

DK

Interview with: Lt. Gen. Karl S. DAY, USMC, Ret.

Interviewer: Mr. Benis M. Frank

Place: East Williston, L.I., N.Y.

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Q: This is a unique interview in a sense, General, because you are the first high ranking retired reserve officer interviewed for the program, and your career goes back to 1917, active duty and ^{Reserve} ~~regular~~ duty also. First I'd like you to tell me, if you will please, something about your early years. You were born in Indiana?

Gen. Day: I was born in the southeastern corner of Indiana, May 30th 1896. The town has now become famous because that's where they hold this muzzle^{loading} shooting *match*.

Q: The place that just blew up recently?

Day: No.

Q: I guess that was in New Jersey.

Day: They have a ^{National} ~~state~~ muzzle^{loading} shooting rifle contest in the little town of *Friendship*, Indiana, 50 miles from Cincinnati.

Q: Your family lived there?

Day: No, my mother wasn't born there, but she was raised there. My father lived some 10 or 15 miles from there. They both went away to school, and were married after that, and did not live in that part of the country except on visits.

Q: Did their families come from that area?

Day: My father's father and mother were both born in England and came to this country as children. My grandfather was a veteran of the Civil War, and they didn't know each other until after they came to this country. My mother's ^{mother's} people actually go back to the Plymouth Colony, ~~and~~ ^{but} her father was born in this country of German parents.

Q: That's where your middle name comes from. Schmolsmire.

Day: Yes, it's spelled 40 different ways! I had a little fun a couple of years ago. I ran down some of this family in Germany.

Q: Oh, you did? In what section of Germany?

Day: Near Hanover, ~~Westphalia~~ ^{Westphalia}

Q: Now outside of the Civil War experience of your grandfather, was there any military background?

Day: Yes, both my grandfathers fought in the Civil War. My father was the wrong age for the Spanish War. At ~~that~~ ^{my} time Ohio State ~~at that time~~ was -- and still is -- a land grant college, and every freshman and sophomore ^{had} to do three hours a week of drill. It was known as ^{Commie's} ~~Fearless~~ 's Army. I ~~did~~ ^{avoided} it ~~with~~ as much enthusiasm as I possibly could. And I was mixed up in athletics, school politics and the rest of it. The commandant, Capt. Converse, several times while I was still an undergraduate tried to get me to accept a commission in the regular Army, *And I WASN'T interested.*

When the ^{war} broke out I'd graduated. I went through college in three years. I was working in Columbus.

Q: That's the University of Ohio?

Day: Ohio State, in Columbus. *About three weeks after war was declared* A week later I had to be in New York. In the company we had a vice-president that was a nut ~~xxxxxxx~~ on military service, he was a retired colonel in the New York National Guard. It was his big hobby.

Back in Columbus ~~xxxxxxx~~ ^{in the} newspaper headlines, ^{Talking About Money And Conditions, munitions!} ~~xxxxxxx~~ you'd always see newspaper headlines, ~~xxxxxxx~~ but in New York, my God, there were recruiting officers and bands on every street corner. I was having lunch with Mr. Mason, and I said, "Mr. Mason, if you were going to go in the service, which branch would you go into?" "Oh, the United States Marine Corps by all means. It's the finest military organization, *bar none.*"

Q: You'd never heard of it before?

Day: I'd heard about it, but it didn't mean anything to me.

We sent off a wire to ~~Tenny~~ ^{Commy} "and how do I go about getting a commission in the Marine Corps?" I got a wire back to go down to Washington to see ^{his} ~~my~~ friend ^{Thomas} Maj. Holcomb. I took a sleeper that night to Washington, went to Headquarters, saw ^(Daniels) Maj. Holcomb who was in a hell of a dither because Secretary ~~DENBY~~ ^{ordered them} all back in uniform, and Holcomb said, "Gosh, I haven't had a uniform on in four years, I haven't got any that fit me!"

But nobody could have been more understanding and more helpful to a young calloff punk than Maj. Holcomb was to me. He explained to me the difference between the reserves and the regular. He wasn't too sure about the reserve himself, because it was just getting started. ^{He determined from my school records that I passed the mental part but I'd have to take the physical.} He said, "Why don't you go and take the regular, because if you don't want it when you get through you can always resign, and you don't lose anything by it." So I put in for ^a regular commission. This was in the middle of April. I went to Chicago on May 21st; there were altogether about 75 of us to take the examinations ^{that day. And practically every one of them was a letterman from the Big Ten colleges. I'd won my letter in track but I wasn't in very good shape.}

As I remember, they had four vacancies for regulars. ~~A lot of~~ ^{The others} ~~these~~ who passed got commissions in the reserve or temporary commissions.

Q: Provisional I think they call ^{ed} them.

Day: I got a regular commission, which automatically gave me seniority over the temporaries.

didn't realize it:
That was a break, I thought. ~~But~~ my seniority didn't mean a damn thing. I didn't realize, I didn't understand what it was all about.

that evening
Anyway I was sworn in as second lieutenant, Marine Corps Reserve and ~~lived at~~ *that was supplemental* with a probationary appointment as a ~~2d~~ *2d* lieutenant *and I had orders* on the US Marine Corps. ~~I was~~ to report to the Marine Corps Rifle Range at Winthrop, Maryland, on June 21st. Quantico wasn't ready -- they were still building ~~the~~ Quantico. We got down to Quantico about the first week in July, in the mud and the dust and so forth, and started the first officers' training school.

Q: July 18th you got down there.

Day: Is that when it was?

Q: Yes, sir.

I was in A Company.
Day: My commanding officer was Phil Torrey, *wide* *known for and as* *terrible Phil Torrey.* While I think ~~as~~ he may have left some things to be desired as a general officer he was a crackerjack ~~xxxxxxx~~ *as a Captain* and a crackerjack ~~xxxxxxx~~ *short* as a trainer of young officers. I remember he had ~~little~~ fat legs, and wore these short cavalry boots and always carried a riding crop, and when things were ~~(xxxxxxx)~~ going all right the riding crop would come down with *an early tempo.* When they weren't going so good, the tempo would start to pick up. And pretty soon you'd hear his voice, "For The love of christ, can't you..." *"For the love of christ" always being one word and always his favorite expression.*
He did a damn good job of ~~it~~ *with us.*
"For the love of christ"

Q: Who were some of the officers in your platoon?

Day: In my squad~~men~~, all of them got killed. But outside of ^{the} "dirty dozen" I could ^{not} tell you who they were. There was Johnny Overton, Wally Spelman, ^{Charles, Tom Shepherd} I'm terrible on names, I can't remember them. The ones I knew best in my squad all went to France, and I am the only one that came out alive.

Q: When you talk about the "dirty dozen" you are talking about . . .
(cross talk)

Day: . . . in this ^{first} officers' training school, this is ~~thaxx~~ before aviation. We were being taught to be infantry officers.

Q: You told me about it before, when ^{we} ~~you~~ get to aviation, and talk about the "dirty dozen" you ^{in fact} ~~talked about~~ Cunningham again.

Day: All right. Anyway, about the middle of this course -- I would say about the middle of August, ^{Presley m.} Maj. Rixey assembled the battalion, ^{And} ^{and} introduced ^{captain} Capt. Cunningham at Headquarters had a message for us, ^{Cunningham} said, "Gentlemen, the Secretary of the Navy has a.a.a.a. authorized t.t.t.t. the (that's where he got the nickname of Mutter Cunningham) . . ." Anyway he told us that we were going to have an aviation section, that we would go to France, and that he was down there to talk to anybody who was interested in becoming a pilot. He said,

"Anybody who's interested please take two paces forward." ^{And as I say, he} ~~Except~~

^{He just might as well have said, "Forward, March!" I think that maybe with the} ^{exception} ~~maybe~~ 15 or 20 the whole bloody outfit volunteered for flight training.

Q: Why?

Day: Oh, this was ^{very} an unusual bunch of young men in this first officers school, like the first groups at any -- the Navy had a group they were very proud of in naval aviation, a bunch of hot shot men who were ^{from} ~~living~~ in high society. ~~We weren't~~ ^{people I knew} were a high society bunch, but we had a lot of athletes. We were young, we were keen. Somebody did a pretty good job of selecting ^{this bunch}.

We were looking for adventure. At that time I was barely 21; ~~and although~~ I was one of the younger, I don't think there was anybody there over 24 or 25.

Q: Had aviation become ^{that} popular?

Day: ~~yes~~. Aviation was getting a big thing then.

Q: The Lafayette Escadrille?

Day: Yes, the Lafayette escadrille, and the Richthofen Circus, and things like that. It was a daring thing to do. As I say, everybody ^{put} ~~went~~ in for it, and we didn't hear any more until the end of school, when 16 of us were assigned to the ^{Aeronautic} ~~First~~ Company at the Navy Yard in Philadelphia. I think ^{it was the 12th of October.} ~~there were 12 left over.~~

Q: That's right. What kind of training were you getting as a would-be infantry officer?

Day: The standard ^{infantry} training ^{close order} - drill, how to build revetements, how to reconnoiter, night reconnoitering, how to protect yourself, how to handle your troops principally, how to protect them. It was a standard Marine Corps infantry officers training.

Q: Had British or French officers come over yet ^{to assist in the training.}

Day: I don't remember that we had any in that school. There may have been later on, (P)

Q: After America actually entered the war?

Day: Yes. Well, we'd entered the war, but hadn't started to participate. It was just good, sound Marine Corps Infantry second lieutenant training, as much as you could cram in 90 days of it.

Anyway the 18 of us reported to Philadelphia, six of them were detached to the Azores, ^{to fly seaplanes under} "Cocky" Evans; and the other 12 of us came up here to Harlehurst Field, which is now Roosevelt Field Shopping Center, under Maj. MacIlvain. I guess he was a major at that time.

Q: Roben?

Day: ^{we had} Roben came later. And ~~Mac~~ MacIlvain, Ed Chamberlain, Presley. ^{had been an} Presley was ~~an~~ ^{an} NAP.

Q: That ^{Oven} ~~was~~ K. Presley?

Day: No, Russell K. Presley, the commander of the ^{"D"}~~F~~. Squadron later on.

Q: In the Azores the First Marine Aviation Force had already set up headquarters, is that right?

Day: They were not called the First Marine Aviation Force; they had some other name, I can't remember what it was. They had sea planes, and they got the training ^{at Cape May and} over there in the Azores; they ~~went~~ ^{left} almost immediately from Philadelphia. I forget what they called that outfit.

We came up here, and we had ^{JN-4Bs, Now, the JN-4B was a Jenny} ~~JN-4Bs~~ ^{"Jep"} Jenny with wheel control? before they had sticks in Jennys. ("Jep" = ^{dep}perduin)

They'd picked up half a dozen or so. We hired some civilian instructors, ^{were under CANVAS on} ~~We went on~~ Old Country Road -- that's the main highway around here along the north side of Hazlehurst Field, ~~near~~ ^{new} Roosevelt Field, Curtis Field.

Q: That road goes back to the revolution, doesn't it? that route?

Day: I guess it probably does.

Q: Who ran this?

Day: MacIlvaint

Q: I mean under whose supervision was the school, the Army or the Marine Corps?

Under our own,

Day: The Army gave us the space for a camp and let us fly our airplanes, but they ^{paid} had no attention to us at all.

We had these civilian instructors, some of whom weren't very good and some of whom were very good. My regular instructor was a ^{Swede} named ^{Kellerman} ~~Kellerman~~, and ^{Kellerman} ~~Kellerman~~ was scared to death. He wouldn't let anybody touch ~~xxxxxx~~ the control.

I had four or five rides with him, and he never once let me touch the ^{Throttle the} wheel or touch the rudder.

So we raised hell about him, and ^{he} got fired.

My next instructor was a fellow named ^{Doyle} ~~Doyle~~, who was no relation to ^{Jimmy Doyle} ~~Jerry Doyle~~; ^{he had been in The Lafayette} ~~he did a lot to get us to drill~~ ^{Escadrille, had been in an accident and his face was Terribly} ~~damaged~~ ^{up.} (unintelligible here)

Went to the other extreme.

He was just ~~what the others~~

After one hour and ⁵³ ~~58~~

minutes of ^{drilling} ~~drilling~~ instruction one morning he staggered out, ^{of the airplane} ~~he~~

was drunk as hell. He nearly put his foot through the wing.

"All right

(ditto)

He said, ^{Christ} ~~Christ~~, you sons of Bitches ~~Chase me~~ ^{that} ~~that~~ WAS my solo.

Actually, ^{in selecting} ~~the~~ "dirty dozen" ^{Cunningham had} ~~have~~ done a pretty good job -- an excellent job. Particularly with the "dirty dozen."

There was nobody in it that was crazy, neither was there anybody who was overly conservative. It was a pretty sound group of rather ^{Aggressive} ~~progressive~~ young men, and they turned out very well. We are proud of the "dirty dozen" in The Marines. It was quite an organization.

The ~~other~~ ^{interlogers} came along at the same time _____
Harold Major, Ed Robillard, ~~William T. Hall~~ ^{and nine others}.

You ^{can get} ~~have~~ the list here if you need itx them. I don't think you need 'em.

We stayed there until . . . I think we mov-ed out of there either in New Year's Day or New Year's Eve. December of 1917, incidentally, was the coldest month ~~ixx~~ ever recorded by the New York Weather Bureau, it was below zero almost every night. We were under canvas, we piled snow around the edges of the tents, ^{And} ^{loved it.} We had sleeping bags, and everything was fine.

Then we went down to the ~~xxxxxxx~~ ^{Gerstner} Field ^{near} Lake Charles, Louisiana, which was the Army instructors school, and we were in barracks, and the wind whistled through the barracks, and the temperature was around the upper 40s most of the time, and we were a hell of a lot colder, ^{down there} than we were up at Hazlehurst.

We went to the instructors school at that time, flying mostly Canuck ~~xxxxxxx~~ ^{Tennies-TN} 4C, ^{they had a} ^{surfaces} and smaller tails than the D and the B. They were built ^{for} ~~by~~ ^{by} CANADIANS.

My instructor was Victor Vernon ^{one of} ^{the} grandest gentleman I've ever known in my life, a tremendous individual; he was our chief instructor.

Now, how much the Army ~~did~~ had to do with our curriculum I never did know. We ran our own show. ^{The Army had made an awful mess} ^{down there.}

Pretty soon you had marines running every hanger. ^{The Army} ^{no} they had ~~more~~ airplanes in flying condition. Our MARINE mechanics put There show on The road.

We just took over. The Army did a lousy job.

We went through this course, mostly Canuck Jennys, and we got ^{Hisco} Hisco Jennys, and Thomas Morse scouts. I guess those were the only types we flew down there.

We left there about the end of March and went to Miami. By that time the CDOs -- the Marines had acquired Curtiss Field at Miami, and we got again under canvas, and we began to get these cadets ^{who came through Navy} ~~to come up to the daily~~ program, and also some young ^{Navy} men who had been commissioned ^{in the Navy,} ~~in the Navy,~~

^{The Navy} ~~but~~ they got their supply lines plugged up and we took over.

Quite a lot of our people came from that Navy program, some of our best people.

Q: There were Navy officers just transferred over to the Marine Corps.

Day: That's right. At that time, ^{there was} considerable doubt as to just what our mission was going to be, but we gathered ~~the evidence~~ that the Northern Bombing Group under Navy control in Northern France had the primary job to knock out submarines. They were going to have De Havillands and Caproni's.

Q: British type.

Day: Yes, the British type, ^{And} The Italian Caproni's.

Q: ^{Sunderland} ~~Sullivan~~? No, ^{The Sunderland} ~~Sullivan~~ came later.

Day: Anyway, we ^{were to finish} ~~want as far as~~ the escort ^{for them,} ~~squad~~, and for that ~~purpose~~ we had been ordered Bristol fighters with Liberty engines. They'd done pretty well in the RAF ^{with} the Rolls Royce engines. ^{But} An absolute flop. ^{with} Liberty engines; just weren't any good at all. So they canceled

that and ordered DH-4's for us with Liberty engines. That was a two-seater bomber. ^{That was about all they could get to force}

We left for France. ^{training sections} There were two groups. One group started to fly ^{section} AT daylight and flew til noon.

The other group flew AT noon until dark in order to get the MAXIMUM amount of flying time out of the equipment we had. ^{And I had command of one of those groups and we did pretty well.} ~~hard to get the maps~~

~~the equipment we had. I had command of both those groups, and we did pretty well.~~

I did a very silly thing. We ^{from} make up some gunnery ships, out of wrecks, fuselage, one ship, wings from another, and ^{filed} A Scarf ring, A machine gun mount on top of it,

the thing was terribly out of line. But it was the only thing we could get at the time to give any machine gun training to our

gunners. There was terrific rivalry between these two ^{shifts} ~~ships~~ as to who'd get the most flying time. One of these gunnery ships

? I was just sitting on the line not doing anything, so I said
? I'd go to the gunnery field.

The gunnery field was across the canal, a little patch of sand. The ^{airplane} ~~field~~ was badly out of line. We had the gunners always had to crouch down in landings and takeoffs because otherwise they would deflect all the airflow from our tail surfaces, particularly the rudder.

I saw I
~~That ~~plane~~ was going to overshoot, I began sideslipping to kill it,~~
 I looked back and here was my gunner, 6 feet 2, standing as big
 as life looking over. *The tide. Then went my controls, and*
we slipped into a spin at about fifty feet.

Then we cracked up. The plane broke in two between me
 and the engine ~~between me and the gunner.~~ ^{and} As a matter of fact
~~this fire the scarp ring~~ ^{SCARF} *went through the two rear cylinders of the*
~~engine, which was about the height of my neck, went through part of the~~
~~engine.~~ *And the only thing that saved my life was that I hadn't*
had time to buckle my seat belt.

So I am a little allergic to ~~some~~ seat belts today in
 automobiles! ^{I tell people, "well,} I spent 50 years of my life in airplanes strapped
 to my ass, I am damned if I am going to ~~be~~ ^{it to} strapped ~~XXXX~~ ^{on} an
 automobile too! "

Anyway I got out of there with a few ~~xxxxx~~ scratches, and
 he got out. *He almost got hung before they got him loose.*

We did a pretty fair job of training for those ~~planes~~ ^{dogs} -- ^{Training} the
 mechanics and the pilots.

We found out that we were going to have two ~~theaters~~ ^{seaters} instead
 of a single ~~theater~~ ^{and} we didn't ~~use~~ ^{have} many pilots.

We ~~started~~ ^{decided} to take the junior ~~par~~ pilots to make them gunners.
 I was one of the senior guys, so I won ^{one of the} first choices as who
 would be my gunner. I said I wanted Corporal Frank Smith. ^{They said, "He's not"} He
 is on the Marine Corps rifle team, he can shoot, ["] I said.

So I got Cpl. Frank Smith for my gunner.

We were never overly burdened with ground school subjects.
 As a matter of fact we didn't know much about anything except
 we were *Throttle jockeys. That's about what it amounted to.*

A pilot, "I said, 'I don't give a damn."

I taught acrobatics down there. ^{for our day} We were all pretty good pilots, for the kind of stuff we had. [^] But we were short on theory, but I don't think that hurt as particularly at that time.

We got to France, landed at Brest, and we were ordered up to Calais -- the British call it Calay -- the aerodrome was at a place called La Fresne, about 12 or 15 miles in. [^] It's not on any map. Cause.

^{Peggy} and I were back there three years ago and we had a hell of a time finding it, but we found it.

Q: When you went over there, didn't each of the ~~former~~ ^{the} squadron commanders have the ^{responsibility} of picking out their own fields.

Day: No, they had done that ahead of us. ^{was Roy?} Geiger and Roben, MacIlvain and Chamberlain had gone ahead and picked out the fields. Roben was ^{the 9th Squadron and he had picked} my squadron commander -- Squadron "C" that was --; he and Presley went to ^{(Squadron D) and we went to} ~~Squadron D~~ ^{La Fresne}; Geiger and MacIlvain and a few others went halfway between Calais and Dunkerque to a place called Oye -- I'm not sure whether it's in France or in Belgium. La Fresne.

Q: Or is it O-I-S-E?

Day: No, O-Y-E. I was there a couple of ^{years} ~~weeks~~ ago, and I refreshed my memory on it.

So we got there, and our motor transport ~~was~~ ^{had} got ^{sen} all fouled up, and we had gotten on to Paulliac, which was of course a big naval base in Southern France, near Bordeaux. Roben sent me ^{and} some people to get this motor transport out. Then we had to find it,

buried in
~~Navy and Army~~ pools, they had to steal a lot of it too,
 they stole six Cadillacs, ~~and~~ right smack ^{*under*} in the Army's eyes.

Q: Touring cars?

Day: Yes, and brought 'em up.

We landed in France about the end of July or the 1st of August, and I didn't get back up ^{*from*} ~~to~~ Paulliac until some time in September, I guess. In the meantime of course we had this problem: the British were short of pilots, and we were short of airplanes, so we were ^{*Allowed*} ~~liable~~ to being sent ^{*for*} ~~to~~ ^{*some pilot*} to the British to fly their airplanes. I went over to the pilot pool at ^{*Wissant*} ~~Wissant~~, and checked out in DH-9s, ^{*I forget what kind of engine it was, Siddeley, I believe,*} and checked out in Camels. That was an airplane I would have loved to have flown.

Q: Sopwith Camels?

Day: Oh, I love that Camel.

Q: This was a Hawker Siddeley in the DH.

Day: That's right.

Q: Where was the British base.

Day: At Wissant, south of Cape Gris Nez, on the Channel, *between*
Dunkerque and Cape Gris Nez.

Then I was ordered to 218 Squadron RAF. They had DH-9s with the Hawker Siddley engines, 230 horsepower -- they were a little underpowered. ^{Few of} "Tex" Rogers was flying there. I forget who else was over there with me. (pause) ^{AND ~~John~~ AND ~~John~~ were} Pat Mulcahy, ~~was~~ flying out of another British squadron -- I believe it was 204. I think we made five ^{Vards} ~~ways~~ with the British, and I was ^{Always} tail-end Charlie, a Yank.

But that squadron was a great collection. The commanding officer was Maj. Bert Wemp, ^E and I'll come back to him. He ~~was~~ ^{is} one of my big heroes. He is ~~ENGLISH~~ Canadian. He is a man; he is a gentleman and a scholar and a very, very able person, ^a very distinguished man. And he was a very, very fine squadron commander. He had the ^{darkest} ~~darkest~~ collection of misfits you ever saw. I'll pick it up from there. As I say, he had this collection of misfits, and about the only thing they had in common was that they could speak English. They were from New Zealand, Australia, India, South Africa, various ^{other} British colonies, and Canada, Scotland and Ireland, Wales, England, and even some Yankees. They were a ^{wild} ~~bad~~ bunch -- they could have ^{given Hells Angels} ~~broken hell~~ ^{many tips on how to raise hell} ~~loose~~, and Wemp handled them beautifully. He taught me what it means to be an officer and a gentleman. He was a remarkable commanding officer. Later on he became Mayor of Toronto for at least two terms, and he was editor of one of the big Toronto papers, I think the Gazette, for a number of years. He is now an emeritus editor. I ^{saw} ~~see~~ him about a year ago. We made him an honorary member of ^{our} ~~this~~ World War I gang. And he stole the show. He's one of these Elder Statesmen of the Dominion of Canada.

great
 There was another man in that group, ~~xxxxxxgreatxxxx~~
~~Two of them~~ *Marine*, ~~and the other one,~~
~~who was one of our great heroes,~~ Douglas Roben, my commanding
in France.
 officer. He was as hard, tough and square as anybody could possibly
 be. And able. If you talked to him you didn't think he had a heart
 anywhere in his body, but he was all heart. He just covered it up.
~~We got hit badly by the flu~~
~~He had the flu among us.~~ In fact I only got to make one raid with
 my ^{own} squadron because I got hit by the flu. We were camped out ~~at~~ ⁱⁿ
 a little hollow, which ^{was} a little damper, ~~near the other~~ ^{than} ~~adjoining area~~,
and Roben had the flu but wouldn't admit it, and he got out to pull
 stakes and move canvas to get us out of there, and died that night.
 God, what a man he was!
 My ~~other one was,~~ *then* Major Brainard, who comes into the picture a little
 later on.

Q: Chief Brainard?

Day: Everybody knows about Chief Brainard!

Q: You know, it's funny some of the nicknames these people have.
 Of course Brainard was part Indian anyway, so is the nickname Chief
 come naturally. Then ^{"Locky"} Khaki Evans. As much as I work with Marine
 Corps history, I don't know his first name!

Day: Frank.

^{"Locky"}
 Q: There were a couple of Khaki Evanses.

Day: About Two

"Cocky"

Q: He was also called Khaki?

Day: I think so.

Q: Also a pilot?

Day: ^{Yes, but} No, ~~he's not a pilot~~ it's not related. ~~It's~~ ^{Frank} ~~He was also a pilot, but~~ he wasn't in the same league with ~~Khaki~~ ^{Frank} Evans. I knew him a little bit. I knew ~~Khaki~~ ^{Frank} pretty well. But Khaki -- I never knew whether he spelled his name C-O-C-K-Y, or K-H-A-K-I.

Q: I think it's K-H-A-K-I.

Day: I'm not sure, but he was cocky all right! (laughs)

Q: ~~He was a wild man, because -- getting ahead -- the group that was in China in '27 and '28,~~

Day: He was the first man ever to leave ^{loop} ~~(lead)~~ a seaplane.

Q: That's right.

Day: He was a wild man. He was the commanding officer and had the group that went to the Azores.

Q: Is he still alive?

Day: Yes, he's still around.

~~We were back with 2187~~

~~Q: When Roben died.~~

Day: Let's go back to 218.

were as I say, ^{terribly} underpowered.

~~Those~~ ^{those} DH-9s with the Siddley engines
~~one morning I had one just out of~~
~~when they were overhauled they~~ ^{that} seemed

to turn up a little bit better than others. ~~Of course then they'd~~

~~instead of the~~ ^{load of} ~~give me the usual bomber with the four 50s,~~ They gave me one 230

lb. bomb and ^{Wing, Tank and} ~~(on)~~ the fuselage. The so-called ^{bomb sight} ~~bottom side~~ was a
negative lens bomb sight, mounted

~~you looked not in~~ ^{you} the floor, ~~you~~ looked at your target That way

It didn't mean much, and with this bomb ~~that~~ ^{bomb sight} hung underneath the
fuselage -- because I had no ~~bottom side~~, and I was tail-end Charlie

anyway, ^{it was not useable.}

^{one nice thing about the DH-9,}

^A In the DH-9 the observer and the pilot are right close to
each other, he could tap you on the shoulder. In the 4 you had
the big gas tank in between.

So I told Frank, "when you see the other guys drop their eggs,
I'll drop mine."

We came to our objective which was a railroad junction in Belgium.

I think the place was Deynze. ~~The guy~~ ^{AND SO FRANK} tapped me on the shoulder,

and I could see the guys ahead dropping their eggs, so I ~~was slowly~~ ^{reached over}

^{And dropped} ~~dropping~~ mine, and the next day we had ^a report ^{from} British

Intelligence that at such and such a time so many planes had raided

the railroad junction at Deynze, and ~~that~~ ^{the} one large bomb ^{had scored}
a direct hit on a German Troop Train.

I had the only large bomb, That was The Day Luck.

Usually we ^{came} kept back on these raids, and ^{Major Wemp} ~~for~~ would meet us and ask "what did you do," and we'd say "we tore up a lot of ~~turnips~~ ^{turnips} major."

We finally got the DH-4s with Liberty engines. My squadron had 'em. Roben had died, Bob Lytle had moved up to CO and I'd moved up to exec. So I ~~got out~~ and reported back from 218 to my squadron. I only got to make one raid with them, and I came down with the flu, and I had a pretty high temperature at the time that I landed ^{and I never got to make a raid after that.} ~~Roben died.~~ That was the latter part of October, as I remember it.

By the time I recovered

Q: You got a Navy Cross for that particular raid, didn't you?

Day: I can't think what else I got it for. (laughs)

Q: It's interesting -- Rogers got a Navy Cross while he was there; Mulcahy got a Navy Cross.

Day: He got the DSM.

Q: Mulcahy got the DSM?

Day: You see, at that time the DSM ^{rated} ~~was~~ above the Navy Cross. So they gave Pat a DSM, ^{Cunningham} ~~thought~~ ^{thought} he was giving Pat a higher decoration than he was giving Tex and me. But later on it was reversed and the Navy cross was higher.

But we all got them ~~in the same gang~~ ^{at the same time} and we all got them for being there. That's what it amounted to. Pat was senior and he had participated in the food drop to a trapped French battalion and ^{rated} a higher decoration than the rest of us.

Now let's see. ~~The~~ ^{Finally The} armistice came.

Incidentally, my closest friend, ^{Also from The "Dirty Dozen."} Henry Dunn, from Jacksonville, Florida, graduated ^{from Princeton} in '17, and he was in this dirty dozen; he was in Presley's squadron, "D" squadron, right across ^{the field} from us. When the weather was bad we'd go roaming around, and on the night of the false armistice we were in St. Omer, ^{Henry,} Harold Jones and I. ^{who came in from The Navy.} Harold Jones was one of the younger pilots. He was a Yale man.

Q: A lot of Yale men in marine aviation, weren't there?

Day: Yes, quite a few. We got back to camp that night and heard all about this false armistice that we'd missed. When the real armistice came, we were there. At Calais that night there was the most unrestrained exhibition I've ever seen. Many of these people had been subject to ^{night} bombing for four or five years. There hadn't been a light showing in Calais ^{showing} for four or five years. Most of them had spent their nights down in bomb shelters. The lid was off. ^{And boy, the lid was off!!} We were surrounded by a whole gang of pretty girls and we'd kiss our way out of 'em, and so forth.

Q: That was hard to take!

Day: Hard to take. But there was nothing dirty about all this -- it was just unrestrained joy, and they were demonstrating it.

A couple of days later Henry and I slipped off to Bruges. I wanted to see Bruges -- I'd been bombing Bruges.

We ~~took~~ had an interpreter -- a Belgian count, or somebody or bther --. We took this count along as an interpreter, and a

driver. We spent the night in Bruges. It was a cold, crisp night. Henry and I had a room in some hotel. Of course we'd been sleeping in army ^{Cots} ~~camps~~, and here was a bed piled about 18 inches thick, it looked like a feather bed, and oh brother! ^{we gave one leap} ~~And it was a straw bed. The Germans took all the feathers with them.~~ ^{And it was} ~~German~~ We went through Ghent and into Brussels. In fact the ~~gunners~~

were still guarding the entrance to Brussels, ~~when~~ but we got in, we sort of ^{bluffed} ~~busted~~ our way through. ^{The Armistice had been signed} ~~of course, and~~ ^{They were evacuating-} We spent the night in a hotel right across ^{from} the North Station, and the Germans completed their evacuation that night and as the last train pulled out they dynamited the station.

We had some experiences that were well worth remembering out of all this.

^{to} We came back to camp, and there was a notation ^{handed to me to} ~~report to~~ Major Cunningham's office ^{at once.} He gave us 10 days in back.

Q: For Unauthorized Absence?

Day: ^{For Unauthorized Absence.} It was worth it. He said, "Ten days in back, but ^{You are still on duty} ~~that doesn't relieve you.~~ ^{have to do your} ~~work.~~ ^{work.}

Q: Did you ever get up to the ^{to} Marine front lines, ^{the} 4th brigade?

Day: No. I was near the British front lines. ^{Never to the Marine Corps.} We were north in Sat Omer on the Coast -- that's the British front lines. The Marines were farther down.

Q: You had no contact whatsoever with any of the marines there -- the ^{brigade and the} 4th, 5th or 6th marines?

Day: No. We were not ^{part of} ~~quite the same~~ ^{A.E.F.} the AEF either.

Q: The Naval

Day: ^{Part of} The Naval Expeditionary Force was. The ground marines were all part of the AEF and came under Pershing.

Q: And- Under the Army. And you came under the Navy. ~~under Admiral~~
~~xxxxxxxxxxxx~~

Day: We ~~we~~ came under the Navy under Admiral Sims, actually.

Q: As I recall, very few of the First Marine Aviation Force ever got to Paris.

Day: ^{I think that's probably true.} We didn't have that much liberty. I got to Paris because I had to take a gang down to Paulliac to bring up that motor transport. Paulliac is on the Gironde River about 30 miles below Bordeaux.

Q: I'm afraid my French geography is rather poor.

Day: It was a big naval base, ^{A NAVAL} ~~There were~~ aviation bases. A supply base, ^{more than anything else.} Of course the Gironde River in ~~Bordeaux~~ Bordeaux is a

one of the

A tremendously big part? All ~~was~~ our motor transport, trucks, the whole bloody works had gotten mixed up and gotten into the Army pool, and I had to go down there, drag ~~it~~^{them} out of that pool, and find drivers, and send those things North. In the last convoy we had about a dozen Dodge sedans, and I stole five Cadillacs while I was at it, and got away with it.

Q: I've been told that the Marine aviation force~~s~~ was yanked entirely out of Europe, and that most of the pilots would have liked to remain there longer. But Cunningham wanted to get back home before Christmas.

Day: Cunningham wanted to get back home, but I don't know what his reasons were. But he was in a hell of a dither to get us out of there, and he got us out. Most of us wanted to stay ^{to get in the Army of Occupation} for a while. After all, we were just youngsters. In November 1918 I was at the ripe old age of 21 $\frac{1}{2}$ years. ^{over there}

Q: Now what about the uniforms? You all started affecting the British style dress, with the ^{SAM} ~~same~~ brown belts and the overseas caps, canes?

Day: The old man made us carry canes because we were in the British area. I still got a couple I stole ^{where we got them,} over there. In Calais, when we first got there there was a very good bar in Rue de Lafayette, and they made an excellent champagne cocktail for a franc. Before ^{had been} we were there very long the champagne cocktail ^{became very poor and} went to five francs.

There in front there were a couple of these earthenware jugs full of British canes, so whenever you needed a cane you went out and helped yourself to a cane. But the old man (Cunningham) ~~said~~ insisted we wear canes. Of course all our troops wore the ~~same~~ ^{same} *SAM* Browns in those days.

Q: All the enlisted men?

Day: No, I mean all officers. *SAM* Browns didn't go out until World War II.

Q: There was a conflict between the wars. Pershing liked it, although it wasn't an official Army uniform item.

Day: The Army ~~camp brown~~ ^{*SAM Browne*} was ~~light~~ ^{*light*} ~~it was a tan~~. Ours was always very dark Cordovan. During all those years ~~and browns~~ ^{*SAM BROWNS*} were part of the uniform ~~for~~ ^{*for*} All Marine officers ~~And~~ ^{*And*} ~~All~~ ^{*American*} Army officers, too, as well.

He gave me ten days in "hack", and I had ~~at~~ it coming, for being ~~absent~~ ^{*And I was worth it.*} absent without leave. We went down and sailed from . . . Is Nantes a seaport?

Q: No, ^{*you*} ~~we~~ sailed from St. Nazaire. ~~I think that's right~~

Day: St. Nazaire, I think that's right.

Q: ~~Nantes is a seaport~~. I don't know where it is, but . . .

Day: Well, we didn't sail from Nantes, but we sailed from along the Brittany coast somewhere. And back to Norfolk, on the good ship Mercury. They ^{named her} gave us the Mercury because she was the slowest ship in the Navy. She was the old German transport Barbarossa. I think her top speed must have been around 8 or 10 knots.

Q: It ^{took} ~~would~~ take 14 days.

Day: ^{it was slow going} Yes, and we had ^{some pretty tough weather,} ~~to put into rough waters.~~ ^{heeled} We ~~hit~~ one night 47 degrees, and 45 was supposed to be the critical mark. We had some people hurt, including the skipper. I had the job of running the ship's mess, ^{feeding all the troops,} and the old man ^{Made life miserable for} said to me, "Life is beautiful for me." He'd come down in white gloves and smear 'em around ^{to} ~~see~~ ~~if~~ ~~he~~ ~~could~~ ~~get~~ ~~smudges~~ ~~on~~ ~~them~~, and he always could! (laughs)

We got to Norfolk, and everybody got ³⁰ ~~30~~ days leave, ^{and then} ~~they~~ reported back to Miami.

In the meantime I made second lieutenant as of September 15th 1917, probationary, and promoted ^{to 1st lieutenant} as of the next day, September 16th. I made temporary ~~captain~~ captain somewhere along the line there -- I forgot the date.

Q: Let's see. In September 1918 . . .

Day: I came back from Pauillac, and Robert greeted me with another ^{my letter of} ~~letter~~ promotion. In France, before we got back to Miami, I'd loved ^{service life.} ~~service life.~~ I'd fully intended to stay in the Marine Corps -- this was my

career. God, we got back to Miami, and the damn routines, and counting rivets, and I said, "The hell with this!" And I resigned. At that time it wasn't too easy to resign, but a fellow named *Nachtrieb* ~~Nachtrieb~~ who had been in my company at Quantico, ~~was~~ *side to* the commandant. I wrote *Nachtrieb* ~~Nachtrieb~~ ahead of time and said, "Can you slip this through somehow or other?" He said, "Send it up and I'll get it through."

I resigned and severed all my connections ~~with~~ with the Marine Corps on March 17th 1919. That was the end of ~~being~~ *me* in the Marine Corps. Never no more!

(extremely loud noise, obliterates voice)

Henry Dunn and
Reginald I were living in New York And I wanted to go to
The Far East.

I got a job in the American Foreign Banking Corporation, an auxiliary of the Chase. They were setting up branches in the Far East, and they were going to have some in China, *but They didn't have*
Any Then, so they sent me to the Philippines. The understanding was that I was going to China when they had a branch ~~somewhere~~ *by there*.

The Philippine manager and I ~~thought~~ *thought before I ever got* got off the ship, and we never stopped. He was an ass, and I wasn't exactly ~~brown~~ *round*-heeled.

The ~~trouble~~ *trouble* was that he himself in person had given *me* a royal ~~gyp~~ *gyp* in the contract, and I was trying to get out of the contract, and he wouldn't let me out of it. Finally on the

5th of July 1920 -- the 4th of July came on Sunday, and we were celebrating on the 5th -- lo and behold, one of the big celebrations was a baseball game between the Army nurses and the Elks' wives.

~~He was sitting in the~~

A classmate of mine from college, Don Hamilton, brother of Tom

Out of the blue appears (loud noise resumes)

Hamilton,
the Navy coach.

Q: Oh yes.

He
Day: That was a supercargo on a shipping board freighter. ~~Coming back~~
He had been in the pay corps of the Navy during the war. And to make a long story short,
I ended up with ~~as~~ the ship's surgeon on the good ship Bellflower.
Was

Q: Ship's surgeon?

Day: Ship's surgeon, and I didn't know adenoids from piles, ^{but} when I was ^{the} ship's surgeon on the good ship Bellflower. And I became very expert on first aid and venereal and things of that sort, ^{before very long.}

Q: You got out of your contract?

Day: ^{Yes} Then I made this deal with the ship. I wired New York, and asked for a transfer back to New York at my own expense without pay. And they okayed it. I then went in to turn my nose at Eastwick and came home. You know freighters don't carry doctors unless they carry more than 12 passengers. The old man, the mate or the second gets should the job. But on that basis, I didn't dare sign the articles as surgeon. I signed

The articles as an ordinary old man, ~~And~~ ^{told the view}
 IT Means My trunk said Capt. K.S. Day, USMC. The old man said
 US Medical Corps. And they swallowed it.

He had two books that were written particularly for this purpose. The best was the one put out by the British Board of Trade -- a very small little booklet, maybe 5 x 7, 130 pages or so -- And designed for ~~the~~ lighthouse keepers and ships. There wasn't a word in it over two syllables.

Very ~~interesting~~ ^{understandable} -- first you had these accordion folded things you folded ~~up~~ ^{out} -- the temperature did this and the bowels did that, and you decided it was ~~thyp~~ typhoid instead of typhus. For typhoid you'd look back to page 93. And ~~typhus~~ ^{typhoid} was a pretty serious business because there was practically a whole page on ~~typhus~~ typhoid. Do this and don't do that.

^{And} I had three cases of typhoid ~~where~~ I did this and didn't do that, and they all got well.

But the medicine ~~last~~ ^{chest} up until the time I took over ~~the~~ ^{the} ship ~~thexxhipxente~~ ^{Sick bay} ~~mate~~ had been run by a guy named ~~Dance~~ ^{Deneal or O'Neil} (or ~~Dance~~) who had been a vice-consul in Yokohama and had gotten fired for cause. He came on as chief steward, but he knew less about being chief steward than I did about being a doctor. But we got along all right. HAM of course was the purser, and the second radio operator was a nephew of the then Governor of New York, Gov. Miller. He'd been in prep school ~~but~~ ^{up the Hudson} some place, and when the war broke out he didn't wait: ~~(some)~~ ^{he} to enlist ^{ed} in the Navy as a gob, ~~he~~ ^{and became} ~~went in as~~ a radio operator.

So Ham and B.H. O'Neil and ~~what's his name~~ -- we played bridge

every night, practically, while we were at sea. *At a 1/4 of a Cent a point, I think, the Japs, Ham won all the money and he won less than five bucks.*

At the end of Anyway this was a very enlightening experience. *All the time* from Manila to Shanghai ~~(?)~~ was about five days.

The old man had me figure out what we needed ^{in the sick bay} by way of supplies and medicines and things of that sort. *He said, "Go ahead boy, load her up. We're on a coast plus basis and the more you put in there, the better the Barber Line is going to like it."*

These two books gave me some very good guidance. *But* I was strictly a *Salts* and iodine doctor. *When it comes to that.* I did sew up some cuts, set a couple of broken bones. *Once in a while, somebody get really sick, if somebody got really sick, I'd say*

and I'd say, "It'll take me a little while to fix this up." *and* I said,

"Come back in about half an hour, I'll have ~~it~~ ready." And I got ^{out} the ^{little} ~~degg~~ book to find out what was the matter.

But I became a real expert on venereal. We had tremendous ~~amounts~~ ^{numbers} of venereals. And also on first aid.

We went ~~to~~ from Manila to Shanghai, and up the river to Nanking and back to Shantung Peninsula. *Load coal up there and we never supposed to Dairen to come out of the Shantung Peninsula, to Vladivostok, and load,*

set several hundred pairs ^{tons} of shoes which had been shipped over

By The Red Cross And get stymied, ~~and get~~

Between Shantung and Vladivostok ^{Dairen} ~~finally get in to~~

~~Vladivostok and~~ picked up the shoes and went ^{on} to Nagasaki for five weeks ^{while} ~~and~~ when the Japs started ~~lidd~~ weeks fixing the turbine,

we burned out our high pressure rotor; made temporary repairs, procured to Dairen,

We went to Hong Kong, and between Nagasaki and Hong Kong ^{we} caught fire in all four holds, because this soft coal ~~had~~ ^{had} been heating up all this time, while they argued with the

We lived in Hong Kong for five weeks, with an insurance company, And we had a wonderful time all this time, because Bill Dineen, Ham and I had letters of introduction to all important people in all these ports.

We'd go ashore, I ~~organix~~ ^{present these letters, be given cards to clubs} spent two nights out of three in evening clothes. We ~~rig~~ really had ourselves a wonderful cruise. Nobody could have had more fun than we did.

From Hong Kong down to the Straits, the Red Sea, then to Suez.

At that time my third mate had begun to ^{develop secondary stages} give signs of syphilis ^{round the mouth.} and he was dangerous for the rest of the crew, I had some tests ^{made} ^{on him at 4002} made, and put him off in the Algiers and put him in a ^{French} government hospital there. I've seen him since; he got really cured. And

I became third mate. (laughs) ^{No} ^{have available and I'd} ^{been fooling around taking sights, we had a reasonable amount of} mathematical intelligence...

Q: The captain must have been a very agreeable type of individual.

Day: The captain was a wonderful guy, the best navigator I've ever seen in my life, Uncanny, a little shrimp, 5 foot four, but boy, was he good!

Q: He owned the ship?

Day: No, this was the Barber Lines. This was a shipping board freighter being operated by the Barber Lines. A big ship -- she was 520 feet long, 55 feet ^{beam} ^{about} keel, and ~~car~~ ^{about} 10,000 tons.

So I became third mate and ^{immediately promoted} ^{back to being ship's surgeon.} Bill Dineen

ship surgeon. But it worked out all right. *when one of These Sailors*
~~became sick, they'd wake me up in the middle of the night and~~
~~was the matter with him was that he'd drink back (it)~~
hey, "Hey, Doc; Hey, Doc"
 and I'd have to get up and take care of him. *ACTIV That we went*

to Copenhagen, load Coal and unload the shoes and ballast and
 back to New York -- that was a rough trip too.

end of side 1 of tape 1.

Side 2 of Tape 1, Session I.

Day: So we got back to New York.

This was
Q: How many weeks out of Manila ^{since} ~~when~~ you first went aboard?

Day: We went aboard in Manila about the 10th of July, and got back to New York about the 18th or 20th of January.

"The ~~an~~ old man tried to get me to ~~get~~ stay at sea with him. ^{I said,}
"I can't stay at sea with you. Why,
^ You've got to have two years on deck before you can even take the examination. He said, "Hell, Kid. I belong to this shipmaster's club, Goddamn it, you've been ~~to~~ sea, Noah Van The ark —."

I loved it, but I didn't do it. I got back, squared away,
And picked up ^{work for} working for Harris, ^{Forbes and} Company, bankers.
I went to them, ^{As a bond salesman.} Harris, Forbes was a very high ^{grade} ~~grade~~ outlet.

They gave me what amounted to -- I got a good ~~business~~ bachelor of arts course in business administration. ~~While~~ I was at Cincinnati ^{as a bond salesman} this was in 1921, and if you remember things in '21 weren't very good, and I wasn't getting rich very fast.

I decided to try my hand at real estate, and that was worse.
^{finally wound up in} I went to Cleveland, ⁱⁿ ~~in~~ ^{Park} ~~land~~ division with a genius named Ted Quinn. And I mean a genius -- he ended up vice-president of GE not very long after that, and he was not much older than I.

I was still in my 20s. I went to ^{Cadillac} ~~Kadillac~~ for a time, I was in charge of ~~sales~~ sales promotion for a furnishing company.

I guess I'd better mention that I'd gotten married along here.

Mrs Day
Q: Yes, I think ~~they~~ would appreciate that.

Day: When I was in college my roommate was a fellow named Burton Lane *down in West Virginia.* He had four younger brothers and a younger sister. In my senior year I went down to spend the Christmas holidays with him, and I met this younger sister who was ^{then} a sophomore in high school -- red hair, ribbons, middy blouses and stuff like that, and ^{of} no interest whatsoever in a senior in college, and I was a pain in the neck to her. But later on, after I'd been through the war and out in the Far East, I ran into her again. And I remembered this kid with the red hair ribbons, and she was a gorgeous young lady and I wooed her, and four years later I got her to marry me. We've been very happily married, and still are. We have two children, one of whom is a marine -- he was in Korea -- and the other married an Army ~~platoon~~ ^{file}, so she don't count!

Well, anyway, during all this time I'd had this itch to get back into aviation. I hadn't kept it up very well.

To make a long story short, I ended up with the old Curtiss Flying Service. In 1929 I was assistant business manager. In fact I was one of the few guys ^{in that whole damned organization} there that had any idea how to add 2 and 2. This was a bunch of wild men. No, I take it back. ^{There was one other guy} ~~one of the guys~~, named Brainard ^{Halper}, who ~~come~~ ^{came} in later on.

Q: Where was that located?

Day: That was in New York. They were operating 67 ~~Rx~~ fixed base operations, mostly flying schools around the country.

^{K.T.} It was sound as hell, except it was 20 years ahead of its time. ~~Carey~~ Jones was very much interested in it, and Russell Curtiss.

Well, to make a long story short, that became Curtiss-Wright Flying Service, and ^{Brainard} ~~I~~ moved up to president, and I move up to operations manager. That was old Chief Brainard, and he was another one along the ^{roben line} ~~rough~~, tough, square, a wonderful guy. And he had a lot of good ^{New England} common sense. But he was no politician, and the politicians threw him out, and I stood up for him ~~and~~ and got thrown out too, and that was a good thing.

Then he went to work for American Airlines, and that of course was the big break I had. That was about the time that was flying

About that time ^{Douglas} was acquiring *all airline pilots who had an instrument rating.*

Curtiss I ~~not~~ flew (fooled) around with that a little bit, *it was more mysterious than anything else.*

My first assignment with American was *As instrument flight instructor.*
I learned to fly a Swiss.

Q: Sir?

Day: I learned to fly a Swiss. I worked out the basics of it, and I put American's pilots through their tests.

At that time I wanted to move on to bigger and better things, and so they got me to write an outline of this type of instruction which was written for professional pilots.

Q: Did you do any scheduled flying at all?

Day: Oh, yes. That's one thing I wanted to do. I wanted to get ^{I started flying the mail at night w/ open} that training business off and start flying, -- which I did. You learn a lot of things doing that, too.

So ^{then} I wrote this outline for our pilots. It so happened that Sperry and RCA got hold of it. Jim Webb was then the first general manager in Sperry.

Q: That's the Jim Webb that . . .

Day: . . . in NASA. Jim is a nice guy. In the meantime, the marines were seducing me back ^{into The Reserves.} Chuck Peters had done that at the time I got fired from Curtiss.

David Lytle and Jim Webb arranged for me to take a weekend off to write this thing out for ^{Amateur} normal mileage of pilots, (P)

So I thought I had a bear by the Tail. 2000 hours to write that handbook, ^{about} 300 pages. You ask,

"How in the world can you spend that much time on it?" When you spend that much time on it, writing it, you write it in a way that can't be misunderstood. That's how you do it. You take a paragraph here and put it over there, and you reword it here and . . . that's what took the time.

I was asked how many copies I wanted. Hell, I don't know. I don't think you'll sell any of them.

They said, "Well, we'll print 2000 copies, 500 copies ^{each} for our customers, and you take the other 1000."

Check it A. V. 10/10/55

They printed through 14,000 copies before you could turn around.

That made me -- that gave me the big reputation.

Q: You made money on it too?

Damn right I made money on it.

I got Day: (laughs) I think it sold for \$3.50. I made about \$1.50 a copy. *Associated Aviation to handle the sales for me.* But the main thing was that it made me known. That thing was used all over the world. The *Russians* ^{war} adopted it, it was used by all the schools, in all the airlines. And the Navy picked it up.

Well, about that time Geiger ~~and~~ Mulcahy were coming out to Great Lakes for an inspection, and I happened to see *17*,

And Earl Worden, ^{was} in operations *Manager of American* was in my outfit in the war, he said, "Let's go out there and crash the party." And we did, we had a wonderful time, because I hadn't seen Pat for a long time, and I hadn't seen Geiger for a long time.

So Geiger and Earl ^{got to} were talking about how the airlines did things, *And Geiger's eyes began to pop out when he realized how we were flying weather And what we were doing with weather* And Earl said, "He's the guy that ~~the~~ taught us how to do it," pointing at me.

So I was hooked. Geiger really prevailed on C.R. Smith to let me come down to Quantico for a couple of weeks. Well, you can't even make a start in a couple of weeks, except to show what they don't know. But I had four students and in those two weeks I

offered something like 100 hours of instruction -- and that's work!

And the time of that began to grow. Then the Navy adopted this booklet that came out. (Pause)

That made my reputation. It was a good book. I think it's probably one of the most satisfying things that happens to me now -- if once in a while a young airplane pilot says, "My God, you know, you taught me how to fly!"

He said
~~xxxxxx~~ *And "I was An Agent*
~~xxxxxx~~ making 20 dollars a week down in Memphis, and
~~xxxxxx~~ *And I'd hire An airplane for \$6.50*
An hour, got one of the porters to ride with me,
And he'd ride Society Pilot, sitting there with that book.
 I got a lot of satisfaction out of it.

Q: Is it still in print?

Day: No, it's out of print. I'll give you a copy.

Q: I'd like to see it.

Q: What do you remember about Geiger?

Day: Let's call it a new chapter.

Now we've got to go back to World War I. I think the first time I ever saw Geiger was when he came to Miami from Lake Charles. I remember his blue eyes; staring right ^{through} at you with those damned blue eyes of his, he never blinked. I never knew him so well at ^{it was at eye when we got to France and I was AT LA FRESNE.} Miami. There was something about the guy. He was a natural born leader; I actually never ^{worked with} knew him closely enough to know him as well as, for instance, Pat Mulcahy did. He and Pat were great pals. And he and Tex were great pals. I would run into Geiger now and then, but was never really very closely associated with him. He was just a guy who was there, and you knew he was good stuff.

Q: What kind of personality did he have?

Day: He was not hard to get along with. I had no difficulty with him in any way. He was warm, he was very pleasant, at least to me. I think if I ever tried to cross him up I would have heard about it in no uncertain terms, rather quickly.

Q: Did you keep up with what was going on with Marine aviation, say after World War I?

Day: Only incidentally.

Q: Was Brainerd forced out as chief of aviation?

Day: Oh no, he was a major.

Q: He quit of his own volition?

Day: He quit of his own volition to go with Curtiss.

Q: It was Cunningham who had been forced out marine aviation.

Day: No, they are never going to force ^{out} ~~the~~ aviators into aviation.

Q: No, forced out.

Day: Oh, forced out. No. Uh, of course there was a lot of politics, which were way beyond my sphere of interest. I never knew what the political situations were. Of course Chamberlain disgraced us all, and Cunningham must have had considerable political

to get with the Marine Corps Aviation even started as he did.

As a young 22-year-old second lieutenant in a new world, you are not much involved in the upper levels of intrigue and political influence and things of that kind. I didn't know what the hell these things were about.

Q: I thought you might have heard stories, or that you had some connections.

Day: No, I don't remember. That kind of stuff pretty much goes in one ear and out the other with me. I've never been much of a politician or political schemer, things of that kind.

Q: When did you write this manual.

Day: I wrote it when I was in American Airlines. I started writing it in '36 and it was published in '38.

Q: So you were working all the while you were in the reserve, ^{here or} ~~I hear~~ Floyd Bennett?

Day: I was at that time, yes. I came back to the reserve in '35. I was in Chicago, I was living at the Curtiss Base at Glenview, when I got fired. I should have been fired, and it's the best thing that ever happened to me. I talked back to a no good bastard, and he should have been talked back to, and I got fired. I couldn't have kept my self respect and not have done that.

inspector -

About that time a fellow named Peters was the instructor of

The Aviation

(loud noise)

After I had flown That Time
 I was flying one of these down in Quantico with
 four students, and trying to *The idea was that these officers in Town*
 people. I don't think it ever worked out. *we've to*

Some of our boys in American Airlines ^{who} were active in the
 reserve squadron, induced me to come over and join the squadron
~~at~~ Floyd Bennett -- which I did. It was the ^NA Squadron. Steve
 McClellan was a major and he was in command. I had just been
 promoted a major when I came back ^{into} from the reserve, ^{or when I came} right about
^{back from Quantico,}
 and I became executive officer. ~~There was quite a bit of~~
^{The Floyd Bennett organization}
~~organization, because~~ It was quite a unique for a reserve organization.
 We never had to do any recruiting; we always had a waiting list --
 both for pilots and for enlisted men and mechanics.

Q: Where did the pilots come from?

largely
 Day: These were ⁶¹ men who had gone out to the Aviation Cadet Program,
 and had done their two years of active duty, whatever the active
 duty was at that time. They had the Aviation Cadet Program, then
 two years of active duty, then out into civilian life. That's where
 most of them came from.

We had some very, very unique characters. There was ample
 material for two squadrons, and so they broke it up into two ~~squadrons~~
 squadrons -- Steve McClellan had one and I had the other. We had
 some awfully good men. For a number of years, practically every
 general officer in the Marine Corps Reserve Aviation came out of

^{old}
my squadron. There was Harry van Liew, John Winston, Bob Bell,
Phil Krenke, Art Peterson. There was someone else, but I can't
remember now.

During the war ^{practically} every one of my men was commissioned, and the
officers made a really remarkable record. Both the squadrons were
keenly interested in what they were doing. Steve McClellan was a
good leader, and I was a pretty good leader, and we had the right
kind of material to work with. And those squadrons more than paid
their way all the way through ^{World War II}. They provided the
leadership of the Marine Corps Aviation, as a matter of fact.
^{he had a son who}
~~about 200~~ made general, but we had a lot more. Bob Galloway for
instance was probably the best ^{thief} ~~brains~~ of the Marine Corps.

Q: Best thief??

Day: Thief, T-H-I-E-F. When it came to requisitions, ^{moonlight} ~~he had them~~
^{all beat.}

Q: Is he still out at Westchester County Airport?

Day: No, he's down in Nicaragua. They are building an airport
down there. It's part of a US aid program. And Jim Webb certainly
won fame and ^{glory} and Ben Norris, who got killed at Midway. Mark . . .
I have an awful time with names.

And our enlisted men, the same way. Can you imagine an outfit
where in order to join as an enlisted man you have to go generally
to ^{probationary} class first.

You come out there and work Saturdays and Sundays and do the dirty work, sweeping hangars and stuff like that, and then if you are pretty good at it, maybe six months later you get a chance to enlist as a buck private. That was the kind of outfits these were. If you have the material, ^{like that} to work with, you can do a lot of things.

Q: Where did your pilots come from? Were they mostly airline pilots?

Several of them were Airline pilots, several were from industry.
Day: Several of them were from Sperry, some were local base operators, some were from Wright Aeronautical, some of them were from airlines.

Q: Were you flying at this time for American?

Day: Yes. (Pause) I guess at that time I was either about to go back-and-start-flying ^{start flying a desk} or about to begin flying a desk.

Damon
Ralph Damon ^N (2) who was the president of American Airlines ^{Appointed} applied to me to set up a dispatcher ^{position} ~~operation~~ regulation, which made sense. We had a so-called dispatcher ^{position} regulation. So I was in the process of doing that when World War II broke out. At that time I was still keeping my hands in flying, so I kept up all my airline ratings.

Command
Q: Were you a flying ~~pilot~~ ^{Command} pilot as far as ^{American Airlines} ~~concerned~~ was concerned?

Day: Oh yes, for years.

I kept up all my ratings. I tried to *letter I come back from* World War II, but I just didn't have time enough to do it. So I dropped it.

Q: Now, your unit was mobilized in December 1940, is that right?

Day: That's right. December the 9th 1940, one year before Pearl Harbor. And that's another story.

In the summer of 1940 the Navy realized that most everybody they had in naval aviation -- both pilots and enlisted -- were somehow or other involved in the industry: commercial pilots, airline pilots, mechanics, things of that sort. They knew damn well they couldn't possibly yank them all back in case of mobilization. So they appointed ^{Thomason} ~~Tommy Thomason~~ ^{The Thomason} ~~from TWA~~ ~~board~~ ~~for it~~ under Tommy Thomason from TWA, and a captain of the Navy, and I was on it and we'd go through the lists, and we tried to separate, to categorize into about ~~taxes~~ ^{three} ~~three~~ ^{classes} those who ^{were instantly} ~~were~~ available for mobilization. The companies would be given a certain amount of time in which to obtain and train a replacement for them. ^{Then} ~~With that~~ ^{Another} classification, the board decided they would be more valuable to the ~~war~~ ^{war} effort doing their civilian job than they would be in ~~war~~ uniform. The board decided that I was in that last category and I raised hell and said, "I am not in that category." That's when I started to work with ^{Arty} ~~Arty~~ Doyle and some other people to see to it that when mobilization came I had a job. When mobilization came I was ordered to bring my squadron back, and then ordered to ~~have~~ ^{Admiral Holsey's staff} to see what we could do about taking advantage of bad weather. *27*

Q: During this period before the war, ^{with} the expansion of commercial air, did the airlines try to proselytize service pilots?

Day: Oh yes. I went down to Pensacola. It must have been around '38 or '39, and tried to hire some pilots, and I hired some. There were ^{Naval Reserve} officers under instruction and one of them was Norman Anderson.

Anderson came up and started to fly for American Airlines, and he was in my squadron. ^{he} Floyd Bennett came ^{to me} one day and said, ~~that I had~~

"I've just received notice that I've been selected for a regular commission with the Marine Corps." "What would you advise that I do?"

"I wouldn't advise you to do anything. That's purely a personal matter and you've got to make up your own mind. ^{The airline is very happy with you work.} If you want to be an airline pilot stay with American; if you want to be a Marine, drop American and go back to the Marine Corps." And that's what he did, because as you know now he is one of our senior major generals, and a very fine Marine. ~~But I had~~

But American, and all the airlines, have always looked to the military as a very good source of pilots.

Q: They are still doing it.

Day: Oh yes.

Q: We were talking about the proselytization . . .

Day: As a matter of fact, the airlines would rather have Navy and Marine Corps pilots than Air Force, if they have a choice. Their training is sounder and they have better ^{a better idea of discipline} than the Air Force people have.

than Air Force people have. You put that in writing!

Q: ~~This is~~ ^{This is} a matter of record anyway.

Day: Yes, you're damn right.

Now let's see, where were we?

Q: Mobilization. You went to Halsey's staff.

Day: I took my squadron to Quantico, reported in and was immediately detached to ^{Adm.} Jack Towers, and the idea was that I was going over to England to find out just exactly how the British were handling their bad weather problems. Halsey wanted me right now, so there wasn't time. What I did do was, I stayed in Washington for a week or so, and talked to a number of RAF pilots and found out how they were handling their bad weather stuff. Then I went on and reported to Halsey, and the idea was to see what we could make use of ^{the ability to} fly bad weather, ^{effectively as an offensive measure.}

When I got out there I found out that ^{the Navy was} ~~they~~ still flying ^{by the seat of their pants,} ^{gauges,} they didn't know how to fly ^{known as} like the English? The standard method was, the one, two, three system was the ~~the~~ safest and soundest, but it would take them a long time to develop.

So Halsey put me ashore ^{from AT} ~~on the~~ Coronado, and he put a squadron ashore for a month, when ^{they} ~~we~~ were out in the Pacific. I worked on those fellows to see what would be the quickest way to ^{make them}

^{proficient} in and bad weather flying, to make use of it. And he had to defeat the attitude, that if the instruments fail, you're out of luck; you're

~~if~~ ~~throws you out a lot and you get nothing~~
to fall back on, that's what ^{they} ~~you~~ were afraid of. ^{they} ~~he~~ had to take
^{their} ~~that~~ chance.

Then I was ordered to the Bureau of Aeronautics, under a young fellow named Arthur W. Radford, then a captain, and one of the greatest guys I've ever known in this world: he is able, and a gentleman, and uncanny in his intelligence. No wonder he became chairman of the Joint Chiefs of Staff later on. ~~Next wanted to~~
go You went with him with a knotty, messed up ball of yarn, he listened to you for a couple of minutes, and then he says, "Isn't this the key to it?" And it is. Lots and lots of guts.
He wanted to do things for which
he had no authority whatsoever, to do.

Q: You were only a major at this time.

Day: I'd made lieutenant colonel by that time.

Q: You made lieutenant colonel in September.

Day: I reported there in February.

Q: In February of '41, on the Enterprise.

Day: I was a major then.

Q: And you remained there. Then you went to Washington when?

Day: In February of '42.

Q: Uh uh.

Day: And I was then a lieutenant colonel.

Q: But as a major working with this pilot group you had full authority from Halsey?

Day: Yes, both from Halsey and Ralph Ofstie and Miles Browning.

I was working very closely with Ralph Ofstie and Miles Browning: they were two very, very smart operators, ^{who knew what the score was and what} I was getting all kinds of cooperation from them.

Q: Carrier pilots, squadron pilots, air commanders.

Day: They were on his staff. Miles Browning was the 3 on the staff and I think Ofstie was probably assistant 3.

I was also working for Admiral McCain, who had the patrol Squadron, and "Turkey Neck" Macquider was his chief.

These guys knew what we were trying to accomplish and they really worked - went all out, stuck their necks out and did a helluva lot of things to provide that I do these things, (loud noise)

particularly when I got back to Washington, Adm. Radford, ^{Captain} ~~who~~ ^{Radford then} was a captain called me in his office and Arty Doyle ^{was his Exec.} In a very few minutes' time ^{laid out for} ~~they asked me about~~ ^{what they thought} the figures, the

were going to be,

numbers of people that were going to be involved in this thing.

"What is it going to take to teach these pilots? To be able to fly ^{in bad weather} ~~that way~~, to be able to attack the Japanese ~~seas~~ ^{And to} coasts ^{get back to} "This is exactly what we are trying to do." And we eventually did do it, ^{incidentally} eventually. The

"Let me do a little figuring here." In my own mind I figured out that it would take about so many hours ^{for} ~~take~~ this and so many hours ~~taxdexthat~~ for radar. Radar was *A rough syllabus* that required so many instructors, so many people to instruct the instructors, so many airplanes.

In about a week I came up to Raddy with a very rough idea of people, airplanes about what was involved in airplanes, in people and in time.

"Fine, we'll do it." The guy never blinked an eye. "Fine, go to it."
(loud noise)

"Where are you going to do this?"

"The ideal place would be somewhere out in the Middle West where it never rains, where you never have any clouds and where there's no traffic. But that would take too long."

He said, "Well, I've got the ^{best} place for you, you can have it right now, if you want it. Atlanta. It's surrounded by airways (3), the weather is lousy and ^{it's so bad} it can't be used for primary training anymore, but you can have it, if you want it. Go down and take a look at it."

I went down, I could use it, I needed a small building for Link Trainers _____

Chips Roberts called me over the next morning, and he and I said, "What we need *Are some Standard Navy buildings with some modifications, And he be Using Them long before yards and Docks sets up specifications for them, And The same way on Airplanes.*

And what are ^{we} you going to use for airplanes? What ^I we really wanted was a four-seat ^{used off the back end,} cabin airplane, dual controls, with the instructor and a student in front, and a student ^{under} on the hood ^{And a student} up front with the instructor, who can learn ^{almost as} much as fast as he can as when he is doing his time. ^{Under the hood. where do we get them? Well, The} ^{they were} ~~Stinson-Reliant were~~ all tied up in knots, so I suggested . . .
 was the logical choice but

Q: Beechcraft?

Day: No, it wasn't Beechcraft.

I got hold of Slim *Weytong* who was the Hudson representative, and got him to the office, and asked him, "How can we do it and how fast?" *And They were looking for business.*

"It was a much higher performance airplane than the Reliant. *He said* *we can do it.*" I forget what he paid for them. *Some God-awful price.*

We ordered 100 of them just on Admiral Towers' signature on a letter.

I remember the ~~instruction~~ ^{structure} Section of the Bureau of Aeronautics was raising hell, *because we hadn't seen the specifications for these things.* "Where are the specifications for these things?" "I didn't know ^{where the} any specifications ~~are~~ we were just ordering this type of airplane they were modifying. "Yea but you are not putting such-and-such *kind of junk down* in the framework." "What difference does that make?" "Oh, that will make them last longer."

And they did

"If they last six weeks I am happy." ~~"We can do better than that."~~

Anyway, I collected half a dozen real smart young officers. I stole Ward Davis from Pan American, and they didn't like it. And Charlie Goldcraft from American, and they didn't like it.

I got these guys commissioned in the Navy because all I could get for 'em in the Marine Corps was first lieutenant. The Navy gave them lieutenant commander. So these guys were made lieutenant commanders, and we sent them down to Atlanta. Ward Davis was in charge. ^{He was, by far, the most experienced of the lot.} They'd work out these problems, try them out and then come back and write the manuals. Of course the Air Force, ^{they stole the manuals} they copied them, ^{his prints and all,} and didn't give us any credit for it.

But then it was just a matter of *Arithmetical Progression. From There*
On, we just
 We got WAVES and some ^{other} trainer instructors. ~~Then WAVES~~
Over instructors. I got

Bob Callaway down there in charge of that operation -- the tower and the radar stuff. ^{he started to feed on ourselves and built this thing up,} We started to send people out to the various, ^{of course}

This had to work in to with the basic training syllabus around the country. Get them the people and they went.
 and away we went.

By the time these guys got to operational training they were pretty good instrument pilots. Then ~~they~~ we had to catch up with those who were in operational training. Charlie Goldcraft went down to Jacksonville and set up ^{that show} and ^{did} it was a beautiful job. ^{of it.} The result was that Adm. Radford told me one time that he thought I had had more to do with *winning the war in the Pacific*.

than any other guy That wasn't so, but make we did make carrier raids on Japanese and Chinese coasts possible. They couldn't have carried out those carrier raids if these guys couldn't have flown *gauges* and gotten back to the ships.

Q: You said that originally you made an investigation out on the West Coast of what the carrier, *The Enterprise* *pilots could* ~~do~~ do. All they had to do was fly out . . .

Day: No, I said they couldn't fly ~~eastward~~ ^{instruments}, and we didn't have time with the slower and sounder one, two, three system. So we had to go to *Attitude instruments, and* now it's standard. In those days they were not as dependable *without The directional Gyro and Artificial horizon,*

Q: But was the equipment there at that time?

Day: Yes, we had the equipment, but they didn't know how to use it, and they didn't know how to maintain it.

When ~~But~~ Charlie Goldcraft went down to Jacksonville to pick up the operational ~~command~~ ^{training} he had one hell of a time. The ^{ir} night flying equipment was no damn good and their *instruments were* was no damn good. He finally got the Admiral to put out an order, but they couldn't take an airplane off the ground, *unless These Things* *here in working order.* ^{He} This practically stopped the Navy there for a while until they got *The gauges going.*

Q: People didn't know how to repair, you didn't have the personnel, or . . . ?

Day: They weren't interested. And they didn't have the knowhow either to a very large extent.

But they were still happy days with "Hell Angels" Type of flying, and off we go into the wild blue yonder and that sort of thing.

Q: You lose a lot of pilots that way.

Day: You're damn right you lose a lot of pilots that way. You lose a lot of airplanes that way.

But operational training got the word, and Charlie -- God bless him, because he's dead -- got the commanding officers to go along with him. He was getting a hell of a lot of enthusiastic cooperation instead of ^{the} just, "Well, I gotta do it," kind of thing.

Q: What about the senior marine aviators who went over to England to investigate their night flying techniques? I think Frank Schwable and somebody else went.

Day: I don't know. I never talked to Frank about it, and if they ever adopted any of their ~~stuff~~ stuff I never knew it.

Q: Of course they ^{with their} ~~were there when~~ ^{capability} radar came, which was far in advance of ours, and ^{in the war longer, they} ~~they~~ having been there. . . . pioneer^{ed} techniques . . .

Certainly

Day: They used certain landing ^{light} techniques to get them on the runway in bad weather, which we didn't use in the Pacific, we didn't need it ^{for our land flying} because practically all of ^{the stuff that's doing} ~~us~~ ^{was} carrier ~~(carrying)~~ stuff.

Q: That was very good ^{difficult} carrier landing under any circumstances. ^{Did} You have to be carrier-qualified?

Day: Oh yes.

Q: As an old pilot, would you trust the landing signal officer?

Day: Oh yes. ^{I told these guys}, "Your landing signal officer is your instrument panel. ^{When} You take your eyes off the instrument panel, he then becomes your instrument panel and ^{There is nothing to it as long as} you follow his instructions as if you would an instrument. ^{It} ^{you can fly instruments, you can land on a carrier.}"

Q: Of course you were an old commercial pilot and had been trained in following the instructions of ground control ^{for's}, and a lot of people hadn't been.

Day: We had to do all of that. But we had good people to work with and we got a lot of enthusiastic support from senior people. They wanted to see this thing done, and ^{in order to do it} they knew ~~what~~ they had to train and follow a sort of discipline.

Q: I think Gen. Megee said this, and Tex Rogers said it too -- that as an old pilot he never could get himself to trust, to believe that the LSO had better judgment in handling the plane than he had. And that's why they hated carrier landings, that's why they couldn't quite get to the point . . .

Day: That's why the younger pilots pick this up easier. I've been used to following gauges⁵ for a long time. I have no trouble following the LSO. I guess the new thing⁵ made it even simpler, *The "Meatball" and what they could do.*

Q: Now, during this period of time '41 and '42 you were all over the place, getting the program started.

Day: Oh yes.

Q: You went down in July '42 to Atlanta getting things steadied . .

Day: You see, we made Atlanta into a base for training instrument instructors and instrument mechanics and ~~top~~^{tower} operators. That whole base was devoted solely to the instrument programs. All the students we had ~~going~~^{going} through there were the ones who were to be instructors.

Q: Any of them back from the fleet from war operations?

Let's see who we had down here.

Day: Yes, a few. (Pause) McDowell, a guy who was professor up at Syracuse for several years -- they ~~was~~ were back from fleet operations.

Q: ~~We were~~^{You were} to make colonel or lieutenant colonel soon in this period. In March of '43 you got ^{back} to Marine Corps Aviation.

Day: I'd been trying ^I to get back for a while. After ~~they~~ got the show on the road. ~~They~~^I had ~~a~~ setup. Ned Scarlet was the commanding officer at Atlanta. We had a little trouble with commanding officers down there, and we ~~finally~~^{finally got} that straightened out, and Ned Scarlet was commanding officer, probably one of the best commanding officers in the world, and probably the best one we had.

^{by} He was willing to take his finger off this whole damn business, ^{by} taking his finger off his number once in a while and let you use your judgment and your guts.

Radford and I had no authority to buy those airplanes. We had no authority to set up Atlanta as a base, we just went ahead and did it, and nobody was going to argue just so long as it worked. If it hadn't worked, it would have been something else again. The only thing that ever got put down on paper was the syllabus.

Q: Did you use your old manual as a basis?

Day: No, because my old manual was based on the one, two, three system. We tried to give them a little of that to fall back on as a safety measure in case the ^{Attitude instruments} failed. But we had to do the whole thing over, and it took no end of time to improve on the old one, two, three system.

You see, being on Adm. Radford's staff, and Radford being in charge of all aviation training in the Navy, it became very easy to ^{lead} ~~bring~~ this stuff into a syllabus of the various stages of basic and advanced and operational training courses.

And that was all done right there. And I had these smart young cookies, writing this manual and ^{training} sending these instructors down ^{AT} to Atlanta.

In the meantime we were trying to put them in places where they needed them the worst. We had to start ^{AT both ends, actually} The guys in operational training we had to catch them before they got out in the fleet, and the guy who started basic, we had to start them, then we had to catch the ones in the middle if we could.

Q: How about the ones out in the fleet?

Day: We did that in the same way we did the operational training -- the operational training people trained them.

Q: After nearly three years on active duty during the war you were assigned to the Operational Training Squadron, ^{Down AT Cherry Point.}

Day: Somebody had sold the Marine Corps a bunch of B-25s the Army didn't want. The Army ^{decided they} didn't like the B-25 -- they wouldn't go high enough, ^{they were subject to crash} and they were obviously very allergic to being shot at, and so they didn't like the B-25. ^{RA/Ph}

^{And I don't know whether it was Jerry Jerome or Mitchell or who, but} The Marine Corps bought a bunch of B-25s from the Air Corps.

Then they said, "What are we gonna do with them?" I happened to be one of the few senior pilots in the Marine Corps who had much ^{Multi-engine} ~~experience~~ of experience. ^{instrument} This deal was getting fairly well along so I could turn that over to Ward Davis, and I did. And they sent me up to B-25 training, Operational Squadron 81 I guess it was.

And there again they let me pick out some people with knowhow. I got people from the airlines and stuff like that.

We later expanded into a full group.

We would train~~ed~~ the mechanics, the radio operators, the radar operators, the gunners, the communicators, the navigators -- the whole shooting match. And we turned out some damn good crews.

The B-25 was a good airplane, *of its type for its time*

Q: What would the Marine Corps want with a bomber?

Day: Well, I don't know. Of course they developed into a tremendously valuable thing, ^{as} ~~the~~ skip-bomber at sea, and ^{the B-25} radar-bomber at sea. Over land I don't think they are as effective as a good dive bomber. ^{But they used them} They of course carry more ^{guns} ~~bombs~~, they have more strafing power ~~than~~ the SBDs.

Q: This Marine Corps aviation initiative at the beginning of the war -- number one was to support amphibious assault; number two was to operate *from the decks of* carriers. I mean, it's a little more involved, and has a little more verbiage, but basically those were the two missions. Now certainly the B-25 except in case of *Pool of the*, was not a carrier-based plane, and certainly unless some unique tactics . . .

Day: Oh, we worked out the ⁶⁰tactics.

Q: For close air support?

Day: Primarily we worked on skip bombings, low altitude bombings, particularly with radar control. Jack Cram did an outstanding job of making good utilization of the B-25 or PBJ. Jack saw very quickly how well you could combine its radar ability with skip bombing, and he just raised ^{hell} with Japanese ships all along that Japanese coast. *Going in at night, going in low, I mean 200, 300, 400, 500 feet, picking up a target* on the radar and skip bombing

He made by far the best utilization of anybody of the PBJ.

We worked out the equipment and the techniques for that at Edenton, in the USA

Q: MOTG, wasn't it?

Day: MOTG-81. OTS-8 -- Operational Training Squadron -- became MOTG-81. Young Hal Brainard -- Chief Brainard's son -- was our radar wiz. He was the guy who adapted the radar, which wasn't much good for anything else except ^{to} pick up these low altitude targets at sea.

Q: You finally managed to get away from there and head for the West Coast.

Day: When I took over this training job I said, "Look, I'm getting awful tired of sitting around here in the States. When we get this thing going I'd like to have the B-25 group." I thought I was going to get it but I didn't get it, so I went out on this Peleliu show.

Q: You went out to join the Marine Aircraft Wings, Pacific in July of '44, and you were on temporary duty to CINCPAC.

Day: I was getting ready for Peleliu.

Q: Marine Aviation, Unit, 3rd Base Headquarters. That's where Campbell . . .

Day: Spud Campbell's outfit.

Q: At Peleliu.

Day: Yes.

Q: Then you had a redesignation, ^{2d} ~~Av~~ FMFPac from second ~~Marine~~ ^{Wing} ~~Airway~~ in Peleliu, and so on.

Day: We had planes landing on Peleliu, ^{on} D plus 6.

Q: I remember, I was there.

Day: That was the CBs that did that job. Two CB battalions were assigned to me to build the air base -- the 33rd under Pete _____ (?) and the 73rd under Ken Doan. They ^{were} ~~were~~ two crackerjack outfits with two crackerjack commanders. You were there, and you know what they did, how they got that show on the road.

Q: I remember you had Tyrone Power's transport squadron for air evacs.

Day: Tyrone Power incidentally was one of the best officers I ever had.

Q: Was he under your command?

Day: Yes, he was under my command later on, when I had MAG-21. He never used his position except to advance his outfit -- he never used it for his own purposes. He was always doing something for the gang, and he was a hell of a good pilot; a very effective guy.

Q: I understand he was a very nice person.

Day: A delightful person. ~~Nothing of the~~ ^{Nothing of the} ~~movie actor attitude~~ about Tyrone Power at all.

Anyway, we did our job at Peleliu, and we got that show on the road. We built a camp, and of course that was quite a staging ^{point} ~~plank~~ into ~~xxxxx~~ the Philippines. We had ^{as} many ~~as~~ 1,500 Transients There overnight.

Again I was tired of not getting into the fighting. So I finally got ~~transport~~ transferred to the command of MAG-21 ~~RND~~ and the command of the Transport Air Group (TAG). I had two hats.

Q: That was part of SCAT?

Day: No.

Q: MAG-25 was SCAT.

Day: SCAT was Southern Pacific, ^{in The} Guadalcanal, ^{And The} Russell's area.

Q: You and MAG-25 had parallel functions.

Day: MAG-21.

Q: Yes, but 25 was the other . . .

Day: MAG-25 was in the Guadalcanal area.

Q: Van Liew had that.

Day: Yes. MAG-21 was a home base for every ^{stray} outfit that ^{They didn't} know what to do with. "Put them into MAG-21."

I had two Marine Corps transport squadrons and two Army transport squadrons. ^{We} These were ^{appended with} C-46s, and R5Cs. That was ~~the~~ TAG -- the most important function that outfit had. We moved a hell of a lot of men and materials at the time when it was needed.

Q: Of course you were ^{involved with} ^{air} ^{supply} ^{and} ^{so on.}

Day: Yes. We were getting ready for OLYMPIC, we were getting ready for the Japan show. Meantime we were supplying an awful lot of stuff to Okinawa. Okinawa was still not secured. Incidentally, every time I flew into Okinawa people shot at me. That was par for the course.

I had
We were supplying outfits on Tinian, Saipan, Okinawa, Iwo
Jima, and ~~it was the monitor of that show.~~ Also Guam. And they
were trying to run a scheduled airline down to the Marshall,
down to Peleliu. *We kept busy.*

Q: In September you got tagged for a special mission.

Day: Are you talking about China?

Q: China.

to take over
Day: It was decided the Marines were going into the Shantung
Peninsula and Tientsin. *Maj Gen* So Arthur Worton of the 3rd Phib Corps
III Amphib Corp
had that assignment. Arthur Worton was chief of staff to, I guess,
Keller Rockey. I took off with Worton and some of the these people.

Q: How did they happen to pick you?

Day: I was there.

Q: Why you instead of one of your ~~subordinates~~ squadron pilots?

Day: Maybe I picked myself! I don't remember now. But *he was* ~~we were~~
on Guam, and *he* ~~we~~ came over, *And told me what we had to do.* ~~xxxxxxgoingtotaketxxxxxxxxxxxx~~
what We had to find out ~~when~~ we had to move up there. I was going to
take two airplanes to do it. I said, "I'll take one of 'em, and
... ." who the hell took the other one?

We went up to Okinawa and refueled and went to Shanghai to get ^{final} instructions, and we loaded up with all the gas we could get on board. *Because all the gas had been carried over the Hump in eye droppers, it was real precious stuff, we had to have it.*

We got one of the ~~measures we'd get on~~ the airport at Tientsin -- I think 1,000 ~~feet~~. ~~We were going to be damned short~~ But it had to be more than that. Anyway it was going to be damn short, damn tight. Must have been 2,500 meters. -- 2750 yards. Couldn't have been that long either. About 5,000 feet.

With ^a heavily loaded RSC ~~there was~~ that wasn't much to get out on; you could get in alright. Who the hell was the other captain? (Pause & mutterings)

Well, we dragged it. *IT so happened the approach was absolutely f/1st And*
we could put the wheels down on the first 10 feet of runway, which we did
 . . . Des CANAVAN *of honor*
 . . . ~~Samson~~ was the other captain.

We landed and the Japs ~~had a guard around to meet us,~~
 unloaded the airplanes and they took us into town. It's good that they did because the place was surrounded by Chinese pilots ¹⁵⁻
Communists We had maybe 20 ~~people~~ *people* in this party.

I was going to show off a day or two later, and

I asked for permission to take one of the airplanes out to Peking.

end of side 2 of tape 1.

Tape 2, side 1, Session I, 5 August 1968

Day: After ~~xxxx~~ So I asked Gen. Worton for permission to take one plane up to Peking. I think we had just enough gas so that we could make it to Peking and back, and still make Shanghai the following day. I took my two crews up there, about 10 men. And boy, were we greeted! Peking was absolutely isolated from everything. They were overloaded with Europeans who had been big shots and who had been interned ~~(in)~~ during the war. The Army put a couple of people in there to try to do something. You couldn't get out of there by road, you couldn't get out of there by canal, & you couldn't get out of there by train.

This young ~~mm~~ man came in and said, "Can you by any chance take some of these people back to Shanghai." I said, "I can take so many ^{bodies}, and so much baggage." He was delighted. I think I took about 40 people. These actually were the ex-tycoons from Shanghai who'd been interned all during the war. He was delighted and said, "Is there anything I can do for you?" I said, "My men and I have three hours and we'd like to see something of Peking. Can you supply somebody who speaks English and who's intelligent enough to show us ^{a few of} the highlights in that time?" He said, "I'd be delighted. Here is Mr. Somebody; he's ^{a native} ~~an alien~~ but he's a graduate of Yale." And this young man took us around in a very intelligent three-hour tour of Peking.

Q: Did you get any pictures?

Day: Nobody had any cameras. I did buy some jade. If I had had the money I would have bought a sapphire, but I didn't have the money. When I went on this tour I had no idea I was going to need any money.

In Shanghai for instance I think I drew 100 dollars from the paymaster before I left ~~from~~ Guam. I got in a hotel, I changed a 10 dollar American bill for ~~over a million dollars~~ ^{a little over a million dollars} Shanghai, and I ^{was a millionaire for} once in my life, ^{and tipped the bell boy \$50,000} I took the doll up, and he was very unhappy.

Anyway this young man was a ^{delightfully} very intelligent person in that he knew exactly what to skip and what not to skip. He really gave us an unforgettable tour of Peking.

We went back to the airport and picked up these people, and boy were they glad, they had no place to go that night, and we got them back to ~~the~~ Tientsin that night.

We split the gas between the two airplanes and then we loaded up a couple of tanks with ^{Jap} gas -- I didn't know how good it was, but in case we had to fall back on it we could.

It worked out just right. We got into Shanghai the next day with practically no gas of our own left, and then we had to fall back on the ^{Jap} gas.

We were glad to get there., then ^{went to} Okinawa.

Then . . . who the hell was . . . it wasn't Woods.

Q: Woods was at Okinawa.

^{Lt Gen L. E. Woods}
Day: Yes, he put me on a job there, before I got back to Guam, visiting ~~the~~ most of the airports in Japan to see what shape they were in, for Air Operations.

I went around to

Most of those fields, didn't land there but buzzed them.

Then on back to Guam. Meanwhile, my tour would have ended some time before, but I ~~was scheduled~~ ^{had extended} for the Olympic show. Now that the war was over I wanted to get home. ~~Ray~~ ^{they} gave me orders.

By that time MATS was wrecked. All their good pilots had phased out, and I was dead tired anyway. I said I'd like to go home by ship and get a couple of weeks rest. *I overlooked the*

fact that I ^{job} ~~was~~ the senior officer aboard this damn transport. We had something like 1,500 casualties ^{and over 1,500 sets of orders to process.} -- 1,574.

I got myself a couple of good Marine Corps yeomen and ^{sergeants} *maps* and he cranked them out, we got them all done.

Q: You had to sign each and every one of them?

Day: Oh sure. But so far as getting a rest was concerned, I didn't get much rest. *But it was also a flagship of* this commodore,

Peg had been saving her points We had steak three times a day going back. [^] I got so fed up on steak! But I was glad to get back home.

I am pretty proud of *the record I had in this war.*

I was given some big jobs to do and I was able to do them. I was lucky. The luckiest thing that ~~aw~~ happened to me was that always, every job I was given I was given a boss, and I knew more about the damn thing than he did, and he let me alone. And he gave me all the backing in the world. Redford, for instance,

I went down to Cherry Point on this PBJ operation, and my boss was the admiral down at Jacksonville, the chief of naval ~~and~~ air operational training. I was ^{just a} ~~a~~ second lieutenant, at ^{Colonel} ~~Cherry~~ Point. But the marines, Mitchell and Jerry Jerome, whose ~~headquarters~~ ^{headquarters}

Again I knew more about this type of airplane than they did, and they let me alone. I was ^{given} ~~given~~ ^{pretty damn good} ~~Thiet~~ ^{Thiet} incidentally, because the Navy was not ^{interested in} ~~interested in~~ ^{PBJs} ~~PBJs~~. They didn't have any, they had no supplies for them, no ^{parts} ~~parts~~ for them.

^{The Navy supply officer} I remember at Cherry Point, we brought a generator ^{went in and wanted a} ~~we brought a generator~~ ^{he asked} for five of them and all ^{he had was two and he said,} ~~he had was two and he said,~~ "I'll give you one." ^{we asked,} "Why don't you give us two?" ^{and said he would only have one left, then.}

We started to ^{Scrounge} ~~Scrounge~~ ^{from} ~~from~~ with the Air Force and with the manufacturer ^{And any place we could get them. He} ~~And any place we could get them. He~~ just ^{operated} ~~one~~ ^{high, wide, and handsome to} ~~highwire~~ get the stuff in there.

This Navy supply officer was very unhappy about all this, so he wrote a letter to the chief of naval operations with copy to the commandant, saying how we were conducting our business and so forth, it wasn't according to ^{Hoyle} ~~Hoyle~~ ^{was C.H.} ~~was C.H.~~ "Fog Hayes was my exec, and we asked him. "They didn't send us a copy." "If anybody wants a copy Frank Schilt 'll give you a copy. ^{So we get it. So our temporary} ~~So we get it. So our temporary~~ ^{low-~~stripe~~ supply officer} ~~The Navy supply officer~~ went back to Norfolk with two stripes.

That was one of the best things that happened at Cherry Point -- that ^{he} ~~you~~ got rid of ^{bastard} ~~him~~ that ~~bastard~~. He was a pain in the neck to everybody down there.

We weren't there to win the war; ^{and enjoyment} We were all there for his edification. He got ^{posted to} the two stripes and went back to Norfolk.

The one very good thing that we accomplished was that we did get the Navy carrier aviation modernized, and of course it has progressed beyond that.

That was a very real accomplishment. That year in Washington I worked very hard -- I never worked so hard in my life as I did that year, and never got so much satisfaction out of a job.

These PBJ things ^{the same way} -- we taught the Marine Corps and the Navy how you really train a crew, And *he sent them out as crews.*

And they were really a working team when he sent them out there. And we gave them ground support.

Q: This was the important thing rather than the accomplishments of the Marine 825 and PBJ program. *The* training of crews, ^{crew} ~~troop~~ training, general *Aircraft* operational training.

Now were the methods and the syllabi that you developed utilized and transferred into other areas of air operational training?

Day: On the ~~PBJ~~ program I don't know, because that was very specialized training. The men that came to us were already ~~rated~~ ^{rated} ~~rated~~ mechanics or ~~rated~~ ^{rated} radio officers or rated radar operators -- we took them and specialized them in particular jobs. The ~~1x~~ pilots of course were just fresh caught of Corpus Christi or Pensacola. You started from scratch with them.

could go to Washington

We wrote our own syllabi; and again I_n said, "Look, I want So-and-so, I want John Carter for this job. I want Gordon Adams for this job." And I'd get them. When you get yourself a bunch of really competent ^{key} people, the rest of the job is fairly easy. When I was able to pick the men I wanted and get 'em, it was then just a matter of going all down the same road, and we'd accomplish those jobs.

Q: You went back to American Airlines. Was the transition hard?

Day: No, I was glad to get home.

Q: Did you begin flying again?

NO,
Day: I came back. I had three or four months' leave coming.

Ralph Damon was then president. He called me in and said, "You can't take three or four months' leave, I need you right now." *But*

I SAID "I ~~was~~ still getting paid."

To make a long story short, I came back and for the first two months nobody except Ralph Damon and I had the faintest idea what the hell I was doing. We studied our system of dispatching.

Dispatching is not a good word. It's operational control. Operational control is defined by law as the authority to initiate, cancel, defer or reroute flights. In other words, the dispatcher who exercises operational control runs the show. Damon was not satisfied with the measure of operational control -- and this is only part of it -- and he wanted me to study the system and see

how it should be set up, and how we could organize it.

Q: That's more or less the sort ^{PROPER} utilization of American Airlines aircraft.

Day: That is right.

Q: For most economical . . .

Day: And best passenger service. You got three flights, ^{he out,} it takes three airplanes, and we only got two airplanes. The dispatcher has to make the decision as to which flight doesn't go or which flight is deferred, and that decision is based on passenger service as much as it is on dollars (in fact, more on passenger service than it is on dollars, because at a time like that the goodwill of your passengers is worth more to you than the dollars involved).

Q: This is much like the Eastern Airlines ^{shuttle} system. If there's one passenger who wants to take, say . . .

Day: . . . Yes, but it gets more involved than that. When you are dealing with a couple of hundred airplanes, and out of 200 airplanes every damn one of them is employed -- it may be assigned ^{MAINTENANCE or} to ¹ this or ~~that~~ that or the other, but every one of them got an assignment -- and all of a sudden three of the airplanes go haywire, you got problems, and it affects the whole system, not just one station.

So Ralph gave me the job of setting up the so-called dispatcher ~~operation~~ ^{innovation}, organizing it and manning it, which I did. And again that has become the model for almost all the airlines.

Q: At the same time the Marine Corps was making use of your services for boards and the reserve policy board.

Day: Yes. While I was doing that I was very active, and as American representative in ATA on operational matters -- matters of airline regulations for instance.

Q: That's the Airline Transport Association?

Day: Yes. I got very much involved in that. As a matter of fact I ^{practically} commuted to Washington for two or three years on that deal.

Joe Beck and I almost wrote CAR 40.

I ~~was also getting more involved with~~ Being in Washington all that time I was also getting more involved with *The Unification fight.*

Cal
Q: Melvin Mass . . .

Day: Mass and MCRDA. And ~~Ralph~~ ^{they were the ones} ~~that hit me over~~ the head and made me ~~xxxx~~ go on that ~~xxxxxxx~~ ^{policy} board. I didn't want to go at all; I didn't have the time to do it. I am glad I did.

~~xxx~~ Earlier you asked me about the politics going on in the Geiger situation. As a second lieutenant I ~~didn't know~~ had no more idea of what was going on than my wife does. But in this ATA business and the argument ~~of~~ with CAB and CAA, and then getting

on this reserve policy board, ~~xxxxxx~~ the other side of the picture ~~xxxx~~ began to open up again, and I began to see what the hell was going on. And I had enough background and enough guts and enough brass to do some things.

Take MCROA for instance. MCROA was in very bad shape. Tim Hansen got me ~~xxxx~~ interested, and when we took over MCROA -- I don't know how many members it had, nobody knows.

Q: McCahill was there?

Day: McCahill was there. McCahill didn't know, and what's his name...
He was general Counsel to the House Armed Forces Committee for awhile
 (Pause) They didn't know what the hell . . .

Q: ~~Dave Condon?~~ [Blandford?]

Day: No. I can't remember names. Anyway it's not important.

hauled it out
 Mel was ^{blind} ~~blind~~, overextended physically, and they had some part time ^{gal} who didn't know from nothing. ^{The records were not done good} They were broke. ^{So} Tim ^{and I} and I built it up and started to work on it and now they have a membership of almost 5,000. Tim primarily gets most of the credit. We worked like hell on that thing. And MCROA has been a tremendous aid to the Marine Corps. You never could have had the Marine Corps ^{bill} ~~built~~ if it hadn't been for MCROA.

Q: What pressure was brought on you, in any, by people outside the Marine Corps, in your capacity as ^{an} executive of American Airlines? In other words, for instance the Air Force -- were there any politics? Did you feel any outside pressure?

Forces Policy Board

Day: Only on the ~~Reserve air force~~ [?] They ~~would try~~ ^{would try} to put pressure on them. *he would tough + them*

The Air force are very inept politicians. At least they were on that board.

As a matter of fact one of the best allies I had up there was a National Guard major general whose name I don't remember.

Q: Was it Lowe?

Day: No. He was another humdinger. And the guy I used to battle with was . . . (Pause) He's now director of American Airlines.

I came back from one of these meetings, and *he and I were* having had (were having) lunch together.

"What do you think about So-and-so?" *I said, "I think he's a dud."*
He's just one of these bastards who
~~You don't need bachelors~~ ^{gets on a horse and}
 rides off in all directions. "That's interesting. We ^{just made} ~~make~~ him

a director." (laughs) Burgess!! Carter Burgess. Carter Burgess had *very little knowledge* about the military.

He had as his military assistant a West Point *Colonel* who had one little ribbon on his chest, *And was the cockiest,*
The most obnoxious, the most ignorant son of a bitch I ever laid eyes on. Burgess thought he was wonderful, *with all the brown on his nose*

Q: What was the response of the regular Marine Corps to MCRDA?

The Marine Corps

Day: Excellent. The senior officers of ~~MCRDA~~, and particularly senior field commanders, had seen what the reserve could do.

And MCRDA was their right hand in building up the reserve, and in handling the Congressional ~~Plans~~ (?) _____ ?

MCRDA and the Marine Corps have ~~always~~ and the Marine Corps reserve have always gotten along damn well, particularly the senior people in the Marine Corps.

Q: This is the accusation made by some reservists about MCRDA -- that there was politics involved, that ⁱⁿ some of the ~~Y~~TUE, some of the senior people are the ones that have always been able to make out.

Day: MCRDA has nothing to do with assignment of officers in a unit.

Q: I am talking about just retention, and just . . .

Day: MCRDA has nothing to do with retention. That's a Marine Corps reserve matter. What MCRDA has been ~~xxx~~ able to do -- it's been able to get ~~that~~ ~~xxxx~~ drill ^{lots} weekend drill ^{lots} so you get extra credits ^{for double time on drills}

MCRDA is responsible for the promotion system, ^{you have} a running mate, that sort of thing.

^{There is very little that}
Take you or me as individuals, MCRDA ^{can do about it.}

Q: For instance, MCRDA's relationship, say with Gen. Pate, what were they like?

Day: Excellent.

Q: Let's start with when you actually became involved, during Cates' tenure.

Day: It was before that.

Q: Vandegrift?

Day: No. Who came between them?

Cates, The
Q: [^] Shepherd. I am talking about ^{during} the unification process.

Day: That was when I first began to get involved in M&E MCRDA.

Q: About '48?

Day: ^{Earlier} ~~Later~~ than that. The Marine Corps bill was passed in '53, wasn't it?

Q: Well, '48 is when the thing hotted up. It was during Shepherd's tenure.

Day: Cates I admired very much. Shepherd and I got along all right. And Pate and I *practically* loved each other, but I don't think he was a very good commandant, *to be honest about*

it.

Gen. A.C.
I got a lot of stuff through ~~other~~ ^{data} that I couldn't get through other people.

Q: How about Shoup?

Gen. D.M.
Day: I ~~didn't~~ ^{Never} care much about Shoup. Tim Hansen handled Shoup.

Q: In getting the promotion system and the running mate system and soon organized . . .

No Reserve Forces
Day: . . . That goes back to Mel Mass. *You see, Mel was on*
Policy Board, and Mel . . .

Q: ROPA was . . .

Day: ROPA was actually his baby. But MCRDA was the outfit that Mel used to get ROPA. ~~approved (?)~~ ^{through}

Q: During this period the provisions of ROPA had not been observed by the Marine Corps. In other words the reserve program went along on a proforma basis. For instance, twice passed over officers, or company grade officers, were still in the reserve program. In 1961, for instance, under ^{Governor} Shoup's regime, in one fell swoop something like 500 to 600 captains, regardless of record or satisfactory ^{federal years} performance and so on, were just ~~deep~~ ^{six} on the program.

Day: Was that in accordance with ROPA, or what?

Q: All of a sudden, yes.

Day: I don't know that. I always thought _____
not only got along with ROPA, but it led the way out ^{to} of ROPA.

Q: I was curious as to what the reaction was at this particular time.

Day: I don't know. I was getting out of active combat at the ~~mi~~ time when Shoup came along. While I knew him and had done some things with him I'd never ~~known~~ ^{worked with} him very closely, and I didn't know him particularly well. But Tim Hanson worked with Shoup very closely.

Q: What have you done in this postwar period, during your involvement with the reserve? Were you ever called upon by the Marine Corps for specific jobs?

Day: To a limited extent, but not nearly as much as could have been the case. They are making excellent use of general officers now. They put them on two-weeks' active duty each year where they do something which is in line with their rank and their qualifications.

Take Duschene: he is up there and he is national president of the Navy League -- it's a tremendous job, it takes a lot of time. They've assigned these people to do various shorter tasks. Doug Peacher for instance was the chief umpire on some of these maneuvers out on the West Coast, and did an outstanding job.

That started to come along mostly during the Shoup régime.

Gen. W.M. G.

Greene particularly followed through on that. He's made excellent use of these people.

In my day they figured that most of us, if we were needed, were still close enough to the last war situation to be able to step in and do some particular job. *They wanted to do. Post told me that I was the only guy he'd give a Division to - what he meant was this*
I have a certain amount of organizing ability and a certain amount of administrative ability -- I can get things done. *I'm the gitter-1* So long as nobody pays too much attention to how I accomplish it.

The war was over. I was a ~~xxx~~ colonel all during the war, and I was sore as hell, and I saw these young guys becoming BGs over my head, and I knew damn well that they were neither as able as I, *nor doing a job as big as I*

I came back and Field Harris called me, *he was Director of Aviation then,* and he asked, me, "I suppose you ^{have wondered} ~~wondered~~ why you never made general officer."

"I sure as hell have." He said, "The law only provides for a general officer in the reserve, and when the war broke out we *Gen L.W.T.* appointed Waller ^{he is} as director of reserve. *He was an ex-regular.* Now Waller is gone on

inactive ~~any~~ and there's a spot, and we decided to select you for this brigadier general. Furthermore, ~~if you~~ I am instructed to tell you if you accept *it, he will not only make it in the Reserve - but to go make up the reserve* you'll make brigadier general in the regular service." I said, "Field, I'm flattered as hell. Of course I'm delighted to become brigadier general. I've wanted to be a general for God knows how long."

But He said, "As far as ^{making regular} ~~the~~ is concerned, *I don't think I hard, it.*

"Thanks very much, ^{accomplished} I am too much of a ~~xxx~~ operator." *He was I've*
The things I've done in the war, I ~~worked from the bottom~~ *has put on jobs I knew something about,* and people left me alone."

~~ever say.~~

I broke more damn rules than anybody

Nobody cared as long as I was right. But in peacetime I have got to go ~~along with~~ ^{along with} that damn book. And I don't want to go along with that damn book, I'll wind up in jail. I don't want to end up in jail for three months.

That's about the way it was: I was just lucky all the way through, ^{And} I was assigned TASKS based on my own experience.

Of course I would get people like Fog Hayes who was my executive who made certain I didn't go too damn far.

Do you
Q: I think it's realistic to believe that, say, if the ^{ball} goes up your present day reserve general officers are going to be able to be assigned as commanders of task organizations or ^{Combat} organizations, say over and above some of the regular officers who ..

There are
Day: ~~For~~ certain jobs these guys are much better equipped to do than the regulars who's has been a soldier all his life.

You take Bob Bell, for instance, who just retired. I helped bring Bob Bell up in aviation, and I know him very very well. He is a completely competent, objective ^{straight thinker} with a tremendous wealth of experience. He's had more experience in a month than most guys have in five years. You put him in some of these tangled up situations and you ^{can} ~~are going to~~ expect Bob Bell ^{to come out} with a very sensible kind of an answer. It may not go by the damn book, but it'll work. And John Winston was the same kind of a guy.

Q: Like Oppenheimer, who's had extensive experience with administrative organization.

as Platoon leaders

Day: Sure. People like that ~~for two reasons~~ wouldn't be worth a damn. They don't know the fine points of *TACTICS*.

On some of the other jobs which are also important, they know enough about this sort of stuff, they got enough background on it to combine with their own experience in business. And they come up with some beautiful answers.

Take Leland
~~I believe it was Smith~~ *he is* -- administrator for a tremendously big section of the Department of Health, Education & Welfare, hospitals. *He understands all this Bureaucratic gobbledygook.*

He would fit into the supply end, the logistics end of the Marine Corps as very few people would.

Q: Of course without naming names or pointing out certain people, from an objective viewpoint, *of course it's* the selective system, the selection board system *And you can't fool with this system,* ~~we can't prove if~~ (that) there are some questions as to why certain *General* officers were selected for reserve and others passed over, taking into consideration their records and what they've done for the Marine Corps.

Day: I've sat on a lot of selection boards. I felt on one that we made a mistake *an honest mistake* -- we selected a guy that should not have been selected. Nobody on the board knew him, but he had a record that would knock your eye out like that. Nothing wrong with him, he just doesn't have the capacity, the caliber. As a major he was *a world beater*; as brigadier general he was *lacking*. *That was an honest mistake.*
 I went to the board *(M)*, "I feel certain but I can't prove it."

I feel that the regulars have instructions, but I can't prove it. The reserve wouldn't go along with those instructions, and he
 as a result finally compromised. We passed over, a Reserve officer,

~~The senior officer~~ An outstanding officer

the outstanding candidate of the year. He's now a retired colonel and bitter as hell, and I don't blame him.

Another guy who thought he had it made who is now a retired colonel. He's been with the reserve is bitter at the reserves because he thought the reserves wouldn't go for him. This was a case which I believe, and I can't prove it. I feel

The regular members had been instructed, and the Board was illegal.

There were three reservists and three ^{two} regulars on the board, and there was a reason. The commandant believed the reserves would not go for this particular person, he was not respected, but the regulars ^{seemingly} had their instructions.

On the whole I think the selection board has done a damn good job.

Those are the only two instances I can think of. One was an honest mistake, nobody knew the guy and we were overwhelmed by his record as a major and lieutenant colonel. As I said there was nothing wrong with him. But the other time I think it's the only time I ever suspected that there was any reason, to believe, and I do believe, there was interference with the board.

In all the boards I've been ^{one} ~~on~~ anybody ever came to me and tried ~~to~~ politics

Q: How about the conflict between the reservists and the regulars?

Day: What conflict?

Q: Well, there has been at times.

Day: There's bound to be jealousy. I am a lieutenant general, and lots of regulars would like to be lieutenant generals.

On the whole during the war nobody knew -- I never knew -- whether a guy was regular or reserve and didn't care. I understand that's true in Vietnam and was true in Korea.

Q: What about conflict between air and ground?

Day: There was always ^{bound to be} some conflict there. The ground ^{has} always objected to ^{extra pay} ~~extra~~ ^{air gets and} ~~cars~~ ^{cars}. It's like two high schools. There's good healthy jealousy between them.

Q: I find people who would not go along with that theory, people who say that in many cases where the chips were down -- during unification particularly -- that certain segments of aviation were not as loyal to the Marine Corps as they should have been, that where the possibility that marine aviation and naval aviation, their mutuality of interests was such that certain senior marine aviators were more inclined to play footsie with the Navy than support the Marine Corps. Were you ever aware of this?

English was a statement that *Composition unity, coherence, and*
emphasis.

I think we've been a little off line on some of the continuity here, occasionally. But it was fun talking to you, and I brought back to mind -- or you brought back to mind -- things that I hadn't thought about for years. I am very glad to get it on the tape, and I'll be very glad to have ^{the} ~~a~~ tapes ~~copy~~ copied.

Q: Yes.

Day: Thank you for coming out. And now let's see about that ginger ale.

end of side 1 of tape 2. End of Interview. Session I.