was promoted to first lieutenant on October 1, 1934; to captain (temporary) on March 15, 1935; to captain (permanent) on May 2, 1939; to major (temporary) on March 15, 1941; to lieutenant colonel (temporary) on January 5, 1942; to colonel (temporary) on March 1, 1942; to brigadier general (temporary) on February 8, 1943.

SERVICE

As a flying cadet he received his primary training at Brooks Field, Texas, and in November 1928, was transferred to Kelly Field, Texas, for advanced training. Upon graduation there in March 1929, he was assigned to duty at Langley Field, Virginia, with the 2nd Bombardment Group. In January 1930 he returned to Kelly Field, Texas, to attend the Flying Instructors' School.

In February 1930 he was sent to March Field, California, as a flying instructor. He was transferred to Randolph Field, Texas, in December 1931, to continue his work as a flying instructor. In January 1934 he went to Rockwell Field, California, for special training in navigation and instrument flying, and in February 1934 he became a Chief Pilot with the Air Corps Mail Operations, serving at Salt Lake City, Utah. In May 1934 he returned to Randolph Field, Texas, as a flying instructor.

He was sent to the Panama Canal Zone in December 1934, for duty with the 78th Pursuit Squadron at Albrook Field. He was transferred to the 44th Observation Squadron at Albrook Field in November 1936, and returned to the United States in March 1937. His next assignment was to the 13th Attack Squadron at Barksdale Field, Louisiana. He was assigned to the 13th Bombardment Squadron at Barksdale Field in November 1939, and in February 1940 assumed command of that bombardment squadron.

He was assigned to the Air Corps Tactical School at Maxwell Field, Alabama, in September 1939, and upon graduation in December 1939, returned to Barksdale Field and resumed command of the 13th Bombardment Squadron. In November 1940 he went to England as a Military Observer, and in February 1941 he was sent to the Savannah Air Base in Georgia for duty with the 90th Bombardment Squadron. In April 1941 he went to Tampa, Florida, for duty with the 3rd Interceptor Command, and the following August was ordered to Washington, D. C., for duty with Headquarters, Army Air Forces.

He was assigned to Headquarters, European Theater of Operations in England, for duty with the VIII Bomber Command, in February 1942. He subsequently served as a Bombardment Wing Commander, Bombardment Group Commander, and a Bombardment Combat Wing Commander in that same theater until August 1943, when he returned to the United States and joined the Second Air Force at Colorado Springs, Colorado, for a brief tour of duty. He then became Commanding General, 46th Bombardment Operational Training Wing, Dalhart, Texas. In April 1944 he assumed command of the 17th Bomb Operational Training Wing, Colorado Springs, Colorado, and in November of that year was assigned to command the 315th Bomb Wing at Peterson Field, Colorado.

He is rated a Senior Pilot, Combat Observer, and Technical Observer.

DECORATIONS

He was awarded the Distinguished Service Cross in August 1943, with the following citation:

"For extraordinary heroism and conspicuous bravery in action while personally leading a heavy bombardment formation in attack over enemy territory on April 5,

OVER

1943. Approximately 150 enemy fighters attacked the formation, directing their principal and continuous attacks head-on against the lead airplane flown by General Armstrong. The airplane was repeatedly hit by machine gun fire and cannon shells, and badly damaged. Fire broke out in the pilot compartment. The co-pilot, navigator, and other crew members were wounded. The oxygen system was destroyed. With great courage and personal disregard for his own safety, General Armstrong relinquished his own emergency oxygen bottle to the co-pilot, divested himself of his parachute, and extinguished the flame. Then, with high resolution and dauntless perseverance, he continued to lead his formation forward to the attack, thereby inspiring the entire unit with his personal courage. Upon being informed that his navigator was seriously wounded he relinquished the controls, crawled on his hands and knees, without benefit of oxygen, to his navigator and administered first aid, thereby saving his life. The audacity and courage under fire, and the coolness and skill thus displayed by this officer on this occasion reflect the highest credit upon him and upon the Armed Forces of the United States."

The award of the Silver Star was conferred upon him in August 1942, accompanied by the following citation:

"For extraordinary achievement in action while leading his Group in an attack during daylight, August 17, 1942, on the marshalling yard at Rouen-Sotteville, France. This was the first daylight heavy bombardment mission against enemy opposition to be flown by the United States Army Air Force in the European Theater of Operations. In spite of heavy enemy antiaircraft fire and fighter plane resistance, the bombing of the objective was of the highest order of accuracy. The successful accomplishment of this mission, without loss of life or plane, reflects a high degree of credit upon Colonel Armstrong and the Military Service."

He received the Distinguished Flying Cross in 1936 with the following citation:

"For heroism and extraordinary achievement while participating in an aerial flight. On November 20, 1935, Lieutenant Armstrong (then temporary captain) was piloting an airplane with three passengers and a co-pilot from David, Republic of Panama, to Albrook Field, Canal Zone. While flying at an altitude of approximately 4,000 feet over jungle and mountainous terrain, the right engine of the airplane disintegrated. Lieutenant Armstrong, realizing the possibility of the remaining motor quitting and with no landing area visible, signalled to the co-pilot and passengers to jump, a comparatively safe proceeding at that time. With the airplane thus lightened, and with the assistance of the co-pilot, who did not jump when ordered to, Lieutenant Armstrong then piloted the airplane to a safe landing on a distant field. His courage and coolness in this emergency undoubtedly resulted in saving the lives of the passengers and, by preventing a crash landing, saved the airplane from destruction."

He received one Oak Leaf Cluster to the Distinguished Flying Cross in October 1942, with the following citation:

"For extraordinary heroism and superior leadership in action over enemy occupied territory in Continental Europe during the period of August 17, 1942, to September 6, 1942. As Commanding Officer of the 97th Bombardment Group, Colonel Armstrong personally led a total of six bombardment missions against the enemy with a loss of but one aircraft from his Group. During these missions his Group destroyed six enemy planes. Colonel Armstrong, by the specific act of personally leading his Group in the air on repeated missions during the above period, of his own volition, by his courage and coolness under fire, by his display of superb tactical skill in controlling his formation so that heavy losses were avoided in spite of concentrated attacks by enemy fighters, and by his resourcefulness and flying leadership in the face of great danger and overwhelming odds, upheld the highest traditions of the Armed Forces of the United States and was largely responsible for the success of six missions of vital importance."

In April 1943 he received a second Oak Leaf Cluster to the Distinguished Flying Cross, the citation for which is as follows:

"For extraordinary achievement. Working with untiring effort, General Armstrong reorganized a Heavy Bombardment Group, preparing his crews and equipment in record time and pioneered in high altitude daylight precision bombing of targets deep in enemy territory. Displaying great courage, skill and superlative leadership, he personally led his group on five separate bomb-missions against some of the most strongly fortified enemy objectives in Europe, with the loss of only one airplane. The courage, leadership, and devotion to duty displayed by General Armstrong on all of his missions have been a lasting inspiration to his men and reflect highest credit upon himself and the Armed Forces of the United States." MORE

He was awarded the Air Medal with the following citation in January 1943:

"For exceptionally meritorious achievement while serving as pilot of a B-17 airplane, on five aerial combat missions over enemy occupied continental Europe, 17 August, 19 August, 20 August; 21 August and 24 August, 1942. The courage and skill displayed by Colonel Armstrong upon these occasions reflect highest credit upon himself and the Armed Forces of the United States."

He was awarded the British Distinguished Flying Cross on July 17, 1943, with the following citation:

"For services on August 17, 1942, when he led an attack on Rouen - the first daylight raid attack by U. S. Forces from the United Kingdom - which was completed successfully without loss of life or aircraft."

WAR DEPARTMENT - Up to date as of March 31, 1945.

Abstract of
THE FIREMAN: TWELVE O'CLOCK HIGH REVISITED

by

Brent L. Gravatt
Commander, U.S. Navy

and

Francis
Frank H. Ayers, Jr.
Major, U.S. Air Force

In Twelve O'Clock High, the classic book and movie about WWII air power, the lead character, Brigadier General Frank Savage, takes over a demoralized bomb group and turns it into a fighting unit. Savage and the bomb group were real, only the name was Armstrong--Colonel Frank A. Armstrong, Jr. This paper is about the people and events which inspired Twelve O'Clock High. It is a story of leadership.

DRAFT (2nd)

The opinions expressed^{ed} in this paper are those of the authors and do not necessarily correspond to those of the Departments of the Navy or Air Force.

inspired the book and subsequent movie, and the story of those people and events is as fascinating as the one depicted on the pages and screen.

In the book and movie, Savage takes over the demoralized 918th Bomb Group from a commander whose compassion for his men has impaired mission accomplishment. Savage, on the other hand, insists on "maximum effort" for every mission; but in the end, he breaks down as the losses rise and the field orders for the missions keep coming.

There are, of course, differences between the actual events and Lay and Bartlett's story. The experiences of Frank Savage of the 918th are a composite of those of several group commanders, including Curtis LeMay, but they are primarily those of Frank Armstrong of the 97th and 306th, with the emphasis on the latter group. Unlike Savage who mentally "cracks up," Armstrong did not. He moved from group commander, to wing commander, to division commander, served in the Pacific, and retired years later as a lieutenant general after serving as the unified commander of the Alaskan Command.⁵ Also, while Savage was with the 918th for a long time, Armstrong's stay with both of his groups was short. He commanded the 97th for about two months and the 306th for only six weeks.⁶ Armstrong, like the fireman, put a fire out, prevented a re-flash, and then returned to the fire house to await the next alarm.

In early 1942, Lieutenant Colonel Armstrong was one of Brigadier General Eaker's original six officers forming the

quicker the better. So, Cousland's 97th and the two following groups, the 92nd and 301st, were rushed to England as soon as the crews were proficient enough in basic flying skills to make the trans-Atlantic crossing.¹¹

Cousland's group had been in existence for just five months when it arrived in England. The Army Air Force prior to WWII was small, and old hands had been distributed widely to meet the needs of wartime expansion. There weren't many experienced men in the 97th. In March 1942, eighty percent of the 97th's personnel, officer and enlisted, had less than six weeks experience of any kind in heavy bombers. Rated pilots on the group staff were used to check out the new pilots in the B-17. Fifty percent of the group went to form the 92nd. Pilots, bombardiers, and navigators were received straight from cadet school as replacements. Airfields were without field lights, roads and buildings--tents constituted the base. There was a shortage of planes. Coastal²₁ convoy duty had to be performed; and in response to the invasion scare of June 1942 when the Japanese moved on Midway and the Aleutians, the 97th flew to the West Coast and back.¹²

The five months in the States had been chaotic, and, under these conditions, Connie Cousland was not the man for the job of training and putting a group together. He drank too much; he had little organizational ability; he was not a B-17 pilot; and he exhibited little interest in flying.¹³

The^{push} to get the bombers to England, the shortage of experience, the inadequate training facilities, the interruptions

While Eaker's "Diary Notes" indicate the two-plane gunnery and low altitude bombing exhibition on the 29th was good, the overall training progress of the 97th wasn't. For one, bombing in combat would be from high altitude, not low. Cousland's drinking, his lack of direction, the inattention to training, the partying, all led Eaker to relieve him on the 29th.²⁰ Frank Armstrong, Eaker's operations officer, took over. The fireman had his first fire.

Armstrong assumed command on 31 July. The second day on the job, August 1st, was not a good day. As a matter of fact, it was lousy. A plane ran off the end of the runway, smashed into a local's truck, and killed the driver. Generals Eisenhower, Spaatz, and Eaker showed up as scheduled for an aerial gunnery show. The gunners couldn't hit a thing. Eaker was embarrassed. He verbally reprimanded Armstrong and the Wing Commander and followed it up the next day with a written reprimand on the Wing Commander.²¹

Party-time was over. It was time to train, to fly, to get ready to fight. Training at the 97th took an immediate upturn. Of the seventeen days between 31 July and 17 August, the day of the first combat mission, there was one day of bad weather. Of the remaining sixteen, Armstrong had his planes in the air on nine of them, practicing the "big three"--formation flying, gunnery, and high altitude bombing.²² From eleven crews qualified for daylight bombing missions in July, the number rose to 24 by 15 August.²³

The 306th's fourth mission on 9 November, the third in as many days, turned out to be a tough one. Up to 9 November, the group had lost only two planes, one from the 369th squadron and another from the 367th. On 9 November, the 306th would lose three in one day.³⁰

The mission on the 9th was the group's first raid on the submarine pens at St. Nazaire, France. Because previous high altitude strikes at the sub pens at Lorient and Brest had not caused much damage to the 11 1/2 foot thick reinforced concrete roofs of the pens, Eighth Air Force ordered a low altitude mission against St. Nazaire.³¹

Bombing accuracy would be the big gain if the tactic proved successful. There were. . . those. . . who said that at 7000 or 8000 feet the bombers would be between the low and high flak. What they may not have realized was how slowly the B-17 moves at those altitudes at 155 or 160 MPH indicated airspeed. Additionally, at such altitude there was little likelihood of a tail wind. . . to shorten the trip across the target and through the flak. . . when the teletype. . . began to ~~check~~ ^{click} out the Field Order, Col. Overacker reacted immediately. He was on the telephone to 8th BC [Bomber Command] protesting the idiocy of such an order.³²

Overacker's protests changed nothing. Forty-seven planes from four groups took off on the strike. The 306th, with Overacker leading, went in last and lowest at 7500 feet. The flak chewed'em up. The 306th lost three planes of nineteen over target, including a second from the 367th Squadron. The other three groups also encountered heavy flak but lost no airplanes.³³

Rather than try to make it all the way back to home base, the badly battered group diverted to a much closer RAF base

combat losses increased in December, the 306th again led, losing four more planes to enemy fire. The group's losses now stood at eleven for three months of combat--more than twice the combat losses of any other group in the wing. The 367th, now known as the "Clay Pigeon" Squadron, accounted for six of the eleven losses.⁴⁰

The high loss rate, the poor performance relative to the other groups in the wing, the failure to meet a commitment, and Overacker's frequent questioning of field orders combined to spell the end for Chip Overacker. Eaker decided to pay him a visit. Taking Armstrong and Lt. Col. Bierne Lay along in his staff car,

[Eaker] was indifferently waved through the gate. . . . [He] proceeded to group headquarters. . . where he picked up Col. Overacker and toured base facilities and sites.

'As we visited hangars, shops, and offices, I found similar attitudes as seen at the front gate,' Eaker later recounted. 'The men had a close attachment to their commander, and he to them. But there was a lack of military propriety, and I could not help feel that this might be a part of the problem that was being revealed in combat.'⁴¹

Eaker replaced Overacker with a known performer--tough, experienced Frank Armstrong. Armstrong got verbal orders on 2 January, written orders on the 3rd, and relieved Overacker on the 4th.⁴² Throughout January, Armstrong "hired and fired" as he worked to change the 306th. The group adjutant became the ground exec; a new operations officer was brought in; and the air exec, on temporary duty at wing since 3 January, was permanently transferred on the 23rd.⁴³

Armstrong averaged sixteen planes over target per mission; Overacker, thirteen. Armstrong's en route abort rate averaged 8 percent; Overacker's 18 percent.⁴⁷ In December of 1942, the 306th had led the wing ~~that month~~ in combat losses and had ^{put} the fewest planes across the target. In February 1943, the group had the fewest combat losses and ^{put} the most planes across target.⁴⁸ The commander can make a difference.

". . . , the leader's primary responsibility is to lead people to carry out the unit's mission" ⁴⁹ Frank Armstrong was, indeed, a leader. There was nothing particularly fancy or innovative about his leadership--just a quiet resolve to get the job done.

With the undertrained and inexperienced 97th, Armstrong was highly directive in his style of leadership--setting definite goals and spelling out not only what was to be done but how it was to be done. With the 306th, a group that knew its job but had some rough times, his approach was different. He was less directive and more supportive than he had been with the 97th. He sought to reinforce and build on the group's three months of combat experience--to show the group's leadership that they could do it themselves. He had squadron CO's and group staff officers lead the missions. Armstrong led only one mission.

Under Armstrong, both groups accomplished their missions. They put bombs on target, ~~and they did it~~ with few casualties to themselves. Armstrong ^{did} put attainment of the objective ahead of consideration of his people, but in doing so he expended lives sparingly--paying the minimum price, but no more, to accomplish the mission. He was, as Lay and Bartlett wrote, a "fighting leader."

13. Paul W. Tibbits, Jr. (former squadron commander in the 97th), telephone interview, 24 April 1986; and Paul W. Tibbits, Jr., lecture delivered at the Air Command and Staff College, Maxwell AFB, AL., 7 February 1986.
14. Craven and Cate, AAF in WWII, p. 656; Copp, Forged in Fire, pp. 280-81; Paul W. Tibbits, Jr., telephone interview, 24 April 1986; and Paul W. Tibbits, Jr., The Tibbits Story (New York: Day Books, 1981), pp. 85, 87.
15. Craven and Cate, AAF in WWII, p. 656.
16. "First Bombardment Wing History," March 1944, p. 19; USAF Historical Research Center, Maxwell AFB, AL., File WG-1-HI (Bomb), 8 December 1941--17 August 1942.
17. 97th War Diary, entries for 10, 11, 21, and 23-28 July 1942.
18. Tibbits, lecture, 7 February 1986.
19. Tibbits, The Tibbits Story, pp. 78-79.
20. Eaker Diary, entry for 29 July 1942; and 97th War Diary, entry for 29 July 1942.
21. Eaker Diary, entries for 1-2 August 1942; "First Bombardment Wing History," pp. 19-20; and 97th War Diary, entry for 1 August 1942.
22. 97th War Diary, entries for 1-2, 4-6, 8-9, and 12-13 August 1942; and "First Bombardment Wing History," p. 24.
23. Copp, Forged in Fire, p. 279; and Craven and Cate, AAF in WWII, p. 660.
24. Tibbits telephone interview, 24 April 1986.
25. 97th War Diary, entry for 20 August 1942; Copp, Forged in Fire, pp. 288, 290-92; Headquarters, 1st Bombardment Wing, 1942 Combat Results, 3 January 1943; USAF Historical Research Center, Maxwell AFB, AL., File WG-1-SU-OP-S, November 1942--April 1943; and Tibbits, The Tibbits Story, pp. 80-84.
26. 97th War Diary, entry for 27 September 1942.
27. Letter, Frank A. Armstrong, Jr. to Louis B. Barnes, 6 October 1966.
28. "Narrative History of the 306th Bombardment Group (H)," n.d., pp. 5-6; USAF Historical Research Center, Maxwell AFB, AL., File GP-306-HI (Bomb), 16 March 1942--17 February 1944; and Russell A. Strong, First Over Germany (Winston-Salem, NC: Hunter Publishing Co., 1982), pp. 27-29.

43. Special Orders No. 3; and 306th War Diary, entries for 11, 18, 19, and 23 January 1943.

44. Strong, First Over Germany, p. 64; Letter, Armstrong to Barnes, 6 October 1966; Robert P. Riordan (former pilot in 306th), telephone interview, 11 March 1986; and Martin J. Kilcoyne, "Why Did Armstrong Come to the 306th?" 306th Echoes, October 1980, pp. 1-2.

45. Headquarters, 1st Bombardment Wing, Summary of Events for January 1943, 9 February 1943, p. 1; USAF Historical Research Center, Maxwell AFB, AL., File WG-1-SU-OP-S, November 1942--April 1943; 306th War Diary, entry for 13, 23, and 27 January 1943; and Norman, Esper and Bove, "306th Statistical Report," pp. 3-4.

46. Norman, Esper, and Bove, "306th Statistical Report," pp. 1, 3-4; and 306th War Diary, entry for 17 February 1943.

47. Headquarters, 1st Bombardment Wing, Summary of Events for February 1943, 9 March 1943, p. 1; USAF Historical Research Center, Maxwell AFB, AL., File WG-1-SU-OP-S, November 1942--April 1943 (hereinafter referred to as February Summary of Events); and Norman, Esper, and Bove, "306th Statistical Report," pp. 1, 3-4.

48. February Summary of Events (Table of Combat Missions).

49. U.S., Department of the Air Force, Air Force Leadership (AFP35-49) (Washington, D.C.: Headquarters US Air Force, 1985), p. 2.

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(AFP 35-49). Washington, DC: Headquarters US Air
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and Company, 1982.

Craven, Wesley Frank and Cate, James Lea. The Army Air Forces
in World War II. Vol. I: Plans and Early Operations.
Chicago: The University of Chicago Press, 1948.

Kilcoyne, Martin J. "Why Did Armstrong Come to the 306th?"
306th Echoes, October 1980, pp. 1-2.

Lay, Beirne, Jr. and Bartlett, Sy. Twelve O'Clock High!
New York: Harper and Brothers, 1948.

Strong, Russell A. First Over Germany. Winston-Salem, NC: Hunter
Publishing Co., 1982.

Tibbets, Paul W., Jr. The Tibbets Story. New York: Day Books,
1981.

Miscellaneous

Lecture, Paul W. Tibbets, Jr., Air Command and Staff College,
Maxwell AFB, AL., 7 February 1986.

Letter, Frank A. Armstrong, Jr. to Louis B. Barnes, 6 October 1966

Notes from interview, Delmar E. Wilson by Russell A. Strong,
June 1979.

Telephone interview, Paul W. Tibbets, Jr., 24 April 1986.

Telephone interview, Robert P. Riordan, 11 March 1986.

Addendum and Correction to biographical data concerning

FRANK A. ARMSTRONG, JR.

Commanding Officer, Colonel Frank A. Armstrong, Jr.,
97th Bombardment Group, Eighth Bomber Command,
England, 31 July 1942-27 Sept. 1942

Col. Armstrong flew on the first heavy bomber mission
of the Eighth Air Force, 17 August 1942. He was
the air commander as pilot of the lead ship on
the raid to Rouen.

Col. Armstrong was commanding officer of the 306th
Bombardment Group, 4 January 1943-17 February
1943.

Col. Armstrong was air commander on the first raid
to Germany, bombing Wilhelmshaven 27 January 1943.

He was promoted to brigadier general and reassigned
to Headquarters, Eighth Air Force, 17 February 1943.

It was as commanding officer of the 306th group (not
the 305th) that he was portrayed in the motion
picture "12 O'Clock High."

Corrected information provided by Russell A. Strong.

4 June 1975

Lawyers Guild, A.A.A.S., Am. Legion, Travelers Aid Soc. (bd. dirs.), St. Patrick's Soc., St. Edmund's Holy Name Soc., Emerald Soc., Supreme Ct. Judges Assn., Am. Ordinance Assn., Pa. Alumni Assn., National Geographic Society, Fordham Alumni Assn., Roman Catholic, K.C., Rotarian, Clubs: Automobile of New York, Lawyers of Bklyn., Cathedral, Breezy Point Surf, The Brooklyn, Home: Brooklyn NY Died Aug. 25, 1972; buried Greenwood Cemetery, Brooklyn NY

ARMITAGE, ALBERT T., investment banker; b. Danvers, Mass., Sept. 29, 1893; s. Joshua and Mary Gertrude (Tibbets) A.; student Bryant & Stratton Comml. Sch., Boston; m. Marguerite Godfrey, Jan. 12, 1917 (now deceased); children—Hope, Godfrey Tibbets; m. 2d, Helen Dodge Hood, Jan. 1, 1951. Clerk, then bond trader, later salesman in charge of Maine terr., Blodgett & Co., Boston, 1912-18; salesman, later in charge wholesale distn. in Boston, Nat. City Co., Boston, 1918-19; trader and sales mgr., then dir., treas. and v.p., Coffin & Burr, Inc. (name changed to Putnam, Coffin & Burr), 1919-40, pres., 1940-61, ltd. partner, 1961-68; v.p., dir. Keyes Devel. Corp.; dir. Canadian Keyes Fibre Co.; dir., chmn. exec. com. Keyes Fibre Co.; dir. Me. Central R.R., Penobscot Co., Portland (Me.) Terminal Co. Mem. exec. com., co-chmn. for Mass., U.S., Victory Fund Com. of First Fed. Res. Dist.; former v.p. and mem. exec. com. Investment Bankers Assn. Am., 1942-48, pres., 1949-50. Recipient citation for outstanding achievement in field business, Bryant and Stratton Sch., 1964. Republican. Mason (32 deg.). Clubs: Union, Down Town, Bond (pres. 1951) (Boston, Mass.); Dublin (N.H.) Lake; Cumberland (Portland, Me.) Home: Dublin NH Died Feb. 17, 1968; buried Danvers MA

ARMOUR, LESTER, banker; b. Chgo., Mar. 21, 1895; s. Philip Danforth and May Elizabeth (Lester) A.; prep. edn., St. Mark's Sch., Southboro, Mass.; B.A., Yale, 1918; m. Leola Stanton; m. 2d, Alexandra Galitzine, Chmn. bd., chief exec. officer Chicago Nat. Bank; ret. vice chmn. Harris Trust & Savs. Bank, Pure Oil Co. Chmn. bd. trustees Ill. Inst. Tech. Served as ensign U.S. Naval Aviation World War I; capt. USNR, World War II. Home: Lake Bluff IL Died Dec. 26, 1970.

ARMS, THOMAS SEELYE, army officer (ret.); b. Cleveland, O., Mar. 22, 1893; s. Charles Carroll and Sarah Elizabeth (Seelye) A.; B.S. Va. Mil. Inst., 1915; student basic course, Infantry Sch., 1923-24, advanced course, 1928-29; Command and Gen. Staff Sch., 1929-31; m. Gladys Josephine Schawewer, June 21, 1917; children—Thomas Seelye, Robert Joseph, William Henry. Command 2d Lt., Inf., U.S. Army, Nov. 30, 1916; promoted through grades to brig. gen., April 27, 1942. Served on Mexican border, and during World War I, in U.S. and Siberia, later in P.I. and China; instr. R.O.T.C., Emory U., 1924-28; instr. tactics, Infantry Sch., Fort Benning, Ga., 1931-35; instr. Ohio Nat. Guard, 1935-40; cmdg. officer 159th Inf., 1941-42; instr. with Chinese Army, 1942-46, ret., 1946; operator Armsley Farms, Easton, Md., 1946-70. Authors: Notes on Infantry Training for the Chinese Easton MD Died Nov. 1970.

ARMSTRONG, CHARLES WALLACE, physician and health officer; b. Montgomery County, N.C., Nov. 9, 1889; s. Charles Alfred and Florence (Moore) A.; student Trinity Park (prep.) Sch., Durham, N.C., 1904-07; grad. U. of N.C., 1912; M.D., U. of Md., 1914; m. Mabel Elise Harris, Nov. 9, 1915; children—Charles Wallace, William Harris, Rosa Lee, Florence Page. In general practice of medicine, 1914-17; health officer, City of Salisbury and Rowan County, N.C., from 1919; Served as capt., Med. Corps, U.S. Army, France, 1917-19. Pres. and dir. N.C. Tuberculosis Assn.; dir. Nat. Tuberculosis Assn.; trustee National Soc. Crippled Children and Adults; vice pres. Kiwanis International; past pres. N.C. Bd. of Med. Examiners; chmn. child welfare sect. Am. Legion; regional chmn. N.C. Good Salisbury Kiwanis Club; past dist. gov. Carolinas District Kiwanis; pres. and mem. bd. trustees Kiwanis Internat., 1947-48. Mem. Am. Med. Assn., Rowan County and N.C. med. socs., Am. Pub. Health Assn., Mason, Methodist (trustee). Home: Salisbury NC Died July 21, 1968.

ARMSTRONG, CHARLOTTE (MRS. JACK LEWIS), writer; b. Vulcan, Mich., May 2, 1905; d. Frank Hall and Clara (Pascoe) Armstrong; student Ferry Hall, Lake Forest, Ill., 1922; U. Wis., 1922-24; A.B., Barnard Coll., Columbia, 1925; m. Jack Lewis, Jan. 21, 1928; children—Jeremy Brett, Jacquelin, Peter Armstrong. Author: (plays) The Happiest Days, 1939, Ring Around Elizabeth, 1942; (books) Lay On, Mac Duff, 1942; The Case of the Weir Sisters, 1943; The Innocent Flower, 1945; The Unsuspected, 1946; The Chocolate Cobweb, 1948; Mischief, 1950; The Black-Eyed Stranger, 1951; Catch-a-Catch-Can, 1952; The Trouble in Thor, 1953 (Pseudonym Jo Valentine); The Better to Eat You, 1954; The Dream Walker, 1955; A Dram of Poison, 1956; The Albatross (collection short stories), 1957; Duo, 1959; The Seventeen Widows of Sans Souci, 1959; A Little Less Than Kind, 1963; The Witch's House, 1963; The Turret Room, 1965; Dream of Fair Woman, 1965; I See You (collected short stories), 1966; The Gift

Shop, 1967; Lemon in the Basket, 1967; the Balloon Man, 1968; Seven Seats to the Moon, 1969; The Protege, pub. posthumously 1969; The Charlotte Armstrong Reader, 1970; The Charlotte Armstrong Treasury, 1972. Recipient Edgar Allan Poe award Mystery Writers Am., 1956. Home: Glendale CA Died July 18, 1969.

ARMSTRONG, CLARE HIBBS, army officer; b. Albert Lea, Minn., Jan. 23, 1894; s. DeWitt Clinton and Anna Caroline (Hibbs) A.; ed. Army and Navy Prep. Sch., Washington, D.C., 1913; B.S., U.S. Mil. Acad., 1917; grad. Coast Art. Sch., 1930; U.S. Chem. Warfare Sch., 1930; Command and Gen. Staff Sch., 1936; Air Corps Tactical Sch., 1942; Ordnance Field Officer Motor Course, 1942; m. Mary Denard Coombs, May 1, 1917 (died 1938); children—Clare Hibbs, Elizabeth Anne (Mrs. Richard Louis Hennessy), DeWitt Clinton, Mrs. L. Bugman; 1 stepson, M. Nelson Taylor; m. 2d, Mary Weber Harter, June 5, 1939; m. 3d, Catherine Hays Taylor, Command 2d Lt., U.S. Army, 1917, advanced through the grades to brig. gen., 1943, ret., 1953. Mason (Scottish Rite, Shriner), Club Army and Navy Country (Washington, D.C.). Home: Albert Lea MN Died Aug. 1969.

ARMSTRONG, DALLAS WARREN, b. Mercer Co., Pa., Apr. 20, 1872; s. Warren Esterbrook and Margaret (McClelland) A.; Ph.B., Grove City (Pa.) Coll., 1894, A.M., 1905; LL.D., 1926; m. Mary S. Griffin, of Worth Elizabeth, Margaret, Frank Dallas, Katherine Teacher and supervising prin. pub. schs., Venango, Mercer, Butler and Allegheny counties, Pa., 1890-1905; county supt., Venango Co., 1905-20; asst. state dir. rural edn., Pa., 1920-25; pres. Central State Teachers Coll., Lock Haven, Pa., since 1925. Mem. Pa. N.G., 1892-95; mem. Secret Service, World War, Mem. N.E.A., Pa. State Edn. Assn., Pa. Schoolmen's Club, Republican, Mason, Odd Fellow, Rotarian. Home: 410 North Fairview St., Lock Haven PA

ARMSTRONG, DONALD BUDD, physician; b. Bangor, Pa., Dec. 19, 1886; s. Elmer R. and Sarah (Budd) A.; Ph.B., Lafayette Coll., 1908; D.Sc., 1923; M.D., Columbia, 1912; M.A., 1912; M.S., Mass. Inst. Tech., 1913; m. Eunice Burton, Sept. 19, 1913; children—Donald Stewart, Lincoln, Burton. Supt. Bur. Pub. Health and Hygiene and dir. Dept. of Social Welfare, N.Y. A.I.C.P., 1913-16, also chmn. sanitary com. Dept. of Health adv. Council, chmn. Dept. of Street Cleaning adv. Council, chmn. Dept. of recreation of Recreation Alliance—all N.Y.C.; exec. officer Framingham (Mass.) Community Health and Td Demonstration, Nat. Tb Assn., exec. officer Nat. Health Council (Washington, N.Y.); lectr. pub. health, N.Y. U., and Columbia; sec. tech. bd. and mem. adv. council Milbank Meml. Fund; 2d v.p. Met. Life Ins. Co., in charge of health and welfare work of policy holders; mem. bd. cons. N.Y. State Dept. Health; mem. mng. com. Life Ins. Adjustment Bur.; dir. N.Y. Tb and Health Assn.; former chmn. home safety com. and v.p. Nat. Safety Council; former mem. N.Y. State Com. on Prevention of Diphtheria, U.S.P.H.S., N.Y. State and N.Y.C. Pneumonia Control commissions; chmn. Med. Information Bur., mem. council N.Y. Acad. Medicine; Heart Assn.; dir. Am. Social Hygiene Assn.; mem. Tb and exec. coms. N.Y. State Charities Aid Assn.; vice chmn. com. on N.Y. State Tb Control Project, from 1941; former bd. govs. Am. Pub. Health Assn.; bd. dirs. N.Y.C. Cancer Com.; vice chmn. gen. adv. com. Nat. Found. for Infantile Paralysis; bd. dirs. and v.p. Greater N.Y. Safety Council; bd. trustees Am. Mus. Safety; mem. exec. com., dir. and ex-pres. Nat. Health Council; mem. nat. adv. council, Cleve. Health Mus.; ex-pres. N.Y.C. Pub. Health Assn.; mem. hygiene reference bd. Life Extension Examiners; former mem. bd. dirs., War Community Service; mem. Nursing Procurement and Assignment Com., W.M.C.; adv. com. N.Y.C. Dept. of Health. Directed establishment of the first pub. laundry in N.Y.C.; investigated relation of flies to infant mortality; developed plans for Framingham Demonstration and program for Nat. Health Council, Diplomate Am. Bd. Preventive Medicine and Pub. Health, Fellow Am. Pub. Health Assn. (former chmn. com. on accident prevention), A.M.A.; mem. N.Y. State and N.Y. County med. socs., N.Y. Acad. Med., Nat. Tb Assn., Nat. Com. for Mental Hygiene, A.A.A.S., Chi Phi, Alpha Omega Alpha, Delta Omega, Omega Club. Author: Popular Encyclopedia of Health (with Lee K. Frankel and G. M. Fox), 1926; What to Do Till the Doctor Comes (with Grace T. Hallock), 1943; also numerous monographs and pamphlets on med. topics. Home: Scarborough NY Died Aug. 1968.

ARMSTRONG, FRANK ALTON, JR., air force officer; b. Hamilton, N.C., May 24, 1902; s. Frank Alton and Annie Elizabeth (Hobbs) A.; LL.B., A.B., Wake Forest Coll., 1925; m. Vernelle Hudson, Mar. 15, 1929; 1 son, Frank Alton III. Began as flying cadet, U.S. Army, 1928, commd 2d Lt. AC, 1929, and advanced through grades to lt. gen., 1956; served at airfields and as asst. chief A-3 sect. AF staff, Washington; comd 1st U.S. heavy bombing flights over France, Germany,

comd. 101st Combat Wing, and 17th Training Wing U.S., 315th Wing, Guam; leader B-29 bombing mission Guam to Akita, Japan; comdr. in chief, Alaska Command, 1957-69. Decorated D.S.C., D.S.M., Silver Star, D.F.C. with oak leaf cluster, Air Medal, British Flying Cross (first air medal awarded U.S. aviator World War II), Mem. Kappa Alpha (Southern), Pioneered first polar flight from Alaska to Norway. Home: Nashville NC Died Aug. 20, 1969.

ARMSTRONG, H. C., business exec.; b. Buffalo, 1904; grad. U. Mich., 1926; Chmn., chief exec. dir. Williams & Co., Inc., Pitts.; pres. dir. Uniondale Cemetery, dir. Pittsburgh Brewing Company, Nat. Ben Franklin Ins. Co., William G. Johnston Co., Dormont-Moran, Lebanon Savs. & Loan Assn., Youngstown Welding & Engring. Co. Bd. dirs. U. Mich. Alumni Assn. Home: Pittsburgh PA

ARMSTRONG, HAMILTON FISH, editor, author; b. N.Y.C., Apr. 7, 1893; s. D. Maitland (artist; consul Gen to Italy) and Helen (Neilson) A.; A.B., Princeton, 1916; Litt.D., 1961; LL.D., Brown U., 1942; Columbia, 1961; Litt.D., Yale, 1957; Harvard, 1963; Dr. Hon. Canada, Basel, 1960; m. Helen Mac G. Byrne, Dec. 31, 1918; 1 dau., Gregor; m. 2d, Carman Barnes, Dec. 27, 1945; 1 3rd, Christa Von Tippelskirch, July 11, 1951; Comdr. 2d Lt. U.S. Army, Oct. 26, 1917, and assigned 22nd Inf. 1st Lt., 17, 1917; apptd. mil. attache to Serbian War Mission in U.S., 1917; apptd. acting mil. attache, Am. legation, Belgrad, Serbia, Dec. 1918; mem. editorial staff N.Y. Evening Post, 1919-21; spl. corr. in Eastern Europe, 1921-22; mng. editor Fgn. Affairs (quarterly), 1922-28, editor 1928-72; mem. adv. com. on Post-War Fgn. Problems, State Dept., 1942-44; spl. asst. to U.S. ambassador in London, with personal rank of minister, 1944; spl. adviser to sec. of state, 1945; adviser U.S. delegation, San Francisco Conf., 1945; dir. Council Fgn. Relations, Inc. Trustee N.Y. Soc. Library (pres. 1944-58), Woodrow Wilson Found (v.p. 1928-30; pres. 1935-37); mem. President's Adv. Com. on Polit. Refugees, Decorated Order of St. Sava, 1918, Order of White Eagle (with swords), 1919, (both Serbian); Order of Crown (Rumania), 1924; Comdr. Legion of Honor (France), 1947; Order of White Lion (Czechoslovakia), 1947; Mem. Am. Philos. Soc. Club: Century, Editor, Book of New York Verse, 1918; (with W.L. Langens) Foreign Affairs Bibliography, 1933; The Foreign Policy of the Powers, 1935; The Foreign Affairs Reader, 1947; Author: New Balkans, 1926; Where the East Begins, 1929; Hitler's Reich—the First Phase, 1933; Europe Between Wars? 1934; (with A.W. Dulles) Can We Be Neutral? 1936, Can America Stay Neutral? 1939; We or They, 1937; Where There Is No Peace, 1939; Chronology of Failure, 1940; The Calculated Risk, 1947; Tito and Goliath, 1951; Those Days 1963; Peace and Counterpeace; From Wilson to Hitler, 1971. Contrb. to mags. Home: New York City NY Died May 1973.

ARMSTRONG, HOUSTON CHURCHWELL, banker; b. Selma, Ala., Oct. 9, 1875; s. William Park and Alice Isbell A.; prep. edn., Lawrenceville Sch.; B.S., Princeton, 1898; m. Mina Gary Lamar, of Selma, Ala., Dec. 30, 1909; children—Houston C., Alice Isbell, Mina Gary, Law Lamar. Identified with banking business at Selma since 1893; pres. City Nat. Bank since 1917; pres. City Savings Bank; dir. Central Ala. Dry Goods Co., Selma Times Jour., Dallas Compress, Isbell Nat. Bank (Talladega, Ala.), Southeastern Express Co. Trustee pub. schs., Selma, Presbyrn. Club, Selma Country, Home: 604 Mabry St. Address: City National Bank, Selma AL

ARMSTRONG, JAMES EDWARD, newspaper pub.; b. Springfield, Ill., Jan. 10, 1915; s. John Edgar and Lucy (McCurdy) A.; student Springfield Coll., 1934; m. Violet Roberts, Aug. 25, 1940; children—John, Diane With Ill. State Register, Springfield, 1937-64; pub. Ill. State Jour. and Register, 1964-68; v.p. The Copley Press, Inc., 1964-68; dir. Sec., mem. exec. bd. Regional Plan Comm., Springfield, 1957-59; Bd. dirs. Abraham Lincoln Assn., 1965-68; Mem. U.P.I. Editors Assn. (pres. 1961); Am. Soc. Newspaper Editors, Am. Newspaper Pubs. Assn., Inland Daily Press, TV, Radio and Newspaper Club Springfield (pres. 1958); Navy League, Mason (32 deg.). Clubs: Sangamo, Elks, Lake Shore Country (Springfield). Home: Springfield IL Died Mar. 24, 1968; buried Oakridge Cemetery, Springfield IL

ARMSTRONG, JAMES REVERDY, lawyer; b. near Scottsborough, Ala., Jan. 26, 1876; s. William Henry and Mary (Roberts) A.; ed. Ouachita Bapt. Coll., Arkadelphia, Ark., LL.B., Southeast Baptist U. (now Union U.), Jackson, Tenn., 1901; m. Bertha F. Scott, June 1901. Admitted to Tenn. bar, 1900; Ark. bar, 1901; moved to Indian Ty., 1900; Boswell, T.T., 1902; established offices, Hugo, Okla., 1907; was dist. judge and justice Court of Appeals, Okla., 11 yrs; now in private practice of law, Extensive land owner and interested in oil producing business and corps. operating in Mid-Continent, Gulf Coast and Pacific dists.; also interested in mining properties and corps. owning mines in Ariz., Calif. and Colo. Democrat. Baptist. Mason (32 deg.). Home: Boswell, Okla. Office: Hales Bldg., Oklahoma City OK

ARMS
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HEADQUARTERS ALASKAN COMMAND
Office of Information Services

LIEUTENANT GENERAL FRANK A. ARMSTRONG, JR., USAF

Lieutenant General Frank A. Armstrong, Jr., World War II combat veteran of both the European and Pacific theaters and holder of many military and civilian awards, has served more than 29 years with the air arm of the United States. He has more than 10,000 flying hours.

Born in Hamilton, North Carolina, May 24, 1902, he was graduated from Wake Forest College in North Carolina in 1923 with a Bachelor of Laws degree. Two years later he received his Bachelor of Science degree from that college.

He began military service in February 1928, when he enlisted as a flying cadet. After receiving primary training at Brooks Field, Texas, he was transferred to the Air Corps Advanced Flying School at Kelly Field, Texas, from which he was graduated in March 1929. He was commissioned a second lieutenant in the Air Corps Reserve February 28, 1929, and the following May received his appointment as a second lieutenant in the Air Corps of the Regular Army.

After graduation from flying school, he was assigned to the Second Bombardment Group at Langley Field, Virginia. He returned to Kelly Field in January 1930, to attend the Flying Instructors' School and the following February went to March Field, California, as a flying instructor. In December 1931, he was transferred to Randolph Field, Texas, where he continued his flying instruction duties.

In January 1934, he went to Rockwell Field, California, for special training in navigation and instrument flying and the following month became a chief pilot with the Air Corps mail operations at Salt Lake City, Utah. He returned to his position at Randolph Field the following May.

In December of that year he went to the Panama Canal Zone for duty with the 78th Pursuit Squadron at Albrook Field. He was transferred to the 44th Observation Squadron at that station in November 1936, and returned to the States the following March.

His next assignment was with the 13th Attack Squadron at Barksdale Field, Louisiana. In November 1939, he was assigned to the 13th Bombardment Squadron at that field and the following February assumed command of it. He entered the Air Corps Tactical School at Maxwell Field, Alabama, in September 1939, and upon graduation the following December resumed command of the 13th Bombardment Squadron at Barksdale Field.

In November 1940, he went to England as a military observer. Returning to the United States the following February, he was assigned to

the 90th Bombardment Squadron at Savannah (Georgia) Air Base. In April 1941, he went to Tampa, Florida, for duty with the Third Interceptor Command and the following August was ordered to Washington, D. C., for duty at Air Force Headquarters.

He went to England in February 1942, as Operations Officer with the Eighth Bomber Command European Theater of Operations, and subsequently served as a bombardment Group Commander, Wing Commander, and Division Commander in that theater.

In August 1942, General Armstrong (then a colonel) led the first daylight raid made by the U. S. Army Air Forces over Axis territory. His group attacked the marshalling yards at Rouen-Cotteville, France, and blasted the target without loss of life or plane. For this operation he was awarded the Silver Star and an Oak Leaf Cluster to the Distinguished Flying Cross. (He had received the DFC in 1936 for the landing of a twin-engine amphibian after one engine had exploded.) He was also awarded the British Flying Cross for the Rouen-Cotteville raid, the first United States officer to be so honored.

The following February his group bombed Wilhelmshaven in the first heavy bomber raid over Germany proper. His experiences during this time were the basis of the book and movie "Twelve O'Clock High."

Returning to the United States in August 1943, he joined the Second Air Force at Colorado Springs, Colorado, for a brief tour of duty. He then became commanding general of the 46th Bombardment Operational Training Wing at Dalhart, Texas, and in April 1944, assumed command of the 17th Bomb Operational Training Wing at Colorado Springs. In November of that year he became commanding general of the 315th Bomb Wing at Peterson Field, Colorado.

The following May he went to the Pacific where he was assigned to the 21st Bomber Command and in July he resumed command of the 315th Bomb Wing in that area.

During the summer of 1945 he flew numerous missions over oil targets in Japan and in August flew from Guam to Honshu, the longest and last very heavy bombing raid in the war, without bomb-bay tanks and with an extremely heavy bomb load. In November 1945, he led the first non-stop flight from Hokkaido, Japan, to Washington, D. C., in a Boeing B-29 bomber. He was awarded an Oak Leaf Cluster to the Distinguished Flying Cross for each of the above achievements.

In January 1946, he was appointed assistant Chief of Staff for operations of the Pacific Air Command, and the following August returned to the United States. In September of that year he became senior air instructor at the Armed Forces Staff College in Norfolk, Virginia.

He was appointed Chief of Staff of the Alaskan Air Command in January 1948, and in February 1949 assumed command of the Alaskan Air Command.

In September 1949, he pioneered (with other members of the Alaskan Air Command) an air route non-stop from Alaska to Norway, and from Norway to New York. Following the flight to Norway, he received the Gold Medal of the Aero Club of Norway, the highest civil award of that country.

Other than the decorations mentioned above, General Armstrong holds the Distinguished Service Medal with one Oak Leaf Cluster, Distinguished Service Cross, Air Medal with one Oak Leaf Cluster, and a fourth Oak Leaf Cluster to the Distinguished Flying Cross. He also was awarded the Belgian Croix de Guerre with Palm.

He left Alaska the early part of January 1951, and assumed command of Sempson Air Force Base the latter part of the same month.

General Armstrong became Commanding General of the Sixth Air Division at MacDill Air Force Base, Florida, on May 10, 1951, for the purpose of training and equipping the Air Force's first B-47 stratojet wing. On November 16, 1952, he assumed command of Second Air Force with Headquarters at Barksdale Air Force Base, Louisiana.

On July 17, 1956, General Armstrong assumed command of Alaskan Air Command for the second time. He was promoted to grade of Lieutenant General on September 17, 1956. At that time he became Commander-in-Chief, Alaska, with headquarters at Elmendorf Air Force Base.

General Armstrong is a rated command pilot, combat observer and technical observer.

He and his wife, the former Vernelle Hudson of Richmond, Virginia, have one son, Frank A., III, a First Lieutenant in the U. S. Air Force.

He was promoted to first lieutenant (permanent) on October 1, 1934; to captain (temporary) on March 15, 1935; to captain (permanent) on May 2, 1939; to major (temporary) on March 15, 1941; to Lieutenant Colonel (temporary) on January 5, 1942; to colonel (temporary) March 1, 1942, to brigadier general (temporary) on February 8, 1943; to major (permanent) on May 2, 1946; to colonel (Permanent) on April 2 1948; to major general (temporary) on January 13, 1950; to brigadier general (permanent) October 2, 1949; to major general (permanent) in April 1954 with date of rank from October 14, 1949; to lieutenant general (temporary) September 17, 1956.

FOR IMMEDIATE RELEASE:

**HEADQUARTERS ALASKAN AIR COMMAND
PUBLIC INFORMATION OFFICE
APO 942, c/o PH, SEATTLE, WASHINGTON**

While assigned to Alaska, he received the highest award of the
Aero Club of Norway, the highest award given to any aviator, after
successfully completing a non-stop flight from Seattle, Wash., to
Oslo, Norway, in 1941. He was also awarded the Distinguished Flying
Cross by the War Department for his part in the rescue of the
ELMENDORF AFB, ALASKA, January 9, 1951.... In farewell

tribute to Major General Frank A. Armstrong, Jr., F-80 jets streaked
over Elmendorf Air Force Base, Alaska, as an immaculate honor guard
of Air Police stood at attention and the Air Force band played the
"General's March." General Armstrong, much-decorated combat general
of World War II, left Alaska on January 9, 1951, after adding a
tour as Commanding General of the Alaskan Air Command to other tours
in Europe, the Pacific, and Panama.

The courageous flying general, who led the first daylight
bombing raid over Germany, and made the first non-stop flight from
Japan to Washington, D.C., was portrayed as "General Savage" in the
recent motion picture "Twelve O'Clock High" produced by 20th Century
Fox.

The general will assume command of the 3650th Air Force
Indoctrination Wing, Air Training Command, at Sampson Air Force Base,
the Air Force's newest large training center, acquired from the Navy.

Veteran of more than 20 years with the Air Force as a flying
officer, General Armstrong holds fifteen decorations, and was the
first U.S. officer to receive the British Flying Cross.

He was also the first U.S. officer to receive the British
Distinguished Flying Cross. His name is inscribed on the Alaskan
Air Force Wall of Honor.

2-2-2 Major General Frank A. Armstrong, Jr.

While assigned in Alaska, he earned the Gold Medal of the Aero Club of Norway, the highest civil award of that country, after pioneering an air route non-stop from Alaska to Norway and from Norway to New York. Neither of these routes had ever before been made non-stop. The flight was made by General Armstrong, Colonel Bernt Balchen, and other members of the Alaskan Air Command.

Born in Hamilton, North Carolina, the general began his military career in 1928. Assigned to the Panama Canal Zone in December of 1934, General Armstrong demonstrated the first outstanding example of personal courage that characterized him throughout World War II.

While he was flying over the jungle in an amphibious-type airplane, one of the twin engines on the aircraft exploded. Maintaining control of the aircraft, he made a forced landing under hazardous conditions, without loss of life. For this feat, Frank A. Armstrong, Jr., then a captain, was awarded the Distinguished Flying Cross. Only a few officers have received this award during peacetime.

He joined the U.S. 8th Bomber Command in the British Isles in 1942, at a time when the Air Force was suffering from severe losses and weakening morale. The general's dynamic leadership contributed greatly to the success of precision daylight bombing.

In August of 1942, General Armstrong, then a colonel, led the first daylight raid made by the U.S. Army Air Forces over Axis-held territory. His group attacked many targets in France and Germany

3-3-3 Major General Frank A. Armstrong, Jr.

and blasted the target with a minimum ~~of~~ loss of men and aircraft. For these missions, he was awarded the Silver Star, an Oak Leaf Cluster to the Distinguished Flying Cross, and the British Flying Cross.

After a tour in the United States, General Armstrong went to the Pacific theater. There, he flew numerous missions over oil targets in Japan, and in August, 1945, flew from Guam to Honshu, the longest very-heavy bombing raid in the war, made without bomb-bay tanks and with an extremely heavy bomb load.

In November of that year, he made the non-stop flight from Hokkaido, Japan, to Washington, D.C. in a Boeing B-29. For this achievement, another Oak Leaf Cluster was added to his DFC.

In February of 1949, General Armstrong assumed command of the Alaskan Air Command, after serving for a year as Chief of Staff.

His wife, Mrs. Vernelle Armstrong, and son, Frank A., III, will accompany the general to the United States.

† † †

'Twelve O'Clock High' Is Film Dramatization Of Life of Local General, Frank Armstrong

By Edith Lindeman

The average movie patron will see Gregory Peck up there on the screens of the Byrd and State Theaters next week when "Twelve o'Clock High" comes to town. But if there are any men from the Eighth Air Force in the audience, they'll be seeing an old friend and task-master, Brigadier-General Frank A. Armstrong, Jr., who lived in Richmond, married a Richmond girl, enlisted in the Air Force from Richmond back in 1928, and made Richmond his official home.

Peck's screen name will be General Frank Savage, who, states the Twentieth Century-Fox publicity, is "a fictional representation of General Frank Armstrong." Peck's command is the 918th Bomb Group but the picture is "admittedly based on the actual story of the 305th."

"From the Air Force point of view," continues the studio statement, "everything about the picture is absolutely correct. It is the truest aviation movie ever filmed."

Whether or not Peck's characterization of General Frank Armstrong is correct will be decided by the men who knew the general best, the crews of that lonely little group of B-17's which took off from England one day and, under Armstrong's command, perpetrated the first daylight attack on the German enemy.

The "General Frank Savage" of the picture is a pretty tough customer. Because he feels that there is no place in the Air Force for sentiment and softness, he flagellates his men with words, bludgeons them with iron-clad regulations, blasts them into the air with his own fiery commands. In the end, of course, Savage's men learn to respect, revere and idolize him.

Perhaps General Frank Armstrong also was hard as a steel trap, perhaps not. In any event, he had his ideas about the efficiency of daylight bombing when



Gregory Peck (left) Stars in 'Twelve o'Clock High' As Prototype of Brig.-Gen. Frank A. Armstrong (right)

daytime raids were unhealthy, unpopular and almost unheard of. First he had to convince his superior officers that round-the-clock bombing was the only way to shatter Germany's war potential; then he had to convince the men under him that any flying that had to be done would be more effective by daylight. To make that conviction stick, Armstrong, himself, got into the air with his men, led the first wave into Germany and what's more, brought his outfit back. The British RAF had said it couldn't be done, but a Richmond man planned and accomplished the miracle that was to be repeated endlessly until victory was achieved.

General Armstrong's efficiency in England was rewarded by a tour of duty in the Pacific, where his outfit was known as the "Gypsy Rose Lee Group" because its bombers were stripped of everything but tail guns. Again Armstrong's careful planning paid off. His men made 15 raids on the Japanese, during which only one plane was lost. Furthermore, they flew in bad weather, when the Japs thought that no planes could get into the air, and they destroyed nine of out nine targets assigned to them.

At war's end, General Armstrong had accumulated every decoration possible. His greatest satisfaction, however, came from the knowledge that he had lost so few men in such hazardous jobs. Last March he was named commanding officer of the Alaskan Air Command and he is now stationed at Elmendorf Air Force Base, Alaska, with his wife, the former Vernelle Hudson, of Richmond, and his son, Frank.

periences of Armstrong's bomber group. In wartime, truth has always been more astonishing than fiction.

943

Lakes Boatmen May Be Deferred
WASHINGTON, Aug. 20 (AP)—
The War Relocation Authority
has requested tonight to have asked
for special consideration be given
to the deferment of skilled Great
Lakes boatmen in view of the
scarcity of them and the impor-
tance of moving vital iron ore.
The request, a follow-up to general
orders to consider seriously
the deferment of men in essential
work when there is a shortage of
replacements, was said to have
been telegraphed to draft directors
of States bordering the Lakes.

RANK OUT IN AIR BATTLE

Gen. Armstrong Reports No Time for Dignity in Combat

WASHINGTON, Aug. 20 (AP)—
The soldier in an air battle must
concentrate on his assigned task
and not be troubled about ques-
tions of rank, in the opinion of
Brig. Gen. Frank A. Armstrong Jr.,
41, veteran of ten heavy bombard-
ment missions over Europe.

General Armstrong, just returned
here, gave his opinions in a report
to the War Department. Until re-
cently he commanded the first
bomb wing of the Army's Eighth
Air Force.

He took his stand on the issue
of rank in the air while piloting a
plane in the first heavy bomber
raid against Roen, France, Aug.
17, 1942, in which eighteen and
one-half tons of bombs were
dropped.

"Navigator to pilot," the navi-
gator's voice came over the inter-
communication system. "Will you
swing 220 degrees, please?"

"Pilot to navigator," General
Armstrong reported, "Don't ask
me to swing 220 degrees. Tell me!

"There is no place for dignity at
25,000 feet with a battle in prog-
ress," General Armstrong said.

ON NEW PARLIAMENTS

Forces on War Fronts Pooled on Issue of Labor Regime

MELBOURNE, Australia, (AP)—
day, Aug. 21 (AP)—Nearly 4,000,000
Australians at home and on the
war fronts were voting today in a
parliamentary election that either
will return to power the Labor
Government headed by Prime Min-
ister John Curtin or bring back an
anti-Labor coalition under Arthur
Fadden, which fell in October, 1941.

All seventy-six seats in the Aus-
tralian House of Representatives in
and nineteen of the thirty-six Sen-
atorships are being contested in
the first general election in nearly
three years. The House is com-
posed of thirty-six Laborites and
an equal number of Opposition
members from the United Australia
and Country parties.

The balance of power, which
overthrew Mr. Fadden's anti-Labor
ministry and enabled Mr. Curtin's
Labor Government to retain con-
trol for twenty months—is in the
hands of two independents. The
speaker does not vote except to
break a tie and the seventy-sixth
member—a representative from
Australia's northern territory—
entitled to vote only on issues af-
fecting his district.

In the Senate the Opposition par-
ties have had a majority of two.

Results of the election may not
be known for ten days, since bal-
loting among the Commonwealth's
750,000 soldiers will be held on all
the world's battlefronts. The Aus-
tralian law requires all citizens
more than 21 to vote.

Tahiti Has Influenza Epidemic

PAPEETE, Tahiti, Aug. 1 (AP)—
Tahiti is recovering from an
influenza epidemic which has
affected most of the population,
causing many deaths. All schools,
and public assembly places and
closed by Government order.

*NY Times
Aug 21, 1943
p 5, col 1*

28,482. They were divid-
ows:
Dead, 5,083; wounded, 2-
ing 10,187; total, 17,367.
Corps — Dead, 1,483;
2,344; missing, 1,994; to-

Guard—Dead, 51; wound-
ssing, 174; total, 244.

ny announced today six-
ualties including nine
teen wounded and thirty-

ies announced today
ted are Navy and non-
ned personnel unless oth-
erwise specified:

New York

DEAD

Gaston P., wife, Mrs.
inger, Pine Bush.
John W., wife, Mrs. Eva
Brown, 22 S. Oxford St.,

MISSING

Howard, father, Andrew
Sullivan, engineer, wife,
Mrs. Helen, Golden Ave.,
Brooklyn, White Plains.
Edward, lawyer, father,
of Depew St.,
residence, no known living
relatives, Brooklyn.

New Jersey

DEAD

of Passaic, N. J.,
of Passaic, N. J.,

Connecticut

DEAD

of Hartford, Conn.,
of Hartford, Conn.,

**U. S. FLYING COLONEL
PROMOTED IN BRITAIN**

**F. A. Armstrong, Who Led Reich
Raids, Is Brigadier General**

Special Cable to THE NEW YORK TIMES.
LONDON, Feb. 20 — Colonel
Frank A. Armstrong of Nashville,
N. C., commander of a heavy bom-
bardment group, has been promot-
ed to the rank of Brigadier Gen-
eral, the United States Army
Eighth Air Force headquarters an-
nounced today. The nature of his
new duties was not divulged.

General Armstrong holds three
decorations for gallantry and is a
highly respected and popular offi-
cer. In the first air raid made by
American heavy bombers based on
Britain last Aug. 17, he led his
group and won the Silver Star for
accomplishing his mission without
the loss of a life or a plane. Later

he received the Distinguished Fly-
ing Cross for leading bombing
raids last Fall, and during the
Winter he received the Oak Leaf
Cluster for his D. F. C.

His group led the first American
heavy bomber attack on Germany
proper on Jan. 27, his own plane
being the first over "Hitlerland."
He made a brief visit home some
months ago to report his observa-
tions and experiences.

Hollingsworth to Get Medal

LONDON, Feb. 20 (AP)—Com-
mander William R. Hollingsworth
of Coronado, Calif., now special
United States naval air observer in
the European theatre, will receive
the Navy Cross from Admiral
Harold R. Stark in a Washington
Birthday ceremony, the Navy an-
nounced today. The cross will be
awarded for Commander Hollings-
worth's dive-bombing operations
against the Japanese in the Pa-
cific.

S.S. HERTZ PERISHES

Daughter of 13 Also Is
in Pittsburgh Blast

Special to THE NEW YORK TIMES
PITTSBURGH, Feb. 20—

S. Hertz, 43, vice president
Copperweld Steel Compa-
his daughter, Alice, 13, was
and his wife and another
were injured today when
swept their Squirrel Hill.

The bodies of Hertz
daughter were found near
window in the girl's sec-
ond bedroom.

Washington, Lincoln

Special Cable to THE NEW YORK TIMES
MANAGUA, Nicaragua.
—A special commemora-
tion in honor of Washing-
ton Lincoln's birthdays took place
evening at the National Cen-
ter under the auspices of the New
American Cultural Institute.

BEST & CO.



the Caucasus, the junction of the Stalingrad-Novorossiisk and Portov-Baku railroads. He fell along with Matken, threatening the entrapment of remnants of a Nazi army originally numbering 300,000 men and squeezes them into a contracting northwestern corner of the Caucasus below Rostov.

Voronezh Gains Width

Meanwhile other Soviet armies were reported pushing steadily westward on the Voronezh front less than fifty-five miles from Belgorod and sixty miles from Kursk, two of the main springboards for the Germans' offensive last year. Forty more towns have been added to more than 200 already recaptured in this advance.

[The German communiqué reported a resumption of the Soviet offensive below Lake Ladoga, on the Leningrad front, but said all attacks had been "bloodily repulsed." Generalized references to the other active fronts sought to convey the impression of defensive success.]

Battle-front dispatches reported that giant new Soviet tanks were spearheading the Red Army smashes toward Kursk, and the Russians also announced that they still were pounding the Nazis trapped at Stalingrad and the German remnants encircled west and southwest of Voronezh.

The Russian forces in the Western Caucasus were poised for thrusts at Krasnodar, sixty miles

Continued on Page Thirty-six

Summarized

JANUARY 31, 1943

Editorial: Karl Doerflinger, commander of the German submarine force, was announced commander of the German fleet, replacing a former commander of the submarine force.



Wilhelmshaven under daylight attack by Flying Fortresses last Wednesday found their mark on the Adolf Hitler Hafen installations recently completed at

New York Times Radiophoto, passed

U. S. RAID ON REICH DOWNED 22 PLANES

Only Three American Bombers Lost in Attack on Emden and Wilhelmshaven

Special Cable to THE NEW YORK TIMES.

LONDON, Jan. 30—In a recapitulation of Wednesday's heavy daylight raid on Wilhelmshaven and Emden, Germany, by United States Flying Fortresses and Liberators, the headquarters of the United States Army Eighth Air Force announced today that a re-examination of the results showed twenty-two German fighter planes had been destroyed for a loss of three American bombers.

The plane piloted by Colonel Frank A. Armstrong, holder of three decorations for gallantry and one of the most experienced group commanders in the heavy bombardment squadrons, was the first over German soil but headquarters officials found it impossible to determine which plane crew or bombardier had the distinction of being the first to drop explosives on Germany because bombs were released by planes at more than one point.

Colonel Armstrong's crew included Lieut. Col. Henry Berliner of Washington, D. C., right waist gunner; Major C. E. Putnam of

Continued on Page Thirty-eight

Hitler and Goering Europe Faces 'R

By The Associated Press.

LONDON, Jan. 30—Adolf Hitler failed to lead a gloomy party celebrating the tenth anniversary of his rise to power, and British bombs twice upset the party of Reich Marshal Hermann Goering and Joseph Goebbels as to why the German Armies were meeting reverses in Russia.

Herr Hitler was reported off somewhere "with his soldiers." His proclamation, read by Dr. Goebbels, warned the German people that they faced enslavement to bolshevism unless they fought on to the end.

Marshal Goering, whose speech suffered an hour of confused delay, talked for ninety minutes on the perfidy of the Russians, of their long war preparations, "camouflaged" by their inept 1939-40 Winter war against Finland, and of Stalingrad, which he distorted into a token of ultimate German victory.

[A British broadcast heard in New York by the Columbia Broadcasting System said Marshal Goering was interrupted several times by a ghostly voice heckling him on the same wavelength, saying, "You surely don't believe that..."]

Dr. Goebbels read the same proclamation several times, and Goering's speech was interrupted

Continued on Page Thirty-eight

Hitler's
40, and Na

SUBMAR
6 JA

Destroyer
Vessels C
of War

BY SUB
WASSER

Oil Coupon Value Cut to 8 Gallons
In New York and Five Other States

Former Commander of U Boat
Fleet Promoted to Rank
of Grand Admiral

RAEDER TO BE RETAINED

New Chief Said to Have Told
His Crews That 'Humanity
Means Weakness'

By Telephone to THE NEW YORK TIMES.
BERNE, Switzerland, Jan. 30 — Admiral Karl Doenitz, Commander in Chief of the German submarine fleet, has been appointed Commander in Chief of the German Naval Forces. He succeeds Grand Admiral Erich Raeder, who has been created Admiral Inspector of the German War Fleet.

Admiral Raeder, it is announced, requested to be relieved of his post but will be retained in a special capacity and as personal adviser to Reichsfuehrer Hitler on naval-political problems.

Admiral Doenitz was born in Berlin-Gruenau, Sept. 16, 1891. He commanded a submarine in the First World War, was appointed staff officer at the Wilhelmshaven Naval School in 1930 and made a Rear Admiral in 1942. His new rank will be that of a Grand Admiral.

He is generally credited with the sensational success of the German submarine campaign and is reported to have devised the new tactics now employed in mass attacks on convoys. He is also believed to have designed tanker submarines now used as supply ships operating long distances from home bases.

A Foe of "Humanity"

LONDON, Jan. 30 (AP) — Admiral Doenitz is said to exhort his crews to "kill, kill, kill. Have no humanity in your labor. Humanity means weakness," a British source quoted as saying tonight.

Germany's new German news agency, which is broadcast, reported by The Associated Press tonight that the new chief of the German submarine fleet has been appointed.



Admiral Karl Doenitz
Associated Press, 1942

U. S. RAID ON REICH DOWNED 22 PLANES

Continued From Page One

Jacksboro, Tenn., co-pilot; First Lieutenant R. J. Saltiniki of Alhambra, Calif., navigator; First Lieutenant S. D. Yaussy of Glendale, Calif., bombardier; Technical Sergeant R. A. Savage of Eynon, Pa., radio operator; Sergeant Charles D. Hill of Baltimore, Ohio, left waist gunner; Sergeant J. E. Collette of Chelmsford, Mass., top turret gunner; Staff Sergeant Donald Punstall of Darlington, S. C., tail gunner, and Staff Sergeant R. E. Erickson of Chicago, ball turret gunner.

NIEBUHR SAILS FOR REICH

Attache Ousted by Argentina
Goes on Spanish Ship

Special Cable to THE NEW YORK TIMES.
BUENOS AIRES, Argentina, Jan. 30 — The German naval and air attache, Captain Dietrich Niebuhr, who was recalled at the Argentine Government's request when he refused to waive his diplomatic immunities, and stand trial on charges of espionage, left for Germany tonight.

War Continuing

WASHINGTON, Jan. 30 — The State Department's document, "Peace and War," covering the diplomacy of 1931 to 1941, was praised highly by Anthony Eden, British Foreign Secretary, in a message to Secretary Hull, and which was given out by the State Department tonight.

The document, the department said, is being published officially in Great Britain, and, officially or privately in several other countries in their own languages.

The message from Mr. Eden read:

"I have just finished reading your department's White Paper 'Peace and War.' May I congratulate you warmly on what I regard

DSC to Armstrong

London, Aug. 10.—(P)—Brig.-Gen. Frank A. Armstrong, Nashville, N. C. native and Wake Forest College graduate, was awarded the Distinguished Service Cross today for gallantry in action in the heavy United States bomber raid on Amsterdam April 5, when 150 enemy fighters attacked the formation, concentrating on the leading plane which was flown by the General.

He kept the plane under control through 22 attacks in which the plane was hit five times. Then he left his post to administer first aid to the wounded navigator, saving his life, and helped and cheered other wounded members of the crew.

22425
TAMPA MORNING TRIBUNE
2
Tuesday, October 28, 1952

ARMSTRONG, 6TH AIR FORCE COMMANDER, IS TRANSFERRED

Maj. Gen. Frank A. Armstrong, Jr., commanding general of the Sixth Air Division at MacDill Air Force Base for the past 29 months, has been promoted to general of the Second Air Force with headquarters at Barksdale Air Force Base, La., according to an announcement made yesterday by Gen. Curtis E. LeMay, commanding the Strategic Air Command.



General Armstrong's successor at MacDill has not been named. As head of the Second Air Force, Armstrong will succeed Maj. Gen. Joseph H. (Hamp) Atkinson and will be in charge of units at nine bases in the Southeast. General Atkinson becomes vice commander of the Alaskan Air Command.

Since coming to MacDill Field in May, 1951, General Armstrong has been responsible for developing the Air Force's first B-47 Stratojet bomb wing.

As commanding general of Second Air Force, General Armstrong, well-known to Tampanians, will command units at nine bases in the Southeast, including MacDill, Barksdale, Turner AFB (Ga.); Hunter AFB (Ga.); Lockbourne AFB (Ohio); Lake Charles AFB (La.); Sedalia AFB (Kan.); Ramey AFB (Puerto Rico) and Campbell AFB (Ky.).

Sampson Air Base Gets New Commander Today



Brig. Gen. Frank A. Armstrong Jr.
U. S. Army

GENEVA, N. Y., Jan. 11 (AP) —Sampson Air Force Base announced today that Maj. Gen. Frank A. Armstrong Jr., commander of the Alaskan Air Command since February, 1949, would assume command of Sampson tomorrow.

The base said the 48-year-old general arrived at Scott Field, Ill., from Alaska today and was expected here tomorrow.

Col. Frederick W. Ott has been acting commander of the base since it was opened last month as an Air Force recruit training station. The installation was a naval training base during World War II.

General Armstrong was a combat commander in both the European and Pacific Theatres in World War II. As a colonel in 1942 he led the first daylight American raid over Europe and later led the first United States raid into Germany.

He returned to the United States in 1943 and in 1945 was assigned as commander of a B-29 bomber wing in the Pacific.

NEW YORK TIMES
Jan. 12, 1951

Sunday Star
Washington, D. C.
January 1950

Gen. Armstrong Promoted

Brig. Gen. Frank Alton Armstrong, jr., commanding general of the Alaska Air Command, has been named a temporary major general of the Air Force. The Senate has unanimously confirmed the nomination.

SOURDOUGH SENTINEL

VOL. VIII, No. 50

ELMENDORF AIR FORCE BASE, ALASKA

Friday, December 15, 1950

NEW AAC COMMANDER



Maj. Gen. William D. Old (right) will take over command of the Alaskan Air Command next month, it was disclosed this week. General Old will replace Maj. Gen. Frank A. Armstrong, Jr. The new CG is shown above with Lt. Gen. William E. Kepner, Commander-in-Chief Alaska, during a visit to Air Proving Grounds at Eglin AFB, General Kepner's former Command.

Base Jet Sets New Non-Stop Flight Record

So far as is known Capt. Arthur R. Curran, operations officer, 64th Fighter Squadron, recently made the longest F-80C jet non-stop flight in history.

On Dec. 1, Captain Curran led a flight of four jets on a 1,560-mile trip from Elmendorf AFB to Edmonton, Canada. The purpose of the trip was to test newly modified 265-gallon tip tanks.

Fuel troubles caused two of the aircraft to return 300 miles from here and a third had to make an abortive landing at Fort Nelson. The fourth jet successfully glided down the runway at Edmonton three hours and 20 minutes after take-off.

Flying at an altitude of about 35,000 feet, the jets averaged between 475 to 480 miles an hour with a ground speed of 492 miles per hour.

General Old To Head Air Force In Alaska

Watch for the SOURDOUGH SENTINEL'S special Christmas Souvenir edition next week. The feature packed, 20 page souvenir edition will contain many stories on Alaska and the armed forces, plus outstanding scenic photographs and Christmas stories. Just the thing to keep as a souvenir of the "Great Land." For holiday enjoyment, 6500 copies of the Christmas edition will be distributed at Elmendorf and Fort Richardson.

LEAVES FOR NEW POST



Maj. Gen. Frank A. Armstrong Jr., Commanding General of the Alaskan Air Command since February 1949, leaves for new post at Sampson AFB, N. Y., Jan. 3.

GENERAL ROGERS LEAVES

Brig. Gen. Elmer J. Rogers, director of plans and operations Alaskan Command, left this week to assume his new post as Air Force member of the Joint Strategic Survey Committee of the U. S. Joint Chiefs of Staff.

THUNDERJETS IN KOREA

U. S. F-84E Thunderjets are now in action in Korea. With a combat radius of 1,000 miles, they fly faster than 600 miles an hour and carry .50 caliber machine guns, two 1,000-pound bombs and 16 five-inch rockets.

Maj. Gen. William D. Old, deputy inspector general, Hq. USAF, will arrive here Jan. 3 to become Commanding General of the Alaskan Air Command.

General Old will replace Maj. Gen. Frank A. Armstrong Jr., who will leave Alaska about Jan. 10. He has been appointed Commanding General of the 3650th AF Indoctrination Wing, Sampson AFB, Romulus, N. Y. Air Force's newest training center, recently acquired from the Navy.

In January 1948, General Armstrong became chief of staff of AAC and was appointed commanding general in February 1949. During his two years with the command he has seen many changes in the concept of the Air Force in Alaska with developments and improvements in aircraft, cold-weather maintenance, and operations.

With other members of the Alaskan Air Command he pioneered a non-stop air route from Alaska to Norway and from Norway to New York, in September 1949. Following the flight he received the Gold Medal of the Aero Club of Norway, the highest Civil award of that country.

Brave Bad Weather To Help Sick Man

A GI cook stationed at Amchitka possibly owes his life to the valiant crew of a 54th Troop Carrier C-54.

When the cook was stricken ill last week, almost every aircraft on the Aleutian chain was grounded by high winds and bad flying weather.

Fighting runway cross winds on the takeoff from Shemya snowstorms and winds in flight and more cross winds on the landing at Amchitka the aircrew managed to bring their craft in and get the by now extremely ill cook aboard then they took off for Adak.

The same conditions of take-off, flight and landing were met and safely overcome, on the trip from Amchitka to Adak and the sick man delivered to the hospital. It was here that it was found that it wasn't appendicitis but an infected liver and bladder that had laid the alarm.



"THE YOUNG LADY in General Armstrong's arms is his two-year-old granddaughter, Miss Lloyd Armstrong. The lady is Mrs. Armstrong and the young man in the right is Lieut. Frank A. Armstrong, III"—From THE STATE MAGAZINE (5-14-60). For the past five years Gen. Armstrong has had headquarters at Elmendorf Air Force Base near Anchorage, where he serves as Commander in Chief, Alaska, for the Army, Navy, and Air Force Components. He is directly responsible to the Joint Chiefs of Staff for sparsely settle 586,500 square miles of the 49th state. He received the LL.B. degree at Wake Forest in 1922 with a B.S. in 1925. Lieut. Armstrong, '52, is stationed at Luke A.F.B. near Tuscon, Arizona. He likes to fly, especially in jet fighters, and has 2000 hours to his credit.

W-S Journal

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Armstrong, WWII Pilot, Dies at 67

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TAMPA, Fla. (AP)—Lt. Gen. Frank A. Armstrong, whose daring daylight raid on Nazi-occupied territory in France in 1942 inspired the book, movie and television series, "12 O'clock High," died Wednesday. He was 67.

He was a native of Hobgood, N.C., in Halifax County.

Armstrong, former commander of the 6th Air Division at MacDill Air Force Base here, led the first daylight bombing raid over Rouen-Cotteville, France, in 1942, flying from Elmendorf AFB in Alaska.

Armstrong, former commander of the 6th Air Division at MacDill Air Force Base here, led the first daylight bombing raid over Rouen-Cotteville, France, in 1942, flying from Elmendorf AFB in Alaska.

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GREATEST EVE

6-4-65 Sentinel

Intermediate Range Missiles Urged for Alaska 'Platform'

By ED CAMPBELL
Staff Reporter

Lt. Gen. Frank A. Armstrong, U.S. Air Force retired, said yesterday the United States needs intermediate range ballistic missiles in Alaska. He has said it often.

"We need missiles. Not the ICBM (intercontinental ballistic missile). We don't need it there. What we need is intermediate range missiles. We could control the Pacific if we had them . . . you could hit the enemy any place you want."

The ICBM, which we have deployed, he said, "is too big, too cumbersome. The ICBM can hit Cairo or Australia. What do we want to hit Cairo and Australia for?"

Armstrong, an alumnus, is here to address a Wake Forest College alumni banquet at 7:30 p.m. today at the college. At his motel room yesterday, he said Alaska, and missiles, will be covered in that talk.

"I am going to talk about the most strategic piece of property we own in the world — Alaska. Even as far back as Billy Mitchell, and Hap Arnold in his day, we've tried to stress the importance of that particular part of the country . . .

"Alaska is 1,500 miles nearer the potential enemy than anything we have. It's an ideal platform for any kind of air operation."



GEN. ARMSTRONG
Wake Forest alumnus . .

Before he retired in 1961 as unified commander of all armed forces in Alaska, Armstrong had carried on in the Mitchell and Arnold traditions pushing for intermediate range missiles in Alaska.

"My head's one-sided now from beating it against the Pentagon," he said.

"It got so bad between me and the secretary of defense that Sen. Greening, Sen. Bart-

lett and Rep. Rivers (all of Alaska) got into the act and took it to the Senate floor."

We still don't have the intermediate range missiles.

"Because of the strategic position that state is in," the general said. "They'll tell you the cost is too much . . . that is not true at all. All we're spending in Viet Nam is \$400,000 a day.

"Not once have I been told (truly) why they will not do it. I've never been told 'You're wrong.'"

"Everything we do in Alaska is a crash program. We wait until the last minute and bang, bang, bang."

"I don't say we'll ever wait too late. But I'm sure the job could be done better from that platform than anywhere else.

"They know. They've been briefed."

First Daylight Raid

In 1942, Armstrong led the first daylight raid made by the Army Air Force over Axis-held territory.

In 1943, he led the 99th and 305th bomber groups in B-17 raids over Germany proper. His experiences during this time became the basis for the book, movie and television series of the same name, "12 O'Clock High."

The book and movie versions were close to the actual events, but the TV series . . .

"You know about TV," said Armstrong. "But you can't criticize them because they have to make a living. They've got to make it attractive to the viewing public.

"Oh, yeah. I watch it sometimes. And sometimes I leave the room," he said.

Robert Lansing plays Armstrong in the TV series, but under a fictional name, "Gen. Frank Savage."

Occasionally Savage gets a bit close to a member of the opposite sex.

Wife Knows Better

Armstrong said his wife, Peggy, knows "there's not a damn bit of truth in it."

A native of Hamilton, N. C., Armstrong received his LL.B. from Wake Forest in 1925, his B. S. degree in 1926, blocking . . .

He . . .



Staff Photos by Howard Walker

ing Fuller, Dr. John W. Chandler, Egbert L. Davis Jr., Ben C. Fisher and James W. Mason. Victor G. and Lt. Gen. Frank A. Armstrong were not present when pictures were taken.



A. C. Reid

WF Alumni Hear General

Alaska Called Indefensible

By Joe Goodman
Staff Reporter

In a 3½-hour session last night Wake Forest College alumni jammed into the school cafeteria to praise one another, hand out awards and listen to a retired Air Force general explain the military shortcomings and strengths of Alaska.

Lt. Gen. Frank A. Armstrong, a Wake Forest alumnus and native of Hamilton, said that Alaska is a position for offense, not defense. In fact, he added, the territory can't be defended.

He speculated that if the Russians should airdrop troops into the area and overcome the two reinforced battle groups there, the United States might be

forced to make the decision whether or not to use a nuclear weapon on Alaska, thereby destroying part of the American civilian populace there.

Armstrong also said that if a single railroad bridge and a single highway bridge were bombed on the Alcan Highway between Alaska and the rest of the United States, Alaska couldn't be evacuated.

He pointed out that the nearness of Alaska to the rest of the nation was a cause of grave concern during World War II.

"They put some Japs on the Aleutian Islands and the West Coast went absolutely ape," he said.

Yet he called Alaska the most valuable piece of real estate

owned by the United States.

One of the main announcements at last night's banquet reunion, was that the A. C. Reid Philosophy and Endowment Fund has reached \$98,000.

The fund, named in honor of the college's philosophy department head who retires this year, will be used to establish an A. C. Reid chair of philosophy.

Reid was honored last night along with C. S. Black, retiring chemistry department head, Black was presented a letter and plaque of appreciation. And Reid was presented a plaque and a bound volume of essays by his colleagues, all former students of his.

Seven alumni were also honored for distinguished service in their particular fields. They were Armstrong, for his military service; Egbert L. Davis Jr. of Winston-Salem, business; John W. Chandler, acting provost of Williams College, education; Ben C. Fisher, director of the division of Christian Education of the Baptist State Con-

FRANK ARMSTRONG PROMOTED

When you see *Twelve O'Clock High*, "the freshest and most convincing movie of the current cycle about World War II," the leading character will be playing a part inspired by General Frank Armstrong, '22, who has been named recently a temporary major general of the Air Force. He was formerly a brigadier general.

3 Wake Forest Alumni Serving U.S. As Generals

Wake Forest has three brigadier generals to its credit in this war in which we are fighting. One is in the European theater, one in the Asiatic, and the other is training men in America. Their activities are symbolic of Wake Forest fighting men everywhere.

Our three generals are Frank Armstrong, William C. Lee and Caleb V. Haynes.

Brig. General Frank A. Armstrong, chief of the American Bomber Command in England, was recently awarded the Distinguished Service Cross for gallantry in action in a heavy bomber raid on Amsterdam April 5th.

General Armstrong graduated from Wake Forest in 1925 and joined the Army Air Corps in 1928. After gaining the reputation of one of the best pilots in the service, he piloted Admiral Byrd for a time over the country. In November, 1935, he was awarded the Distinguished Flying Cross for performance in the Panama Canal Zone. In August, 1942, he was awarded the Silver Star for his part in the American raid on Dieppe, France.

When speaking at a Wake Forest College assembly last winter General Armstrong, then a colonel, said that he learned the tactics and techniques that he used in the war when he was playing football for Wake Forest. Later in his speech to the student body he admitted that he was still a Wake Forest boy.

* * *

In 1913 a Wake Forest "newish" from Mt. Airy ordered a group of would-be upperclassmen hazers to halt or they would be shot. The hazers, however, took another step and a shot rang out, and all of the hazers fled with the exception of one who fainted when the bullet grazed his head. This "newish" was Brig. Gen. Caleb V. Haynes, who is chief of the American Bomber Command in China.

While a student at Wake Forest General Haynes particularly excelled in sports, running with the track team and as a member of the varsity football squad. He received his LL.B. degree in 1917 and immediately entered World War I.

He learned to fly during the last war and for the last 25 years he has never had a crash. Early in the present war he made some of the first flights from the United States to England in the Atlantic Ferrying Command. He has been awarded the Distinguished Flying Cross with Oak Leaves for pioneering in African four-motor plane routes.

When the Allies were evacuating Burma, General Haynes frequently risked his life to fly gasoline to the American Volunteer group of flyers in Burma and to bring out refugees and military personnel.

* * *

Brig. General William C. Lee, whom *Time* magazine called the "hard-bitten chief of the Airborne Command," is commander of America's parachute troops. He attended Wake Forest from 1913 to 1915. The 1915 sophomore class, of which Lee was the president, predicted that "Swing Lee", as he was known then, would plan mammoth highways from the air.

In those days airplanes were something to be stared at in fear-

ful wonder, but "Swing Lee" liked the looks of them and decided to to Jesus has made him an exam-make scientific work his vocation, so in 1916 he transferred to State College. He graduated the following year and entered the war.

Since that time Lee has advanced slowly and steadily, but with worthy work behind his progress. He began his career in the army as a lieutenant in the infantry. After serving with the army of occupation in Germany after the war, he was on the faculty at State College and then served three years in Panama. In 1930 the Wake Forest man graduated from tank school and became an instructor in tank technique.

While on duty in Washington in the office of the Chief of Infantry he became interested in parachute invasion, and largely due to his influence the parachute troops became a reality in July, 1940.



LT. GENERAL AND MRS. FRANK A. ARMSTRONG enjoy a party given in the general's honor. General Armstrong has retired from active duty. One of Wake Forest's most distinguished alumni, he served until last year as Commander-in-Chief of all U. S. forces in Alaska. (See story this page.)

Lt. Gen. Frank A. Armstrong Jr., '22, Wake Forest's famous flying general, has retired from active duty, and he and Mrs. Armstrong are now living in Tampa, Florida.

Before his retirement, General Armstrong was Commander-in-Chief, Alaska.

On the occasion of his farewell to a long military career, an impressive Retirement Review was held in the General's honor, and he was awarded the Second Oak Leaf Cluster to his Distinguished Service Medal, the nation's highest peacetime award. General Nathan F. Twining, USAF (Ret.), former Chairman of the Joint Chiefs of Staff, made the presentation. General Armstrong also received the Interior Department Award. After General Armstrong's farewell address to his command, units of the Alaskan Command passed in review, ending with Alaskan Air Command aircraft flying overhead in "A" formation.

In addition to the Alaskan command position, highlights of General Armstrong's career include leading the first daylight raid made by the USAAF over axis-held territory

during World War II, leading the first heavy bomber raid over Germany proper, and leading the longest and last heavy bombing raid in World War II. General Armstrong's experiences with the B-17's during World War II became the basis for the book and movie, "12 O'Clock High."

After the war, General Armstrong led the first nonstop flight from Honshu, Japan, to Washington in a Boeing B-29 bomber. During the period of his first tour of duty in Alaska, with other members of the command he pioneered an air route nonstop from Alaska to Norway and Norway to New York.

In late 1952, he commanded the Strategic Air Command's first all-jet bomber force.

General Armstrong's decorations include the Distinguished Service Cross, the Distinguished Service Medal with Oak Leaf Cluster, the Silver Star Medal, the Distinguished Flying Cross with four Oak Leaf Clusters, the Air Medal with Oak Leaf Cluster, the British Distinguished Flying Cross, the Gold Medal of the Aero Club of Norway, and the Belgian Croix de Guerre with palm.

The biographical sketch of General Armstrong which appeared in the program of the Retirement Review notes that "with him all the way has been the general's gracious lady, 'Fluffy,'" the former Vernelle Lloyd Hudson of Richmond, Virginia. Their son, Captain Frank A. Armstrong, III, is now a jet pilot in Germany.

FRANK A. ARMSTRONG, JR., Lieut. General and Commander of the Alaskan Air Command. Veteran of World War II; served in both European and Pacific theaters and holds many military and civilian awards after 29 years with the air arm of the U. S. Began military service in 1928 as a flying cadet. Since then his positions include the following: Second Lieut. Air Corps USA; instructor, March Field, Calif., and Randolph Field, Texas; chief pilot with Air Corps mail operations, Salt Lake City; with 78th Pursuit Squadron and 44th Observation Squadron, Panama Canal Zone; the 13th Attack Squadron at Barksdale Field, La., the 13th Bombardment Squadron as

Gen. Frank A. Armstrong, '22



commander at Barksdale Field; a military observer in England; with the 90th Bombardment Squadron at Savannah; the 3rd Interceptor Command at Tampa; and the Air Force Headquarters, Washington. In World War II was operations officer with the 8th Bomber Command, European theater, as a bombardment group commander, wing commander, and division commander in the European theater. In 1942 led first daylight raid made by USAF over Axis territory and first bomber raid over Germany. In 1943 joined Second Air Force in Colo.; became commanding general of 46th Bombardment Operational Training Wing, Dalhart, Texas, and later commander of the 17th Bomb Operational Training Wing at Colorado Springs; commanding general of 315th Bomb Wing at Peterson Field, Colo. In 1944 commanded 315th Bomb Wing in Pacific area; in 1945 flew numerous missions over oil targets in Japan and led bombing missions in the longest and last heavy bombing raid in the war; led first non-stop flight from Japan to Washington. Has received numerous awards for distinguished service. Has served as assistant Chief of Staff for operations of the Pacific Air Command; senior air instructor at the Armed Forces Staff College in Norfolk; became Chief of Staff of the Alaskan Air Command in 1948 and assumed command of the Alaskan Air Command in 1949; Commanding General of the 6th Air Division at MacDill AFB, Florida; commander of the Second AF with headquarters at Barksdale AFB, La., 1952; assumed for the second time command of the Alaskan Air Command, 1956, and became Commander-in-Chief that same year. Married to Vernelle Hudson. They have a son, Frank A., III, a graduate of WFC and First Lieut. in the USAF.

12-57

Gen. Frank Armstrong Jr. Dies; Led Raids by B-17's in Europe

file photo

TAMPA, Fla., Aug. 21 (UPI)—Lieut. Gen. Frank A. Armstrong Jr. of the Air Force who, in World War II, led the first raid by American bombers on the Continent and also the first United States raid into Germany, died here yesterday. His age was 67.

The general's raids inspired the novel, and later the television series, "Twelve o'Clock High."

A son, Maj. Frank A. Armstrong 3d, was killed in 1967 when his plane was shot down over Vietnam.

Popular With His Men

General Armstrong, who retired in 1961 after 37 years' service, was popular among his men as a pilots' pilot. On Aug. 17, 1942, he commanded the raid on Rouen, France, the first attack on the Continent by B17's, popularly known as Flying Fortresses.

The general, a keen-eyed man with iron gray hair, was cheered by his Fortress crews when he received the Silver Star from Gen. Carl A. Spaatz on Aug. 24, 1942.

In an interview at that time he told in his soft Carolina drawl of encounters over France with Marshal Herman Göring's squadron of "Yellow-Nose" Focke-Wulf 190's.

"I had to pull out of line to keep one from ramming me when we bombed the aircraft factory at Méaulte," he said. "They tried to stop us at all costs."

In January, 1943, when American airmen bombed German soil for the first time, a plane piloted by General Armstrong led the way.

Two years later, he won the Distinguished Service Cross for saving the life of a badly wounded navigator after their plane was hit by a shell in a raid on Antwerp, Belgium. The shell exploded in the glass nose of a Flying Fortress, on which the general was flying as an



U.S. Army, 1943

Gen. Frank A. Armstrong Jr.

observer. He applied a tourniquet to the navigator's leg and gave him oxygen.

General Armstrong also commanded the 315th Bomb Wing Command, based on Guam, and later became deputy commander of the 20th Air Force, flying many missions against Japan in 1945.

In November, 1945, he led four B-29's on the first nonstop flight from Japan to Washington.

After the war General Armstrong commanded the Alaska Air Command and the Sampson Air Force Base in upstate New York. In 1951 he commanded the Sixth Air Division of the Strategic Air Command at MacDill Field, Fla. In 1955 he was named commander of Alaska's Joint Services Defense Force.

The general, a native of Hamilton, N.C., graduated from Wake Forest (N.C.) College in 1925, and became a flying cadet in the Army in 1928.

He married Vernelle Hudson in 1929.

World War II Hero Was Wake Alumnus

Lt. Gen. Frank A. Armstrong, hero of the famed first daylight raid on Nazi-occupied territory in France in 1942, will be buried with full military honors in Arlington National Cemetery, Arlington, Va., at 3 p.m. Monday.

Armstrong died Wednesday in Tampa, Fla.

The 67-year-old retired Air Force officer, a native of Hamilton, inspired the book, movie and television series "12 O'clock High" with his 1942 raid.

He was an alumnus of Wake Forest College, where he had an outstanding athletic career. In the spring of 1962 he was awarded a Distinguished Alumnus Award during a Wake Forest alumni reunion.

He was an uncle of I. T. (Tim) Valentine Jr., a Nashville lawyer and N. C. State Democratic chairman from 1966-68.

Armstrong spent his early life at Hobgood, in Halifax County. He graduated from Hobgood High School and attended Guilford College for two years.

In 1920 he entered Wake Forest, where he received an LL. B. degree in 1923 and a B. S. degree in 1925. He was first baseman on the Wake Forest baseball team for each of his four undergraduate years and captain of the team in his senior year. At the same time, he was hailed as "the best

blocking back" ever to play on a Wake Forest football team. Armstrong also managed the law school's basketball team.

During a 1942 chapel speech to Wake Forest students, Armstrong said he drew his war tactics from his football days at the school.

Armstrong taught school and coached at Selma until he entered Air Force flight school in 1927. In 1928 he graduated with honors and was commissioned a first lieutenant.

During his early years in the Air Force, Armstrong served as pilot for various dignitaries, as a flight instructor and as a mail pilot in 1934, when the Air Force took over air mail service.

Armstrong received the Distinguished Flying Cross in 1935 when he brought a twin-engine amphibian plane and all its passengers to safety after one of the plane's engines exploded over Panama.

He was an aerial warfare observer in England in 1940, acting in secrecy because the U.S. had not yet entered World War II. After the U.S. entered the war, Armstrong was sent back to England.

In 1943 he led the 99th and 305th bomber groups in B17 raids over Germany. He was promoted to major general that year.

When he retired in 1961, Arm-



F. A. ARMSTRONG

strong was unified commander of all armed forces in Alaska. He campaigned to have intermediate range missile sites built in Alaska.

Armstrong's daring won him numerous decorations and honors, including the Distinguished Service Cross, the Distinguished Service Medal with an oak leaf cluster, the Silver Star Medal, the Air Medal with an oak leaf cluster, the Belgian Croix de Guerre with palm, and the Gold Medal of the Aero Club of Norway. He was the first American to receive the British Distinguished Flying Cross. Four oak leaf clusters were added to his Distinguished Flying Cross.

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Frank Alton Armstrong Jr. (left) and his son, Fuz.

Will we ever see his like again?

by Dennis Rogers

He came from these flat fields to win the hearts of millions. He was a hero when heroes were sorely needed. As brave as any astronaut, as dashing as any movie star, Frank Alton Armstrong Jr. (LLB '22, BS '25) was larger than life and as real as the Martin County farmland that gave him to the world. His story reads like a movie script, and there was a book and a movie made about him. It was called *Twelve O'Clock High*, but it only touched on a month of his incredible life.

A varsity football and baseball player at Wake Forest, Armstrong played professional baseball after graduation but gave up sports to marry Vernelle Hudson of Richmond, VA, a woman he always called "Fluffy." Armstrong wrote, "She said she would never marry a man with no more ambition than to play baseball. I decided to enter the Air Corps."

He learned to fly in 1928 when pilots still wore scarves and high cavalry boots. Prematurely gray and well-tanned from his days in open cockpits, he cut a fine figure.

His courage was legendary. The Air Corps had the job of hauling air mail in 1934, and in the first three weeks of service, nine pilots were killed. Armstrong was the chief pilot on a route from Burbank, California, to Salt Lake City, Utah. The route went through Bryce Canyon, and in bad weather, it was impossible to fly over the mountains. So Armstrong flew through the mountains. He flew at night in bad weather with no navigational aids, twisting and turning through the narrow canyons in an open cockpit plane.

He had several crashes but never bailed

out. He landed his crippled planes, including one in the jungles of Panama, and walked away unscathed.

He was an experienced pilot when World War II began and was immediately sent to London to observe the Royal Air Force at work against the Germans. He stood on the roof of his hotel as German bombers brought the deadly blitz to London, calmly making notes on their tactics as bombs fell around him.

He hated desk work, and when American bomber crews arrived to take the war to the Germans, Armstrong fought his way into command. His unit was chosen to fly the first daylight bombing raid over Europe.

It was, everyone thought, a suicide mission. The British had been bombing at night, but Armstrong felt the Americans could be more accurate in the daylight. He trained his crews relentlessly, and when it was time for the first flight to take off on the first daylight mission, he flew the lead plane with Captain Paul Tibbets as his copilot. (Tibbets later dropped the first atomic bomb on Japan.) The raid was successful, and Armstrong brought his entire unit back unharmed. It was that raid that was the subject of the book and movie, *Twelve O'Clock High*. Gregory Peck played Armstrong.

But the raid into France was only the beginning. Armstrong later went on to lead the first daylight raid into Germany itself, breaking Hitler's promise that bombs would never fall on Germany.

Armstrong was brought back to the United States to make a nationwide tour to inspire his countrymen and to sell War Bonds. He was hailed as a hero wherever he went.

But his war was not over. After teaching tactics to young flyers, he took command of another combat unit and went to the Pacific where he led the longest heavy bomb raid against Japan, flying from Guam to Honshu, Japan, and back again.

He continued to make headlines after the war was over. He flew the first non-stop flight from Hokkaido, Japan, to Washington, where he and his crew were met with flashbulbs, champagne, and his darling Fluffy. It was a flight that thrilled the country. Three years later, he pioneered polar flying by going from Alaska to Norway over the North Pole.

He served his country dramatically and well for thirty-three years, and there was even drama when he retired. Serving as commanding general of all US forces in Alaska, then Lieutenant General Armstrong urged that missiles be installed in Alaska, a short flight from the Soviet Union. He spoke his mind eloquently and often, and he was fired because of it. The Vice Chief of Staff of the Air Force summoned Armstrong to Washington and told him to either retire within sixty days or be relieved of his command. Armstrong did the honorable thing and retired, keeping quiet and remaining loyal to the Air Force he had served so long.

Armstrong died in 1969, two years after his son, Major Frank Armstrong III ('52), nicknamed Fuz, was killed in action in Vietnam.

His was a life well-lived, and you wonder if we'll see his like again.

This article appeared in the November 6, 1986 issue of the Raleigh News and Observer. It is reprinted by permission.