DK

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 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 1906. The town has now become famous because that's where they hold this muzzled shooting match.

Q: The place that just blew up recently?

Day: No.

Q: I guess that was in New Jersey.

Day: They have a muzzled shooting rifle contest in the little town of Friendship, Indiana, 150 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 people actually go back to the Plymouth Colony, but they were 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.

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 time Ohio State 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 's Army. I did it 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. A week later I had to be in New York.

Q: What's the University of Ohio?

Day: About three weeks after the war was declared.

Q: You'd never heard of it before?

Day: In the company of the vice-president that was in the military service, he was a retired colonel in the New York National Guard. It was his big hobby.

Back in Columbus you'd always see newspaper headlines talking about money and munitions, 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."
Day: I'd heard about it, but it didn't mean anything to me.

We sent off a wire to

We were asked how do I go about getting a commission in the Marine Corps? I got a wire back from my friend Maj. Holcomb. I took a sleeper that night to Washington, went to Headquarters, saw Maj. Holcomb who was in a hell of a dither because Secretary

ordered 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 call for 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 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 headman from a big, new college. I'd won my letter in track but I wasn't in very good shape.

As I remember, there were four vacancies for regulars. A lot of those who passed got commissions in the reserve or temporary commissions.

Q: Provisional I think they call them.

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

Anyway I was sworn in as second lieutenant, Marine Corps Reserve and that was supplemented with a probationary appointment as a 2d lieutenant on the US Marine Corps. And I had orders to report to the Marine Corps Rifle Range at Winthrop, Maryland, on June 21st. Quantico wasn't ready -- they were still building it. 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. While I think he may have left some things to be desired as a general officer he was known for and liked as a training captain, and a crackerjack and a crackerjack 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 going all right the riding crop would come down with an easy 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 I can't stand you. ... " always being one word and always his favorite expression, "For the love of Christ." He did a damn good job with us.
Q: Who were some of the officers in your platoon?

Day: In my squad, all of them got killed. But outside of the "dirty dozen" I could tell you who they were. There was Johnny Overton, Wally Gorman. 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 officers' training school, this is the best before aviation. We were being taught to be infantry officers.

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

Day: All right. Anyway, about the middle of this course — I would say about the middle of August, Maj. Rixey assembled the battalion, and Capt. Cunningham at Headquarters had a message for us. Cunningham said, "Gentlemen, the Secretary of the Navy has authorized the . . . . 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." Except he just righted around and said, "Forward March!" I think that maybe with the exception of maybe 15 or 20 the whole bloody outfit volunteered for flight training.
Q: Why?

Day: Oh, this was 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 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; although I was one of the younger, I don't think there was anybody there over 24 or 25.

Q: Had aviation become popular?

Day: Yes. Aviation was getting a big play 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 went in for it, and we didn't hear any more until the end of school, when 18 of us were assigned to the first company; at the Navy Yard in Philadelphia. I think there were 2 left over.

Q: That's right. What kind of training were you getting as a would-be infantry officer?
Day: The standard training -- drill, how to build revetments, 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. (?)

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 my seaplanes under "Cocky" Evans; and the other 12 of us came up here to Harlshurst Field, which is now Roosevelt Field Shopping Center, under Maj. MacIlvain. I guess he was a major at that time.

Q: Roben?

Day: Roben came later. And MacIlvain, Ed Chamberlain, Presley. Presley had been an NAP.

Q: That Kevin K. Presley?
Day: No, Russell K. Presley, the commander of the F-4 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 over there in the Azores; they left almost immediately from Philadelphia. I forget what they called that outfit.

We came up here, and we had 'Tip' with wheel control, before they had sticks in Jennys. ('Tip' = dependent)

They'd picked up half a dozen or so. We hired some civilian instructors. We went on Old Country Road -- that's the main highway around here along the north side of Hazlehurst Field, 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: MacIlvain.

Q: I mean under whose supervision was the school, the Army or the Marine Corps?
Day - 10

Day: The Army gave us the space for a camp and let us fly our airplanes, but they paid 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 man named Kellerman, and Kellerman was scared to death. He wouldn't let anybody touch the control.

I had four or five rides with him, and he never once let me touch the rudder or touch the control.

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

My next instructor was a fellow named Dalittle, who was no relation to Jerry Nalle. He had been in the Air Corps, he had been in an accident and his face was terribly damaged up.

He was just the other extreme. After one hour and 45 minutes of flying instruction one morning he staggered out, he was drunk as hell. He nearly put his foot through the wing.

"All right!" (ditto: "all right, go and kill yourselves.") That was my solo.

Actually, the "dirty dozen" 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 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 interpreters came along at the same time.

Harold Major, Ed Robillard, who were nine others.

You have the list here if you need it on them. I don't think you need 'em.

We stayed there until . . . I think we moved out of there either in New Year's Day or New Year's Eve. December of 1917, incidentally, was the coldest month I have 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 we had sleeping bags, and everything was fine.

Then we went down to the Geratner Field of 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 than we were up at Hazlehurst.

We went to the instructors school at that time, flying mostly Canadian 'Jennies,' W.I. 40, and smaller tails than the D and the B. They were built by Canadians.

My instructor was Victor Vernon, one of the grandest gentlemen 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 absolute mess down there.

Pretty soon you had marines running every hanger. The Army had no airplanes in flying condition. Our marine mechanics put These 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 Hiss 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 to come up to the early program, and also some young men who had been commissioned. The Navy had 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 Havilands and Caproni's.

Q: British type.

Day: Yes, the British type, and The Italian Capronis.

Anyway, we went as far as the escort 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. 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, before WAAC. We left for France. There were two groups. One group started to fly at daylight and cleared till 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 think I was on one of those groups, and we did pretty well.

I did a very silly thing. We made up some gunny ships, out of wrecked fuselages from one ship, wing from another, and piled up a scarifier. 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 as to who'd get the most training time. One of these gunners?

I was just sitting on the line not doing anything, so I said?

The gunny 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 air from our tail surfaces, particularly the rudder.
I saw it. 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 side. They went my control, and we slipped into a spin at about fifty feet.

Then we cracked up. The plane broke in two between the me and the engine, and between me and the gunner. As a matter of fact, the chief fire the starter ring 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 seat belts today in automobiles! I spent 50 years of my life in airplanes strapped to my ass, I am damned if I am going to be strapped tight on an automobile too!

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

We did a pretty fair job of training for those pilots, the mechanics and the pilots.

We found out that we were going to have two seaters instead of a single seater, we didn't use many pilots.

We started to take the junior pilots to make them gunners. I was one of the senior guys, so I won the first choices as who would be my gunner. I said I wanted Corporal Frank Smith. 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.
I taught acrobatics down there. 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 Frange, about 12 or 15 miles inland. It's not on any map. Cause Roy 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, did each of the squadron commanders have the fighter the responsibility of picking out their own fields.

Day: No, they had done that already. Geiger and Roben, MacIlvain and Chamberlain had gone ahead and picked out the fields. Roben was my squadron commander -- Squadron "C" that was --; he and Presley went to (Squadron D) and we went to La Frene; 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.

Q: Or is it O.Y.-E.?

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

So we got there, and our motor transport had 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,
they had to steal a lot of it too, under they stole six Cadillacs, and right smack 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 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 liable to being sent to the British to fly their airplanes. I went over to the pilot pool at Wissant, and checked out in DH-9s, and checked out in Camels. That was an airplane I would have loved to have flown.

Q: Sopwith Camels?

Day: Oh, I loved that Camel.

Q: This was a Hawker Siddley 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. Tex Rogers was flying there. I forget who else was over there with me. (pause) Pat Mulcahy was flying out of another British squadron -- I believe it was 204. I think we made five with the British, and I was tail-end Charlie, a Yank.

But that squadron was a great collection. The commanding officer was Maj. Bert Wemp, and I'll come back to him. He was one of my big heroes. He is an 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 most 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 British colonies, and Canada, Scotland and Ireland, Wales, England, and even some Yankees. They were a bunch -- they could have broken 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 him about a year ago. We made him an honorary member of this World War I gang. And he stole the show. He's one of these Elder Statesmen of the Dominion of Canada.
There was another man in that group, Douglas Roben, my commanding 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 Yanks. We had the flu among us. In fact I only got to make one raid with my squadron because I got hit by the flu. We were camped out in a little hollow, which was a little damper, and the other one was adjoining area. 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!

As much as I work with Marine Corps history, I don't know his first name. 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 it the nickname Chief "Lucky" come naturally. Then Khaki Evans. As much as I work with Marine Corps history, I don't know his first name!

Day: Frank.

"Lucky"

Q: There were a couple of Khaki Evassas.

Day: About Two
"Cocky"

Q: He was also called Khaki?

Day: I think so.

Q: Also a pilot?

Day: No, he's not a pilot it's not related. He was also a pilot, but he wasn't in the same league with Khaki Evans. I knew him a little bit. I knew Khaki pretty well. But Khaki -- I never knew whether he spelled his name C-O-C-K-V, or 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 (read) 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.

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Day: Let's go back to 218. We had DH-9s with the Siddley engines. They were as I say, underpowered. When they were overhauled, they seemed to turn up a little bit better than others. Of course then they'd give the usual bomber with the four 50s, they gave me one 230 lb. bomb and (on) the fuselage. The so-called bomb sight was a negative lens bomb sight, mounted on you looked not in the floor, you looked at your target, that was the thing. The other thing about the DH-9 is 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 egg, I'll drop mine."

We came to our objective, which was a railroad junction in Belgium. I think the place was Dayzne. I think that morning I had just come out of the Army, and so Frank reached over and dropped a direct hit on a German troop train. I had the only large bomb. That was the Day luck.
Had 'em. 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 was above the Navy Cross. So they gave Pat a DSM. Thought he was giving Pat a higher decoration than he was giving me and everyone else. Later on it was reversed and the Navy Cross was higher.

But we all got them in the same group (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 not a higher decoration than the rest of us.
Incidentally, my closest friend, Henry Dunn, from Jacksonville, Florida, graduated in '17, and he was in this dirty dozen; he was in Presley's squadron, "D" squadron, right across 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. Harold Jones and I, 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 bombing for four or five years. There hadn't been a light showing in Calais for four or five years. Most of them had spent their nights down in bomb shelters. 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 this had an interpreter -- a Belgian count, or somebody or other. 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 camps, and here was a bed piled about 18 inches thick, it
looked like a feather bed, and oh brother! we were sleeping
on a straw bed. The Germans, with that -

We went through Ghent and into Brussels. In fact the Germans
were still guarding the entrance to Brussels, but we got in,
we sort of boosted our way through. They were evacuating.
We spent the night in a hotel right across 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.

We came back to camp, and there was a note from the
Major Cunningham's office at once. He gave us 10 days in

q: For unauthorized absence?

Day: For unauthorized absence. It was worth it. He said, "Ten days
in camp, but that doesn't relieve you. You are still going to get
work."

q: Did you ever get up to the Marine front lines, the 4th Brigade?

Day: No. I was near the British front lines. We were north in
that's the British front lines. The Marines were farther down.
Q: You had no contact whatsoever with any of the marines there --
the 4th, 5th or 6th marines?

Day: No. We were not part of

Q: The Naval ....

Day: The Naval Expeditionary Force. The ground marines were all
part of the AEF and came under Pershing.

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

Day: We came under the Navy under Admiral , actually.

Q: As I recall, very few of the First Marine Aviation Force ever

got to Paris.

Day: I think that's probably true.

Q: We didn't have that much liberty. I got to Paris because
I had to take a gang down to Pauillac to bring up that motor
transport. Pauillac 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. There were aviation bases. A supply
base. Of course the Gironde River in Bordeaux is a
A tremendously big port. All were 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 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 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 for a while. After all, we were just youngsters. In November 1918 I was at the ripe old age of 21½ years.

Q: Now what about the uniforms? You all started affecting the British style dress, with the brown belts and the overseas cap, canes?

Day: The old man made us carry canes because we were in the British area. I still got a couple I stole 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 we were there very long the champagne cocktail 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 brown in those days.

Q: All the enlisted men?

Day: No, I mean all officers. Sam Brown's 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 was light, it was a tan. Ours was always very dark Cordovan. During all those years sand browns were part of the uniform. All Marine officers and all Army officers, too, as well.

He gave me ten days in "hack", and I had it coming, for being absent without leave. We went down and sailed from . . . Is Nantes a seaport?

Q: No, we sailed from 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 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 0 or 10 knots.

Q: It would take 14 days.

Day: It was slow going, some pretty rough weather. 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, and the old man said to me, "Life is beautiful for me." He'd come down in white gloves and smear 'em around the ship, see if he could get smudges on them, and he always could! (laughs)

We got to Norfolk, and everybody got 30 days leave, and then reported back to Miami.

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

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

Day: I came back from Pauillac, and greeted me with another promotion. In France, before we got back to Miami, I'd loved service life.
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 who had been in my company at Quantico, later the commandant. I wrote 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 the Marine Corps on March 17th 1919. That was the end of being in the Marine Corps. Never no more!

(exremely loud noise, obliterates voice)

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 there. The Philippine manager and I thought I ought before I ever got on the ship, and we never stopped. He was an ass, and I wasn't exactly brown-heeled.

The trouble was that he himself in person had given a royal

(pea)

a royal gypp on 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. A classmate of mine from college, Don Hamilton, brother of Tom Out of the blue appeared (loud noise resumes)

Hamilton, the Navy coach.

Q: Oh yes.

Day: That was a supercargo on a shipping board. He had been in the Navy Corps of the Navy during the war. And to make a long story short, I ended up with the ship surgeon on the good ship Bellflower.

Q: Ship surgeon?

Day: Ship surgeon, and I didn't know adenosides from piles when I was a ship 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: 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. So then went it to Thru 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, passengers. The old man, the mate or the second, passengers. The old man, the mate or the second, passengers. The old man, the mate or the second, passengers. The old man, the mate or the second, passengers. The old man, the mate or the second, passengers. The old man, the mate or the second, passengers.
Capt. K.S. Day, USMC, the old man said -

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 lighthouse keepers and ships. There wasn't a word in it over two syllables.

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

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

The medicine was up until the time I took over sickbay. But the ship had been run by a guy named Barden, or Duke, 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. Ha! 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 at some place, and when the war broke out he didn't wait to enlist in the Navy as a gob, he went in a radio operator.
So Ham and Bill O'Neill and whatever-name—we played bridge every night, practically, while we were at sea. At your corner point, we'd, say, for example, Ham win all the money and he won less than five bucks. Anyway, this was a very enlightening experience. The time from Manila to Shanghai left was about five days.

The old man had me figure out what we needed by way of supplies and medicines and things of that sort. He said, "Go ahead boy, knock them up. We're on a cost plus basis and the more you put in, the better the Barker line is going to like it.

These two books gave me some very good guidance. But was strictly with it comes to that, a salt and iodine doctor, I did sew up some cuts, set some bones while some boy got really sick, couple of broken bones. If somebody got really sick, I'd say, "It'll take me a little while to fix this up." And I'd say, "Come back in about half an hour, I'll have you fixed up." And I got the doggone book to find out what was the matter.

But I became a real expert on venereal. We had tremendous number of venereals. And also on first aid.

We went from Manila to Shanghai, and up the river to Nanking and back to Shantung Peninsula. We had call up there and we were supposed to Dairen to come out of the Shantung Peninsula to Vladivostok, which had been shipped over several hundred pairs of shoes by the Red Cross and get it stowed away. And between Shantung and Vladivostok, finally got in to Vladivostok and picked up the shoes and went on to Nagasaki for five weeks when the Japs stalked like we were fixing the turbine, burned out our high pressure ritz, made temporary repairs, and then came 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 been heating up all this time, while they argued with the insurance company. We lived in Hong Kong for five weeks, with an insurance company, and we had a wonderful time all this time, because Bill Divved Ham and I had letters of introduction to important people in all these ports. We'd go ashore. I myself spent two nights out of three in evening presenting these letters, be given cards to clubs, clothes. We 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 signs of syphilis around the mouth, and he was dangerous for the rest of the crew. I had some tests 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) We had 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 keel, and cut 10,000 tons.

So I became third mate and immediately jumped Bill Divved back to being ship's surgeon.
When one of these sailors became sick, they'd wake me up. The middle of the night and they'd say, "Hey, Doc! Hey, Doc!" and I'd have to get up and take care of him.

To Copenhagen, load coal and unload the glass and blast pipe back to New York -- that was a rough trip too.

end of side 1 of tape 1.
Day: So we got back to New York.

Q: How many weeks out of Manila 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 old man tried to get me to 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, "Well, Kid. I belong to The 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 ended up working for Harris, Forbes and Company, bankers. I went to them as a bond salesman. Harris, Forbes was a very high grade outfit.

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. I finally landed up in 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 for a time, I was in charge of Detroit sales promotion for a furnishing company.

I guess I'd better mention that I'd gotten married along here.
Q: Yes, I think they would appreciate that.

Day: When I was in college my roommate was a fellow named Burton Lane 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 a sophomore in high school — red hair, ribbons, middy blouses and stuff like that, and 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 WASP, 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 there that had any idea how to add 2 and 2.

This was a bunch of wild men. No, I take it back. One of the guys, named Mainer, who came in later on.

Q: Where was that located?

Day: That was in New York. They were operating 67 H-1 fixed base operations, mostly flying schools around the country.
It was sound as hell, except it was 20 years ahead of its time. Oaky Jones was very much interested in it, and Russell Curtiss.

Well, to make a long story short, that became Curtiss-Wright Flying Service, and I moved up to president, and I move up to operations manager. That was old Chief Brainard, and he was another one along the line, tough, square, a wonderful guy. And he had a lot of good common sense. But he was no politician, and the politicians threw him out, and I stood up for him, 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 kind of 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 that training business off and start flying, which I did. You learn a lot of things doing that, too.

So 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. 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 normal mileage of pilots. I thought I had a bear by The Trail. 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 even sell any of them.

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

I got a $3.50 a copy. But the main thing was that it made me known. That thing was used all over the world. The Russians 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 Mullcahy were coming out to Great Lakes for an inspection, and I happened to see

Earl Worden, an operations officer 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 were talking about how the airlines did things, and Geiger's eyes began to pop out when he realized how we were flying the weather and what we were doing with weather. And Earl said, "He's the guy that 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 They 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!"
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 at you with those damned blue eyes of his, he never blinked. I never knew him so well at that time. When we got to France and I was at La Fiere, Miami. There was something about the guy. He was a natural born leader. I actually never 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 we were 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 Brainard 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 our aviators into aviation.

Q: No, forced out.

Day: Oh, forced out. None. Wh, 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 in 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, or I mean 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.
About that time a fellow named Peters was the instructor of

(loud noise)

I was flying one of these down in Quantico with four students, and trying to. The idea was that these officers were to train other people. I didn't think it like worked out.

Some of our boys in American Airlines were active in the reserve squadron, induced me to come over and join the squadron at Floyd Bennett -- which I did. It was the A Squadron. Steve McClellan was a major and he was in command. I had just been promoted to major when I came back from the reserve, right about back from Quantico, and I became executive officer. 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?

Day: These were 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 -- 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
my squadron. There was Harry van Liew, John Winston, Bob Bell, Phil Klenke, Art Peterson. There was someone else, but I can't remember now.

During the war 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.

We had a few who made general, but we had a lot more Bob Galloway for instance was probably the best of the Marine Corps.

Q: Best thief??

Day: Thief, T-H-I-E-F. When it came to requisitions, he had them all bast.

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 an inferior 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 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 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 start flying a desk or about to begin flying a desk.

Ralph Davis (2) who was the president of American Airlines applied to me to set up a dispatcher regulation, which made sense. We had a so-called dispatcher 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.

Q: Were you a flying pilot as far as American Airlines was concerned?

Day: Oh yes, for years.
I kept up all my ratings. I tried to keep up all my ratings during 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 Tommy Thomason from TWA to the board 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 them into about three classes those who 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 classification, the board decided they would be more valuable to the war's effort doing their civilian job than they would be in 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 Art Doyle and some other people to see if that when mobilization came I had a job. When mobilization came I was ordered to bring my squadron back, and then ordered to have sail from Long Beach to see what we could do about taking advantage of bad weather.
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 officers with instruction and one of them was Norman Anderson. Anderson came up and started to fly for American Airlines, and he was in my squadron. Floyd Bennett came one day and said, "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. 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 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 a better idea of discipline than the Air Force people have.
then Air Force people have. You put that in writing!

Q: 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 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 they were still flying with the one, two, three system was the safest and soundest, but it would take them a long time to develop.

So Halsey put me ashore on the Coronado, and he put a squadron ashore for a month, when we were out in the Pacific. I worked on those fellows to see what would be the quickest way to make them proficient in bad weather flying, to make use of it. And
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 Chief of Staff later on. 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.

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; who knew what The Score lines and what they were two very very smart operators. 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" Haquider was his Chief.

These guys knew what we were trying to accomplish and they really worked hard all out, stuck their necks out and did a helluva lot of things to provide that I do these things particularly when I got back to Washington, Adm. Radford was a captain called me in his office and Arty Doyle was his Exec.

In a very few minutes' time they asked me about the figures. The
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, to be able to attack the Japanese coasts, and to get back?"

"This is exactly what we are trying to do." And we eventually did do it—eventually.

"Let me do a little figuring here." In my own mind I figured out that it would take about so many hours for this and so many hours 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 with a very rough idea of people and 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."

I said, "Well, I've got the place for you, you can have it right now, if you want it. Atlanta. It's surrounded by airways, the weather is lousy and 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 'kine 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. Gets up specifications. For them, and the same way on airplanes."

And what are you going to use for airplanes? What we really wanted was a four-seat cabin airplane, dual controls, with the instructor and a student in front, and a student on the hood. And the students up front with the instructor, who can learn almost as much as fast as he can and when he is doing his time. Until the need where do we get them? Well, The Stinson-Reliant were all tied up in knots, so I suggested . . .

Q: Beechcraft?

Day: No, it wasn't Beechcraft.

I got hold of Slim Freytag, 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 'he can do it.' I never paid for them, $50,000 each. We ordered 100 of them just on Admiral Towers' signature on a letter. I remember the instruction — Section of the Bureau of Aeronautics was raising hell, because we hadn't seen the specifications. "Where are the specifications for these things?" I didn't know any specifications. We were just ordering this type of airplane they were modifying. "Yea but you are not putting such-and-such kind of gunk down in the framework." "What difference does that make?" "Oh, that will make them last longer."
"If they last six weeks I am happy."

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. They'd work out these problems, try them out and then come back and write the manuals. Of course the Air Force, they copied them and didn't give us any credit for it.

But then it was just a matter of arithmetic progression. From there we just...

We got WAVES and some trainer instructors. Now we had Bob Callaway down there in charge of that operation -- the thing was to feed on ourselves and do it this thing, tower and the radar stuff. We started to send people out to the various other

This had to work in with the basic training syllabus. And away we went.

By the time these guys got to operational training they were pretty good instrument pilots. Then they had to catch up with those who were in operational training. Charlie Goldcraft went down to Jacksonville and set up that show and it was a beautiful job. 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 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. All they had to do was fly out...

Day: No, I said they couldn't fly eastwards, 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 Capt Charlie Goldcraft went down to Jacksonville to pick up the operational command, he had one hell of a time. The night flying equipment was no damn good and their instruments weren't. He finally got the Admiral to put out an order, but they couldn't take an airplane off the ground, unless these things were in working order. 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 Angel" Type C 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 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 I never knew it.

Q: Of course they were there when radar came, which was far in advance of ours, and they having been there . . . pioneer techniques . . .
Day: They used certain landing sight techniques to get them on the runway in bad weather, which we didn't use in the Pacific, because practically all of the stuff I was doing was carrier (landing) stuff.

Q: That was very difficult. 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. If you can fly instruments, you can land in a carrier."

Q: Of course you were an old commercial pilot and had been trained in following the instructions of ground control; 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 they knew what they had to train and follow a sort of discipline.
Q: I think Gen. Magee 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 gauges for a long time. I have no trouble following the LSO. I guess the new thing made it even simpler, the "Martini" 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 test operators. That whole base was devoted solely to the instrument programs. All the students we had going through there were the ones who were to be instructors.

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

Day: Yes, a few. (Pause) McDowell, a guy who was professor up at Syracuse for several years -- they were back from fleet operations.
Q: Were you to make colonel or lieutenant colonel soon in this period. In March of '43 you got to Marine Corps Aviation.

Day: I'd been trying to get back for a while. After they got the show on the road. They had a setup. Ned Scarlet was the commanding officer at Atlanta. We had a little trouble with commanding officers down there, and we 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.

He was willing to take his finger off this whole damn business, 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 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 sending these instructors down 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 didn't like the B-25 -- they wouldn't go high enough, and they were obviously very allergic to being shot at, and so they didn't like the B-25.

And I don't know whether it was Jerry Jerome or Mitchell 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 experience. 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 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, etc., 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, the skip-bomber at sea, and radar-bomber at sea. Over land I don't think they are as effective as a good dive bomber. They of course carry more 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 offooth was not a carrier-based plane, and certainly unless some unique tactics.

Day: Oh, we worked out the tactics.

Q: For close air support?
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 B-3. 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 out at night, going low, I mean 200, 300, 400, 500 feet, picking up 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, NC. The USA.

Q: MOTG, wasn't it?

Day: MOTG-81. OTG-8 -- Operational Training Squadron -- became MOTG-81. Young Hal Brainerd -- Chief Brainerd's son -- was our radar wiz. He was the guy who adapted the radar, which wasn't much good for anything else except 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, FMF Pac from second Marine Wing in Peleliu, and so on.

Day: We had planes landing on Peleliu, 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 had two crackjack outfits with two crackjack 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 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 overnight. We had as many as 1,500 Transients there.

Again I was tired of not getting into the fighting. So I finally got transport transferred to the command of MAG-21 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, Guadalcanal, Russell's area.

Q: You and MAG-25 had parallel functions.


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 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. These were C-46s, and R5Cs. That was a transport 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 airbases and 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.
We were supplying outfits on Tinian, Saipan, Okinawa, Iwo Jima, and I was the writer of that show. Also Guam. And they were trying to run a scheduled airline down to the Marshalls, down to Peleliu. We kept busy.

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

Day: Are you talking about China?

Q: China.

Day: It was decided the Marines were going into the Shantung Peninsula and Tsientan. So Arthur Worton of the 3rd Phib Corps 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 we were on Guam, and we came over, we were going to take two airplanes. We had to find out when we had to move up there. It 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 instructions, and we loaded up with all the gas we could get on board, because all the gas had been carried over the Hangun Eyedroppers stuff, we had to have it.

It was real precious stuff we'd set on the airport at Tientsin --

I think 1,000 [mm]. 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 R5C [mm] that wasn't much to get out on; you could get in all right. Who the hell was the other captain? (Pause & mutterings)

Well, we dragged it. IT so happened the approach was absolutely lost and we put the wheels down on the first 10 feet of runway, which we did.

Captain was the other captain.

... Sameen was the other captain.

We landed and the Japs had a guard down 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 exists. We had maybe 20 feet people in this party.

I was going to shun 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.
Day: After breakfast 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 \( \text{during the war.} \) 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, so you couldn't get
out of there by train.

This young 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, 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 the highlights in that time?" He said, "I'd be delighted.\( ^{\text{a native}} \)
Here is Mr. Somebody; he's 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 Guam. I got in a hotel, I changed a
little over a million dollars
10 dollar American bill for Shanghai, and I
was a millionaire for
once in my life, I took the doll up,
and he was very unhappy.

Anyway this young man was a 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 Tientsin that night.

We split the gas between the two airplanes and then we loaded
up a couple of tanks with 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 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.

\[\text{Handwritten:} \text{Woods} \]

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

Then on back to Guam. Meanwhile, my tour would have ended some time before, but I was scheduled for the Olympic show. Now that the war was over I wanted to get home. They gave me orders.

By that time MAFS 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 was the senior officer aboard this damn transport.

We had something like 1,500 casualties — 1,574.

I got myself a couple of good Marine Corps yeomen and corporals maps and we cranked them out.

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. 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 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. (McLeod, 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 a second lieutenant at Point. But the marines, Mitchell and Jerry Jerome, whose headquarters

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

I remember at Cherry Point, we brought a generator. He asked for five of them and all he had was two and he said

"I'll give you one." we asked, "Why don't you give us two?"

And Frank Schilt'll give you a copy. So we got it. So our Navy supply officer went back to Norfolk with two stripes.

The Navy supply officer went back to Norfolk with two stripes.
We weren't there to win the war. We were all there for his edification. He got 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 -- we taught the Marine Corps and the Navy how you really train a crew, and we sent them out as crews. And they were really checking teams when we sent them out. And we gave them ground support.

Q: This was the important thing rather than the accomplishments of the Marine B-25 and PBJ program. The training of crews, 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 radar mechanics or radar radio officers or rated radar operators -- we took them and specialized them in particular jobs. The pilots of course were just fresh caught of Corpus Christi or Pensacola. You started from scratch with them.
We wrote our own syllabi; and again I 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 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?

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 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 of utilization of American Airlines aircraft.

Day: That is right.

Q: For most economical . . .

Day: And best passenger service. You got three flights, 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 to this or 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 organisation, 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 commuted to Washington for two or three years on that deal, Jon 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.

Q: Melvin Mass . . .

Day: Mass and MCRDA. And Ralph . . . that hit me over the head and made me go on that board. I didn't want to go at all; I didn't have the time to do it. I am glad I did.

Earlier you asked me about the politics going on in the Geiger situation. As a second lieutenant I 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, the other side of the picture 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 MCREA for instance. MCREA was in very bad shape. Tim Hansen got me interested, and when we took over MCREA -- 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 [Blank?]

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

Mel was blind, overextended physically, and they had some part time who didn't know from nothing. They were broke. So Tim 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 MCREA has been a tremendous aid to the Marine Corps. You never could have had the Marine Corps if it hadn't been for MCREA.

Q: What pressure was brought on you, in any, by people outside the Marine Corps, in your capacity as executive of American Airlines? In other words, for instance the Air Force -- were there any politics? Did you feel any outside pressure?
Day: Only on the Reserve air force? They were trying to put pressure on them. We would laugh at 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?"

He’s just one of these bastards who get on a horse and rides off in all directions. “That’s interesting. We 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 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 MCROA?

Day: Excellent. The senior officers of MCROA, and particularly senior field commanders, had seen what the reserve could do.
And MCROA was their right hand in building up the reserve, and in handling the Congressional steps? MCROA 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 MCROA -- that there was politics involved, that some of the very senior people are the ones that have always been able to make out.

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

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

Day: MCROA has nothing to do with retention. That's a Marine Corps reserve matter. What MCROA has been able to do -- it's been able to get you extra credits for double time on drills. MCROA is responsible for the promotion system, you have a running mate, that sort of thing. Take you or me as individuals, MCROA can do about it.

Q: For instance, MCROA'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?

Q: Shepherd. I am talking about during the unification process.

Day: That was when I first began to get involved in VAE MCROA.

Q: About '48?

Day: Earlier 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.
I got a lot of stuff through channels that I couldn't get through other people.

Q: How about Shoup?

Day: I didn't care much about Shoup. Tim Hopper handled Shoup.

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

Day: ...That goes back to Mel Mass. You see, Mel was an

Q: ROPA was...

Day: ROPA was actually his baby. But MCRDA was the outfit that Mel used to get ROPA approved.

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 pro forma basis. For instance, twice passed over officers, or company grade officers, were still in the reserve program. In 1961, for instance, under Shoup's regime, in one fell swoop something like 500 to 600 captains, regardless of record or satisfactory 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 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 time when

Shoup

came along. While I knew him and had done some

things with him I'd never known 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 involve-
ment 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 Duschesne; 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.

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.
Greene particularly followed through on that. He's made an 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. I have a certain amount of organizing ability and a certain amount of administrative ability -- I can get things done. So long as nobody pays too much attention to how I accomplish it.

The war was over. I was a major 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, and he asked, me, "I suppose you wonder 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 appointed Waller as director of reserve. Now Waller is gone on active duty and there's a spot, and we decided to select you for this brigadier general. Furthermore, if you're instructed to tell you if you accept 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."

He said, "As far as the Regular is concerned, I don't think I should have made you because you're too much of a MBA operator."

"The things I've done in the war, I worked from the bottom, and people left me alone."
I broke more damn rules than anybody

Nobody cared as long as I was right. But in peacetime I have got
along with all 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, 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 $ 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 .

Day: For certain jobs these guys are much better equipped to do
than the regular who 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
and 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 are going to expect Bob Bell 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 administra-
tive organization.
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.

I believe it was Smith -- administrator for a tremendously big section of the Department of Health, Education & Welfare, hospitals. He understands an THIS BUREAUCRATIC GOSPELBOOK.

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, of course it is from an objective viewpoint, the selective system, the selection board system we can't prove if (that) there are some questions as to why certain 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 -- 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 (B) and I feel certain but I can't prove it.
The senior officer was 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, has been with the reserve. He's bitter at the reserves because he thought the reserves wouldn't go for him. This has a case which I believe, and I can't prove it. I feel the regular members had been instructed, and the board has been illegal.

There were three reservists and three 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 apparently 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 on nobody ever came to me and tried to mix 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 some conflict there. The ground has always objected to extra pay for aircrews and arms. 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?
Day: No. But don't forget this. The Marine Corps aviation was a part of the Naval Aviation, and was supported by Naval Aviation. We got all our aviation appropriations through the Navy, not through the Marine Corps, except for particular Marine pilots.

I never heard of any aviators playing footsie with the Navy.

Q: We won't go into this.

Day: I frankly had never heard that, no.

Q: And there was no problem that you ever knew of?

Day: No.

Q: We've covered quite a bit here, General. I don't know if I've picked your brain on everything.

Day: I don't know of anything we've omitted. I'll be glad to add this.

Q: I want to thank you for your cooperation and courteous hospitality. I'd like to get this on the record. I think for time we've spent together and what you've said is certainly an important addition to the Marine Corps historical collection. What you said of certain aspects of your activity should be included.

Day: I hope it ties together in some kind of order. I remember when I was in college the only thing I ever got out of freshman
English was a statement that Composition, Unity, Coherence, and Expression.

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 it 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.