

Factory Through Air Power

An Expert Speaks

Continued from Page One

not make their influence any less harmful.

It is also human, I submit, for the exponents of true air power to regard the pretensions of the senior services with a justly alarmed impatience. Precisely because we are on the firing lines of the world's great questions of prestige and precedence must be cast aboard.

FLEETS STYMIED

We have looked at events since September, 1939, and have seen how they shaped new principles of sea conditions by the transfer of the conflict into the skies.

Sea power has been shorn of one duty after another. Fleets have been stymied at points where previously they would have dominated the situation.

Nations strong in naval force have been balked by a nation which, under the roof of enemy aviation, long enough to interfere with German plans for invasion of the continent by sea power, without benefit of invasion.

Let us turn to the Atlantic. The eastern portion, within range of German air power, has been made a no-man's land by sea power.

SHIPPING LOSSES

Though Germany has as yet relatively few of its giant Pocke-Wulf bombers in action in this area, the loss of commerce vessels in Washington by April, 1941, were credited 50 per cent of the tonnage sunk in the Atlantic to all raiders.

In the area under Nazi threat from the air, the RAF has increasingly provided the only real protection to commerce.

ANOTHER SKAGERRAK

The Atlantic then becomes another Skagerrak, a sea as vulnerable as the North Sea. Unless our Navy is protected by superior land-based aviation, it must be driven from the Atlantic—even if our enemy has no navy at all.

America will then be in precisely the same strategic position as the British Isles—equivalent to the English Channel and its control. The control of the Channel today, depending on relative aviation strength.

Navy are no longer lords of the seas. Their authority is being rapidly restricted and in some respects wholly wiped out. Certain naval units may be salvaged for auxiliary jobs under the protection of air power, but the main body must be able to defend itself against backward nations lacking effective aircraft.

Once a country has air power enough to guard a battle fleet in enemy waters, why not unlose that air power directly at the heart of the enemy's main base? It is to shield a less effective force.

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Even their defensive usefulness is being limited to regions where the striking radius of aviation, must shrink as the reach of air power is enlarged.

THE VANISHING POINT

It is quite possible, therefore, to force the vanishing point: as soon as air power can strike directly across oceans, navies will be finally eliminated as a primary factor in the world's aviation forces.

At that point sea power will become a subsidiary function of air power. Navies will be shunted down by rhetoric invoking the glories of sea history. It is a matter of sense, not of sentiment.

The towering fact is that fleets no longer can approach shores which are guarded by effective aviation forces.

For centuries one of the principal jobs of navies was to carry the conflict to the enemy; to attack the outer ramparts of their coastlines and harbors, whether as part of the strategy of eliminating the enemy's sea power or to establish bridgeheads for invasion. Now that job has been taken over by air power.

BRITISH FLEET

The British fleet has been unable to take offensive measures against any portion of the Nazi-held European continent.

Except where the Royal Air Force is strong enough to control the air above, the fleet must remain at a safe distance—the distance being determined by the range of the enemy's aviation.

The point of the story is that the picture would not be materially different if the British navy were a dozen times bigger and stronger.

As far as ability to assault coast or distant adequate aviation is concerned, the role of navies has not merely been diminished—it has ended.

The most impressive fact about the long Battle of Britain has been the virtual elimination of the British navy from the war. The air services have remained inviolate.

Not all the strength and courage of the fleet could have saved the British Isles from air annihilation had the air forces been unequal to the task. The RAF fought the battle alone in the English skies and over enemy targets.

Even the systematic bombardment of Hitler's so-called invasion ports and submarine bases near the coast, with the aid of the easy reach of naval guns—has been carried out exclusively by British air power.

THE FLOOD TIDE

It was neither the Army nor the Navy, but the Royal Air Force which has dammed the flood tide.

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of millions of mechanized German troops across a narrow water barrier.

The grip of clichés on the mind of man is not easy to break. In England, however, the common notion that "the country's chief defense is its Navy" has been broken by the questions of military handed down from Admiral Sinal.

Yet we need only imagine that a battleship could survive under the roof of enemy aviation long enough to interfere with German plans for invasion of the continent by sea power, without benefit of invasion.

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would be strong enough to sink some 250 battleships.

Under these conditions it becomes almost a foregone conclusion that "the country's chief defense is its Navy" has been broken by the questions of military handed down from Admiral Sinal.

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Besides, the strength of such an invading air force, if accompanied by a naval force, must be divided between attack on the enemy and protection of its floating bases, thereby reducing the potency of that which can be hurled at the enemy.

"COSTLY AND FUTILE"

Invasion under the shield of ship-borne air power is obvious, is costly, cumbersome, and futile. Regardless of the distances, direct strikes from the sea are the only means by which an offensive can be launched with hope of success today.

Under no conceivable circumstances can navies any longer figure in a strategic offensive against enemy shores unless they are protected by shore-based aviation at least equal to the enemy's.

I am not, let it be understood, advocating the abolition of the Navy.

It is obvious that at present, and until the time when true air power is available, navies will continue to play an important part.

At this juncture, for instance, the British and American navies still have a vital role in keeping Britain afloat by holding open the supply lines to the British Isles. But must be realized that the Navy functions fully and freely, whether in blockading the enemy or defending its own merchant-ship lanes.

It is able to make its present contribution only by reason of the insufficiency of that reach, and is consequently being more and more restricted as the range potential of aircraft is exploited more fully.

In The News Monday, Severson gives a startling analysis of the present state of affairs in American air power.

The greatest meat-eating country in the world is the United States Army, which has an annual per capita consumption of 300 pounds of meat.

"STAGGERING"

No matter how the values are converted, the results are so staggering that it is really incredible how much we are continuing to hold on to outdated strategies and equipment.

It may be objected that aircraft carriers, with all their obvious faults, are at least afloat as hand when needed, since they leave the surface fleet. The objection holds good in waters as yet immune to land-based aviation.

It is true that reason such carriers should be an integral part of the fleet as long as they are needed at all. But once air power avails itself of the full present technical possibilities of aerodynamics, there will be no such immune waters.

FLEETS LIMITED

Fleets will simply be unable to venture into the open seas until the air over the entire water expanse is as friendly as the sky. Besides, aircraft of the type we are discussing will be able to maintain the vigilance of the sea, and will contact hostile fleets before surface navies can possibly do so.

Demolition of approaching navies forces will be undertaken, and normally completed, from the skies before surface ships can come to the scene of action.

(In the battle of Midway, which took place after the introduction of the new type of aircraft, the Japanese lost four aircraft carriers and the United States aircraft carrier Yorktown was put out of action.)

The idea that navies can carry on to hostile shores across the ocean under protection of air power brought along on armadas of destroyers, is wholly unrealistic.

We are already familiar with the shortcomings of shipborne aviation and the vulnerability of its floating bases. But there are other considerations which make such an undertaking hopeless.

STRATEGY

Ordinarily when the air power of a nation is hurled at an adversary, the only combat plan is to eliminate the attacking aviation of all types—through destruction of its floating bases.



SHE CAN SING, TOO—J. Carroll Dennison (above) of Tyler, Texas, is pretty—and talented—as well. Entered as "Miss Texas" in the "Miss America" pageant at Atlantic City, N. J. Miss Dennison, one of the night's talent contests with a song, "Deep in the Heart of Texas," of course.

Reprisals Threatened By Germans

Stung By Attack on Dusseldorf

LONDON—(AP)—The German press today threatened heavy reprisals for the RAF's devastating assault on Dusseldorf Thursday night, promising counter-raids exceeding the massed attacks on Britain in the winter of 1940-41.

"We shall not fail to give the answer to our enemy," declared Colonel Geriz, a Nazi air force spokesman, in a broadcast address.

"Extensive raids on an unprecedented scale will be launched against the British by heavy bombers."

Despite the German threats there was no sign of increased aerial activity over Britain last night. The Government said a few enemy planes flew over the coast of East Anglia but that no bombings had been reported.

There was no indication, either of any extensive activity last night by the RAF, which had been over Britain on seven of the ten preceding nights.

The British Broadcasting Company, meanwhile, broadcast a play-by-play account of the raid on Dusseldorf to occupied Europe. The program included a recording made at an RAF airfield describing the arrival of the bomber crews and the loading of the planes and ending with roaring crescendo from their mighty engines.

KEEN SENSE OF SMELL

The odor of flowers attracts insects from considerable distances, but their colors are noted by the insects only when they are within a distance of 35 feet.



You Can't Keep A Good Customer Away!

Every day we run across examples of the attachment our customers have for us. It is a very pleasant feeling.

Neither rain nor gloom nor lack of gas can keep these customers from our doors. In spite of all restrictions; in spite of all obstacles, they daily beat a path to one of The South's Great Stores.

We think we know why they are so devoted and persevering. We think it is because after many years of faithful service they've had from us they are convinced that they can get from Ivey's what they want. They are convinced that, come what may, our prices are fair; that our goods are dependable; that we will go to any length to satisfy them.

Thus in these times when transportation is more difficult and merchandise less easily obtained, they leave no stone unturned in their effort to get to our store.

Ivey's
CHARLOTTE, N. C.



COLONEL W. R. SLAUGHTER... from Camp Sutton to Washington.

Washington Calls Col. Slaughter Of Sutton

Commander of Ordnance Outfit Takes Over New Post in War Dept.; Hogan Succeeds

CAMP SUTTON—Colonel William R. Slaughter, one of the best known and best liked officers on the post, left Camp Sutton today to take an administrative position in the office of the Chief of Ordnance in Washington, D. C., turning his command here over to Colonel R. J. Hogan.

Although his transfer is a marked tribute to his success in organizing and training the new type technical unit with which he has been associated here, Colonel Slaughter said he could not help being sorry that he would not be the one to lead them into action when they go. He also expressed regret at leaving Charlotte, where he has formed many pleasant acquaintances.

A native of Lynchburg, Va., Colonel Slaughter has been in the Army since he received his appointment to West Point—through Congressman Carter Glass—in 1912. He served with distinction in the World War, winning his captain's bars and being decorated with the Silver Star and the Purple Heart, Army's award for gallantry in action and meritorious service respectively.

In the interval between wars he found time to take post-graduate courses at the Massachusetts Institute of Technology and the Army Industrial College to direct the explosive plant at the Army's Picatinny Arsenal to teach military science at Cornell University and to do five years' research in bomb design and aerial armament for the Air Corps. When called

upon to undertake his organizing duties in the present conflict he was working in the Office of the Under-Secretary of War.

ONE OF THE ORIGINAL

The unit which Colonel Slaughter leaves behind him at Sutton is one of the original pair of full-size ordnance regiments assembled by the Army and the first to be presented its national colors. Recruited in the eastern and southern states with the cooperation of the National Automobile Dealers' Association, it consists almost entirely of volunteer technicians and is designed to function virtually as a mobile armament factory, able to assemble and repair and maintain overseas points far from industrial centers. Colonel Slaughter, who commanded it literally before it came into existence, and who was largely responsible for the selection of its personnel, will take with him to Washington almost unimpaired experience of the front-management of such organizations.

Clemson Men Elect Bunker

F. L. Bunker was elected president of the Clemson Chapter of the Clemson College Alumni Association last night at the Chamber of Commerce. He succeeds E. H. Hall Jr.

Plans for special events in connection with the Clemson-N. C. State football game Oct. 3 at Memorial Stadium were discussed by the alumni. An alumni banquet will be held at the Hotel Baringer. A dance, sponsored by the Charlotte boys' club, will be held following the game.

Chairman of arrangements committee, who presided at the banquet, J. P. McMillan, publicity: F. C. Kirtles, stadium; W. A. Adams, any portions of the game; D. B. Norton, sponsors; E. H. Hall Jr., guests from the college; W. C. Whisenand Jr., dancer, and T. C. Dickson, treasurer.

Wheat Insurance Deadline Tuesday

Next Tuesday is the last day for obtaining wheat crop insurance through the Federal Crop Insurance Administration. The deadline is at 12 o'clock, noon, at the Mecklenburg County Agricultural War Board.

So far, about 50 Mecklenburg wheat farmers have insured their crops, he said, and he expressed a hope that many more will do so before Thursday.

When a crop is insured up to 75 per cent of normal yield. Last year, according to the records, 20 Mecklenburg wheat growers insured their crops and ten will collect as a result of damage to their crops by insects.

NOTICE

County Police Civil Service Examination

Pursuant to the provision of North Carolina statute notice is hereby given of Civil Service examination for the Mecklenburg County Police. The examination will be held in the Main Assembly Room of the Chamber of Commerce, Charlotte, North Carolina, on September 15, 1942, starting promptly at 2 P. M.

These examinations will be held at this time for fingerprint experts and Patrolmen. Those eligible to take this examination must be white men between the ages of 21 and 40 and residents of Mecklenburg County.

A \$100 fee will be paid to all applicants taking examination. Parties interested can secure application blanks at the County Police headquarters in the Courthouse basement or before noon September 15, 1942.

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NOTICE

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