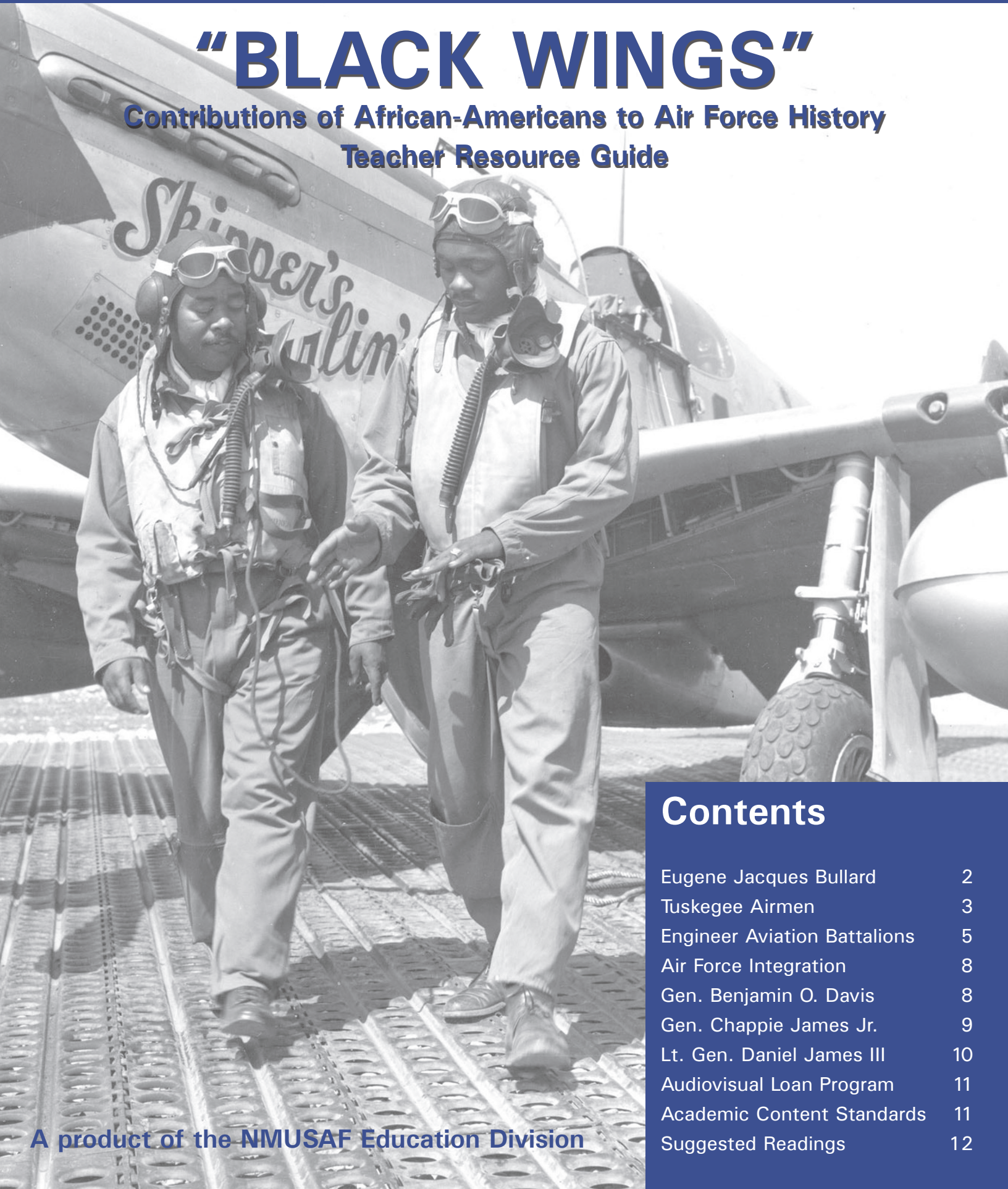




NATIONAL MUSEUM
OF THE UNITED STATES AIR FORCE®

"BLACK WINGS"

Contributions of African-Americans to Air Force History
Teacher Resource Guide



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A product of the NMUSAF Education Division

An Introduction

Traditionally, Black History Month is observed during the month of February in the U.S. At the National Museum of the U.S. Air Force, however, we celebrate diversity in the Air Force history year round.

Inside this booklet, you’ll find a variety of resource guides showcasing the many significant contributions of African American members of the Air Force. Some of the content provided includes articles on Eugene Jacques Bullard, the Tuskegee Airman and the integration of the US Air Force.

If you want to learn more about this topic, we’ve

also provided a list of books for beginner through adult readers. You also may want to request relevant videos from our AV loan program.

Teachers, you can find a complete lesson plan about the Tuskegee Airmen. This lesson plan comes with a word search activity page and provides correlations to national academic content standards. If you are interested in additional, in-house or outreach educational programs offered by the museum’s Education Division, visit www.nationalmuseum.af.mil and click on the Education link.

Eugene Jacques Bullard

In August of 1917 Eugene Jacques Bullard, an American volunteer in the French army, became the first black military pilot in history and the only black pilot in World War I. Born in Columbus, Ga., on Oct. 9, 1894, Bullard left home at the age of 11 to travel the world, and by 1913 he had settled in France as a prizefighter. When World War I started in 1914, he enlisted in the French Foreign Legion and rose to the rank of corporal. For his bravery as an infantryman in combat, Bullard received the *Croix de Guerre* and other decorations.

During the Battle of Verdun in 1916, France suffered 460,000 casualties and Bullard was seriously wounded. While recuperating, he accepted an offer to join the French air force as a gunner/observer, but when he reported to gunnery school, he obtained permission to become a pilot. After completing flight training, Bullard joined the 200 other Americans in the Lafayette Flying Corps, and he flew combat missions from Aug. 27 to Nov. 11, 1917. He distinguished himself in aerial combat, as he had on the ground, and was officially credited with shooting down one German aircraft. Unfortunately, Bullard -- an enlisted pilot -- got into a disagreement with a French officer, which led to his removal from the French air force. He returned to his infantry regiment,



Eugene Bullard

and he performed non-combatant duties for the remainder of the war.

After the war, Bullard remained in France as an expatriate. When the Germans invaded France in May 1940, the 46-year-old Bullard rejoined the French army. Again seriously wounded by an exploding shell, he escaped the Germans and made his way to the United States. For the rest of World War II, despite his lingering injuries, he worked as a long-shoreman in New York and supported the war effort by participating in war bond drives.

Bullard stayed in New York after the war and lived in relative obscurity, but in France he remained a hero. In 1954 he was one of the veterans chosen to light the “Everlasting Flame” at the French Tomb of the Unknown Soldier under the *Arc de Triomphe*, and in 1959 the French honored him with the Knight of the Legion of Honor.

On Oct. 13, 1961, Eugene Bullard died and was buried with full military honors in his legionnaire’s uniform in the cemetery of the Federation of French War Veterans in Flushing, New York. On September 14, 1994, the secretary of the Air Force posthumously appointed him a second lieutenant in the U.S. Air Force.

Tuskegee Airmen

During World War II, the U.S. military was racially segregated. Reflecting American society and law at the time, most black soldiers and sailors were restricted to labor battalions and other support positions. An experiment in the U.S. Army Air Forces, however, showed that given equal opportunity and training, African-Americans could fly in, command and support combat units as well as anyone. The USAAF's black fliers, the so-called "Tuskegee Airmen," served with distinction in combat and directly contributed to the eventual integration of the U.S. armed services, with the U.S. Air Force leading the way.



Tuskegee pilots talk about flying their Stearman biplanes.

Political Pressure

In the late 1930s President Franklin D. Roosevelt anticipated that the United States could be drawn into a war with Europe. His administration, therefore, began a pilot training program in 1938 to create a reserve of trained civilian fliers in case of national emergency. After African-American leaders argued that blacks should share with whites the burden of defending the United States, the program was soon opened to African-Americans. In 1940 the Selective Training and Service Act banned racial discrimination in conscription, clearing the way for blacks to be trained for Air Corps service. Tuskegee Institute, a black college founded in Alabama in 1881 by Booker T. Washington, participated in the Roosevelt administration's pilot training program. Tuskegee graduated its first civilian licensed pilots in May 1940 and was the only source of black military pilots in World War II.

Training Begins

In March 1941 the Air Corps announced the formation of its first-ever black combat unit, the 99th Pursuit (later Fighter) Squadron. Reflecting contemporary American custom and War Department policy, Tuskegee's black aviators remained segregated in an all-black organization. The unit was to include 47 officers and 429 enlisted men; ground crews were to train at Chanute Army Air Field, Ill., while pilots trained at Tuskegee.

Primary flight training took place in Tuskegee Institute's Division of Aeronautics, with beginning flying lessons at the school's Moton Field. Advanced training and transition to military aircraft were con-

ducted at Tuskegee Army Air Field, which was officially established on July 23, 1941.

Col. (later Brig. Gen.) Noel F. Parrish, a white officer, commanded the installation and was well respected by his troops for his tact and concern for black airmen facing discrimination.

Davis Leads the 99th into Combat

The U.S. Army Air Force's experimental flying unit, being rigidly segregated, required a black leader. Capt. Benjamin O. Davis Jr. was chosen to lead the outfit because he was one of only two black line officers in the Army -- the other was his father. Capt. Davis was a West Point graduate whose leadership skills and personal strength in overcoming racism helped make him an effective combat leader. He would eventually become the U.S. Air Force's first black general.

Led by Davis, Tuskegee's first group of five men graduated as USAAF fighter pilots on March 7, 1942. The 99th Pursuit Squadron added personnel and trained for a year before finally being sent to North Africa in the spring of 1943. They were attached to the 33rd Fighter Group at Fordjouna, Tunisia.

Flying P-40 Warhawks, the 99th first saw combat on June 2, 1943, as the Allies secured the Italian island of Pantellaria. The unit scored its first aerial victory against the Luftwaffe on July 2 when Lt. Charles B. Hall shot down a Focke Wulf Fw 190 on his eighth mission. The unit's first losses occurred the

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(Tuskegee Airmen continued)

same day as Lts. Sherman White and James McCullin were killed.

Trouble followed as time passed. Three months into its combat tour, the 99th was accused of lacking discipline and aggressiveness and was nearly dissolved. Davis saved them, explaining that, unlike white units; they had no experienced veterans to guide them.

Escort Excellence

While the 99th Fighter Squadron made its mark in combat, Benjamin Davis had been sent back to the United States to organize the 332nd Fighter Group, which absorbed the 99th into an all-black group of four squadrons. They left their P-40s and P-39s in favor of the robust P-47 Thunderbolt, and later the sleek P-51 Mustang. Davis, now a colonel, returned to lead the group. He was known as a strict disciplinarian and urged his men to prove themselves in combat as the best reply to racism.

The 332nd Fighter Group flew 179 bomber escort missions from June 1944 through the end of the war. The Tuskegee Airmen proved especially valuable in this role. While on escort missions, Davis' airmen performed with great skill and courage, on one occasion shooting down 13 German fighters. But despite its success, the 332nd was often outnumbered. On one mission, Davis' 39 aircraft attacked more than 100 German fighters, shooting down five and for the loss of one and earning Davis the Distinguished Flying Cross for bravery and leadership.

Tuskegee's airmen faced the best the Luftwaffe had, including the first jet fighters. On March 24, 1945, as the 332nd became the first Italy-based fighter unit to escort all B-17s all the way to Berlin and back, they met 25 German Me- 262 jets. In the ensuing combat, three jets fell and the 332nd lost only one P-51. Significantly, the 332nd had completed the full 1,600-mile mission by continuing in place of a relief group that missed its rendezvous with the bombers. For this mission, the unit earned the Distinguished Unit Citation.

When the war in Europe ended, the 332nd Fighter Group had shot down 112 enemy aircraft and destroyed another 150 on the ground. Also, they knocked out more than 600 railroad cars, and sank one destroyer and 40 boats and barges. Their losses included approximately 150 killed in combat or in

accidents. During the war, Tuskegee had trained 992 pilots and sent 450 overseas. By any measure, the Tuskegee experiment was a resounding success.

Legacy of Equality

The Tuskegee Airmen of the 99th Fighter Squadron, the 332nd Fighter Group and the 477th Medium Bombardment Group proved themselves equal to white fliers and support troops. They disproved assumptions that African-Americans were unsuited to the rigors of serving in a highly technical combat arm such as the USAAF. But despite proving themselves, black airmen still were segregated. The Tuskegee experiment made it obvious to many leaders, President Harry S. Truman in particular, that segregation by race in the military -- in addition to being morally wrong -- was simply inefficient and should be ended.

Truman's Executive Order 9981, of July 26, 1948, directed that the "highest standards of democracy" were essential in the armed services, and that "there shall be equality of treatment and opportunity for all persons. without regard to race, color, religion or national origin." The U.S. Air Force, having become a separate service in 1947 and benefiting from the experience of the Tuskegee Airmen, became the leader in integrating the military. The USAF was the first service to erase the color line, thanks largely to the pioneering efforts and courageous legacy of the African-American airmen who showed their worth in combat in World War II.



332nd Fighter Group pilots discuss combat flying.

Engineer Aviation Battalions

In 1939 General Hap Arnold negotiated with the U.S. Army Chief of Engineers for a special engineer unit to work with the Air Corps. The original concept envisioned a small group of skilled construction and engineer troops, closely trained alongside air units, with the ability to repair bomb damaged airfields, to camouflage airfields and if necessary, to defend airfields. These troops would also be capable of constructing light duty airfields in forward locations. After the German invasion of Poland demonstrated the value of such an organization, the War Department created the 21st Engineers (Aviation) Regiment at Fort Benning, Ga., on June 4, 1940. At first, responsibility for constructing heavy duty airfields remained with the Corps of Engineers, but by mid-1941, the mission of the aviation engineers expanded beyond runway repair and light runway construction. As the possibility of American involvement in a global war grew, the planners agreed to give the air forces enough men and equipment to construct their own heavy duty bases in forward areas.

Without knowing exactly what would be needed to build air bases in deserts, in jungles and on coral islands, the planners devised the Engineering Aviation Battalion, a self-contained unit that became the core of aviation engineering efforts during World War II. Originally established with 27 engineer officers and 761 enlisted men, a battalion would be capable of “independently constructing an advanced airdrome and all appertenances.”

Lavished with equipment, it would have diesel tractors, bulldozers, carry-all scrapers, graders, gasoline shovels, rollers, mixers, air compressors, drills, trucks, trailers, asphaltting and concreting equipment, rock crushers, draglines, and pumps. Manned with well-trained and experienced personnel, 12 EABs had been formed by the time of Pearl Harbor and sent to the Philippines, to islands across the Southwest Pacific and northward to the Aleutian Islands. It

became apparent, however, that more EABs would be needed quickly. Between December 1941 and December 1942, the number of battalions jumped from 12 to 51, and three-fourths of them were already overseas. Most of the enlisted men in 1942 were volunteers with construction or engineering experience, and they required little training. As a result, a special “esprit de corps” developed among these men who saw themselves as well-trained professionals, and they resented any new, untrained recruits.

African Americans Segregated into Separate Units

Meanwhile, the War Department forced the AAF to reverse a two decade old policy of excluding African Americans. After World War I, the War Department had segregated blacks into all-black units, and since the Air Corps had no black units, they accepted no blacks at all. The Selective Training and Service Act of 1940 prohibited discrimination because of “race and color” and forced the War Department to accept blacks in numerical proportion to whites. Accordingly, in 1941, the War Department forced the newly formed Army Air Forces to accept



EAB exhibit at the museum

blacks for the first time.

While some blacks became pilots, like the well know Tuskegee Airmen, most of these men served in support units. All too often, it appeared to black soldiers that they had no mission except to do menial labor and that their units served no real purpose other than providing a place to segregate blacks. The AAF based personnel assignments upon the Army General Classification Test, which had been designed to measure an inductee’s ability to learn and to be trained for military duties. With a score of 100 being the expected median on the AGCT, a wide gulf separated the scores of whites (107 average) and blacks (79

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average). More than anything else, the scores of the AGCT reflected the social, educational and economic handicaps under which the African Americans lived in the years before World War II. Although blacks requested technical training, the AAF often refused their applications, as they did with whites having low scores. The AAF planners believed it would not be the most efficient use of manpower, and they did not consider the AAF the proper agency to correct social handicaps, especially during wartime. The institutional bias toward accepting blacks into the ranks and the professional pride exhibited by the engineers indicated that any blacks, especially unskilled men, entering the aviation engineers faced enormous difficulties, and their performance would always be held up to close scrutiny at best.

EAB Stateside Training Experiences

Despite the Army's reluctance, thousands of blacks entered the AAF, and of the 157 EABs that saw duty in World War II, 48 were segregated black units. All of those units received uneven training, but the black units faced additional difficulties arising from segregation. These troops often had substandard living and recreational facilities, and they encountered suspicion and hostility from white units and local white civilians. Even more detrimental to morale, black units frequently had their training interrupted to do house-keeping chores. For example, soldiers from the 857th EAB training at Eglin Field, Fla., frequently had to stop their training to work on menial and unrelated jobs. As a result, they participated in only one field training problem, the completion of a heavy bar and rod runway. Reflecting the uneven training so prevalent during the early years of the war, the 811th EAB had little more than a month of training at Langley Field, Va., before being shipped overseas, but the 810th EAB received six months of training with heavy equipment and built roads and bridges at MacDill Field, Florida, before it went overseas.

EAB in Europe and the Mediterranean

Justifying it by expressing a concern over the long-term presence of blacks in England, the Army had only seven EABs in Europe at the war's end. Ironically, those black soldiers sent to England found the English more accepting than the Americans at their training bases.

In North Africa and the Mediterranean, the 812th EAB covered a lot of ground. This unit shipped out of Charleston, South Carolina, in May 1942, to build airbases in south-central Africa for the southern aircraft ferry route. Traveling by ship to Egypt, they took trucks across 900 miles of desert to Benghazi, Libya, where they improved and stabilized the base for 9th Air Force B-24s that bombed the Ploesti oil fields in Rumania. The unit then moved to Sicily in 1943 and to Corsica in January 1944, where they remained until the end of the war.

EAB in the Pacific

Most of the black EAB units formed during World War II served in the Pacific Theater of Operations or the China-Burma-India Theater of Operation. The first two black aviation engineer units shipped out of the United States were the 810th EAB and the 811th EAB. Listening to rumors that they would be shipped to a cold climate, the troops of the 810th embarked for overseas duty in winter uniforms. For the next five weeks, these men sweltered as their transport made its way to Noumea, the port of New Caledonia. During the next three weeks, until their equipment arrived, they unloaded cargo ships, often under Japanese bombing attacks. When their machinery arrived, these engineers had to move 100 miles over mountainous terrain to Plaines des Galacs on the northern end of the island. If they had not learned how to operate this equipment during their six months at MacDill Field, they certainly learned on the job as they cleared trees, reinforced bridges and forded streams. They had the runway at Plaines Des Galacs in a suitable condition for fighters to use in time for the Battle of the Coral Sea. Through hard work, improvisation and common sense, the men of the 810th turned the Plaines Des Galacs into a major airfield, and they finished the war in New Caledonia working on various construction jobs.

Also sent to New Caledonia, the 811th performed most of the improvements on Tontouta, the most important air base on the island, and they used their heavy equipment to transport crated airplanes 35 miles from the harbor to an assembly point. A friendly rivalry developed when this unit began working with a white Seabee engineer unit on various projects. The 811th set the island record for B-24 hangar construction. Later, the unit commander told his men they

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could have a day off for every day under the existing Seabee record for constructing a radio range, and despite heavy rains, the unit beat the Seabees' time by 13 days. The 811th finished their Pacific tour at Iwo Jima.

EAB in China-Burma-India

During the first two years of the war, the black aviation engineering operations in the China-Burma-India Theater bore little resemblance to what had been envisioned in 1941. Since the 10th Air Force relied upon British engineers and Indian laborers for airbase construction, they played a critical role in securing the lifeline to China. After the Japanese had cut the Burma Road, the only way for the Allies to send supplies to the Chinese was by air, via the famous Hump route. So great was the importance of establishing a land route to China, that the United States assigned 15,000 American troops to construct the Ledo Road, which ran 271 miles from Ledo on the India-Burma border to a junction on the old Burma Road. Sixty percent of those American troops were blacks.

The first two American Army units assigned to the Ledo Road — the 45th Engineer General Service Regiment and the 823rd EAB (both black units) — started construction in December 1942. The first section of the Ledo Road followed a steep, narrow trail through unsurveyed territory from Ledo across the Patkai Mountains and down to Shingbwiang, Burma. Sometimes rising as high as 4,500 feet, the 103-mile trail required the removal of 100,000 cubic feet of earth every mile. In 1943 four more black EABs (848th, 849th, 858th and 1883rd) arrived to work on the Ledo Road, and the lead bulldozer reached Shingbwiang on December 27, 1943, three days ahead of schedule.

In January 1945 four of the black EABs (along with three white battalions) continued working on the Ledo Road, which was renamed the Stillwell Road. Another black unit, the 1888th EAB, took over from another unit the construction of a B-29 airfield at Piardoba, India, in February 1944. Despite having only limited training in airfield construction methods, the 1888th's officers and men completed the job on schedule. In China, the services of the EABs had long been coveted, but Generalissimo Chiang Kai-shek refused to allow black troops to enter China because the western Chinese had never seen black troops. Accept-

ing the tactical necessity of the situation, he agreed to allow black soldiers to enter China, but only as far as Kunming. The 858th EAB had the honor of being the first EAB to go into China to work on the Stillwell Road. Tasked with another white unit to maintain the road from the Salween River to Kunming, the 858th remained in China until VJ-Day, and it held the distinction of being the only black battalion sent to China.

EAB Airfield Construction

Aviation engineers employed the same basic construction techniques around the globe. After an area had been cleared of trees or other obstructions, Caterpillar tractors towing carryalls cleared the area.

Once the dirt runway had been leveled, engineers laid pierced steel planking to create an all-weather runway. After the invasion of Leyte in the Philippines in October 1944, heavy Japanese naval and aerial attacks forced the U.S. Navy to withdraw its carriers. The only airpower available to American ground forces came from aircraft flying from airstrips hastily constructed by aviation engineers, like the airstrip at Taclobon, Leyte. In spite of Japanese bombing raids and paratrooper attacks, the overcrowded airstrips proved vital to victory.

End of Segregation

After the war, a Board of Officers met in 1946 to evaluate the aviation engineer experience and discuss the future of black engineer units. Showing how little impact the successful efforts of the black EABs made on thwarting institutional and individual bias, the board recommended:

“It follows that, because technical skills are relatively seldom attained by individuals of the colored race, Aviation Engineer units requiring a high proportion of technical skills would not normally be colored. On the other hand, colored personnel may be used, without comparable sacrifice of efficiency, in units wherein labor requirements are predominant.”

The following year, however, institutional and individual bias gave way to the growing success of the Civil Rights movement when President Harry S. Truman issued Executive Order 9981, which ordered the desegregation of the Armed Forces.

Integration of the Air Force

When the 322d Fighter Group returned to the United States following the Allied victory in Europe in 1945, three of its squadrons were deactivated. The fourth, the famous 99th Fighter Squadron, was assigned to the 477th Composite Group at Godman Field, Kentucky. Equipped with both bombers (B-25s) and fighters (P-47s), the 477th transferred to Lockbourne Army Air Base near Columbus, Ohio, on March 13, 1946, where it was later redesignated the 332nd Fighter Wing. In April 1948, General Carl

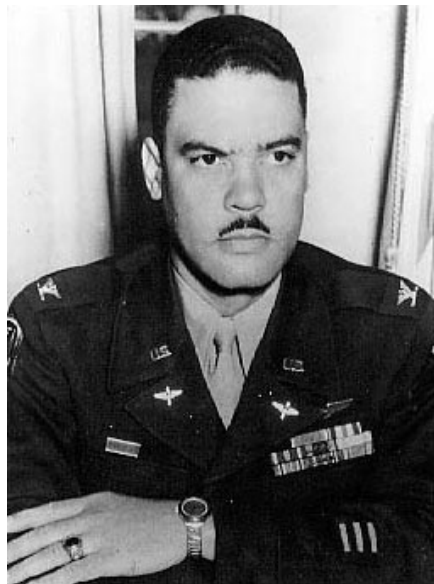
Spaatz, Air Force Chief of Staff, publicly announced that the Air Force would desegregate to improve its combat effectiveness. In May 1949, the Air Force published regulations dismantling segregation and on July 1, 1949, Lockbourne was deactivated and its personnel were transferred to previously all-white units stationed throughout the world. Men joining the Air Force from then on were assigned according to their ability and not race.

Gen. Benjamin O. Davis Jr.

Benjamin O. Davis, an aviation pioneer, is one of the most famous Tuskegee Airmen of World War II. Graduating from West Point in 1936, he became one of only two black line officers in the U.S. Army at the time -- the other was his father.

Initially assigned to the infantry, in July 1941 he joined 12 cadets in the first flying training program for blacks at Tuskegee, Ala. He received his wings in March 1942 after becoming the first black officer to solo an Army Air Corps aircraft. These Tuskegee graduates went on to form the core of the 99th Pursuit Squadron, which entered World War II in June 1943 with Lt. Col. Davis in command. After four months of flying P-40s in the Mediterranean Theater, he returned to the States, took command of the 332nd Fighter Group and deployed with his unit to Italy in January 1944. By summer, the Group had transitioned to P-47s and began scoring their first kills. On June 9, 1944, Davis led 39 Thunderbolts escorting B-24s to targets at Munich, Germany. Near the target, the 332nd took on more than 100 German fighters, destroying five Me-109s and damaging another. For his leadership and bravery on this mission, Davis was awarded the Distinguished Flying Cross.

Later, flying the distinctive 332nd "Red Tail" P-51 Mustangs, Davis led the first Italy-based fighter group



Gen. Benjamin O. Davis Jr.

to escort bombers to Berlin, a distance of 1,600 miles. Approaching Berlin, they were attacked by 25 Me-262 jets, but the 332nd downed three of the enemy fighters. Under Davis' command, the Group flew more than 15,000 sorties against the Luftwaffe, shot down 111 enemy aircraft and destroyed another 150 on the ground, while losing only 66 of their own aircraft to all causes. Most noteworthy, not one friendly bomber was lost to enemy aircraft during the Group's 200 escort missions. The unique success of this all-black outfit highlighted Davis' leadership, along with the courage and discipline of his Airmen.

Following the European War, Davis returned to the United States to command the 477th Composite Group and the 332nd Fighter Wing. In 1953 he again saw combat when he assumed command of the 51st Fighter-Interceptor Wing and flew the F-86 in Korea. With his promotion to brigadier general, Davis became the first black to earn a star in the USAF.

Davis retired as a lieutenant general in 1970 and served under President Nixon as Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs. He was advanced to general Dec. 9, 1998 by President Bill Clinton. Davis died July 4, 2002 at Walter Reed Army Medical Center in Washington at age 89.

Gen. Daniel “Chappie” James Jr.

Gen. Daniel “Chappie” James Jr. was born on Feb. 11, 1920, in Pensacola, Fla., where he graduated from Washington High School in June 1937. He attended Tuskegee Institute at Tuskegee, Ala., from September 1937 to March 1942, where he received a Bachelor of Science degree in physical education and completed civilian pilot training under the government-sponsored Civilian Pilot Training Program.

He remained at Tuskegee as a civilian instructor pilot in the Army Air Corps Aviation Cadet Program until January 1943, when he entered the program as a cadet and received his commission as second lieutenant in July 1943. He next completed fighter pilot combat training at Selfridge Field, Mich., and was assigned to various units in the United States for the next six years.

In September 1949 James went to the Philippines and was assigned as flight leader in the 12th Fighter Bomber Squadron, 18th Fighter Wing, at Clark Field. In July 1950 he went to Korea where he flew 101 combat missions in F-51 and F-80 aircraft during the Korean War.

James returned to the United States and in July 1951 went to Otis Air Force Base, Massachusetts, where he was assigned as an all-weather jet fighter pilot with the 58th Fighter Interceptor Squadron and became operations officer. In April 1953 he became Commander of the 437th Fighter Interceptor Squadron, and in August 1955 assumed command of the 60th Fighter Interceptor Squadron. While stationed at Otis Air Force Base, he received the Massachusetts Junior Chamber of Commerce 1954 award of “Young Man of the Year” for his outstanding community relations efforts. He graduated from the Air Command and Staff College at Maxwell Air Force Base, Ala., in June 1957.

James was assigned to Headquarters USAF as a staff officer in the Air Defense Division of the office of the Deputy Chief of Staff for Operations. In July 1960 he was transferred to the Royal Air Force Station at Bentwaters, England, where he served successively as Assistant Director of Operations and then Director of Operations, 81st Tactical Fighter Wing; Commander, 92nd Tactical Fighter Squadron; and Deputy Commander for Operations for the 81st Wing.

In September 1964 James was transferred to Davis-Monthan Air Force Base, Ariz., where he was Direc-



Gen. Daniel “Chappie” James Jr.

tor of Operations Training and later Deputy Commander for Operations for the 4453rd Combat Crew Training Wing.

He went to Ubon Royal Thai Air Force Base, Thailand, in December 1966, as Deputy Commander for Operations, 8th Tactical Fighter Wing, and in June 1967 was named wing Vice Commander. He flew 78 combat missions into North Vietnam, many in the Hanoi/Haiphong area, and led a flight in the Bolo MiG sweep in which seven Communist MiG-21s were destroyed, the highest total kill of any mission during the Vietnam War.

He was named Vice Commander of the 33rd Tactical Fighter Wing at Eglin Air Force Base, Fla., in December 1967. While stationed at Eglin Air Force Base, the Florida State Jaycees named James as Florida’s Outstanding American of the Year for 1969; and he received the Jaycee Distinguished Service Award. He was transferred to Wheelus Air Base in the Libyan Arab Republic, in August 1969, as Commander of the 7272nd Fighter Training Wing. James became Deputy Assistant Secretary of Defense (Public Affairs) on March 31, 1970, and was designated Principal Deputy Assistant Secretary of Defense (Public Affairs) on April 20, 1973.

Gen. Daniel James Jr. was Commander in Chief, North American Air Defense Command (NORAD), a bi-national military command consisting of United States and Canadian air defense forces. Headquarters for NORAD is Peterson Air Force Base, Colo. James

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also served as Commander in Chief, United States Air Force Aerospace Defense Command (ADCOM), the U.S. element of NORAD. In these dual capacities, he had operational command of all U.S. and Canadian strategic aerospace defense forces. He was responsible for surveillance and air defense of North American airspace and for providing warning and assessment of hostile attack on the continent from bombers and missiles.

James was promoted to four-star general on September 1, 1975, becoming the first USAF African American to hold the highest USAF rank. He retired from active USAF service on Feb. 1, 1978, and died later that month on Feb. 25.

James was widely known for his speeches on Americanism and patriotism for which he had been editorialized in numerous national and international publications. Excerpts from some of these speeches have been read into the Congressional Record. He was awarded the George Washington Freedom Foundation Medal in 1967 and again in 1968. He received the Arnold Air Society Eugene M. Zuckert Award, in 1970, for outstanding contributions to Air Force professionalism. His citation read "... fighter pilot with a magnificent record, public speaker, and eloquent spokesman for the American Dream we so rarely achieve."

Gen. James – who served in World War II, the Korean War and the Southeast Asia War – summed up his thoughts as his role as an American serviceman:

"I've fought in three wars and three more wouldn't be too many to defend my country. I love America and as she has weaknesses or ills, I'll hold her hand."



Gen. James was promoted to four-star general on Sept. 1, 1975, becoming the first African American to hold the highest USAF rank. His fourth stars were pinned on by his wife, Dorothy, and his son, Daniel, as Melvin Laird observed.

Lt. Gen. Daniel James III

Daniel James III was the first African American to hold the post of Director of the Air National Guard (ANG). He assumed command in 2002 following a flying career that included more than 300 combat missions in Southeast Asia and 4,000 flying hours. James, who retired in 2006, also served as Texas Adjutant General during his distinguished 38 year military career. He is the son of Daniel "Chappie" James Jr. who was the U.S. Air Force's first African American four-star general.

Daniel James III was commissioned in 1968, and served as a



Lt. Gen. Daniel James III

forward air controller during the Southeast Asia War. In 1969-1970 he logged more than 500 combat hours flying O-1E Bird Dog aircraft based at Cam Ranh Bay, Republic of Vietnam. Returning to Southeast Asia in 1974-1975, he served as a squadron assistant flight commander at Udorn Royal Thai Air Force Base, Thailand, flying as a fighter pilot in F-4 Phantom aircraft. His postwar U.S. assignments were in the West and Southwest, where he served with units in California, Arizona and

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Texas. In December 1994 he became operations group commander of the Texas Air Guards' 149th Fighter Wing. Promoted to lieutenant general in 2002, James became the director of the ANG that year following his nomination by President George W. Bush and U.S. Senate conformation. As ANG director, James was responsible for more than 104,000 Airmen in 88 flying units in the U.S., the District of Columbia, Puerto Rico, Guam and the Virgin Islands.

Among his numerous awards are the Distinguished Service Medal, the Legion of Merit, two Distinguished Flying Crosses and seven Air Medals. James has also received several service awards for his work as a community leader. He retired from military service on May 10, 2006.

AV loan program

Flyers in Search of a Dream [V056] **Grades 4-12**

A wonderful documentary about the lives and adventures of early black aviators including Bessie Coleman and James Herman Banning, this one-of-a-kind film includes rare archival footage, photographs and dramatic vignettes. [PBS Series, 60 min.]

The Tuskegee Airmen [V053] **Grades 6-12**

This film depicts the struggles these brave men encountered during World War II on the way to becoming this nation's first black fighter pilots. [PBS Series, 60 min.]

Audiovisual programs may be borrowed at no charge for showing to school and youth groups. Programs should be ordered at least 30 days in advance and only one program can be loaned to a requestor within a three week period. Submit requests at www.nationalmuseum.af.mil/education/avloan/index.asp.

DID YOU KNOW?

1st Lt. Della Rainey was the first chief nurse at Tuskegee Air Field. She was also the first African American nurse to report for duty in WWII.

National Academic Content Standards

U.S. History

Era 8: The Great Depression and World War II (1929-1945)

Standard 3 — The causes and course of World War II, the character of the war at home and abroad, and its reshaping of the U.S. role in world affairs

Era 9: Postwar United States (1945 to early 1970s)

Standard 2 — How the Cold War and conflicts in Korea and Vietnam influenced domestic and international politics

Standard 3 — Domestic policies after World War II

Standard 4 — The struggle for racial and gender equality and for the extension of civil liberties

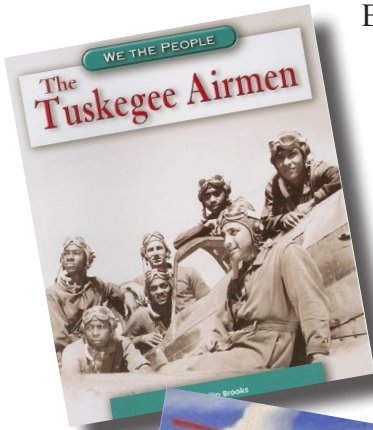
World History

Era 8: A Half-Century of Crisis and Achievement, 1990-1945

Standard 4 — The causes and global consequences of World War II

Standard 5 — Major global trends from 1900 to the end of World War II

Suggested Readings



Bracey, Earnest. *Daniel "Chappie" James – The First African American General*. McFarland and Co., 2003.

Cooper, Charlie and Ann Cooper. *Tuskegee's Heroes – Featuring the Aviation Art of Roy La Grone*. MBI Publishing Co., 1996.

Davis, Benjamin O., Jr. *Benjamin O. Davis, Jr.: An Autobiography*. Smithsonian Institution Press, 1991.

Francis, Charles E and Adolph Caso. *The Tuskegee Airmen – The Men Who Changed a Nation, 4th Edition*. Branden Publishing Co., 2002.

*Haskins, Jim. *Black Eagles- African Americans in Aviation*. Scholastic Inc., 1995.

Holway, John B. *Red Tail, Black Wings: The Men of America's Black Air Force*. Yucca Tree Press, 1997.

Homan, Lynn M and Thomas Reilly. *Black Knights: The Story of the Tuskegee Airmen*. Pelican Publishing Co., 2006.

**Homan, Lynn M and Thomas Reilly. *The Tuskegee Airmen Story*. Pelican Publishing Co., 2002.

*Homan, Lynn M and Thomas Reilly. *Tuskegee Airmen - American Heroes*. Pelican Publishing Co., 2002.

**Johnson, Angela. *Wind Flyers*. Simon and Schuster. 2007.

McKissack, Patricia and Frederick. *Red Tail Angels: The Story of the Tuskegee Airmen of World War II*. Walker and Co., 1995.

Rose, Robert A. *Lonely Eagles: The Story of America's Black Air Force in World War II*. Tuskegee Airmen, Inc., 1976.

Sandler, Stanley. *Segregated Skies: All-Black Combat Squadrons of WWII*. Smithsonian Institution Press, 1992.

Smith, Charlene E. McGee. *Tuskegee Airman – The Biography of Charles E. McGee*. Branden Publishing Co., 1999.

*Children's Book

**Children's Picture Book

TRIVIA QUESTION

Dayton native, Mac Ross was one of the first graduates of the Tuskegee Air School. To what squadron did he belong?

Answer: 99th Squadron



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