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CHIEF OF NAVAL OPERATIONS

6 November 1975

Dear Mr. Ambassador,

I thought you might be interested in the section of the enclosed Naval Aviation News which deals with the Ottumwa reunion. There are still a few planes of the WWII era being flown, and remembering our conversation enroute to France, I thought you might get a kick out of seeing the TBM on page thirteen.

I look forward to seeing you again upon your return to Washington.

Sincerely,

J. L. Holloway III
J. L. HOLLOWAY III
Admiral, U.S. Navy

The Honorable George Bush
Chief
U. S. Liaison Office, Peking
Box 50
FPO San Francisco 96659

November 27, 1975

Admiral J.L. Holloway III,
Chief of Naval Operations,
Washington, D.C.

Dear Admiral:

Thanks for thoughtfully sending me that "Naval Aviation News". Nostalgia surrounded me when I saw the picture of the old TBM. It brought back happy memories of the SAN JACINTO VT 51, Task Force 58, etc., etc.

We'll be leaving China after the President's visit, and I look forward to seeing you when we get back to Washington.

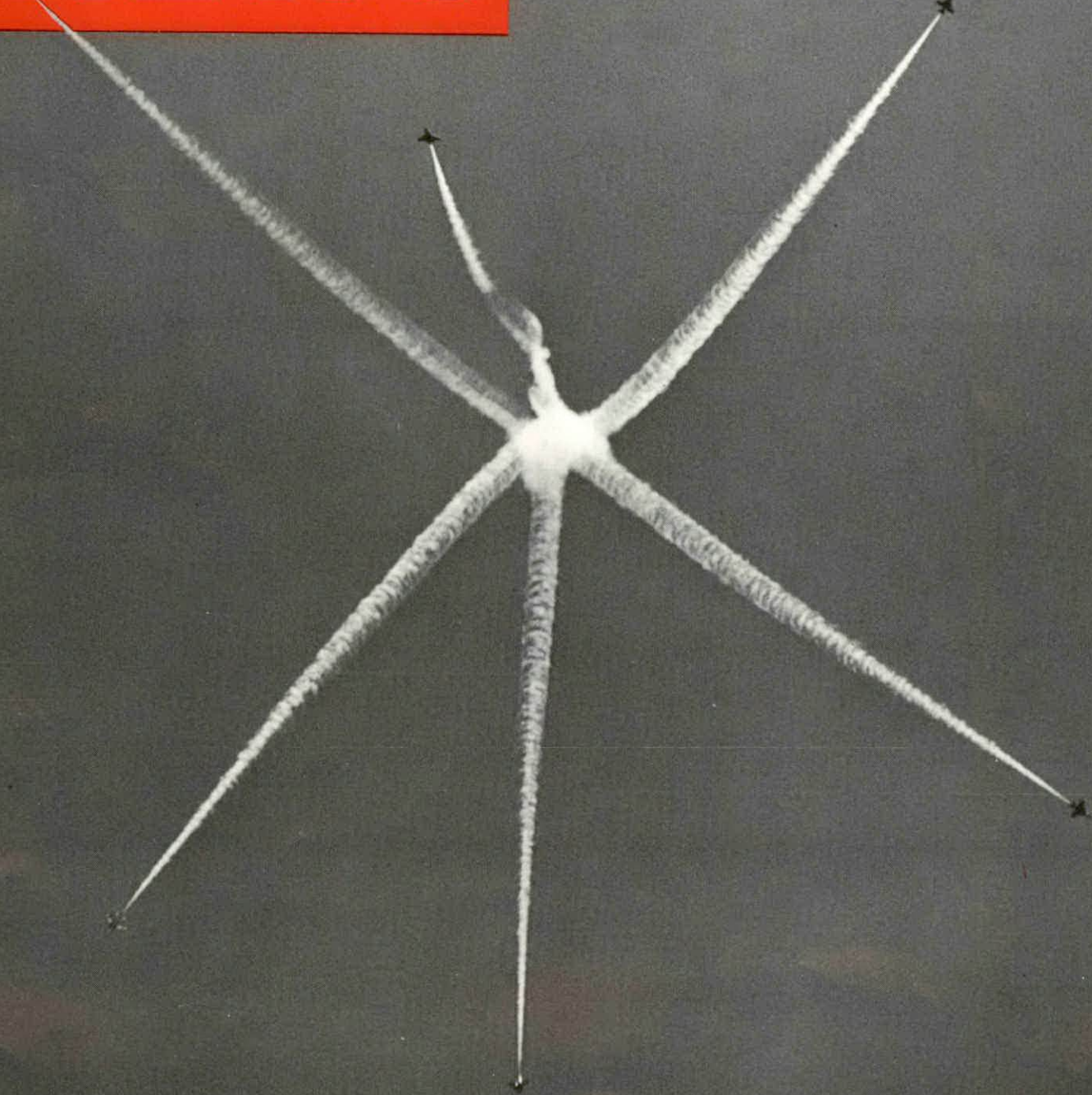
Thanks again for the plane ride to Europe.

Warm regards,

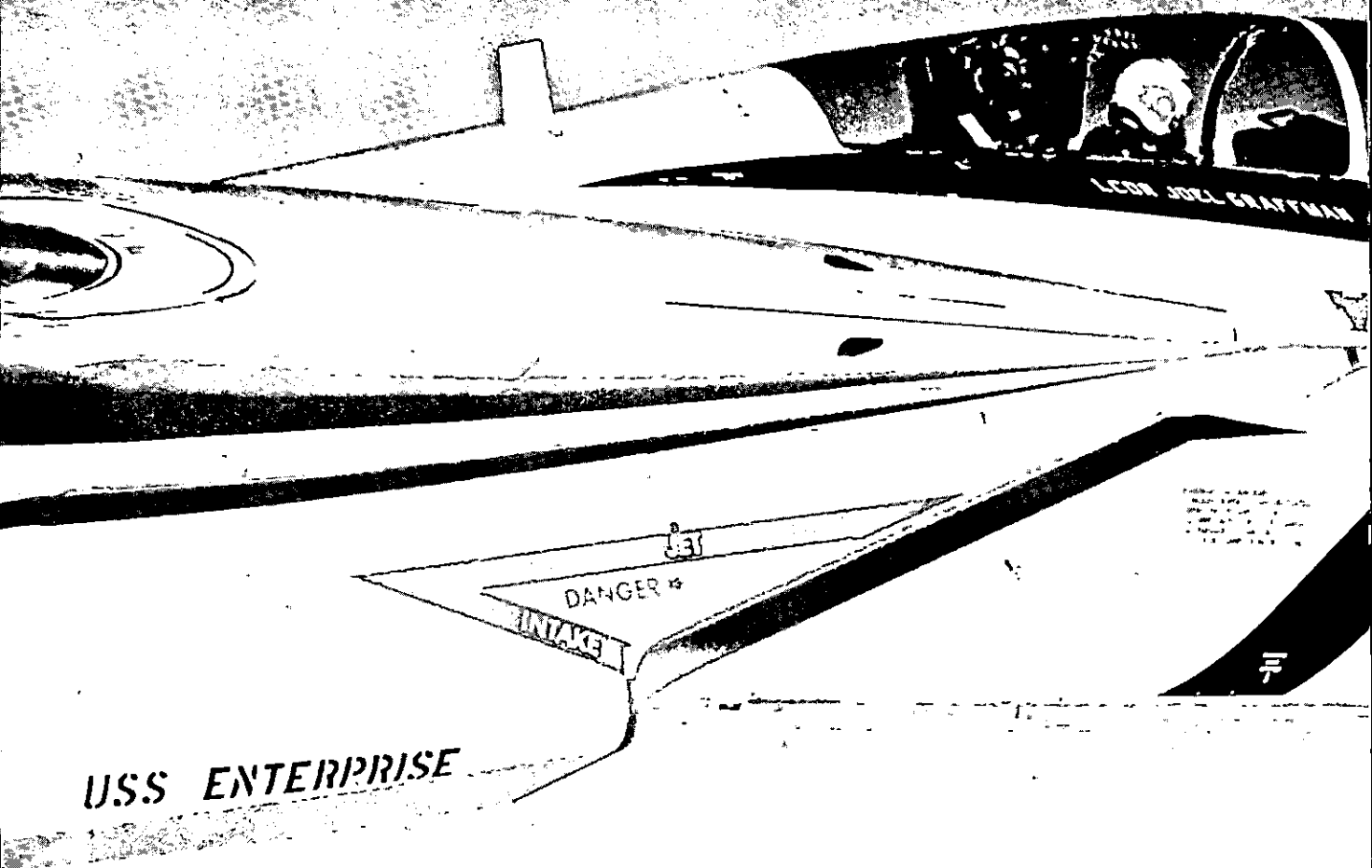
George Bush

NAVAL AVIATION

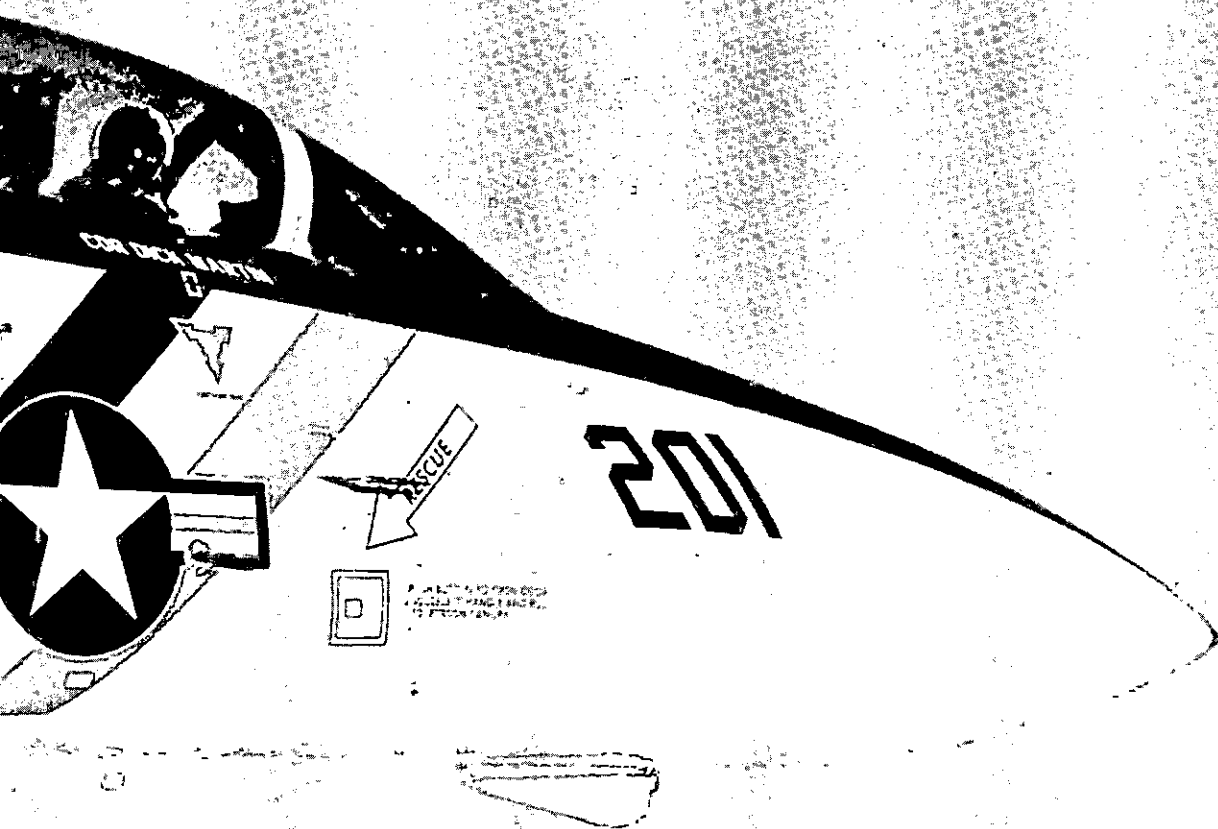
NEWS



NOVEMBER 1975



COVERS — Cover views complement this month's features on *Air Shows 1975*. Blue Angel star burst was filmed by McDonnell-Douglas' Harry Gann, front. Montage on back includes SNJ and Stearman photos by PHCS(AC) R. L. Lawson whose Ottumwa Reunion story begins on page 8. Other back cover pictures are by Cdr. Rosario Rausa. This wingman's view of VF-2's Cdr. Joseph A. Brantaus and LCdr. Joel R. Graffman in their F-14 Tomcat was made by PHCS Lawson in 1973 off the coast of California.



NAVAL AVIATION NEWS

FIFTY-SEVENTH YEAR OF PUBLICATION

Vice Admiral William D. Houser
Deputy Chief of Naval Operations (Air Warfare)

Vice Admiral Kent L. Lee
Commander, Naval Air Systems Command

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Charles C. Cooney Art Director

Bob Moore Associate Editor

Helen F. Collins Assistant Editor



Cdr. Nicholas Pacalo Contributing Editor

Harold Andrews Technical Advisor

We're taking a roundabout route to make a point. Bear with us, if you will.

The home is a modest white frame structure. It stands on a tree-lined street in the small upstate New York town of Cincinnatus. The room is filled with ingredients of rustic, way-back-when comfort. Its walls are formed by weathered brick and burnished wood. Books rest on tabletops, fill shelves and are tiered atop a sturdy rolltop desk. Rifles and hand guns, some as old as the revolution, are mounted on the walls. A polished rank of shotguns stands at attention in a rack in one corner. The chairs are heavy and strong and have the feel of hand-worked quality.

It's a warm, quiet afternoon — a summer Sunday. Despite the weaponry, the sensations and sounds epitomize peace and tranquility. There is the soft click of the pendulum swinging below a vintage clock and the silky rustle of the lissome Irish setter on the blanket-draped daybed.

Art Currier wears a plaid shirt and khaki trousers. He is as lean as the 18th century muzzle-loader over the window and has a thick crown of silver hair. His eyes, though surrounded by the creases of age, are so vibrant you're prompted to ask him for the secret of long life.

He is in his eighties, breaks 90 at the local golf course with regularity and plans on hunting till he can no longer walk. And he's still walking with a lively step.

He collects more than guns and books. For example, he has a bed, circa 1740, once used by Stonewall Jackson in the Civil War. It features magnificently tapered posts which tower to the ceiling. There's also a massive mahogany table with ornately scrolled legs so heavy it takes two to hoist one end.

Art is considered a master at grouse hunting. Many come a lot of miles to accompany him on excursions across the rolling countryside. He will tell you that 75 percent of the joy in hunting comes from watching your dog work. He relates that ears, as well as eyes, are critical — you can sometimes hear the partridge running on the leaves before they burst into the air. And he warns that a good hunter must be ready for the four o'clock hills. The grouse sometimes work their way up into the hills and the hills seem to get steeper and steeper toward late afternoon. So one best have stamina and strong legs come four o'clock if game birds are on the supper menu.

His scrapbooks abound with the lore of field and stream. But there are other items. A yellowed page, clipped from the November 1919 issue of *Ladies Home Journal*, contains an article by Waldermar Kaempffert. He made some outlandish predictions about aviation, then in its infancy.

"You will fly across the U.S. in 20 hours.

"You will go skylarking just as now we go automobiling.

"You will fly to your office and land on top of your office building.

"Your house will have a platform roof.

"We shall have traffic cops in the air.

"You will tour Europe in a plane.

"You will go around the world in two weeks.

"There will be lightships in the air just as now there are lighthouses for the sea.

"You will see all the Alps in half an afternoon.

"You will live 100 miles from your office, and reach it in a few minutes.

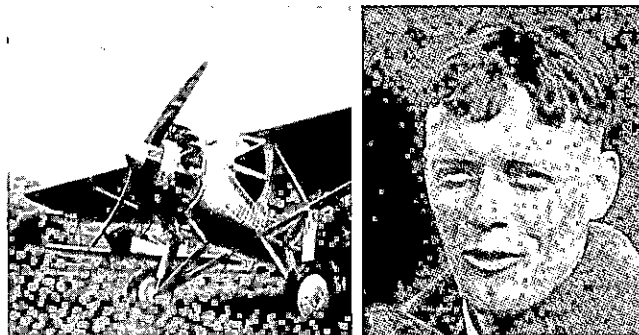
"You will start for the theater ten minutes before the curtain rises and get there on time.

"Does it all seem impossible? Keep this article and read it ten years from now!"

There are two post cards of Charles Lindbergh, undated but probably printed shortly after the historic Atlantic crossing. "I followed his flight on the radio," recalls Art.

There is also a snapshot of the *Pride of Susquehanna*, an aircraft which closely resembled Lindbergh's *Spirit of St. Louis*. It was pictured at opening day ceremonies for the Norwich, N.Y., airport in 1935. "Bob Clements and I paid \$15 for a ride in that plane," remembers Art. "It was great. It's sad though. The pilot died when the plane crashed about a month later." Although the Ryan B-1 is not considered rare, there aren't many photos around of the 178 which were built.

The *Pride of Susquehanna* or Charles Lindbergh post cards aren't related directly to Naval Aviation. However,



they lead us to that point we're trying to make. The Naval Aviation History office doesn't have the staff to conduct a go-out-and-get-the-material program. Perhaps you know someone from the early days of flying — a machinist's mate, perhaps, or a flyer, or anyone who may have had some connection with aviation in the Navy or Marine Corps. There might be an anecdote or two, perhaps a picture, or some factual reminiscences which would help embroider the fabric of Naval Aviation history. Perhaps you could spend a Sunday afternoon with an old-timer. You just might turn up an item to enrich an already rich heritage. If you do, please send it along to Naval Aviation History, Room 1134, 801 North Randolph St., Arlington, Va. 22203.

Even if you don't come up with something, you just might learn a little about grouse hunting.

Battle Es Commander, Naval Air Force, U.S. Atlantic Fleet, Vice Admiral Howard E. Greer, has announced the winners of the Battle Efficiency Awards.

USS *Forrestal* (CV-59) won the ship category and departmental awards for operations, engineering and aircraft intermediate maintenance. Another winner in the CV category, USS *Franklin D. Roosevelt* (CV-42), received awards for her work in the air and communications departments. USS *John F. Kennedy* (CV-67) won the supply and medical departmental awards while USS *Saratoga* (CV-60) received the weapons department honors.

Winning squadrons are: VF-11 (F-4 *Phantom*), VA-105 (A-7 *Corsair*), VA-176 (A-6 *Intruder*), RVAH-6 (RA-5 *Vigilante*), VAW-123 (E-2 *Hawkeye*), VP-5 (P-3 *Orion*), VS-24 (S-2 *Tracker*), HS-3 (H-3 *Sea King*), HSL-32 (H-2 *Seasprite*) and VQ-4 (C-130 *Hercules*).

CNO Safety Awards The Chief of Naval Operations, in announcing the winners of the Annual CNO Safety Awards, extended his congratulations and well done to the FY 1975 winners.

This year's winners are:

NavAirLant: VFs 84 and 101, VAs 83 and 35, RVAH-5, VP-44, VS-24, VAW-123, HS-11, VRF-31, VC-2 and HC-6.

NavAirPac: VFs 111 and 121, VAs 97 and 165, VAQ-133, VS-21, VAW-115, VP-46, HS-2, HC-1 and VQ-1.

FMFLant: VMCJ-2, VMA-311, HMA-269 and H&MS-31.

FMFPac: HMM-462, VMAT-102, VMA-223, HMA-169 and VMFA-232.

CNATra: VTs 7, 26, 27, 31 and 86.

CNavRes: VS-72, VP-91, VR-52, HS-74, VA-203 and VF-201.

MARTC/4th MAW: VMA-142 and HMM-774.

VS-24, VRF-31, HC-6, VAQ-133 and VT-26 earned their second consecutive award and VMAT-102 and HS-74 won their third consecutive award.

Isbell Trophy Commander Laron "L" Stoker, commanding officer of HSL-33, received the Arnold Jay Isbell Trophy on behalf of his squadron in a ceremony at NALF Imperial Beach, Calif. Vice Admiral J. H. Doyle, Commander, Third Fleet, presented the award.

The Isbell Trophy has been given for overall excellence and superior performance in airborne antisubmarine warfare since 1958. The trophy, established by the Lockheed-California Company, is presented annually on the basis of operational readiness inspections and tactical performance.

HSL-33 was established in July 1973 as the first fully operational LAMPS squadron.

Hanson Trophy El Toro-based VMFA-323 has been named the most outstanding Marine Fighter Squadron of FY 1975 and winner of the Robert M. Hanson Award. The award is named in honor of the Marine captain and Medal of Honor fighter ace who was killed in WW II after shooting down 25 enemy planes.

During the last fiscal year, the *Death Rattlers* racked up 5,412 flight hours and achieved records in aircrew training with half their crews qualifying as air combat instructors. Squadron members flew 4,500 syllabus training flights including 2,100 ACM missions. All this was achieved with 55 percent of the squadron aircraft operationally ready each month.

Lieutenant Colonel Don K. Hanna was C.O. during the award period.

Admiral Clifton Award

Fighter Squadron 32, home-based at NAS Oceana, Va., has earned the FY 1975 Admiral Joseph Clifton Award as the outstanding fighter squadron.

Skippered by Commander J. G. Knutson, the *Swordsmen* fly the Navy's newest fighter, the F-14A *Tomcat*, and are currently deployed in the Mediterranean aboard *John F. Kennedy* (CV-67).

VF-32 fired 18 missiles in four shoots, including the first fleet *Phoenix*, while extending its accident-free record to 69 months.

Sponsored by Litton Industries and first presented in 1969, the Clifton Award is given in memory of the late Rear Admiral Clifton who distinguished himself as a fighter pilot during WW II.

New Target System

A new avionics system which could give night sight to Navy A-7Es has been developed by LTV Aerospace Corporation under a Naval Air Systems Command contract.

Called TRAM (target recognition and attack, multi-sensors) the system uses infrared heat-response sensors to detect vehicles, terrain features or naval vessels operating at night in the vicinity of U.S. fleets.

The TRAM system would permit an A-7E pilot to find, identify and attack by using a forward-looking infrared sensor system. It is combined with other avionics equipment in a pod on one of the plane's wing pylons.

Imagery patterns from the TRAM sensors are displayed to the pilot on a "night window" in his head-up target display. While radar has done this in the past, radar imagery has not been precise enough to identify ocean vessels.

Super IPCS

A new propulsion control system that could increase the efficiency of future high-speed aircraft made its first flight on board a variable-sweep wing F-111 at NASA's Flight Research Center at Edwards, Calif. The Integrated Propulsion Control System uses digital electronics instead of conventional hydromechanical controls of the supersonic aircraft's jet engine and engine inlet. The system is expected to allow aircraft to be flown at full performance limits.

The modified inlet and Pratt & Whitney TF-30 engine were operated from takeoff to landing under control of a Honeywell HDC-601 computer during the one-hour flight. Routine transfers between digital and hydro-mechanical control were made in all flight conditions as the F-111 was flown at speeds in excess of Mach 2.

Real-Time Radar

As a result of a six-month program of research experiments conducted on a C-54 over the Atlantic Ocean near Wallops Island, Va., it may now be possible to design a compact radar system that will measure localized wind speeds and wave heights on a real-time basis.

Naval Research Laboratory and National Aeronautics and Space Administration scientists say such a system would provide immediate information for transports, small craft operators and meteorologists.

The joint airborne measurement program has already proved that wind speed and wave height can be measured remotely using a short-pulsed

(two nanoseconds) nadir-looking (straight down), wide-beam antenna (60 degree), three-centimeter radar system.

NRL developed the radar system two years ago for shipboard use where it differentiates between foreign objects and sea-clutter reflections from radar pulses. Now it may be used to measure waves to 15 feet and wind to 25 knots.

First KC-130R Delivered In September, the Marine Corps took delivery of the first of ten KC-130R *Hercules* refueler transports at the Lockheed-Georgia flight line. Lieutenant Colonel J. M. Pierce, C.O. of VMGR-352, headed the contingent flying the plane to MCAS El Toro where it will be based.

Most striking difference between the old and new models is the addition of 1,360-gallon wing-mounted pylon fuel tanks between the inboard and outboard engines of each wing. The two tanks will add an 18,000-pound fuel giveaway capability for aerial refueling of fighter and attack aircraft. The aircraft can refuel two fighter planes simultaneously at a rate of 300 gallons per minute each. Other improvements include computerized navigation systems, which can provide worldwide position information, and a modern flight director system.

The advanced model tankers will supplement the KC-130Fs currently in the Marine Corps inventory.

Lightning Research Naval Research Laboratory scientists say data gained by a joint federal/university research team investigating lightning danger at the Kennedy Space Center prior to the recent *Apollo* launch allows them to predict lightning danger at the launch pad up to several minutes prior to launch time.

They also reported that dangerous electric fields in clouds, which can be sparked into lightning bolts by spacecraft launches, can now be tracked through ground-based observation centers. Scientists now know how readings from ground-based sensors relate to electricity in clouds overhead. Fifteen kilovolts per meter inside a cloud signals the beginning of a danger zone. The use of the ground observation network for this purpose could obviate the need of aircraft as monitoring platforms.

In addition, they reported that dangerous electric fields at Cape Kennedy develop only in clouds which reach temperatures below minus five degrees centigrade at the upper level.

Dr. Lothar H. Ruhnke and Mr. Wolf Kasemir said the success in Florida paves the way for a larger national or international research effort to investigate the danger of lightning to rockets and aircraft as well as to forests and commerce.

Although no manned space flights are planned in the near future, unmanned spacecraft for scientific studies are still being launched from the Florida site and the lightning prediction techniques will again be used.

Research at the Kennedy Space Center was begun after a bolt of lightning temporarily affected instruments aboard *Apollo 12* in November 1969.

Scientists and aircraft from NRL, NASA, the National Oceanic and Atmospheric Administration and the New Mexico Institute of Technology were involved in the Florida atmospheric investigations.



grampaw pettibone

Gear Down and Locked, Solo

A student pilot was scheduled for a night local familiarization hop in a TA-4 *Skyhawk*. The student had approximately 190 total hours, 50 in the TA-4. This was his second hop of the day, having flown a formation flight during the afternoon.

The operations duty officer asked the pilot if he had received his night solo briefing and the pilot replied that he had. The pilot manned his aircraft following an uneventful preflight. He took off and conducted his area familiarization without any significant occurrence. He then decided to conduct a GCA to be followed by entry into the touch-and-go pattern.

The GCA was to be a missed approach and a turn downwind for the landing practice. The pilot, while making his approach, reported "Gear down and locked, solo." However, the *Skyhawk* just didn't feel right.

He noted his indexer lights were inoperative and his angle of attack (AOA) did not correspond to his airspeed for the configuration he thought the aircraft was in. He made a go-around and contacted the runway duty officer (RDO) and discussed his problem with him. The RDO transmitted that he would check the external approach lights on the second approach and waveoff.

The pilot was told that his approach lights were inoperative and to fly airspeed. The pilot did not check his landing configuration and, since the aircraft did not "feel right," he flew a compromise between the AOA and airspeed.

The *Skyhawk* touched down in a shower of sparks, *wheels up, flaps up*. Observing this and believing the aircraft was on fire, the RDO broadcast: "Eject, eject, eject!" The pilot ejected with the system working as advertised.



The aircraft, surprisingly, had only minor damage. The pilot was not injured.



Grampaw Pettibone says:

Thunderin' thunderings! I can't believe all the cues this gent had — no indexer lights, aircraft didn't feel right, external approach lights not working, and still it *never sunk in* that his wheels were not down. You could'a told him that his wheels were not down and he still wouldn't have believed it.

And what a lot of help he got from the RDO. Seems to me an RDO ought to be a suspicious cuss when a young fella is havin' all the problems this lad had! No one escaped having their "hand in the till" on this one. The

squadron "helped" in that the RDO was not fully qualified before standing this watch.

On and on and on. Where will the next wheels-up occur — in your unit? Never!!!

"Thorough" Preflight

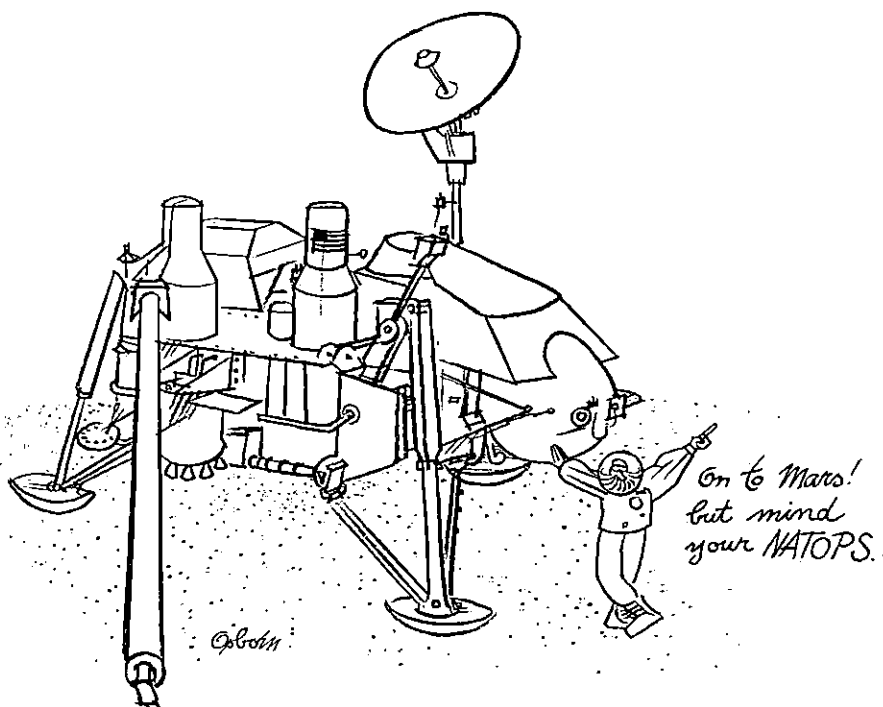
Two "senior type" pilots were scheduled for a proficiency day instrument flight in a T-28 *Trojan*. The first aircraft assigned was downed for electrical problems. The pilots placed their IFR clearance on hold and returned to the line where they were assigned a replacement aircraft.

The pilot-in-command preflighted the lower half of the aircraft while the copilot inspected the top half. During the preflight, the port engine cowl release handle was noted to be unfastened and the plane captain was directed to secure it.

The plane captain climbed on the wing and secured the port engine cowl release handle by securing the DZUS fastener. One of the pilots checked the slot of the cowl release lever DZUS fastener to see that it was vertical and aligned with paint marks on the cowl. No other discrepancies were noted during the preflight.

The pilots completed normal start, taxi and pre-takeoff checks. After receiving IFR clearance, they were cleared for takeoff. The initial portion of the takeoff was normal. However, immediately after liftoff, with the aircraft accelerating through 90-105 knots, the left engine cowl opened and was struck by the prop. The cowl tore from the aircraft and damaged the front canopy, vertical stabilizer and rudder in its rearward passage. (Later, upon examination, the cowl was found to be distorted and damaged beyond repair.)

Now somewhat over the surprise of



taking off. Approximately 25 seconds later, he started his takeoff with full-gun. He didn't see the planes taxiing in front of him until he got his tail up.

He sheared the starboard wing off his flight leader's plane, cut the vertical stabilizer off one of the F6Fs and ended up in a sand dune with strike damage to his own plane. Miraculously, no one was injured!

This fiasco is an example of what can happen when standard operating procedures and safety precautions are ignored. The main errors made by this pilot were:

1. Assumed that his flight leader was taking off.
2. Failed to check the tower for a visual signal before taxiing into takeoff position, as required by local flight rules.
3. Neglected to cock his plane around to make sure the runway was clear before he started his takeoff.

the cowl departing the aircraft, the pilot decided that there was insufficient runway remaining to land straight ahead. Since the T-28 was controllable, a turn downwind was elected and the *Trojan* landed without further incident.

Grampaw Pettibone says:

Holy mackerel! These gents were plain lucky — that cowl could'a just as easily cracked the canopy, hit the pilot on the noggin — then hung up on the tail and sent the aircraft out of control. Can't happen? Baloney! The books are full of accidents that people said "can't happen."

When the pilot noticed the cowl was not properly secured, he directed the plane captain to secure the latch. However, neither the pilot nor plane captain checked to see if the shear pins were properly secured as required by Natops. Old story? You bet it is!

the new runway. Also at this time, five F6Fs which were waiting to take off began taxiing across the old runway toward the one newly designated.

In the meantime, the #2 pilot in the SB2C group had aligned his plane on the old runway ready for takeoff. He didn't receive the tower's signal on change of runway. When he saw his flight leader begin taxiing (to the new runway), he thought the leader was



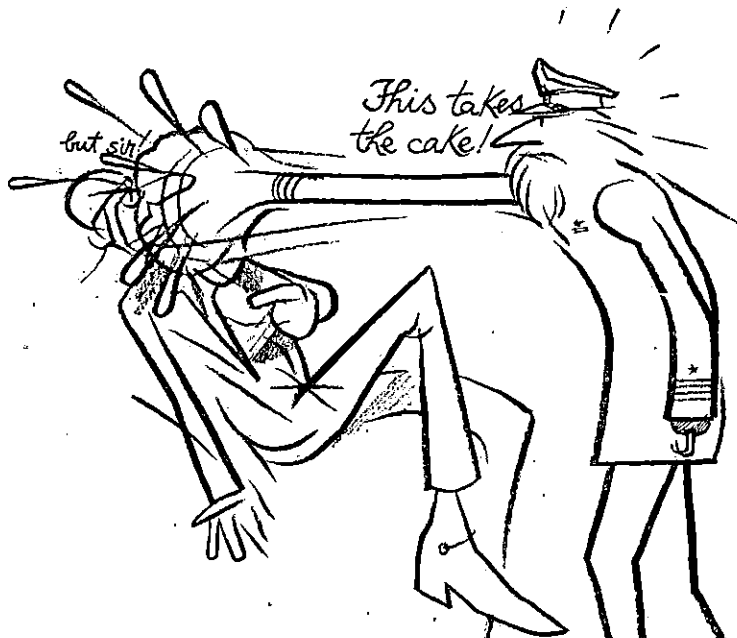
Grampaw Pettibone says:

Under the circumstances, and not having gotten a clear signal from the tower or a takeoff signalman, I feel that the last mistake was the worst because it showed the pilot lacked both common sense and a sense of responsibility.

An airplane is a lethal weapon; a weapon too dangerous to be entrusted to an irresponsible pilot. And dangerous not only to the pilot himself but, as in this case, to everyone else within range. (August 1945)

Takeoff Fiasco

A flight of six SB2Cs taxied out to the takeoff runway. Before the leader was ready for takeoff, the tower called and changed the runway in use. The leader acknowledged and started for



AIR SHOWS 75



It was most gratifying to return to Ottumwa and observe the impressive salute to Naval Aviation. Seeing these vintage planes in the air again serves as a vivid and enlightening reminder of the role our flyers have played in the American heritage.

William D. Houser

Vice Admiral William D. Houser
Deputy Chief of Naval Operations
(Air Warfare)



Ottumwa

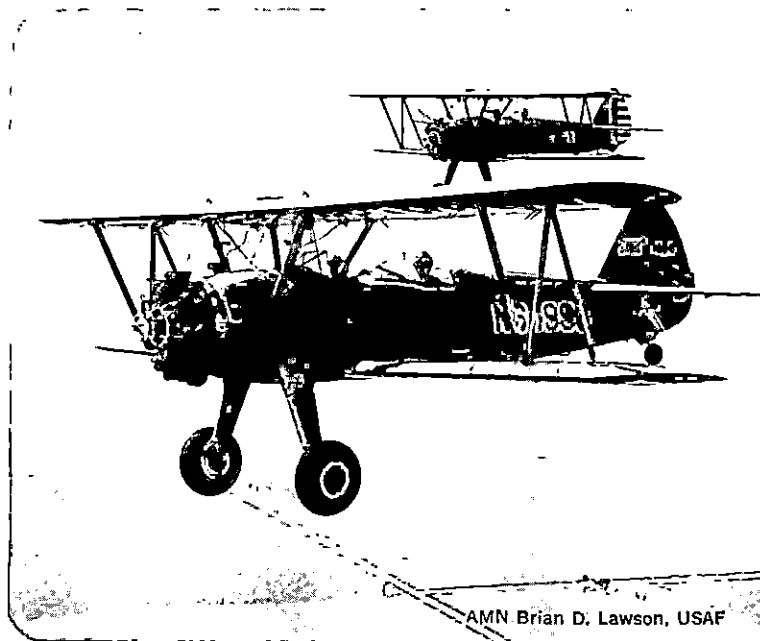


What do you mean you never heard of NAS Ottumwa? No, it's not where they get the water for Olympia beer—that's Tumwater! Ottumwa is a familiar name to more than 50,000 WW II Naval Aviators who learned to fly there. Two of the most prominent individuals of this group are the present Chief of Naval Operations, Admiral James L. Holloway III, and Deputy Chief of Naval Operations (Air Warfare), Vice Admiral William D. Houser. Both received preflight training there, in Stearman N2Ss.

Ottumwa is a quiet community of 30,000 people nestled in the cornfields of southeastern Iowa. Many of its citizens have fond memories of the "Navy guys" who came to their town from 1943 to 1945.

The naval station closed at the end of WW II and was inactivated in 1947. It is now known as Ottumwa Industrial Airport and provides facilities for scheduled airlines, general aviation and a variety of small industries.

During the last weekend of August of this year the field was transformed and once again donned its Navy blue and gold for the first annual NAS Ottumwa Reunion. It



Ex-Naval Aviator, John Ellis, performed aerobatics in his T-28B with Blue Angels color scheme. Above, an N2S-3 Stearman leads a PT-17, Army version of the Stearman, over Iowa countryside. The Naval Aviation Training Command Choir entertained, lower left.

Reunion

became one of the finest air shows seen in the United States this year. On the flight line, it seemed that time had turned around and marched backward. Resplendent in their WW II colors were 12 Stearman biplane primary trainers and virtually every type of carrier fighting plane used by the Navy in WW II.

The air was filled with the roar of powerful R2800 reciprocating engines. These engines drove huge Hamilton Standard props, and powered Grumman F6F *Hellcats* through WW II Pacific skies. Some Ottumwa graduates dominated those skies during vital battles which changed the course of history.

An SBD Douglas *Dauntless*, much like the one flown by Wade McCluskey, the *Enterprise* air wing commander who led the attack at Midway, was there. So were two FM-2 versions of the Grumman *Wildcat*. *Wildcats* won fame in the Wake, Guadalcanal and Coral Sea fighting and provided the crowd with a rare view of the early fighter planes which Navy aces Jimmy Thach and Butch O'Hare flew to fame and glory.





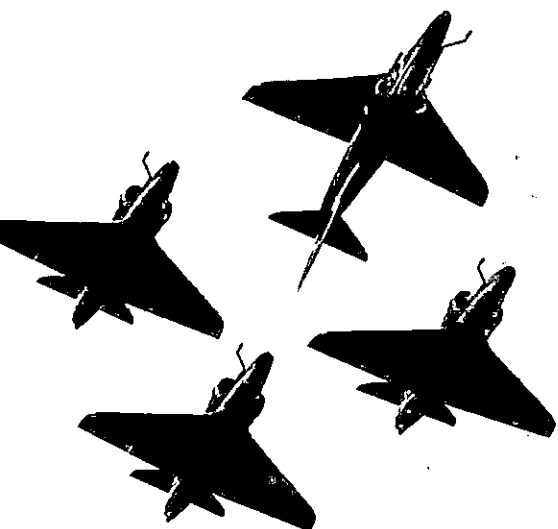
Blue Angels Skipper, Cdr. Tony Less, introduces his team at the reunion banquet. Adm. Houser shares a memory of his Stearman flights at Ottumwa with Jim Leahy, left.

Also on display were the Grumman TBM Avenger, J2F Duck, F8F Bearcat, Chance Vought F4U Corsair, North American SNJ Texan and T-28 Trojan. All of these are owned and piloted by civilians enthusiastic about Naval Aviation.

Organizing and making the Ottumwa Reunion possible took the efforts of a group of dedicated aircraft lovers known as the Antique Airmen. They worked in cooperation with Ottumwa and airport authorities. Supporting outfits were the Warbirds of America



U.S. Army's demonstration team do their thing in OH-6A Cayuse helos. .

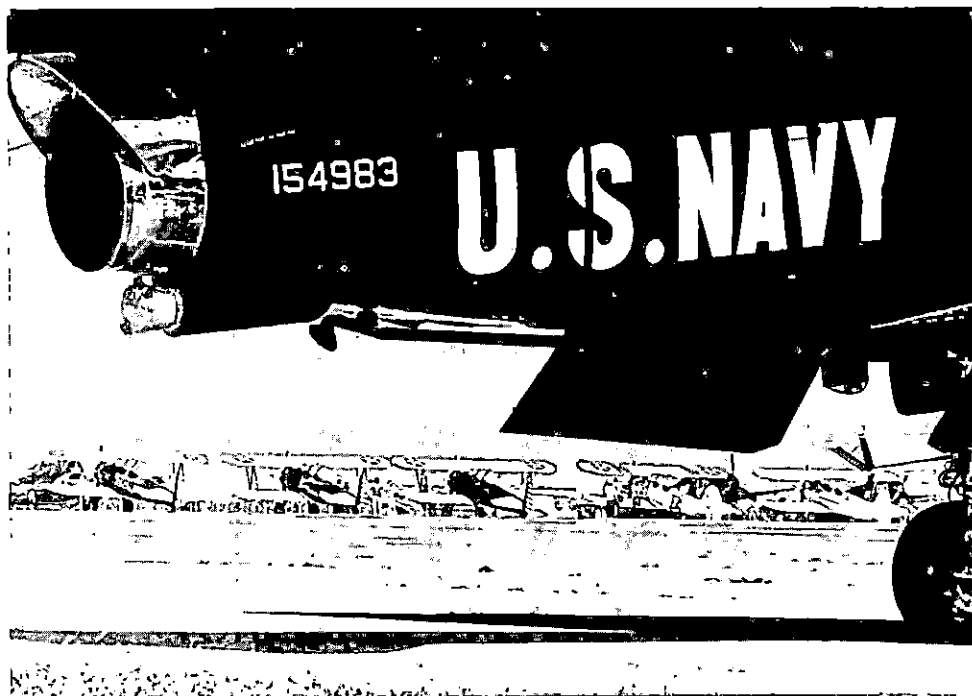


*This young man's thoughts seem to be way up there with the Blues.
Below, former Ottumwa flight instructors gather around a Stearman: (left
to right) R. S. Thwaiter, J. H. Vaughn, J. Van Bortaele and J. E. Smoot, Jr.*





Mustachioed John Ellis returns to the line in his T-28 following aerobatic demonstration. Stearman trainers are viewed from behind tail section of Blue Angel A-4F.

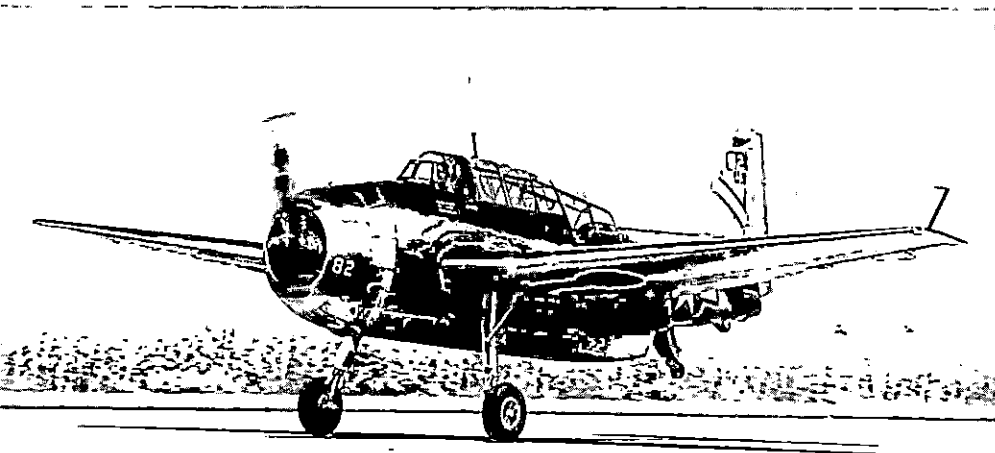


and the Confederate Air Force. Many private individuals also provided aircraft.

Five hundred NAS Ottumwa graduates and ex-station personnel attended the two-day event. More than 15,000 area residents were on hand each day.

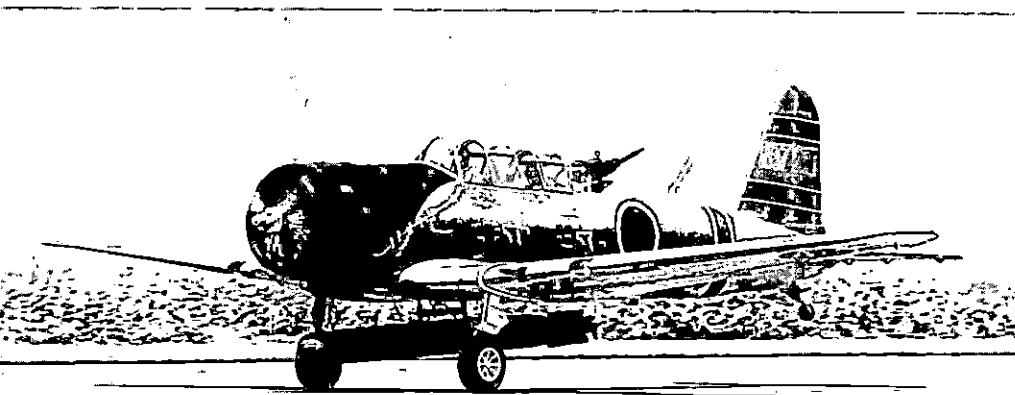
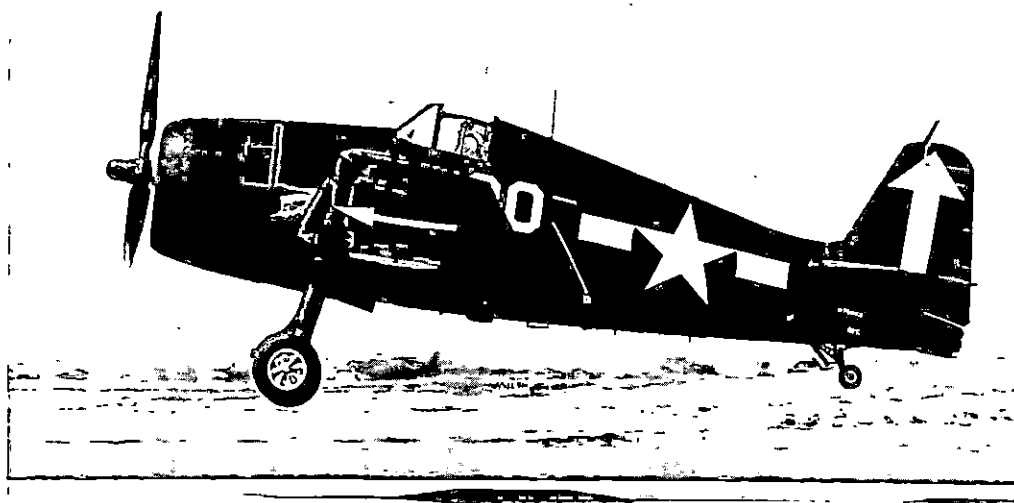
The U.S. Army contributed its unexcelled parachute and helicopter demonstration teams, the *Golden Knights* and *Silver Eagles*. Iowa National Guard helos exhibited vertical assault techniques. Civilian aerobatic demonstrations were made by such performers as Joe Hughes, Jim Leahy, The Four Jokers, John Ellis, John Gosney, and Bob Lyjack. In this Ottumwa salute to the Navy it was fitting that the *Blue Angels* highlighted the aerial events.

Cooperation from the Navy Department made it possible for many Iowa citizens to catch their first glimpse of present-day Navy aircraft. On display were a VP-5 P-3C, VP-90 P-3A, VF-124 F-14A, an NAS Glenview T-34B and a Pensacola-based T-2C and T-34B. The Naval Aviation

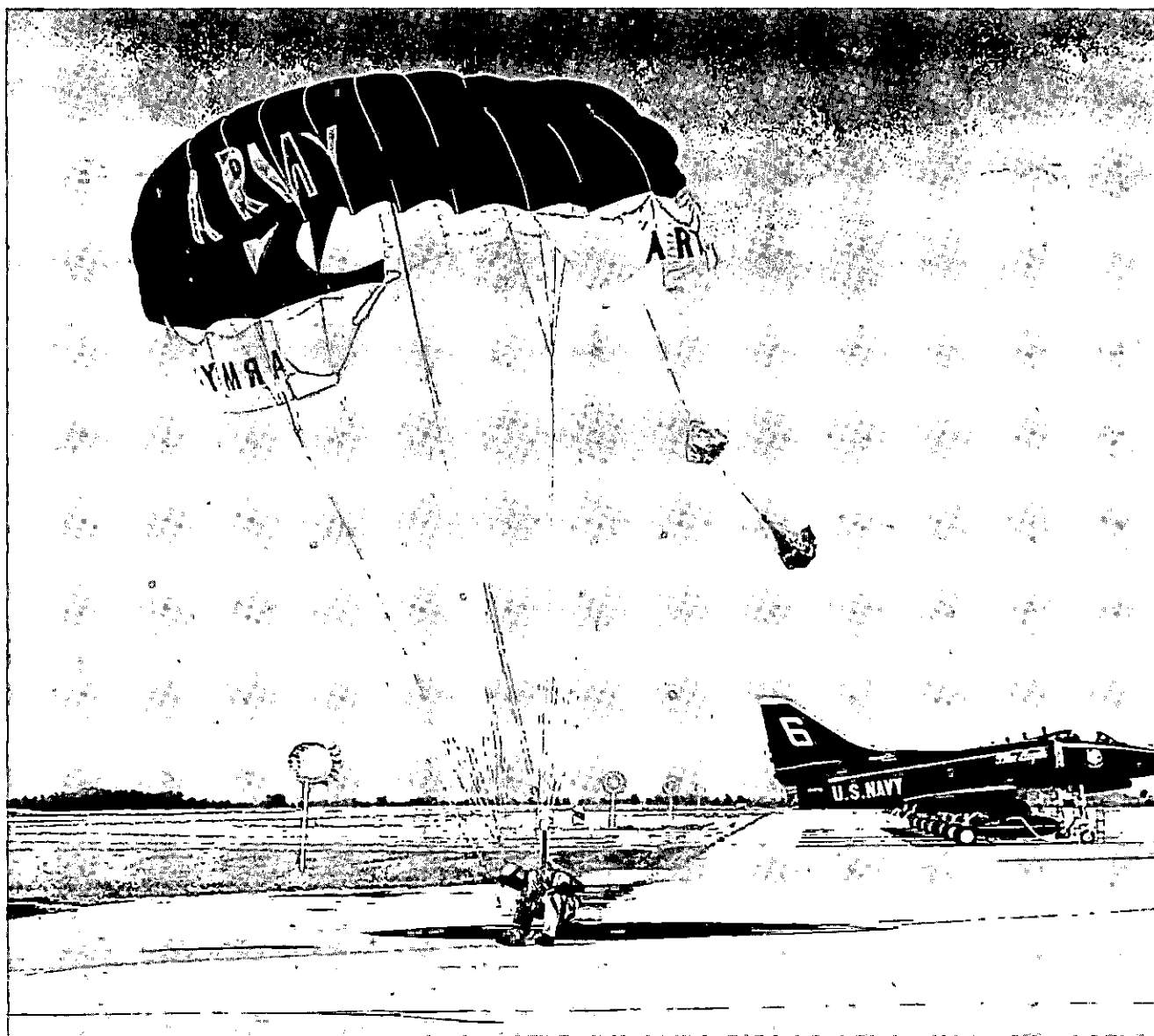


*Wearing USS Yorktown and
Torpedo Squadron Five
paint scheme, TBM-3
Avenger rolls down
Ottumwa runway.*

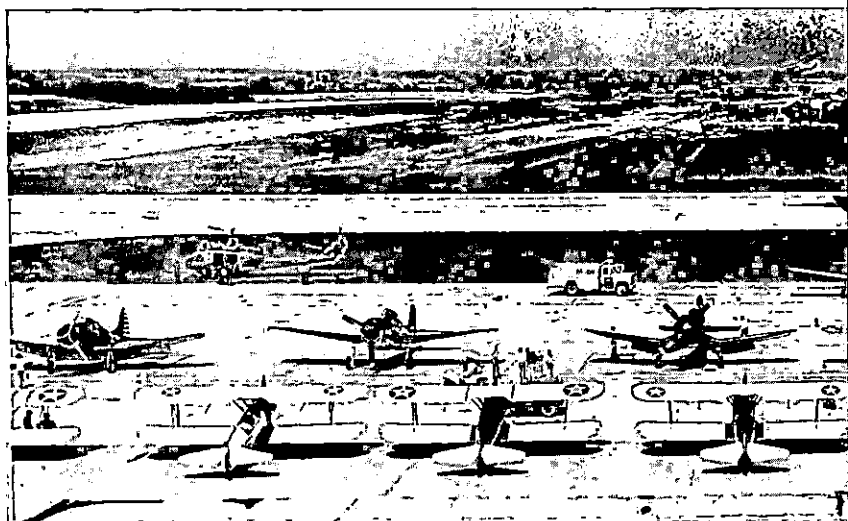
*F6F Hellcat lands.
Fighter has Air Group
One markings from USS
Bennington (CV-20)
World War II days.*



*This SNJ-5 was flown in
the film, "Tora, Tora,
Tora," simulating a Jap-
anese Kate bomber. Line
is used to stream smoke.*



Golden Knight hits the deck, above. Wide assortment of old, yet not-so-old, warriors wait in ranks at Ottumwa's flight line, right. Center, Bombing Squadron Two markings adorn SBD-5 Dauntless. Far right, in A-4F Skyhawks, Blue Angels execute one of their maneuvers.

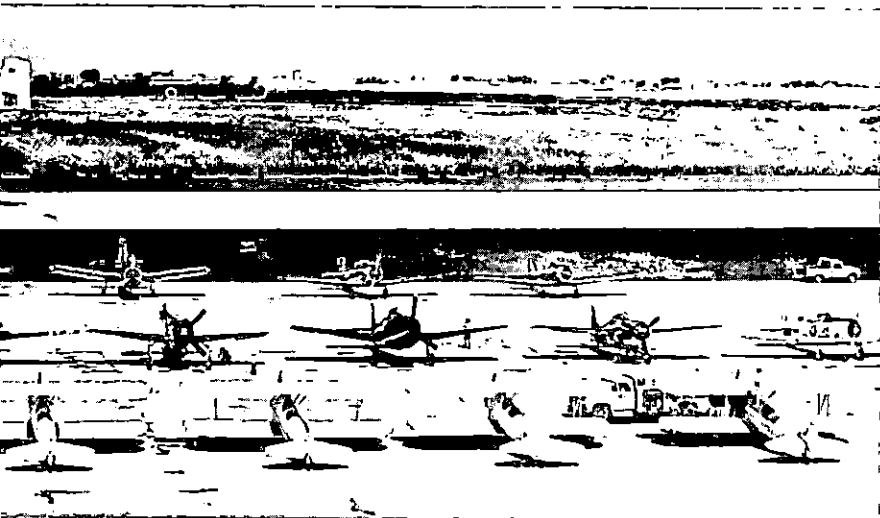
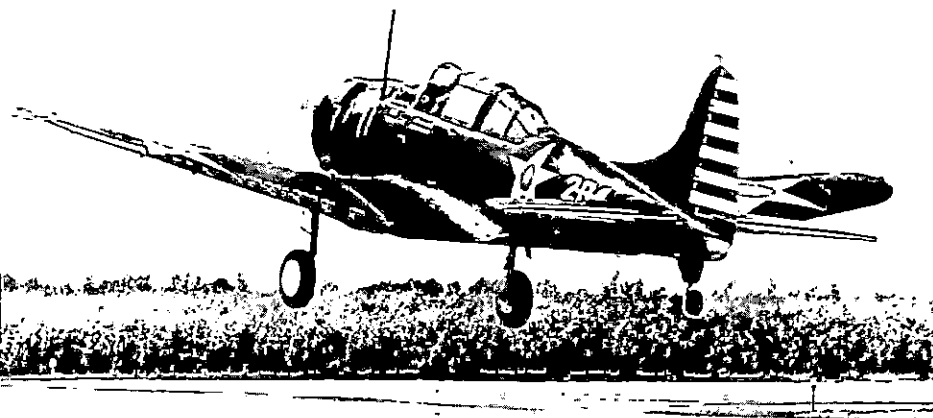


Training Command Choir and the Camp Lejeune-based Marine Drum and Bugle Corps gave musical lifts to the audience, which responded as enthusiastically to these units as they did to the flight maneuvers.

NAS Ottumwa? Well, it may not rank with North Island, Pensacola or Norfolk in Naval Aviation history — but it remains in the hearts and memories of those who were stationed

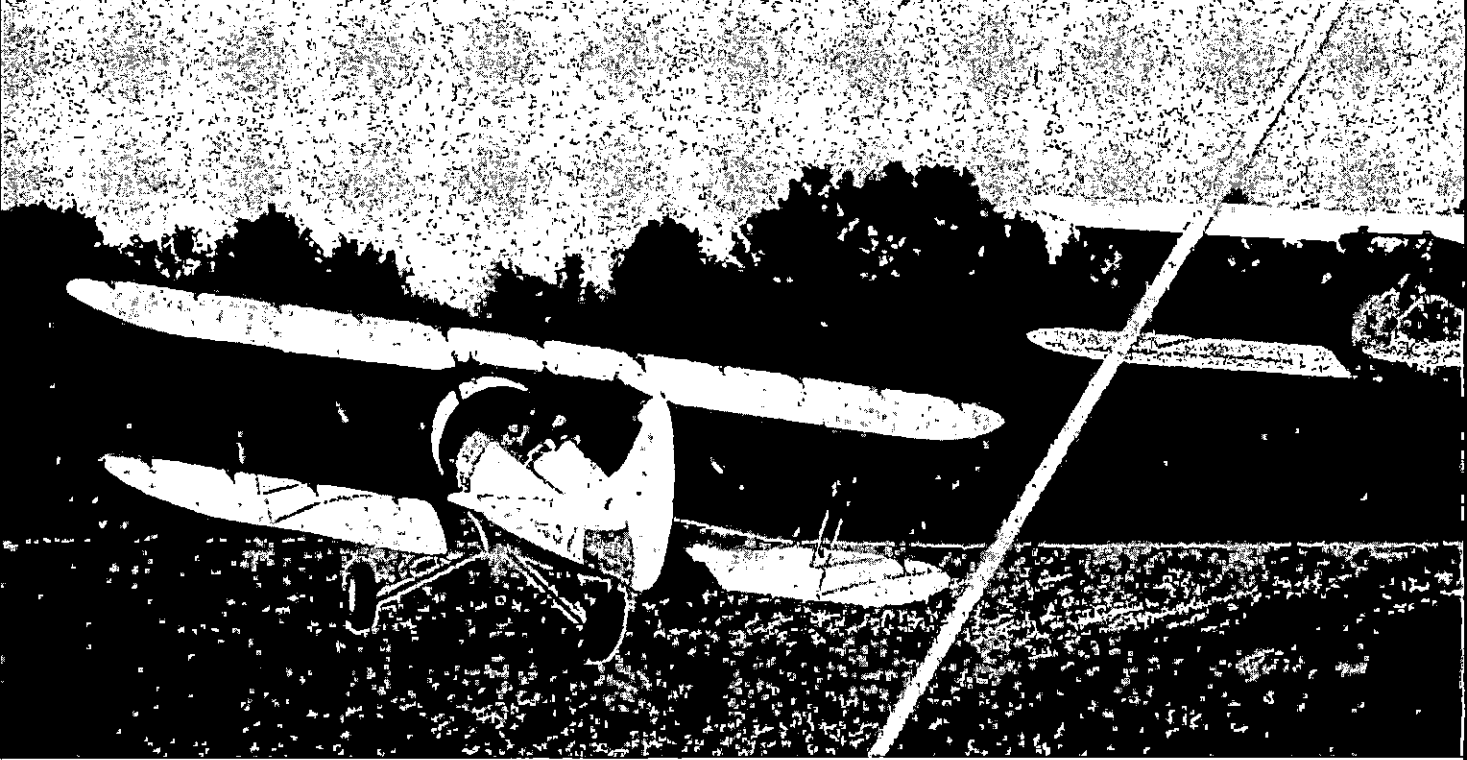
there. More importantly, it is recognized by many Midwestern Americans as the place where Navy men received the training which helped win WW II.

Story and photos
by PHCS(AC) R. L. Lawson



AIR SHOWS 75

I'll Take Sunday

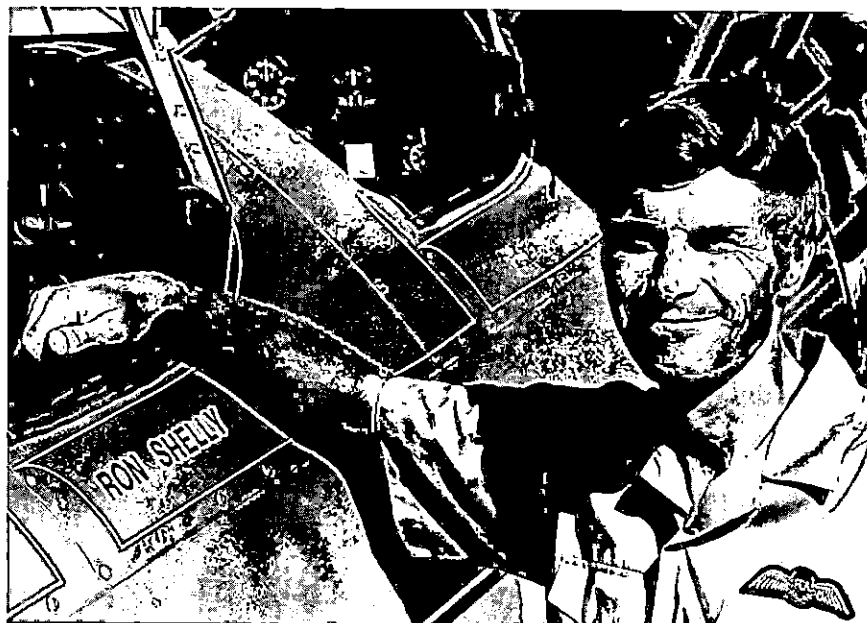
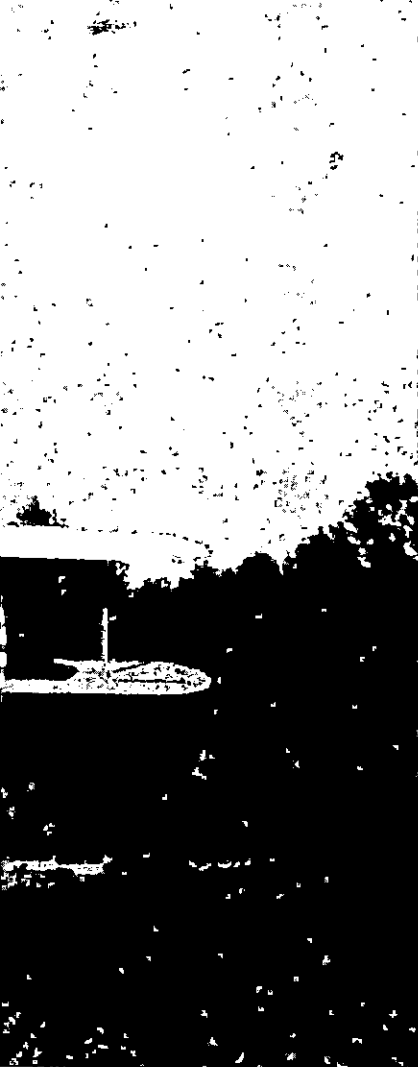


It's a Sunday in early autumn. The Virginia countryside has held onto the greens of summer. The pure blue sky is untarnished by impure metropolitan haze. A scattering of popcorn clouds are pushed across the clearing by a generous warm wind. Some of the people wear light cardigans, others are in shirt sleeves.

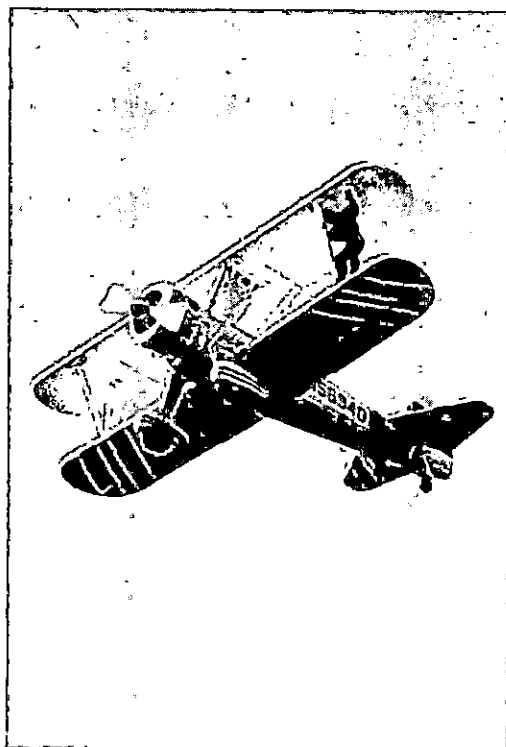
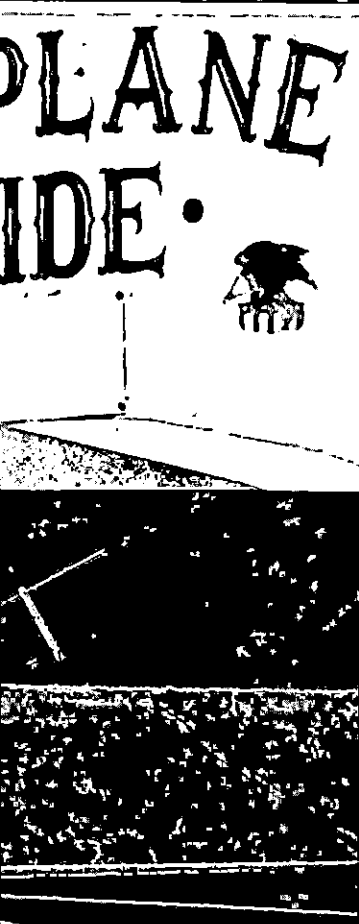
The sounds are pleasingly incongruous. Heads pivot skyward at that deep sputter of an engine as a *Stearman* or a *Sopwith Pup* or a *Tiger Moth* arcs toward the field, then banks lazily away over the stand of trees in the distance. In the intervals of silence between swooping aircraft, insects snicker in the grass.

He arrives at midmorning, a tall Lincolnesque figure in leather and khaki. Styled wings from an earlier generation are embroidered over his left breast pocket. Handsome brown boots gird the length of his limbs from below the knees. He pulls on his cloth





Left, biplanes launch. Shelly and Stearman, above. Hank Henry, USMC, takes an airborne walk, below. Shelly averages twelve riders on a Sunday, below left.



helmet, climbs into the rear cockpit, sets the goggles over his eyes and cinches the straps across his lean frame.

A young man standing by the nose of the *Stearman* grasps a prop blade with both hands. The brightly polished biplane wears red and white colors patterned like a sunburst. Against the verdant carpet of wild grass, it resembles a thing of beauty from a Walt Disney movie.

The pilot raises his arm and signals thumbs up.

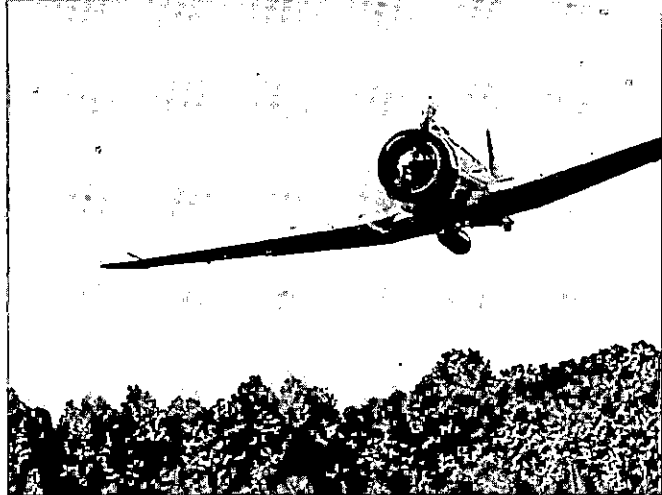
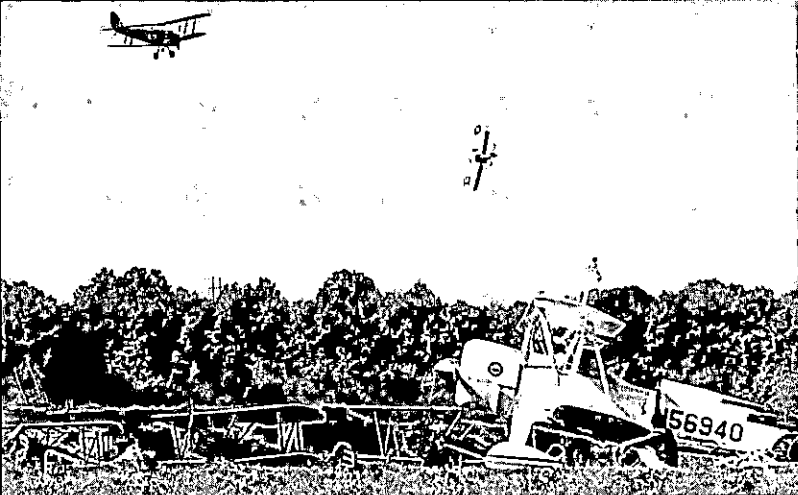
"Contact!" he shouts.

"Contact!" returns the youth. He pulls the blade through. Once, then again. The engine growls into life and quickly settles down to a stable mechanical purr.

A moment later the man in the goggles eases the throttle forward. Like an anxious colt the biplane jolts, rolls and bounces gently away. It sinks from view down a slope, rises again and then swings into the wind.

Full power, right rudder, a check of the gauges. The *Stearman* surges forward, gathering speed. The wind rushes along the fuselage, whips in invisible coils into the cockpit and briskly embraces the flyer.

The machine leaps from the grass and rises across the clearing. Over the tree-rimmed perimeter of the field, the pilot banks away. He eases the stick back. The nose lifts gently. Like an eagle in pursuit, the *Stearman* climbs into the waiting sky.



And in the cockpit, Commander Ron Shelly smiles. He is in his Sunday element and all is right with the world.

Some time ago, Ron passed the inevitable milestone which awaits all Naval Aviators — termination of flight status. As his day approached, Shelly looked around for a way to continue flying on his own.

"I got wind of the Flying Circus," he recalls, "found a *Stearman* which I eventually purchased and, about a year ago, began my apprenticeship."

Ron had to help service planes, strap passengers into cockpits, take tickets at the gate and "shovel up after the elephants," so to speak.

Ordinarily this might be a come-down for a combat-experienced Navy pilot with five thousand plus hours in the air, mostly in *Trackers* and *Sky-warriors*, and about 300 carrier landings. For Shelly it was a refreshing transition. "I'm lucky," he said. "I have been able to go through a phase of flying that I had bypassed."

The Flying Circus operates from 200 plus acres of farmland near Bealeton, Va., about an hour of pleasant driving from the nation's capital. A collection of 30 or so shareholders, not all pilots, do their thing before 500 to 2,000 people every Sunday from late May through October. Participants include businessmen, car dealers, a free-lance broadcaster, airline pilots, a couple of ex-Naval Aviators—with the airlines now—a Marine sergeant, an Army major and sergeant, and even an Episcopal minister.

"We try for a profit," admits Ron, "but not if we have to sacrifice fun to achieve it. I give passenger hops for a fee to help offset my operating costs and average about twelve passengers a Sunday."

It's a family avocation for the Shellys. "My wife, Joan, works the hot dog stand and some of my kids pull plane captain duty or work the bomb pits — where we have the pyrotechnic gear." He adds, "The apprenticeship is important because the Circus wants people who are dedicated to the enterprise."

Although the Federal Aviation Administration closely observes activities, the mood is entirely relaxed at the aerodrome. The grandstand, situated behind a waist-high picket fence, consists of several rows of rustic wooden benches. Most visitors forsake these for a few square feet of ground upon which they park themselves along with blankets, picnic baskets and beverage coolers.

Narrator Ron David, acrobatic pilot and budding parachutist, sustains a constant chatter with the audience. He also exchanges verbal fisticuffs with a Teutonic figure in a faded black uniform, spiked helmet and upturned mustache. This omnipresent villain is a prowling, growling, venom-laced espouser of the Kaiser. He scowls his way through the crowd, clearing his way with jabs from a mysterious dog leash at the end of which is an elaborate, silver-studded canine harness—but no dog. He is Baron Von Anger. As Dick Anger, six days a week, he captains Eastern Airlines jets.

At the pre-show briefing, flyers assemble casually at the hangars whose worn-wood bays wear celebrated titles—Fokker, *Sopwith*, *Spad*. The brief ends with a command from the Baron, "Ve vill do vot der briefer sez to do!"

Moments later the pilots, in their jodphurs, are strapping in. The planes are parked wing to wing, a stone's throw from the waiting crowd. In an almost synchronized group start, en-

gines whirr into action. Behind the aircraft, patterns of bent grass are formed by the rush of propeller-powered wind. The formation is soon trundling its way to the approach end of the clearing. Engines wind up. John King, Jr., in his Waco UPF7 leads the *Stearmans* in a V-formation takeoff. Ron David proclaims over the microphone, "Stand by for the greatest show off earth!" Aloft, the V swings wide into a long oval which will bring it back over the pasture.

Meanwhile, Army Sgt. Jim Bradley has been tipped upside down in a *Super Stearman* at 2,500 feet and pitched earthward. Tree-mounted loudspeakers boom out *The Star-Spangled Banner*. Bradley's chute erupts into a spray of red and white, an American flag unfurls from his leg and a fluorescent red stream of smoke writes his descent through the sky.

"If all goes right," says Shelly, "the anthem ends as the jumper hits the deck and we sweep by in formation." And more often than not, things do go right.

Flyby completed, the V disintegrates into a daisy chain of biplanes. In single file the pilots dive toward rising balloons let loose from center field. Propellers become whirling guillotines bent on bursting the colored spheres. "We only get two tries," says Shelly, "then we land to make room for the next act."

Which is Father John Frizzell, Jr., in his *Tiger Moth*. At altitude, the minister tosses a roll of paper kitchen towels overboard. The roll unrolls and becomes a floating vertical snake. Executing a series of tight turns, Father Frizzell bisects the snake several times until only white shreds flutter in the ozone.

Miss Fifi—real name, Cindy

Far left, air race is one of the Flying Circus events. Zero makes attack, left. Baron Van Anger, right, infuriates the audience. Far right, visiting aviators are always welcome at Bealeton.



Kuhn—waits in midfield. She wears a flight suit and harness and is about to be "tailhooked" aloft by a passing Corben, flown by the notorious Dr. Otto Bogart, real first name, Hal. The plane whizzes by. Alas, instead of being yanked into the air, Fifi's uniform is torn away. Well-shaped but undraped, she screams in embarrassment for beneath the flying gear remains only a frilly, 1920s version of the bikini.

And so it goes at the Flying Circus on a Sunday afternoon. Space precludes listing all the events but here are some highlights.

Major Bob Murphy drops in by parachute, sheds his harness, disappears into the parking lot and drives quickly to nearby Fauquier airport. There he mans his AT-6, modified and painted like a Japanese Zero. (The Zero was used in the film *Tora, Tora, Tora*.) He flies to the Circus aerodrome and loiters out of sight and sound until it's time for his attack on Pearl Harbor.

Somehow the Baron gets airborne in an aircraft identified as the D-7 and ½ *Albatrocity*. He races three other antique birds, loses, of course, and is sent to an ignominious end in an ensuing dogfight. He has been bettered by Sir Reginald Welborne, 28,000 flight-hour DC-8 Captain Bill Menefee, in his *Sopwith Pup*.

The Baron has nevertheless survived and is later viewed on the ground shaking his fist at an Allied plane. The Allied bomber spots him, dives, releases his charge and scores a bull's-eye. There is a wild black-orange explosion and, after the smoke has wafted away, there stands the Baron, still shaking his fist.

Menefee runs his *Pup* through a series of aerobatics inside a pocket of

airspace not much larger than Phineas Fogg's balloon. Marine Sgt. Hank Henry, a jumper as well, takes a walk atop the wings of the white *Super Stearman* and doesn't seem to mind the 90 miles per hour of wind trying to push him off.

Charlie Kulp, in hayseed mufti, wins a fictitious raffle and steals a *Piper Cub*. He does an airborne dance up and down the runway—and a precarious few feet above it—which resembles the late Navy Captain Dick Schramm's rendition of *The Flying Professor*.

The Zero blasts onto the scene, barely nicking the treetops and evokes the appropriate oohs and ahs from the stands.

The Baron appears again and finally scores a victory. He aims his pistol at point-blank range toward the nose of a DH-2. A shot punctuates the air. There is a silence. The voice, some of the venom now gone, gathers strength for a final proclamation: "Der engine is now dead!"

Shelly and company go up again for what might be called a poor man's fleur-de-lis. Stunt pilot extraordinaire, Norm Moore, in his *Stearman*, is flanked by Fred Wilson's *Stearman* and John King, Sr., in a *Waco* with Shelly in the slot. They sweep by, break the formation and perform a combination of loops and exaggerated wingovers in what, even for *Blue Angel* followers, is sheer beauty in slow motion.

Ultimately the planes return and are parked wing to wing, this time facing the audience. Ron David invites the visitors to come forward for a closer look. But he warns: "Do not touch the airplanes, please. You may, however, fondle the pilots."

Lou Davis is spokesman for the Fly-

ing Circus and, during the work week, heads public relations for the Air Line Pilots' Association. Says Lou, "People go to museums, like the Smithsonian, and look at the old planes in a static environment—suspended from the ceiling or sitting in some quiet corner. Out here they can see and literally feel what the early days of flying were really like. As our brochure says, we relive the 'Golden Years of Flight.' I like to think we show that those early days were full of adventure and excitement."

Adds Davis, "Young people get a real sense of flying when they watch these planes perform. The simplicity of these antique aircraft is appealing as compared to modern planes with gigantic dimensions and row after row of gauges and switches. There's a sort of magic and charm to gatherings like the Flying Circus."

As for Ron Shelly, he'll be back at his desk in the Washington Navy Yard by 0800 Monday morning. He is the CNO Natops coordinator for all VA/VF aircraft at the Navy Tactical Doctrine Activity. He helps produce the books on airplanes which he can no longer fly.

"Sure—I miss Navy flying," admits Ron. "Making a full-stall landing in a cow pasture is a far cry from grabbing a wire on the flight deck in an A-3. But at this stage of the game I wouldn't change places with anyone. Flying my *Stearman* is what it's all about. I love the feel of it, the smell of it, and all that fresh wind against my face—especially on Sundays."

Story and Photos by Cdr. Rosario Rausa

PATUXENT RIVER

It may not be the great granddaddy of air shows, but NAS Patuxent River's annual open house certainly ranks with the best. The 1975 version was held on September 20 at the comparatively remote Maryland air station and drew 102,000 visitors.

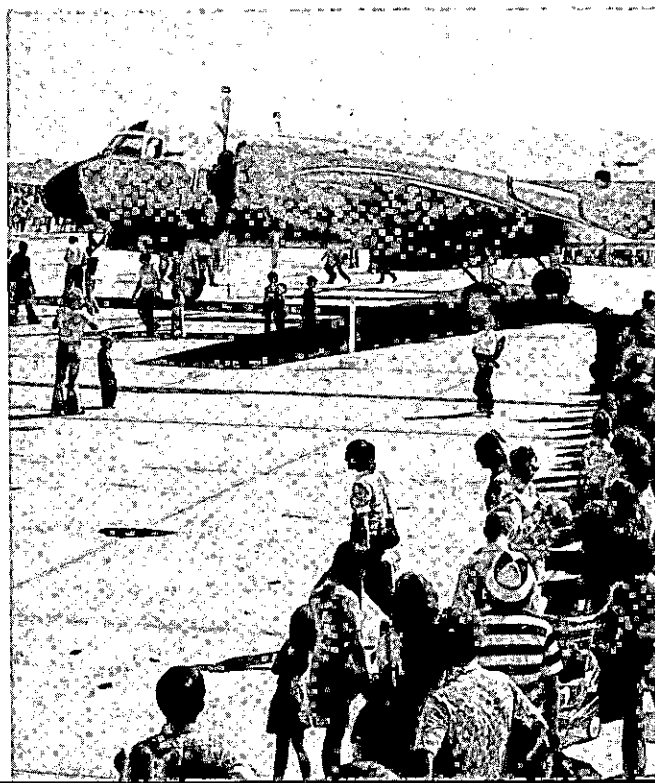
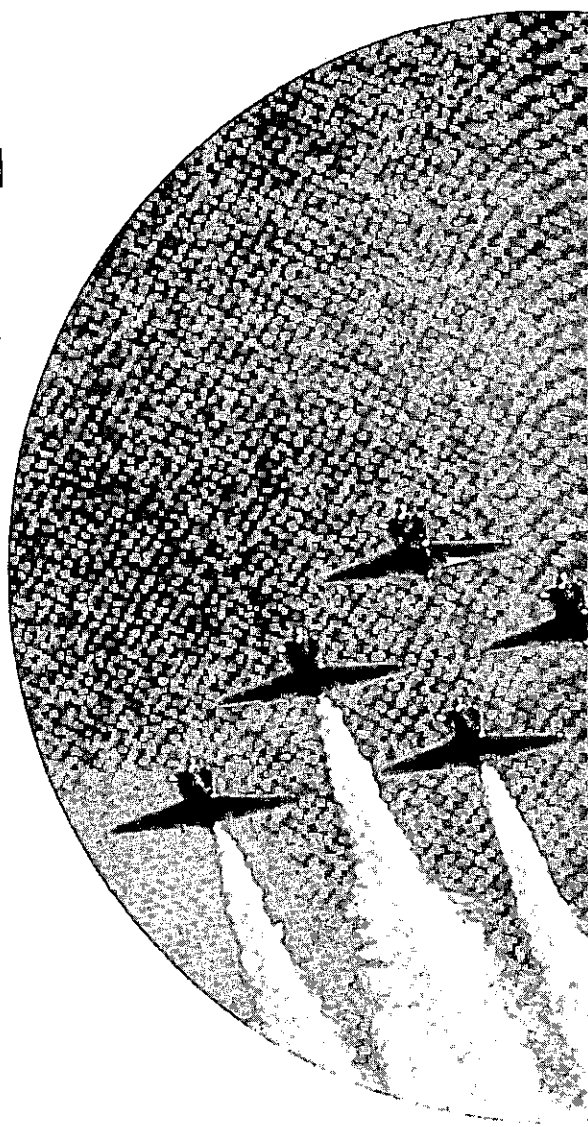
Commander Tony Less and his *Blue Angels* capped the all-day exhibition with stunning maneuvers which, somehow gain luster with each performance, year in, year out.

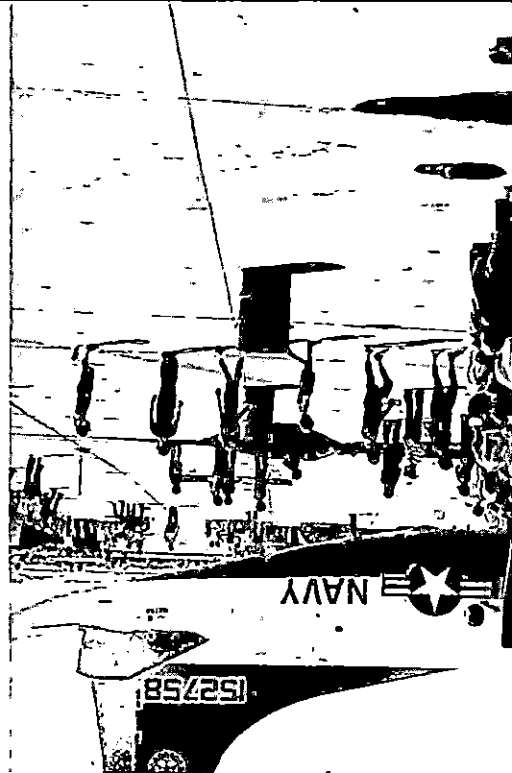
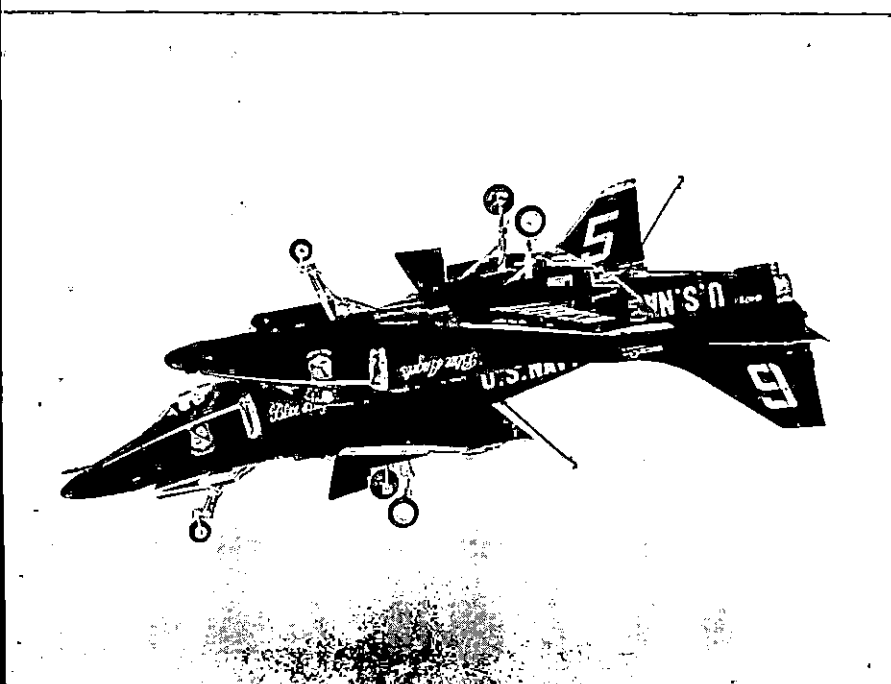
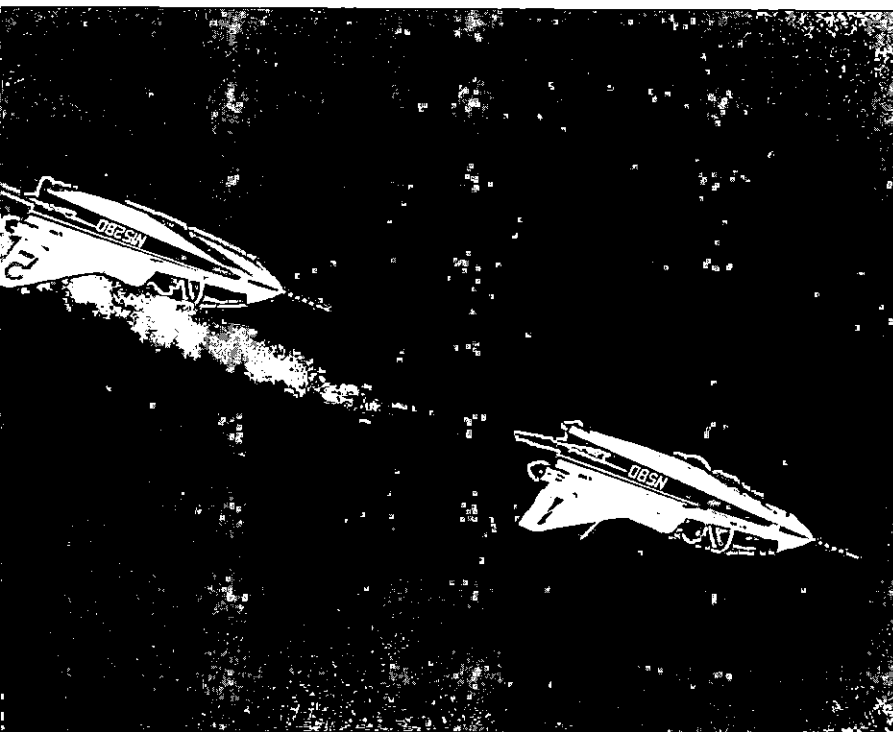
On the Friday before the show, a shroud of dark weather hung over the base. The ceiling lifted slightly in later afternoon allowing the *Blues* to fly a limited rehearsal flight. A huge Royal Air Force *Nimrod* arrived, but otherwise things were placid at the airfield.

Early next morning, clouds filled the sky, but the sun shone through, the clouds broke up and the people came. By 0900 *Blue Angel Skyhawks* and their support companion C-130, *Fat Albert*, were joined by a panorama of fleet aircraft on static display. The flying and jumping — by the Norfolk-based frogmen of the Navy's Parachute Team — began at noon.

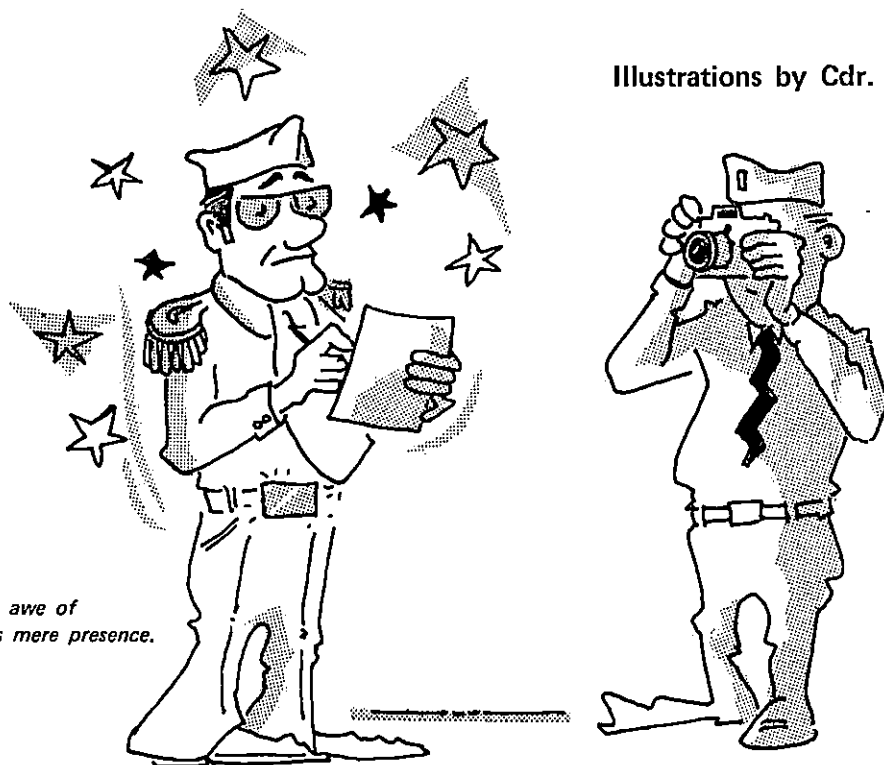
Test Center jets, props and helos showed their prowess, fire-fighting techniques were demonstrated, modelers buzzed their charges through acrobatics, and a pair of mini-jets, called BD-5s, showed they could perform like the big boys and, in fact, added new dimensions in crowd-pleasing adventure.

NAS Patuxent personnel handled their show so well that, even at the end of the day saturated with aviation events, the visitor left hoping that September and *Air Expo 76* will come early next year.





... in awe of
his mere presence.



A Day of Reckoning

By LCdr. Charlie Sapp

The briefing room is silent. Studley Flybetter, ace of the base and stick extraordinary, has swaggered through the door. Veteran and nugget alike stand in awe of his mere presence. He wears the standard naval flyer's uniform of the day: boots made of skin from prize pig knuckles, hand sewn by a bevy of Arkansas maidens; flared triple-knit, tailor-made khaki trousers, with matching shirt; a 4x6-inch "been there" belt buckle depicting six major Pacific campaigns in which Navy air was a deciding factor; a fore and aft cap two oil changes behind schedule and, protruding from his back pocket, a dog-eared copy of Fritz Applehofer's great wartime saga, *I Flew Fokkers for the Fuhrer*.

Studley's been away at the ship for a while (on the back burner, as we like to refer to it) serving in one of

those career-enhancing proficiency flying billets. Now, after three agonizing years in washed khakis, talking in monosyllabic words, our hero has returned to his beloved cockpit, fulltime.

Studley's first task will be to face the most diabolical torture instrument devised since the Spanish Inquisition. Beneath his facade of calm arrogance there festers a gnawing fear, a fear instilled into warriors of his ilk, a fear of that cloth shield for instrument training . . . the bag!

Flybetter fares well during the brief and preflight. He has had the good fortune to be scheduled with Ned Nugget, a "stash" sent directly from Nav-TraCom to the instrument RAG. Ned is sufficiently intimidated by this veteran jock in nomex green.

As the J-52 begins to rumble and the canopy smoothly closes around

him, however, Studley's confidence starts to wane. Beads of sweat form on his brow, his ears ring. The old spud locker feels the fluttering of an air wing of butterflies preparing for an alpha strike. Taxiing to the runway takes an eternity, a little like the last mile at San Quentin. All too soon the moment of reckoning is upon him.

He raises the canvas womb and, as the bright natural sunlight fades, he feels isolated from the rest of the world. He is alone and lonely in the confines of the cockpit. The stick, the gauges and a few other flying tools are his only companions. As the green and white subsonic tricycle rolls down the runway, the ICS crackles with the cool voice of the nugget, "OK — you have the airplane . . ."

Taking the controls, knuckles blanched, heart ripping at his chest,

Studley forces his steed into the air. Flybetter, the eagle, is once again soaring in his natural element. Like a modern Icarus, he turns and flies toward the sun, albeit with minimum concern for heading or attitude.

But, what's this? The lowly departure controller sees from his scope that the *Scooter* is breaking the speed limit. It is also at an unassigned altitude. (After all, they were not cleared to fly toward the sun.)

Verbal abuse and snide remarks fill the air. "And your mother wears com-



... alone and lonely

bat boots, turkey!" replies Studley to the controller who has flippantly inquired where Studley was going. Ned Nugget, who has recovered from the six-G takeoff and over-inflation of the starboard leg of his G suit, politely reminds the senior in the back that "We don't talk that way to taxpayers, sir."

After several gyrations about all known axes the unruly aircraft is finally settled down. Studley, still enmeshed in his cloth cloud, is thinking that this may not be so bad after all. I will show that young squirt up front a thing or two, he says to himself.

They race into the operating area and Ned puts his unwilling passenger through the works. He demos patterns of all manner — S, Yankee, Charlie and Delta. He shows Flybetter the nuances of partial panel, aerobatics, slow flight, stalls, turn patterns, unusual attitudes. Ned points out verbally a multitude of different power settings, airspeeds, and numbers on gauges that Studley can't even find.

"My God," cries our hero, "will this never end?" The oxygen mask is making his beard itch. Rivulets of

sweat make all those invisible shaving cuts sting like fire ants. The helmet has tripled in weight and his survival gear fills up what little extra cockpit space there is. Misery abounds, and to make matters worse, the three cups of coffee he drank during the brief wait out.

Alas, the end is not in sight. Down the penetration radial flies Studley. From three miles up, he hurtles his steed toward a ground he cannot see, at 6,000 feet per minute. He does a hundred things in his cocoon in preparation for the UHF rendezvous with the final controller. Studley quickly judges, by the tone of the woman's voice, that the controller cares not whether Flybetter lives or dies.

"Affirm, 605, this is your final controller." The female voice splits Studley's brain. Female controllers!? "Is that you, Hotlips?" he asks. "Say again," answers the anonymous and very impersonal voice. "Never mind," says Ned trying to maintain a modicum of decorum in the cockpit.

A broad variety of approaches are made by Studley — surveillance, precision, no compass and low fuel. He is drained of all energy. Worn to a frazzle, defeated, he rides through the landing. He leaves the despicable bag

up for fear someone will recognize him while taxiing back to the line.

Assured in his own mind that he will be branded from this day forth as "St. Patrick, ground killer of all snakes in 605," he sneaks into the ready room. Humiliated, frustrated, agitated, dehydrated and alienated, he falls into a chair, a mass of flaccid flesh. What was once a proud warrior is a leftover piece of humble pie. What everyone earlier admired as a cocksure warrior now seems a hulk of a man, a mere shadow of a Naval Aviator.

The debrief is over. Poor Studley still has not regained his composure. He sulk into the parking lot and gazes up toward the big holding pattern in the sky, wondering what all this instrument flying is about. Heavy thoughts pass through his mind.

Finally, he concludes that today's experience was one of a thousand which bond the brotherhood of flyers together. He straightens his wracked body, gaining strength from a quick surge of pride. He sets a wry grin on his lips and heads for the radar shack to see if Hotlips really looks as good as she sounds. Studley Flybetter, in the spirit of Naval Aviators past and present, has gotten his second wind.



... frustrated, agitated, dehydrated



VS-28 and VS-32 recently became the fourth and fifth squadrons to transition to the S-3A *Viking*.

In September, members of VC-8, NS Roosevelt Roads, were involved in search and rescue operations following Hurricane *Eloise*. The H-3 *Sea Kings* took off into marginal weather conditions to recover people stranded by floods and mud slides. Rescues included 12 elderly people from Guanijibo, a small village near Mayaguez, and a family of four at Maricao.

Changes of command:

Office of Naval Research: RAdm. R. K. Geiger relieved RAdm. M. D. Van Orden.

VR-1, Norfolk: Capt. T. G. Higgins relieved Capt. T. E. Davis.

ComFitWing-1, Oceana: Cdr. G. L. Riendeau relieved Capt. L. R. Myers.

Naval Aerospace Medical Research Laboratory, Pensacola: Capt. R. E. Mitchel relieved Capt. N. W. Allebach.

ComHSWing-1, Jacksonville: Cdr. W. E. Aut relieved Capt. W. O. Wirt.

Deputy Director of Naval Reserve: RAdm. P. W. Rohrer relieved RAdm. R. G. Altmann.

VX-5, China Lake: Capt. R. N. Livingston relieved Capt. E. O. Crow.

ComLATWing-1, Cecil Field: Cdr. M. D. Reynolds relieved Capt. T. Watson.

Light Attack Weapons School, Pacific: Cdr. H. J. Schwarzenbach, Jr., relieved Cdr. G. W. Lubbers.

CVW-9, Lemoore: Cdr. H. F. Lynch relieved Capt. J. M. Seely.

VA-97, Lemoore: Cdr. R. P. Nicolls relieved Cdr. B. Terry.

VA-93, USS *Midway*: Cdr. W. Dougherty, Jr., relieved Cdr. U. Roeser.

VA-37, Cecil Field: Cdr. G. K. Coyne relieved Cdr. J. W. Keathley.

NAF Mildenhall: Cdr. W. K. Sandke relieved Cdr. T. C. Bird.

The crewless ship rides at sea awaiting a signal from 30 miles away which will fire, remotely, one to three of six deck-mounted target drones. Landing Craft Utility 1637 is a shoebox-like ship which was converted into the at-sea simulator platform (ASSP), the first multi-launcher of BQM-34A drones. It can launch six BQMs individually or up to three simultaneously, conduct classified underwater evaluations and test radar. The ship's engines, navigation and drone firings are all electronically controlled. The ASSP was designed by the Threat Simulation Department at the Pacific Missile Test Center.

AWCM J. R. Hemrick has assumed his new duties as Master Chief Petty Officer of the Force for ComNavAirLant.

He relieved OSCM R. J. Walker who is now the Master Chief Petty Officer of the Navy.

A simple, time-saving method of testing and repairing intercom and headset cord has been developed by two of HC-3's aviation electronics technicians at NAS North Island. AT2s L. C. Johnson and L. Z. Rodney have been awarded \$310 and may receive more if their suggestion is adopted Navy-wide. Their test set is inexpensive, lightweight and adaptable to any AN/AIC 14 intercommunication system, and most Navy and Marine helicopters. It is portable, contains its own power source and can be operated by one man. It is estimated that the set will save the squadron 108 man-hours each month, and \$5,184 a year.

A highly efficient ASW sensor, still in the development stage, is the dwarf sonobuoy—a dwarf in size only. It performs the same functions as the standard-A size, while taking up only one-third the volume. Use of dwarf sonobuoys would increase the range of patrol aircraft because of reduction in weight. Also, fewer aircraft would be needed in certain missions since a single plane could carry three times as many sonobuoys.

NADC Warminster has tested the dwarf in two configurations. Interface efforts ensure that it will be compatible with present and future ASW aircraft and ships. Present plans call for it to be in the fleet by 1981.

From the LAMPS community: HSL-31 was welcomed aboard North Island during the summer, followed in September by two operational squadrons, HSL-33 and HSL-35. HSL-31 is a replacement training squadron, while HSL-33 provides operational detachments for the Pacific Fleet.

HSL-33 Det 2 has returned from a WestPac deployment under OinC LCdr. H. Harzan, a Canadian Navy exchange officer who is a plank owner in HSL-33.

HSL-35 Det 2 returned to San Diego from a Pacific cruise which took it over two oceans and four seas.

The third operational LAMPS squadron in the Pacific Fleet, HSL-37, was commissioned in July at NAS Barbers Point.

When Royal Navy's 829 Squadron aboard HMS *Argonaut* visited Norfolk, its flight commander was greeted by LCdr. B. P. Prendergast, RN, on exchange to HSCW-1 and by Lt. J. Cassidy of HSL-30, formerly on exchange to 829 Squadron. The Royal Navy uses the *Wasp* helo in the MATCH program which is similar to LAMPS.

Safety records: Patuxent River squadrons VP-30, VXN-8, VQ-4 and VX-1 were cited by ComNavAirLant for accident-free operations during FY 75.

VR-21, Barbers Point, has accumulated over 350,000 hours of accident-free flying since its commissioning in July 1957.

In August, VP-22 passed the 180,000-hour mark in accident-free flying. The record was acquired over 21 years in the P-2 and P-3.

VF-11 has passed the 10,000th accident-free flight hour, achieved during a three-year period.

VA-83's 20,000 major accident-free hours cover three years. It is the first A-7E squadron to carry the LB-31 camera pod externally mounted on a wing pylon, making possible the quick removal of exposed film during the short turnaround period of cyclic carrier operations.

The *Dragons* of VP-56 celebrated their silver anniversary in September. They were the first operational P-3C squadron and, since June 1964, have compiled over 84,000 hours of accident-free flying.

Recent decisions on DOD air transport consolidation have included continued Navy operation of C-9s in an airlift role. Two three-plane naval reserve C-9 squadrons are scheduled to be established, one at Alameda in April 1976 and the

second at Norfolk in July 1976. They will use Selected Air Reserve crews and maintenance personnel with a minimum of active duty manning. These squadrons will provide airlift support to both active and reserve naval components.

Adak's SAR unit responded recently to a plea for help for a 17-year-old sailor on a Swedish ship. The helo reached MS *Daphne* plowing through a churning sea. The sailor was airlifted to the station dispensary where a successful appendectomy was performed.

AcDuTra: VP-66, NAS Willow Grove, operated out of Rota with fleet units in the Atlantic and Mediterranean during its two-week training cruise.

Reserve Unit NAS 1904 had its on-the-job training at NAS Willow Grove. A reserve unit of this kind is trained to augment an active naval air station in a crisis.

On completing two weeks of active duty, a VAQ-208 *Skywarrior* made a 6,100-mile, non-stop flight from Rota to Alameda in 13 hours. This is believed to be the longest nonstop flight of a carrier-based aircraft. The plane refueled over Gander, Newfoundland, from another squadron KA-3B.



AT2 Fred Carrigan, Lt. George Sigler and Lt. Mike Grant, left to right in photo, were the crew members on the nonstop flight.

HC-9 has made its debut in the reserve community at San Diego. Its mission, a different one for the Naval Air Reserve, is to develop and maintain readiness for SAR and civil disaster relief.

Twenty-five Royal Canadian sea cadets observed U.S. shipboard operations



aboard *Lexington* during a two-week training period in August.

Several Ringling Brothers and Barnum and Bailey Circus stars boarded *Coral Sea* to visit a former co-worker, now a Navy man attached to the ship's company. YM1 J. M. Parker, alias "Diamond Jim" in the clown profession, greeted them and took them on a tour of the carrier. *Coral Sea* is in the Long Beach Naval Shipyard drydock for overhaul and repair.

Records: AWC R. T. George of HS-11 has surpassed 4,000 flight hours in the SH-3 *Sea King*. HS-11 is embarked in USS *Kennedy* in the Med.

It took 13 years but NAS Meridian recently counted its 250,000th ground controlled approach. The record landing was made by Capt. T. L. Jackson, C.O.

Honors and Awards: In ComLAWing-Pac Bombing Derby IX, VA-27 took the Golden Bomb for best performance in visual weapons delivery, the Silver Bomb for best overall performance in A-7Es and the Black Bomb for best team in all-weather delivery. VA-27's C.O., Cdr. J. A. Kenney, won the night visual dive bombing trophy for individuals.

VA-304 captured the Silver Bomb Award as the best attack squadron in its class. This is the third straight win for VA-304, its fourth award in five years. Skipper Cdr. R. Blake also won the visual lay-down delivery award.

Cdr. G. M. Hickerson's VA-12 received top score in the ComLAWing-1 Bombing Derby 1-75. Top Gun was Capt. Vance Phillips, USAF.

At ComNavAirLant, Richard Porritt, Rockwell-International Corporation representative, has received the Meritorious Public Service Citation, Navy's second highest civilian award, for his "outstanding efforts in support of the intelligence centers aboard Atlantic Fleet carriers."

VT-9 is the recipient of the Meritorious Unit Commendation for the period April 13, 1972, to December 1, 1974.

AZ2 F. J. O'Neill, VA-304, has been selected Naval Air Reserve Alameda Sailor of the Year.

Three of Brunswick's Navy air traffic controllers have received the FAA "We Point with Pride" award normally given

only to FAA air traffic controllers. The recipients, ACCM F. N. Böppel, ACC E. F. Lord and AC1 M. W. Reider, were honored for their efforts in saving the life of a civilian pilot lost in an area of thunderstorms in Maine.

Fighter Country Pilot and Naval Flight Officer of the Year awards were announced at the first annual Fighter Country Fling aboard NAS Oceana. Lt. J. Daughtry, VF-43, and LCdr. T. Finta, VF-32, took the honors.

VAQ-137 has won the annual electronic warfare competition between non-deployed NAS Whidbey EA-6B squadrons.

MSgt. T. J. Guthrie, Jr., VMGR-352, has been named Fixed-Wing Aircrewman of



the Year by the Marine Corps Aviation Association. He was nominated because of his part in an emergency mission involving a MARTD *Skyhawk* with landing gear problems and almost no fuel.

Capt. J. M. Wolff, C.O., NARF Alameda, has been selected by President Ford to receive the 1974 Presidential Management Improvement Award. It is the highest recognition of outstanding contributions in improving effectiveness and economy of government operations.

VF-154 recently won 52 individual Es during a series of missile shoots at the Pacific Missile Range. The shoots, part of the turnaround training cycle, were held under ComFitAEWWingPac.

Air Controller of the Year

To Art Boileau it was a simple matter of helping an aircraft get from one place to another. Navy and Marine air controllers do it thousands of times daily, on land and at sea. No big thing.

Others saw it differently and last September ACI Boileau was awarded the first annual Vice Admiral Robert B. Pirie Award citing him as the outstanding Naval Air Traffic Controller of the Year. The new award, named after Vice Admiral Robert B. Pirie, DCNO(Air) from 1958 to 1962, was recently established by the Secretary of the Navy to recognize individual Navy and Marine Air Controlmen for individual excellence in support of Naval Aviation. Nominations are based on individual contributions ranging from sustained outstanding performance to life-saving emergency action.

On January 9, 1975, Boileau was the watch supervisor at Fleet Area Control and Surveillance Facility, San Diego, where he is assigned. On duty in the darkened space were air controllers who monitor and control thousands of aircraft movements in the southern California area, including offshore operations.

An S-3 *Viking* was having mechanical difficulties off the coast. The crew reported electrical problems. Their UHF radio was faltering and the navigation equipment and the fuel indicating system were giving erroneous information. Even the transponder aboard the antisubmarine plane failed. In a short time the radio quit except for guard channel.

Recalls Boileau, "I had a gut feeling that trouble was ahead." He alerted a rescue helicopter, coordinated actions with FAA and notified the S-3's squadron at North Island. He contacted a carrier-based A-6 *Intruder* and an E-2 *Hawkeye* which were in the area and requested their assistance.

Sensing that time was running short, Boileau scanned his maps for the nearest suitable field. He pinpointed the aerodrome at Ensenada, Mexico, and, in a commanding and assuring

voice, said, "Turn right" to the *Viking*, and followed that with precise vectors and nav data.

Ensenada had 4,900 feet of hard-surfaced runway. The *Intruder* made a low pass over the field to ensure it was safe for landing. Boileau helped guide the S-3 until the crew spotted the field. An expeditious descent, approach and landing were made. Seconds after touchdown, both engines flamed out due to fuel starvation.

In addition to the S-3 and its aircrew, Boileau has been further credited with helping save 52 lives in the past year. He directly coordinated 16 medivacs and two search and rescue missions in this period.

Boileau, who was accompanied by his wife, was feted at ceremonies in Washington, D.C., with Adm. Pirie on hand and Navy Secretary J. William Middendorf II presenting the impressive trophy. Captain J. J. Ortega, Head, Flight Operations Branch, DCNO(Air Warfare), read the citation. Adm. Pirie was a major force in the formation of the recent National Airspace Systems following enactment of the Federal Aviation Act of 1958 and in preserving the Navy's role in the system. Also participating in the event held at the Mayflower Hotel were Vice Admiral William D. Houser, DCNO(Air Warfare), Vice Admiral Kent L. Lee, ComNavAirSysCom, and Mr. Winfield E. Fromm, President of AIL, a division of the Cutler-Hammer Company which manufactures air traffic control and other electronic equipment. AIL sponsored the award. Adm. Pirie gave the principal address to an audience which included numerous other Navy and civilian personnel. Mr. Fromm, Secretary Middendorf and Adm. Houser made remarks to the gathering.

Adm. Houser pointed out that for our carrier pilots it is "reassuring on dark and stormy nights to have a professional help bring you in . . . men like Boileau."

Adm. Pirie stressed the critical role air controllers play in safety, citing Boileau's achievements. He also noted



the controllers' importance in the command and control systems used by U.S. forces.

Boileau considers his job a challenge and admits there's a lot of action in the air-controlling business. He accepted the trophy on behalf of all Navy and Marine controllers and stated that they should share the credit with him for the award.

Boileau was asked if pilots and air controllers have changed much in his 18 years of service. Answered Boileau, "There have been many changes since I started but I feel that both the aircrews and the air controllers have shifted gears together along the way."

Before returning to his home unit, Boileau stopped off at the Naval Air Technical Training Center, Memphis and presented the Admiral Pirie Trophy to the Air Controlman A School which will be its permanent home. Captain J. L. Girard, C.O. NATTC, accepted the trophy in the school's behalf.

En route from Memphis to San Diego, AC1 Boileau was also honored at the 19th Annual Tailhook Association Banquet in Las Vegas, Nev. He was presented a plaque proclaiming him the reunion's "Official Case Three Recovery Controller."

NAS Atsugi

By Russell A. Stone

*Piled up at the base in 1945
are discarded Japanese planes
of World War II vintage.*



Ironic twists of fate have transformed the farmland and pine groves around Atsugi, into a truly international aviation community which meets the security needs of Japan and the United States. Atsugi has been many things to many people:

- The strategic last line of aviation defense for the faltering loser as World War II drew to a close,

- Site of a revolt by kamikaze pilots and other military personnel who refused to accept the word "surrender" which Emperor Hirohito had uttered,

- The place where General Douglas MacArthur first set foot on Japanese soil en route to attend the formal surrender ceremony,

- A veritable ghost town guarded by a handful of security guards,

- A U.S. Naval Air Station which came alive during the Korean Conflict, and

- A home away from home for thousands of American servicemen and their dependents.

Attention was first drawn to this area on the sweeping Kanto Plain in 1938 when the Japanese Naval Air

Force was looking for a site to construct an airfield capable of handling the large aircraft that were envisioned for the future. Work began shortly thereafter and 12 twin-engine planes were assigned to the base for use as training aircraft. At that time there was an urgent need for new pilots. Funding problems hindered the completion of the full runway. Operations were on a small scale but, as the war developed, construction picked up at a rapid pace. Slated to accommodate six units of carrier bombers, the base was to be completed in 1943. Thus, Atsugi Naval Air Base was officially activated on April 1, 1943, with an initial force of 48 carrier fighters and a dozen "night fighters" which were used for training. The aircraft were also to be used to defend the skies above the Kanto Plain, an area which includes Tokyo and Yokohama.

Later the base served as a training site for aircraft mechanics and maintenance officers. By February 20, 1944, the Atsugi Naval Air Group consisted of 72 carrier fighters, 24 night fighters and 12 reconnaissance

planes. This air group was the first to receive the order to defend mainland Japan "to the end."

There was a great deal of anxiety about enemy air raids—the Truk Islands had come under heavy attack by an American task force and the situation in the Marianas was critical. Japanese military leaders realized that if the Marianas fell, B-29 raids on the mainland would be inevitable.

In preparation, the Japanese Navy poured its best and newest aircraft into Atsugi and assigned Cdr. Yasuna Ozono (also translated Kozono) as the commanding officer. A hero in the Solomon Islands and Rabaul, he was the man who devised the system of mounting a pair of 20mm cannons diagonally to the body of a *Gekko*, thereby allowing him to shoot down American bombers at high altitudes.

Fear of the B-29s and their destructive capabilities drove the Atsugi inhabitants underground. Nearly 2,000 officers and enlisted men, aided by scores of civilians, undertook the tedious task of digging large caves which would serve as subterranean hangars



A Skyhawk is displayed during an Armed Forces Day Open House at Atsugi.

and barracks. After six months of sweat and blood, the 12 immense caverns were finished.

In November 1944, the Marianas finally fell to the U.S. About the same time, the raids became a reality when B-29s began bombing Tokyo. Pilots of the 302nd Naval Air Group, who had waited impatiently to challenge the huge bombers, jumped into their *Zeros* and *Gekkos* to defend the capital.

According to Masaya Minami, who wrote portions of the book *U.S. Forces' Bases*, the defenders were able to deal serious blows to intruding bombers. Additionally, since November, pilots of the First and Second Sagami Squadrons—including kamikaze flyers—had been diving at the U.S. task force which was choking Japan's lifelines.

Despite the heroics, Tokyo and other cities were turned into ruins by August 1945. Ironically, Atsugi was not touched. Although the base escaped the heat and blast of military bombs, trouble of another sort was building up within the installation.

When Emperor Hirohito announced

the surrender on August 15, Ozono issued an order to his officers and men that they would renounce the declaration as well as any official orders handed down by military authorities who out-ranked him. The Atsugi men had already organized the Tokko (suicide) Group, for they felt it was their duty to fight till death. As the commanding officer told his men, "The treason orders issued by central and higher headquarters are considered invalid to us, as they have already lost their ordering authority. Consequently, we declare that said orders coming from those sources hereafter will be rejected." The Atsugi Revolt was under way.

That afternoon, sedans were dispatched to distribute handbills which explained the men's stance, and *Zeros* also took to the air to scatter the message in populated areas. Citizens who were stirred by this show of courage donned their national uniforms and gathered at the main gate where they could hear the roar of engines and the enthusiastic shouts of the military men who were holding a pep rally.

Vice Admiral Kinpei Teraoka, commander of the 3rd Air Force at Kisarazu, rushed to Atsugi. His pleas to the rebellious group fell on deaf ears.

On the 17th things got worse. MacArthur's headquarters in Manila sent word that he wanted an official delegation to report to him to work out the terms of the surrender agreement. In Japan, it was feared that if the Atsugi pilots learned of this, they would blast the delegation's plane from the sky. Fortunately for the vice admiral, two planes took off secretly from Kisarazu on the 19th and were not intercepted on their flight to Sadamisaki on the more southerly island of Shikoku, where the delegation was to meet U.S. escort planes.

But VAdm. Teraoka was again forced to turn his attention toward Atsugi for he had received word that Ozono had gone out of his mind. Although authorities considered the use of force to quell the dissidents, the discontent abated and there existed an aura of calm.

Meanwhile the delegation dispatched to MacArthur's headquarters ran into

a stumbling block when they talked of when and where the first wave of occupation troops would land on Japan's mainland. U.S. negotiators wanted the advance party to land at Atsugi. The Japanese — realizing the situation at the base was explosive — tried to hedge by claiming the runway wasn't big enough to safely handle large transports and that an alternate site such as Kizarazu or Konosu would be better.

The Americans showed the Japanese officials a reconnaissance photo — taken by the Americans — which clearly showed a large Japanese transport on the Atsugi runway. It was agreed that Atsugi would be the site of the landing on the 26th.

On August 21, the airfield area of Atsugi was incredibly quiet. About 50 aircraft were lined up, radiating more heat into the calm air. In the afternoon, two vehicles manned by working parties sped to the planes and personnel began tearing off propellers

and draining out the fuel. Suddenly, a mob rushed to the aircraft. Pilots wearing khaki uniforms and waving swords surged toward the workers, pulled them from the planes and climbed into the cockpits. The aviators' shouts turned to tears as they sat in their beloved aircraft. The workers' first response was to lie in front of the planes. But — as though suddenly overwhelmed with patriotic emotion — they finally stood up and waved their caps to pilots as the engines roared and 33 planes took off, one after another, their destinations unknown.

The confusion continued. Captain Ozono, who had been confined to his bed in the dispensary, ran outside brandishing his sword. Other officers, also waving their legendary steel symbols of authority, gathered around the remaining aircraft. Some scrambled aboard and aimlessly fired the machine guns. Others picked up rifles and fired wildly into the air. The situation seemed uncontrollable.

VAdm. Teraoka and his party tried to persuade the rebels to put down their arms. But as night fell, random firing became more intense. Then someone set fire to the remaining aircraft, but guards managed to extinguish the flames.

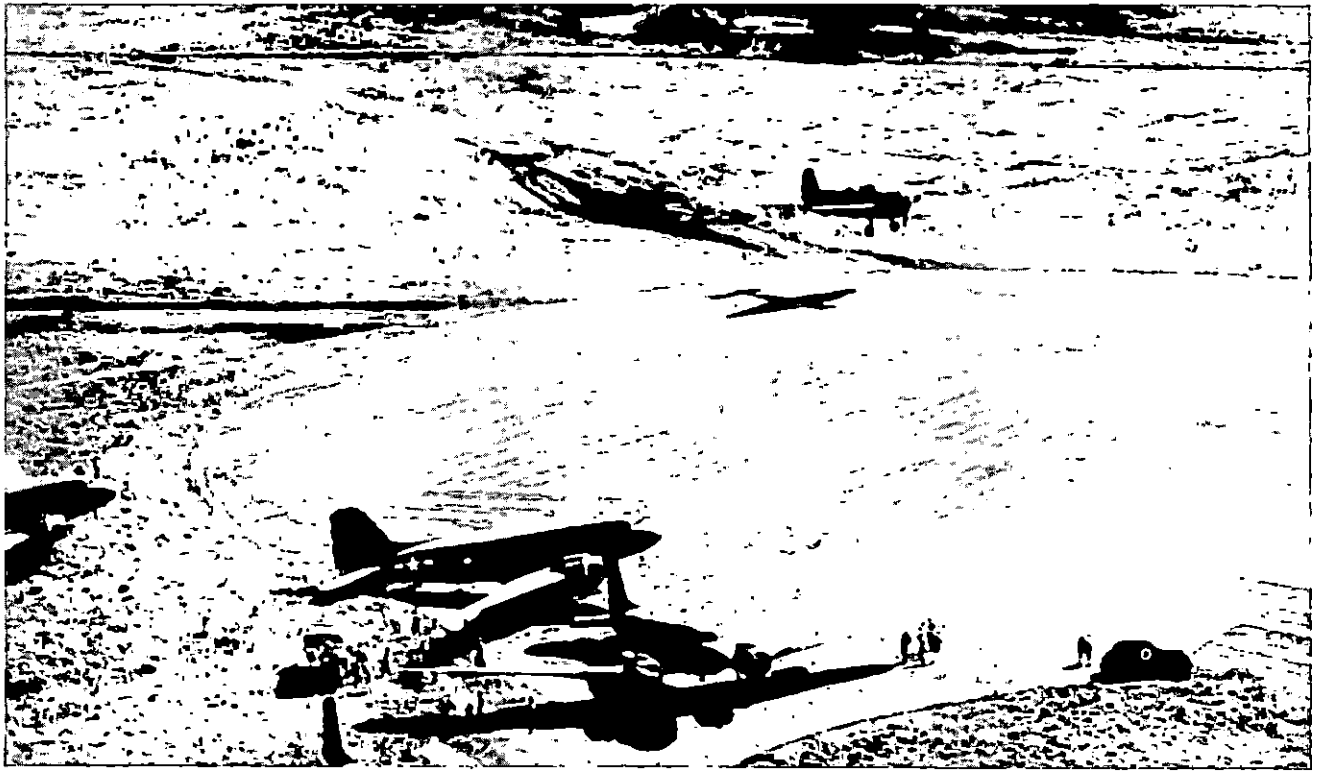
The next day, personnel began to demobilize, but continued their angry shouting. Security guards and the Yokosuka Security Force formed circles around the dissenters and restored order.

Then 8,000 people from the Koza Naval Arsenal picked up all the debris, including discarded swords, in preparation for the arrival of the Americans.

Two days later, on the 28th, the American C-46 arrived. This advance party was headed by a Colonel Dunne who was surrounded by well-armed American personnel. After refusing to drink the chilled juice offered to the party, the Americans began the talks. The colonel had two immediate re-



Gen. MacArthur talks with newsmen after arriving at Atsugi with first occupation troops in August 1945.



In the early years, a TBM aircraft lands at the Atsugi strip as other planes prepare to take off.

quests: He asked that passenger cars be provided for high-ranking officers and that the runway be widened and a 1,500-meter taxiway for large transports be constructed by the following evening. Understandably, the latter request was a prodigious task, but it was carried out.

According to records, 123 transports landed at Atsugi on August 30, carrying U.S. military personnel and their equipment. General MacArthur was taking over. The war — and the Atsugi revolt — were history.

The base then entered a period of relative disuse. Following the first landing of occupation troops, elements of the 11th Airborne Division moved out to occupy Yokohama and other areas in the Kanto Plain. The 187th Airborne Infantry Regiment remained at the base and assumed responsibility for the occupation there until early 1946 when it moved to Hokkaido, Japan's northernmost main island.

Also, in 1946, the Eighth Army established a Replacement Training Center at Atsugi. The center continued to be the principal activity at the base until March 1949, when it was discontinued.

When the North Korean Commu-

nists invaded the Republic of Korea on June 25, 1950, U.S. Naval Aviation at NAF Yokosuka was closest to the scene of battle. The Yokosuka facilities had been used by the Navy for some time after the surrender, but the buildings, hangars and landing area had gradually been turned over to the U.S. Army. Thus, in June 1950, it was little more than a beachhead with accommodations for a limited number of seaplanes. In all of Japan, there was no Navy installation which could provide for land operations of patrol squadrons.

The Commander in Chief, U.S. Pacific Fleet selected Atsugi for the establishment of the one major naval air station in the Far East. In October an advance echelon from Mobile Construction Battalion Two arrived.

LCdr. W. J. McFarland, MCB-2's commanding officer, and 12 men found themselves looking at a deteriorated base. The runway, originally of inferior construction, was useless. The 220 buildings on the 1,200-acre base were a shambles.

On November 5, 1950, elements of Fleet Aircraft Service Squadron 11 moved into Atsugi and began constructing a 6,000-foot runway where

the former strip had been.

On December 1, 1950, Naval Air Station, Atsugi was commissioned. Three officers and 50 enlisted men were on hand as the base's first commanding officer, Captain R. C. Sutliff, read his orders.

In January, Patrol Squadron Six became the first squadron to operate from the station. Shortly thereafter, a detachment of Fleet Aircraft Service Squadron 120, based at Oppama near Yokosuka, was ordered to the other section.

Commander Fleet Air, Japan, Rear Admiral G. R. Henderson, moved his headquarters from Tokyo to Atsugi in April. Also in April, Captain Sutliff assumed the additional hat of ComFAirJapan. At the same time, Commander, Fleet Wing Six moved his headquarters from USS *Pine Island* to the installation.

As the number of personnel swelled, support and recreational facilities at the base also came into being. The base mushroomed into a true military aviation community with the completion of a new photo lab, control tower and parachute loft. The finishing touches on a nine-hole golf course were envisioned for spring of 1952 to

meet recreational needs.

By November the first dependents of the Atsugi servicemen arrived.

Squadrons in the VP, VU and VS categories frequently rotated in and out of Atsugi.

Other recreational facilities were added, including a bowling center, a station theater and a swimming pool. Intramural and inter-station sports programs kept station personnel occupied when not on duty.

During 1953 and 1954, a large number of units moved to Atsugi to provide necessary fleet services. They included Marine Aircraft Group 11 which moved into the East Camp. By September 1955, MAG-11 had 94 aircraft and over 2,000 officers and men at the base.

In November 1954, Rear Admiral J. M. Carson, who wore two hats as ComFAirJapan and Commander, Naval Air Bases Japan, picked up a third "cover" when Commander, Fleet Air Western Pacific was established and headquartered at Atsugi. That position still exists and is the senior U.S. billet aboard Atsugi.

In early 1955, additional units of

the First Marine Aircraft Wing were withdrawn from Korea and based at Atsugi. By this time, the total onboard count was approximately 4,745. At one point there were as many as 250 aircraft assigned.

The station remained the same for a few years, with the contingent of Marines slightly out-numbering Navy personnel. The biggest change at the station came in 1957 when high-performance jet aircraft replaced the older models. New planes included the F3H, F4D, F8U, FJ-4 and F11F. It became necessary to use mobile arresting gear when the runway was wet in order to ensure that the planes didn't overshoot the strip. Other Naval Aviation units included VR-23, FASRon-11 and VU-5.

The average number of carrier groups serviced by the base remained relatively constant after the end of the Korean hostilities, about 28 annually.

Conditions remained basically unchanged, but in 1961 two important adjuncts to the base, one near and one quite distant, changed their status. The airfield at Kisarazu, about 25 miles away, became an auxiliary landing

field. The runway at Kisarazu was equipped with M-1 arresting gear which increased the field's capability for mirror landing practice for carrier-type aircraft. Since the communities around Atsugi were growing rapidly and were densely populated, this was an effective noise abatement measure.

Also, 48 acres of land adjoining the base, formerly under the control of the Joint Technical Advisory Group were turned over to NAS Atsugi, giving the congested base some breathing room. New housing was built on the area.

Aviation activity remained basically unchanged until July 1965, when MAG-11 was officially transferred to MCAS Iwakuni.

In September 1966, a milestone was recorded when GCA Unit 26 talked down its 150,000th aircraft. The landing was made by a VR-21 Atsugi Detachment C-1A.

In 1967, the units assigned to Atsugi included Fleet Air Reconnaissance Squadron One, responsible for supplying timely and accurate reconnaissance information to the Seventh Fleet; Fleet Composite Squadron Five which pro-

Japanese guests congregate around aircraft on display during a recent open house at the naval air station.





Former American POWs greet the first troops of the 11th Airborne Division as they arrive at Atsugi.

vided pilotless target aircraft, high-speed, high-altitude towed targets, conventional target sleeves, aerial photographic services, carrier-on-board delivery and other services for the fleet; Fleet Tactical Support Squadron 50 which provided air logistic support to naval forces in the Far East; and Helicopter Combat Support Squadron Seven which supplied utility and search and rescue services for the NAS and the Seventh Fleet.

In 1968 VC-5 moved to Naha, Okinawa, at about the same time a detachment of Fleet Tactical Support Squadron 21, home-based in Hawaii, moved to Atsugi. The detachment's C-130 *Hercules* performed long-range, rapid delivery of cargo and personnel throughout the Western Pacific.

Also in 1968 the last A-1 *Skyraider* assigned to the area returned to the States after many years of yeoman service in WestPac.

In April 1969 Atsugi was involved in an international confrontation

which had the entire world edge. An EC-121 reconnaissance plane assigned to VQ-1 at Atsugi was reportedly blasted from the skies over the Sea of Japan by two North Korean MiGs. All 31 Navy men aboard the plane were killed in the incident. The base became a bustling community when President Richard M. Nixon ordered an armada of Navy vessels to assemble in the Sea of Japan. Many Atsugi personnel toiled long hours to give the 29 ships logistic support, but gradually the tense situation abated and the ships returned to normal duties.

As the Sixties closed, the NAS was phasing down, preparing to become a naval air facility. Plans were made to relocate VQ-1, VRC-50 and HC-7.

In January 1970, a detachment of MAG-36, home-based at Okinawa, began providing logistic support to Camp Fuji, on the slopes of Mt. Fuji, using CH-46 *Sea Knights*.

At the same time, the Japanese Maritime Self Defense Force was

moving in. It had been agreed that the base would be shared by aviation elements of both nations. Atsugi became an NAF in 1971.

Though there wasn't the activity of former years, JMSDF aircraft, mostly patrol, accounted for a large number of flights. The airstrip was now under the administrative control of the JMSDF.

U.S. flights were limited to planes belonging to the detachments maintained there by VQ-1 and VRC-50. The pace quickened when carriers pulled into Yokosuka because many of the embarked aircraft flew to the NAF for routine or specialized maintenance.

In 1973 when USS *Midway* was home-ported at Yokosuka, Atsugi became a support base for *Midway's* planes.

Since that home-porting, NAF Atsugi has changed very little.

Today, Atsugi continues to support the U.S. Seventh Fleet.



THE TRADESMAN

By Bob Moore

ENLISTED RATING SERIES

Walk to the flight line and strap on a plane. Fire it up, clear with the tower, taxi out and move onto the runway for a cross-country flight. Take 'er up to 30,000 feet and go. Shoot a few GCA approaches, simulate an emergency, then cruise back to home station — all without leaving the hangar.

You can make the whole trip in one of 300 major aviation training devices now being maintained and operated by a Navy specialist called the Tradesman (TD).

Let a TD instructor take you on a simulated hop. Go ahead and take off. At 120 knots, pull your stick back. Then raise your wheels when safely airborne.

Acknowledge your instructor's or-

ders and watch your airspeed increase. Hear the whine of the jet engine and the rumble of wheels on the runway. As you pull back on your stick, the wheel sound ceases. And as you pass 300 feet, the instructor reminds you to pull your flaps up.

Leave on 100 percent power and let your airspeed increase to 300 knots. OK—reduce power and establish your climb at about 4,000 feet per minute. Level off at 15,000 feet.

Soon you are practicing air work and making standard rate turns in both directions. You make speed changes, climbs, descents and manipulate your dive brakes.

A computer solves your flight equations, making instruments in the cockpit and instructor console reflect your

airspeed, bank angle and other data. Your stick and pedals almost feel like those in a real plane.

The Navy has 114 different types of flight simulators to prepare fledglings for their first flights or help an experienced crew conduct refresher work or transition to a new aircraft.

In the safety of a simulator you can lose one engine or even four. The turbulence of a storm or an inflight fire may be simulated. The Tradevman locates and describes ground radio signal navigation aids and serves as your controller during GCA landings. By watching a graphic automatic flight recorder, he can map your progress and plot your track through the sky.

The Navy has had pilot-makers since WW I. The first Link trainer was ordered in 1931. These basic cockpit simulators failed to make a mark but 30 E-Specials started an era eight years later.

The remarkable E-Special had the same stubby fuselage as the first training devices, but wings and tail gear

were mounted on a raised platform containing powered instruments which automatically duplicated bank, spin and nose attitude. Some even had a closed cockpit with a ventilation system, radio compass, marker beacon and cross-pointer indicator and an electric control monitoring desk with a plot board.

To complement this first successful simulator, the Bureau of Aeronautics soon developed special training methods. On April 30, 1941, Rear Admiral John H. Towers (then head of the bureau) created a special devices desk in the bureau's engineering division with this reasoning:

- By producing instinctive response, synthetics would increase the quality and quantity of training. Safety in flight would be enhanced.
- The use of training devices would allow instructors to freeze the action while pointing out errors to large groups of students.
- Valuable equipment would not be tied up as training aids.

To expand the new division, in 1942 Link Trainer instructors were designated as Navy specialists and an appropriation of \$1 million was obtained in January. A \$10 million supplement followed in March. And, by the end of the year, synthetic training funds rose to over \$36 million with these developments:

- The twin-engine PBM seaplanes'

control spaces, mission and emergency conditions were duplicated so well that a malfunctioning engine became more of a nuisance than a disaster.

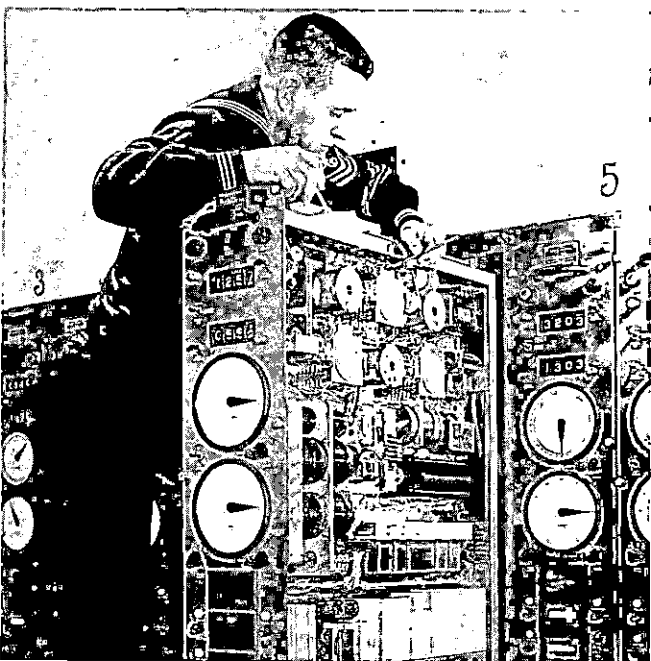
- Device 3A2 gunnery trainers simulated aerial combat so faithfully that veteran gunners often got the shakes.
- A mockup of a B-24 bombardier compartment was so realistic it was oiled just to make it smell like the genuine article.

In WW II, the Navy had synthetic instrument panels, bombing and recognition trainers, three-dimensional weather charts and a navigation instruction device.

As Navy men became better trained at less expense, a grateful service rewarded the man most responsible. Commander Luis de Florez, often called the "father" of training devices, was promoted to captain and then to rear admiral. He was given the Legion of Merit, the Distinguished Service Medal and Distinguished Flying Cross. In 1944, he received the Robert J. Collier Trophy for his "contribution to the safe and rapid training of combat pilots and crews."

A congressional committee said that the time Navy flyers spent in training devices represented the equivalent of hundreds of hours of conventional training. "The invention, development and production of synthetics have been little short of miraculous."

Left, TD1 Bill Wilburn checks a circuit on the E-2C instructor console while the steady hand of TD1 Charles Wooters tests computer circuitry. Below, a TD adjusts the electronic warfare simulator at the Naval War College. Right, TD2 Edward McDaniel monitors the electronic countermeasures scope while TDAN R. G. Rogers checks the sonobuoy parachute load in the S-2F simulator at FAETUPac.



These miraculous synthetics needed the care of trained specialists and led to the development of the Tradevman rating in 1948. To keep pace with the growing sophistication of Naval Aviation, the TDs would need to train airmen to become technicians and operators — then engineers and weapons systems managers. Navy flyers would ultimately become a management team, responsible for system implementation and operation.

By the end of the Korean War, Navy simulators bore little resemblance to the "blue boxes" of WW II. The day of the mass-produced, general-purpose flight trainer was nearly over.

Digital computers were an improve-

ment over analog computers. They stored more data, retrieved more types of data, retrieved it faster and enabled the simulator to react with startling realism.

The Tradevman instructor's station was being equipped with complex electromechanical computers, automatic graphic flight recorders, simulated radio aids and navigation equipment for specific aircraft types. Modern trainers placed students in virtually any tactical situation by storing land-mass data on the entire world.

Although the first trainer sold to the Navy for \$1,500, modern simulators range in price from a \$50 thousand ejection seat to a \$20 million electronic warfare range. And with

a present inventory of over \$600 million, it's still less expensive than learning aboard operational ships and aircraft.

Today's pilots, NFOs and maintenance men are screened to be good enough for Navy planes before their skills are honed to match their aircraft's potential. Then they are schooled with closed-circuit TV and computerized response consoles in ultra-modern classrooms; a "learn-simulate-fly" cycle adds tailored blocks of knowledge, in advancing tiers, to a

Left, TDAN Mary Needles operates a P-3 Orion trainer at FAETULant. Right, TD1 John R. Fordham sits at a helicopter instrument training device control panel.



pyramid of mastery in every aspect of aircraft operation.

The Tradevman puts pilots and crews through a realistic wringer where communications, navigation and specific oxygen systems are exact. Lighting and cloud cover are simulated while engines are heard to start, taxi, take off, fly and land through audio-oscillators and sound generators.

Operating a duplicate set of instruments, indicators and recorders, a Tradevman can accentuate mission realism by manipulating flight environment and tactical controls. An independent tactics flight generator permits him to initiate heading, altitude and ground speed for tactical problems. Once flight conditions have been fed

into the computer, the TD can enliven the exercise by adding unexpected conditions or malfunctions at any point in the problem.

The Tradevman teaches instrument flight procedures, navigation, voice procedures and civil air regulations. He operates several different types of radar, antisubmarine and electronic warfare trainers. He is a flight safety instructor, using rapid decompression chambers, ejection seats and the Dillbert Dunker ditching device.

A typical TD's day might look like this:

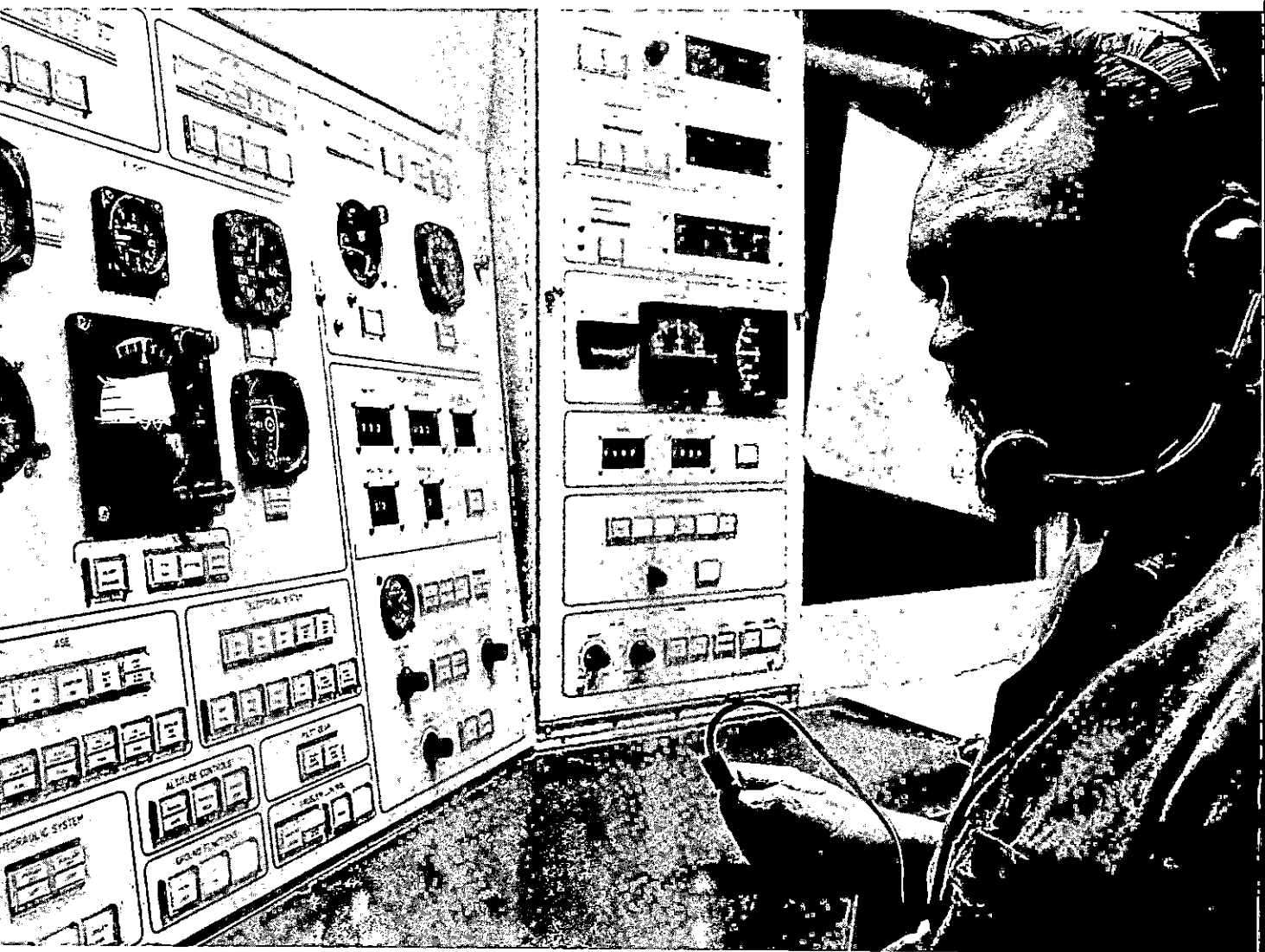
0600 — Day crew arrives. Load flying tape into computer and check trainer. Correct discrepancies or log for instructor briefs.

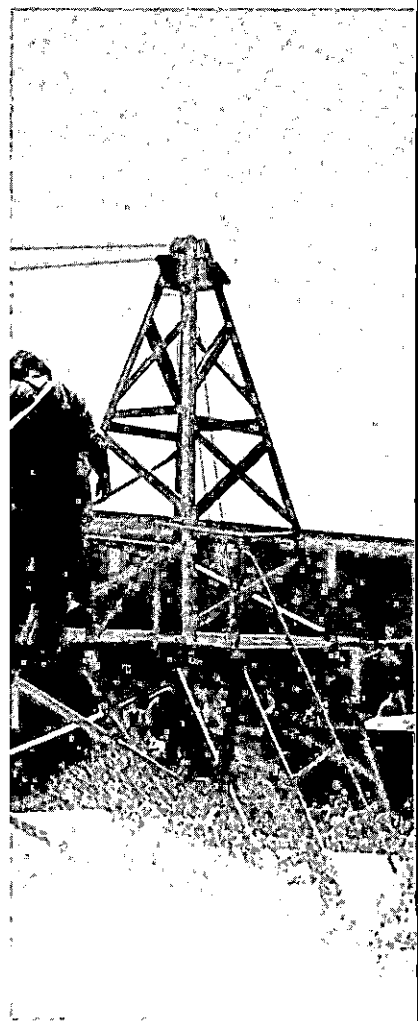
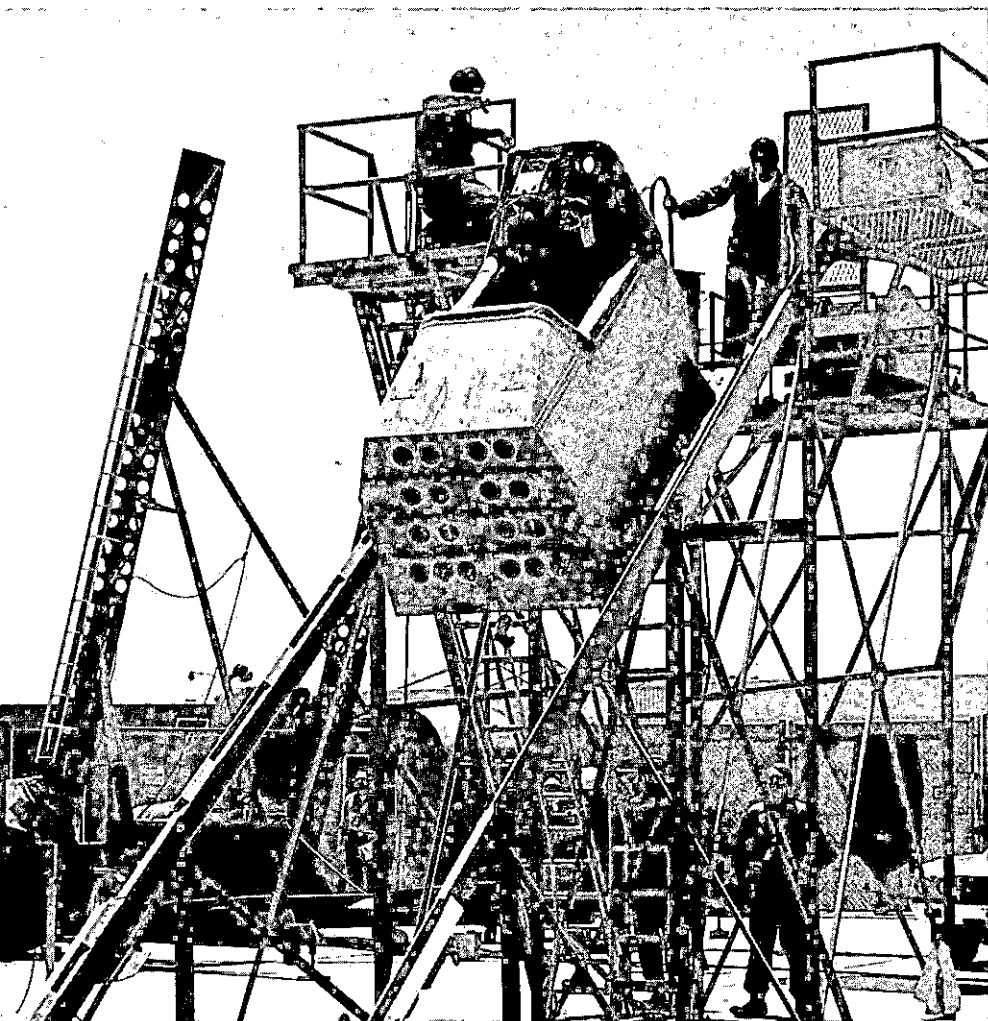
0700 — Building cleanup and coffee on. Pull student cards and place in instructor room.

0800-1600 — First student arrives. Instructor briefs on type of hop and answers any questions. Hops all day. TDs not instructing attend rating and digital instruction program until 1000. Pull repair units for workbench overhaul and order supplies.

1600-2400 — Night crew finishes any scheduled hops and works off discrepancies noted during the day. Preventive maintenance on all systems. Clean, test and check completely.

The TD is normally assigned to a fleet aviation specialized operational training group or he may be assigned to an operations training division if





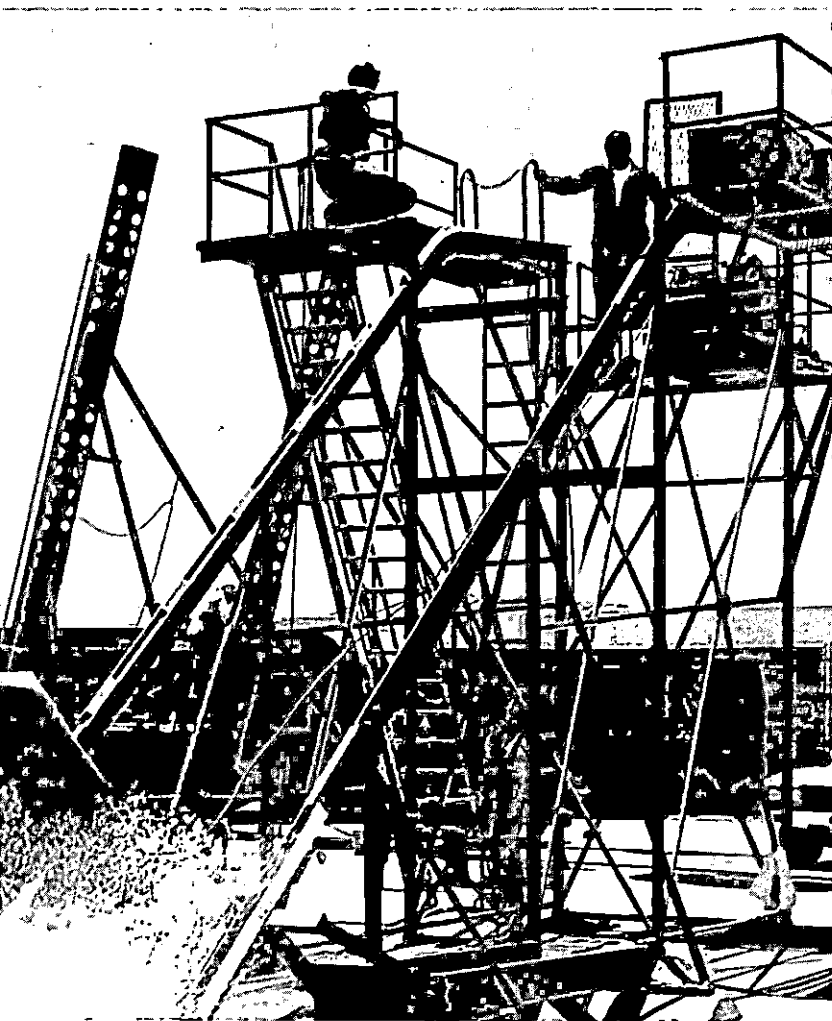
Trademan flight safety instructors train pilots in the Dilbert Dunker.

his air station doesn't have a FASO detachment. The Trademan may also serve at submarine fleet ballistic missile training facilities at New London, Conn.; Charleston, S.C., and Pearl Harbor, Hawaii, or a weapons control system simulator at Dam Neck, Va., or the naval training equipment center at Orlando, Fla.

There are TD billets at Norfolk, Va., Pensacola, Fla., San Diego, Calif., and Pearl Harbor, Hawaii, in education and training support centers and in a support detachment.

Wherever he serves, the Trademan





works with projection equipment, training techniques and training aids. He deals in records and reports and reads all the publications of his profession. He understands physics, aerodynamics, instrument flights, air traffic control, communications, charts and navigation. He handles mechanical, electrical and electronic maintenance while working with ship systems and aviation physiology.

The Tradevman knows all the synchro, servo, visual, motion and computer systems which make up a modern, state-of-the-art weapons system trainer. He can operate and maintain devices as diverse as their many modes and he knows the complexity of their computerized innards like the back of his capable hands.

Below, TD3 Roy Dupont instructs Ens. Thomas Rowe in the TF-9J Cougar trainer at the NAS at Kingsville, Texas.

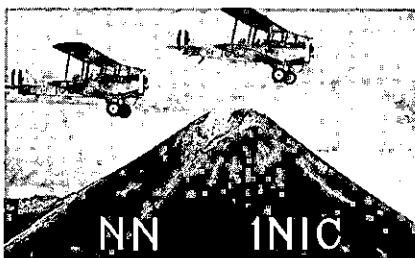


DH-4s over Momotombo

The Nicaraguan airmail stamp used in the article "Rescue, Relief and Refugees" in the July 1975 issue of *Naval Aviation News* has an interesting background.

In 1927, Aircraft Squadrons, Second Brigade, was stationed at Managua, Nicaragua, and a ham radio station was operated by the squadron communications officer, Capt. Francis E. Pierce. It was used by the C.O., Maj. Ross E. Rowell, to pass urgent messages to the officer in charge of aviation at Headquarters Marine Corps. Communication would be established with a ham station operator in Washington, D.C., who would telephone Maj. Edwin H. Brainard. Often in less than half an hour the matter would be resolved with the answer being handled in the same manner.

A distinctive design was desired for the QSL card (written verification of the call) which was mailed to each ham station the squadron communicated with. It was not possible to get two DH-4s to fly correctly with the volcano Momotombo in the background, so the photographic officer, 1st Lt. Hayne D. Boyden, USMC



Courtesy Major Elliott

(Brig. Gen., Ret.), made a composite picture glueing two prints of the same aircraft on a print of the volcano and then adding the call sign of the station. These cards were circulated for several years until the station in Nicaragua was abandoned.

When a design was being chosen for the first Nicaraguan airmail stamp, this picture was chosen and five values were issued in 1929. To the philatelist they are identified by Scot catalog number C 4-6 and C 18-19. This same design, with numerous changes in value, overprinting, errors, etc., continued to be issued until 1937. Close examination of the stamp shows it to be a DH-4B-1 of VO-1M,

which evolved into today's VMA-231, flying the *Harrier* at MCAS Cherry Point, N.C.

In 1939 a series of five stamps was issued by Nicaragua to commemorate the goodwill tour of Will Rogers to Managua after the 1931 earthquake. One of these stamps shows a group of Marines with the famed humorist. Lt. Boyden is the Marine officer on the left in the group.

This series of airplane stamps is unique in that it is the only known foreign stamp to portray an identifiable U.S. military aircraft. It is also a tribute to the manner in which a military force conducted itself while operating in a foreign country.

Maj. John M. Elliott, USMC (Ret.)

Addendum

Information on obtaining JMEmS and JTCG/MEs ("Books for Bombers," August 1975, p. 39) was not complete. The following should be noted:

Requests by Navy activities for Air-to-Air and Air-to-Surface manuals shall be submitted by letter to Commander, Naval Air Systems Command (Air-52013E), Department of the Navy, Washington, D.C. 20361, giving justification of need. Requests for Surface-to-Surface and Surface-to-Air manuals shall be submitted by letter to Commanding Officer, Naval Ordnance Station (Code 804), Louisville, Ky. 40214. A completed DD Form 1348 addressed to Commanding Officer, Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120, must be forwarded for each manual requested, in accordance with the current NavSup 2002 (from TH 61-1-2, *Index, Special Technical Handbooks for Joint Munitions Effective Manuals (JMEM) and Related Publications*, of June 18, 1975).

VP-46

I agree wholeheartedly with LCdr. Fahs' letter in the April 1975 issue concerning your omission of reference to P5 squadrons at Sangley Point (August 1974). However, his letter does omit VP-46 from the squadrons he was familiar with at that station.

In 1954 I was a Martin rep attached to VP-46 for a tour at Sangley. We flew P5M-1s there and, in my mind, P5Ms and Sangley are inseparable.

Bob Evans
3511-G Weimberly Lane
Winston-Salem, N.C. 27106

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One of the Navy's newest air facilities also has one of the newest CNO-approved insignias. The Hachinohe Horse is the main theme of the insignia of Naval Air Facility, Misawa, Japan, commissioned on October 1.

Hachinohe was the eighth fortified port city established for the protection of the Northern (Tohoku) area of Japan. It was responsible for the area which encompasses the present Misawa air base. Misawa was originally established as an Imperial horse farm in 1623. Later it became an army post, a navy air base and, finally, a U.S. Air Base after WW II.

The history of the Hachinohe Horse goes back to the year 1220 (the second year of the Shokyu era) when a horseback archery contest (yabusame) was established at Nejo, Hachinohe City. The contest has been held once each year since then. Soon after the establishment of the contest, local artisans began producing the Hachinohe Horse in color and design, symbolizing decorations and armor.

The Hachinohe Horse is recognized throughout Japan as the symbol for the Tohoku area, typifying the frontier spirit of Northern Japan. It is considered appropriate to represent NAF Misawa, the northernmost operational naval air facility in Japan.

Captain W. S. Myers is commanding officer of the new air facility.



January 15, 1975

Mr. Pat S. Holloway
3430 Republic National Bank Tower
Dallas, Texas 75201

Dear Pat:

It was great hearing from you again.

I hope to be in the States at the end of January but my plans aren't quite firm yet.

Glad Gillcrist is still in the composing business. With the bond business having its problems who knows maybe he'll be the next guy for the leading greeting card company.

Thanks for your good letter and I would like to see you when I get back to Washington. Stay in touch with Pete, he'll know the schedule.

Yours very truly,

George Bush

PAT S. HOLLOWAY

3430 REPUBLIC NATIONAL BANK TOWER
DALLAS, TEXAS 75201

December 17, 1974

Honorable George H. W. Bush
Chief, U. S. Liaison Office
Peking, Peoples Republic of China
c/o Department of State
Washington, D. C. 20520

Dear George:

This is mainly just a note to wish you and Barbara a Merry Christmas and an appropriately unprosperous New Year.

There was a very nice interview of Barbara in the Dallas newspaper the other day, which I am sure you will have seen by now. From this I infer that you and Barbara are both extremely impressed with the Peoples Republic of China, and very contented in what you are doing.

Prior to reading this article, however, I had worried you might occasionally find your new life style somewhat constraining or tedious. To remedy this possible occupational malaise, I had thought to prepare and forward to you for Christmas a fine silk-screened poster, decorated with various beautiful Chinese emblems and insignia, and emblazoned, in appropriate Chinese script, with a legend exactly the opposite of that set forth on the poster I prepared for your use in your 1964 primary campaign against Robert Morris, the arch-capitalist and vigorous anti-communist. I assume this would have made a great hit politically with your hosts, despite their innate modesty. Unfortunately, I could find no Chinese scriptwriter around to draft the poster. I hope the thought counts for something.

I understand from Pete Roussel in the White House that you plan to be back in the States in the latter part of January. My friend Frank West and I would like to drop by and see you for a few minutes, in Washington or wherever, during your visit to this country.

Honorable George H. W. Bush
Page 2.
December 17, 1974

In closing, I am constrained to pass on to you the following
limerick from Dan Gillcrist:

"There was a man named McBride,
Who fell into a privy and died
He had a brother
Who fell into another
Now they are interred side by side"

Merry Christmas,



Pat S. Holloway

PSH:cas

August 19, 1975

Mrs. Edith Holm,
Box 682,
Fairbanks, Alaska 99707.

Dear Edith:

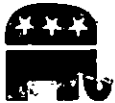
I got your letter of July 26th. The kind of visa Mr. Chi was talking about is what we call a personal houseguest visa. On that basis people are allowed to come and stay with us in our house. We take care of all the arrangements in Peking. The problem is, there is no guarantee for travel and there would be no opportunity for John to look into matters horticultural.

We of course would love to have you stay with us, but there is one additional complication. As you know, the President has stated he is coming to China and he has said it will be at the end of the year. No date has been set for this visit, and therefore I have kept our schedule pretty flexible for the end of the year.

If you would want to come and see only Peking for a few days I am confident we could work it out. Let's discuss it in September. That's the best way to do it.

Warm regards,

George Bush
Chief, US Liaison Office



Republican National Committee.

Mrs. John (Edith) Holm
Member for Alaska
Box 682
Fairbanks, Alaska 99707
(907) 456-6336

AUG 12 1975

July 26, 1975

Dear George,

The other day, I sent you copies of my two letters regarding a trip to the PRC.

Much to my surprise, I received a phone call yesterday from the PRC Liaison Office in Washington asking me for a copy of your letter to me regarding our proposed trip. Well, since yours was a personal letter and not a formal invitation, I did not feel it proper to send them a copy of it. Mr. Chi told me that a letter from you inviting us would insure that we would get the visas. He also indicated that your office would be the one to set up our itinerary; that they would provide guides, interpreters, etc. (under your direction); accommodations also. At least, this is how I remember the conversation.

Since your letter indicated that you were unable to do this, I am confused. To be honest with you, George, the principal reason for the trip at this time is because you are there. We added the horticulture part as an auxiliary reason for the journey.

So, if you are able to send us such a letter and are able to take care of the rest of it - let us know. If the policy of the U. S. is not to handle this sort of thing, that is something else. And please say so - I would not wish to cause any problems in any form for you. We merely need to know for purposes of planning what is possible. Also, it occurred to me that since I am a Republican political friend and not an elected U. S. official, you might not be able to take the time to make arrangements for us as a matter of policy. Just let us know and we will understand.

Also, I want to make it perfectly clear that any charges for any of the services we would require in the PRC would be our financial obligation - even if you were the one to set things up. Freeloaders, we ain't!

If Peking could be our only stop as far as your office would be concerned, let us know this also. And please be candid if the timing is not convenient for you.

If you are able to send us a letter, I will zerox it and send a copy to Mr. Chi and we will see what happens.

So, until we hear from you -

Warmest best wishes,

November 3, 1975

Mrs. John Holm,
Box 682,
Fairbanks, Alaska 99707.

Dear Edith:

I got your great letter of October 20 just about the time of the announcement of my new job. First, let me thank you for that glowing letter to the President. I can't tell you how much it means to me.

I'm afraid my new job will abort my plans to get you here to Peking. I stalled and stalled because of the Kissinger visit to China, the advance party visit to China, and now the President's visit to China -- and it is too late now for you to come. Will you ever forgive me? I'm now in the process of cancelling many guests we had invited to China.

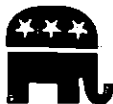
We anticipate leaving for home right after the President's visit.

I would like to talk to you about the politics of all this. In my view I must put politics completely aside and try to do the job that clearly needs to be done. When I get home we will have a chat.

In the meantime, I am disappointed and feel I have let you down. I don't like that feeling.

Warm regards,

George Bush



Republican National Committee.

Mrs. John (Edith) Holm
Member for Alaska
Box 682
Fairbanks, Alaska 99707
(907) 456-6336

October 20, 1975

Ambassador George Bush
Chief Liaison Officer
United States Liaison Office
Peking
Department of State
Washington, D. C. 20520

Dear George:

What a pleasure it was to see you briefly in D. C. and in Dallas.....and this is just a note to ask for your help in determining which way we should fly (literally, that is) or should I say "when we should fly"?

By the time this letter reaches you, I am sure that the President's visit will be firmed up. We hear via the media that Henry is in Peking and I am sure you are beaver busy with everything that is going on there at this time.

Anyway, in order to be sure that we have reservations for the balance of our trip (am not sure whether we are going around the world or down to the South Pacific), we need to know the China dates for purposes of making reservations elsewhere. The time frames we are considering are December 14 - 20 or January 2 - 8. We would appreciate hearing from you as to which of these times we should pick. Then, you can send us the letter as required by the PRC or whatever else we need from you. Either of these time periods is just fine with us.

On another subject - I am enclosing a letter I wrote to the President while I was in California. Interestingly enough, the wife of the commander of Fort Wainwright flew back to Fairbanks on the plane with me and gave me this page from the Washington Post! She had worked for Bill Brock for about eight years and she thinks he should stay put or we will lose his seat to a Democrat. So, this is the reason she was interested in this article. I was interested in it from another point of view entirely! So, I know I am not the only one thinking along the lines of my letter. To date, I have not received an answer, but I know it will be forthcoming one of these days. Please keep the letter copy and the editorial if you wish.

After a lovely holiday in California, I journeyed to Portland for the Western States Republican Conference. It brought back memories of our Seattle meeting and that delightful yachting trip you arranged. Just wish you were around a bit more. So, hang in there - who knows? Perhaps the "little people" will have their say (meaning me) regarding appointments. The Conference was most interesting and it appears that the Ford group did a great job in presenting their campaign plans. Senator Laxalt and Governor Reagan also put in quite an appearance and the Veep gave a most conservative speech, which is the way to operate as far as the party goes these days.

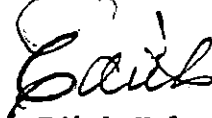
George Bush - 2

Anyway, on base, I think the President is doing very well. I really cannot figure out just what Reagan is trying to do - whether he really will file or not.....Dick Richards of Utah came out for an "open" convention while I was in Portland. So, there is some support for a brokered convention.

Well, gotta go and get some more letters written. George, take care of yourself and we will be anxiously awaiting word from you on whether we go by Plan A or Plan B - makes no difference to us. Just decide for your convenience.

All best wishes to you and to Barbara, too.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edith", with a small mark above the "i".

Edith Holm

UNITED STATES LIAISON OFFICE
Peking, People's Republic of China

June 17, 1975

Mrs. John Holm,
Northern Lights Nursery,
Box 682,
Fairbanks, Alaska 99707.

Dear Edith:

What a thoughtful girl! It was great getting your letter and the birthday card.

For John to fulfill his desire to study horticultural activities in Northern China you should immediately write to the PRCLO, 2300 Connecticut Ave., N.W., Washington, D.C. 20008, according to the attached Memorandum. Visas are extremely hard to come by, but the PRC acts in mysterious ways and perhaps John's area of expertise will have appeal for them.

Another suggestion would be to contact the National Committee on US/China Relations, Inc., 777 UN Plaza, 9B, New York, N.Y. 10017 (President: Arthur H. Rosen), in the event they are putting together a delegation interested in horticulture.

We are not very effective in helping people get visas. All decisions seem to be made on the other end.

A year ago George Jr. was in Alaska. Now he is here with us, just graduated from Harvard, about to start out on a career in the oil business in Texas.

Someday I hope you'll drop me a long cosy letter telling me what's going on in the RNC and elsewhere. It's amazing how out of touch one gets over here.

This work is full and challenging, and I have no regrets at all about my decision to come here. In fact, I'm a lucky guy.

-2-

I agree we need a reunion like the one at the last RNC meeting.

Send me a copy of what you send to the PRCLC in case I find a way to help on this end.

Warm regards,

George Bush
Chief, US Liaison Office

Northern Lights Nursery

JOHN HOLM

TEL. 456-6336

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Box 682
Fairbanks, Alaska 99707

Dear George -

Just a note to wish you a wonderful birthday - and to tell you that I really missed you in Washington at the last RNC meeting! Of course, everyone is carrying on and doing a wonderful job - but your contribution to the Republican party during the difficult times of the past couple of years will always be remembered -- and appreciated.

Now that you are in the second half century of your life, it isn't so bad, is it? In addition to wishing you a nifty birthday, I wanted to ask if you thought it would be possible for me and my husband to visit Peking this winter. John is the foremost horticulturist in Alaska and he is very much interested in visiting the northern areas where he could observe the varieties of plant materials used, methods of culture, etc.

Anyway, if it would not be too great a burden - could you write me and tell me how to proceed to get from our place to your place? I have not the foggiest notion of how to handle this and you happen to be the only person I know well (or otherwise!) that lives in the People's Republic of China. So, it is to you I am writing! We would like to arrive in Peking around the 7th of December and hopefully, we could stay in the area about two weeks - otherwise, the expenditure would hardly be worthwhile. We both have current passports and are reputable citizens of the U. S. A. Over 21, also!

That article in People about you, Barbara and diplomacy à la Bush in Peking was terrific. Getting to know your son, George, last summer when he was here in Fairbanks was most delightful - he is a terrific young man who wears the Bush family charm very well. If he is with you, please give him our warmest best wishes. We are only sorry that he won't be coming back here this year.

Any information you can get for us will be most appreciated. Hopefully, we will get to see you again - before 1976 rolls around.

Have a wonderful birthday, and give Barbara my best -

Sincerely,

December 24, 1975

Dear Fanny:

Thanks for your very thoughtful letter.

The new job is tough, but I am really looking forward to it and I am going to give it my best.

I hope you have a great 1976.

Sincerely,

George Bush

Fanny E. Holtzmann
Counsellor at Law
Bar Building
36 West 44th Street
New York, New York

GB:rs

FANNY E. HOLTZMANN
COUNSELLOR AT LAW

Handwritten: I'll work for you.
MURRAY HILL 7-4408
CABLE "FANNY HOLTZMANN"
Bar Building
36 West 44th Street, New York

December 18, 1975

Honorable George Bush
c/o Republican National Committee
Dwight D. Eisenhower Republican
Center
310 First Street, S.E.
Washington, D.C. 20003

Dear George:

All of us who are charter members of the George Bush Fan Club were delighted that you did not capitulate to the demand that you waive your right to be on the 1976 Presidential Ticket.

Every good wish to you and yours for a Merry Christmas and a most wonderful New Year.

Sincerely,

Fanny
Fanny E. Holtzmann

FEH:es

A

December 22, 1975

Dear Harn:

I am very sorry to have been so hectic when you were here in Washington and I was hustling around on the confirmation hearings. The hearings have ended, but I still find myself buried under with briefing papers and lots to read. I do hope to get away sometime after the first of the year, however.

Thank you for your kind words about my undertaking the CIA job. I am looking forward to it.

I have stayed out of the "successor" problem, feeling that if the President wanted my advice he would ask for it. However, given your interest, I do promise I will pass this along to those involved in the decision-making process. I know the final decision will be the President's, but the Secretary of State and General Scowcroft will have a lot to say about it. I don't expect that I will have any input, but I will mention your interest specifically to Scowcroft.

I ran into your attractive nephew here in the EOB the other day -- an impressive guy. Hope you and yours have a great 1976.

Sincerely,

George Bush

Mr. Harned Pettus Hoose
Attorney at Law
129 North Rockingham Avenue
Los Angeles, California 90049

GB:rs

HARNED PETTUS HOOSE

CABLE ADDRESS
HARNHOOSE

ATTORNEY AT LAW
129 NORTH ROCKINGHAM AVENUE
LOS ANGELES, CALIFORNIA 90049

AREA CODE 213
277-3811
472-2828

The Watergate Hotel - Room 418
2650 Virginia Avenue, N.W.
Washington, D.C. 20037

December 19, 1975 - By Hand

The Hon. George Bush,
Ambassador
Room 179 Executive Office Building
The White House
Washington, D.C.

Dear George:

I am very happy that you were confirmed by the Senate Armed Services Committee, and have read with rising spirits today's press reports indicating your increasing chances for success before the full Senate next January. The price exacted by the opponents in the Committee (your being declared by the President to be not under consideration for the Vice Presidency) was very unfair, in my view, and reflected the crummy side of politics in an election year.

During the semi-recess before January 15th, I plan to do my utmost to try to obtain support for you by the Senators from California. I am a middle-of-the-road Democrat and have several lifelong friends who are close to Senators Cranston and Tunney. I am returning to L.A. tomorrow and will be there until around mid-January, when I'll be back in Washington, D.C. on business for clients. While in L.A., I'll do some button-holing on your behalf (but solely on my own, and as my own idea).

My motive is a feeling that the C.I.A. long has been and still is our vital front line against the communist enemies, and it has been savaged to a dangerous degree in recent months. We need you as the Chief of C.I.A., George. I know you do a great job for our country. It is depressing to see so many of those who also wish to disarm us at this critical time also making a political "issue" out of this confirmation of yours.

Our country often demands sacrifices by its most loyal patriots. Being denied the right (which all prominent Republicans but you now have) to be considered for the Vice Presidency, regardless of whether or not you want that role, is a sacrifice on your part. I respect you for making the sacrifice, George.

HARNED PETTUS HOOSE

ATTORNEY AT LAW

Life has a way of squaring such things, however. I anticipate a time ahead in which you will look back and feel well rewarded for that sacrifice, because surely there are millions of other Americans who have watched this situation and feel as I do.

On a very personal and permanently confidential level, I shall treasure the hilarious memory of my having shared with you your very first informal investigative project, as the new C.I.A. Director nominee, in your room at the Tung Fang Hotel that morning in Kwangchow. Although you and this ex-O.S.S. and ex-O.N.I. man did not find what we were looking for in the room, I am sure it was there. Anyway, we had a hell of a good time pushing furniture around and peering here and there together. Maybe some time when you and I are old(er) and grey(er), and you have retired from a brilliant period as C.I.A. Director, I can tell the yarn about your initial investigation.

On an entirely different subject, not relevant to any of the above - I would appreciate it very much (if you feel so inclined) if you could do whatever possible and appropriate to see whether my own name might be included on the list of candidates under consideration for possible appointment to the job of Chief of Liaison Mission in Peking. We haven't known each other long, and you may not have had a chance to form judgments about me. So I have taken the liberty of enclosing a couple of copies of some background material on myself.

George, I sincerely feel that I have the background, qualifications and capacity to take over where you left off in Peking, and to do a hell of a job for America there. Please take the trouble to skim through the enclosed materials, if you will. I wish it might be possible also for you to chat with Al Haig about me. While he was at the National Security Council and at the White House, both under President Nixon and President Ford, Al Haig had access to my many periodic voluntary memoranda and also my old Naval Intelligence and O.S.S. file (USNR File No. 212334, in World War II days), all of which reflect clearly my deep love of America and, I think, my gutsy professional and voluntary work for America over a period of many years, with an intensive period since 1971 through now.

Because I am truly bilingual and bicultural as to the U.S. and China, I suppose that some of my inevitable detractors - possibly a few at State among the permanent staffers, and maybe one or two in the Security Council (whose work, Dr. Kissinger once told me and Al Haig several times confirmed, my own work replaced during the period of preparations for President Nixon's trip to Peking) - may claim that I am an "apologist" for the PRC. If a scattered jealous few do so claim, it is false. My style with the Chinese communists has been to show a sunny

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exterior which hides steel inside. On the emotional level, and in memory of my missionary parents and their friends, I mean to "dance on the graves of the communists, one day, if I can."

But as is required of any effective international lawyer and volunteer American patriot working with the Chinese in the PRC, I work hard to be governed by pragmatic intellectual standards. For one example, that is how I was able to win for Insurance Company of North America and Seabrook Foods, Inc. a very large recovery against the PRC state trading company, in the largest formal proceedings by American corporate interests against the PRC and in an adversary proceeding conducted inside the PRC, last February.

Also, I have tried to apply pragmatic intellectual and patriotic standards in my informal, voluntary and occasional reporting and/or advisory work with various U.S. governmental entities, such as the White House, the National Security Council, the Pentagon and the State Department, during the past almost four years since we first penetrated the PRC. Some of my stuff, I think (and Dr. Kissinger said once in 1971 that he, too, felt) has been excellent. Some has been so-so; and, of course, because I have reported all I note or learn in the PRC to the U.S. government as a part of my voluntary advisory function, some of my information may quite possibly have been bunk fed to me by the PRC. When I recognized my information as such, I so identified it to the U.S. government. There may have been other instances when my intimate view of a particular tree in the forest did not exactly reflect the entire forest under observation by our government.

In any event, I believe I am one of a mere handful of men in the Western World who have had access on a relatively intimate informational level with the Chinese. George, I like the Chinese individually, and believe they tend to like me. But the adversary is their communistic government. I have had that in mind every minute, as perhaps my warning to you in your room at the Tung Fang about our adversaries might have reflected in that relatively minor instance.

Quite a few top business executives here and there in the U.S. feel that I am a first-rate lawyer. On a very intimate and confidential basis, may I cite the pragmatic fact that my annual income of some \$250,000.00 for the past ten or fifteen years is proof of that. I have engaged in externally smiling but inwardly steely almost constant adversary negotiations with the PRC Chinese for a total of 245 days during my eight working trips inside the PRC since 1971. I know the Chinese mentality and emotions as well as you know your own father's. I sincerely believe that makes me damned well qualified to carry on your excellent work in Peking. Hope you will read the enclosures, and

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give some thought to whether you might be able to help me by trying to have my name tossed into the hatful of names being considered for the job, now that it appears that Senator Hugh Scott may not be interested.

Although the job would involve a hell of a financial sacrifice for Georgia and me, I would like to have the job if at all possible. This is because I feel that the Peking post for me is like the C.I.A. post for you - a duty. This is an especially critical and challenging time, of course. The work in Peking will affect our national safety and continued power in the world. I feel that what happens there (under the Secretary of State's direction, of course - I am a loyal team player) can deeply affect our success in awakening Americans to our duties worldwide, blocking USSR's expansion, maintaining the Japanese relationships, acquiring alternate petroleum sources and a vast market for ourselves, and softening up the PRC's present ideology, among other things.

Although I'm not even on the list of candidates at present and have only a remote chance, it is my hope that Dr. Kissinger and the President may feel that we should continue to have our most informed men working at key posts in Asia. I believe I am especially well qualified. The PRC Chinese can be coped with, George, as you so well know and demonstrated (I saw your published picture showing you carrying your own bags at the Peking airport!). The communist Chinese at this time might be quite unguarded, relatively, with one who talks, walks, sounds like and may externally appear to be one with their culture and language, but who is a walking bomb of an American patriot inside. That has been the case in major business matters, and I think the formula would work at the diplomatic level, too.

Please consider these points: As a very successful representative of the American business sector, my appointment probably would be supported from that quarter; as a lifelong Democratic of conservative to middle-of-the-road persuasion, I believe the Democratic majority would confirm me, and I would be one who would guard and advance our present foreign policies as advanced by Presidents Nixon and Ford and by Secretary Kissinger (which essentially are the foreign policies also formerly followed by Democratic Presidents, but now replaced by a confused intermixture of populism, isolationism, etc.). This is a time to make the PRC pay in valuable consideration for MFN, frozen assets, recognition, etc. - we need substantial concessions from the Chinese. For example, how absurd to consider granting MFN without the reciprocal opening of China to our businessmen, press, etc.! I have learned in business with the PRC that we can gain great concessions by calling our rights by different names to save the Chinese face. I am sure I could help greatly at this time, if given the chance.

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Please forgive the long letter, George. I had hoped to chat with you, and stayed over here this week in the hope that you might be free for a few minutes. However, I am very much aware of your onerous schedule this week - I have followed the news reports of the long day and night meetings, and I understand your unavailability to see me, completely.

So this long letter is in lieu of our chat.

If you should wish and have a chance, I'd appreciate a call from you to me in Los Angeles after Christmas, or perhaps after the New Year, George. If that is not convenient or unwise, perhaps you could spare a few minutes when I return around the middle of next January.

Hope you feel my name belongs in the hat. And eventually when you have had a chance to give this some thought and, perhaps, to check out some of the materials enclosed, if you should feel that you might be justified in giving me some quiet support for consideration, I would deeply appreciate that and any suggestions you might be able to give me.

My warm regards to you!

Sincerely yours,



(Harn)

Harned Pettus Hoose

DR. HARNED PETTUS HOOSE ("HARN" HOOSE)

129 North Rockingham Avenue
Los Angeles, California 90049, U.S.A.
Telephones: (213) 472-2828; 277-3811

(International Trade Consultant - Marketing Adviser -
Overseas Representative - Trade Negotiator - Asia Expert -
Sinologist - Lecturer and Author (Trade and Business) -
Attorney at Law)

1. Summary of Asian (including China) Background:

Born and raised in China (Missionary parents).
Lived in China prior to the present regime (People's Republic) for a total of 23 years. Educated in the U.S.A. and China.
Speaks fluent Chinese (Mandarin or Peking dialect, now the nation-wide language of China)

During past 15 years, have had extensive business dealings (on behalf of U.S. corporate clients) with business entities in Asia.

Have made business trips to Japan, Taiwan, Hongkong, Philippines, Singapore, Malaysia, Laos and Indonesia.

Assisted with the preparations for President Nixon's journey to China, as a voluntary non-governmental adviser - prepared numerous "Trip Book" memoranda for the President prior to his 1972 journey.

Since President Nixon's visit, Hoose has made eight business trips to the People's Republic of China for U.S. corporate clients - the first was in April-May, 1972 and the most recent was in October-November, 1975. These eight trips included work at Kwangchow (Canton), the Canton Trade Fair, Shanghai, Hangchow and Peking, and respectively lasted 30, 22, 35, 49, 40, 21, 14 and 34 days (amounting in all to 245 days, or just over eight months in the People's Republic).

Hoose represents a number of major U.S. corporations in business with China, Japan, Hongkong, Taiwan, Singapore, Indonesia, Korea and elsewhere in Asia. Some representative clients are given below.

Hoose successfully handled the largest formal dispute between U.S. corporate interests and the People's Republic, in Feb. 1975 achieving a negotiated settlement in China on behalf of his clients, Insurance Company of North America and Seabrook Foods, Inc., involving a substantial recovery against the Chinese trading company involved. In addition, most of his 245 days in China were working days and included some very complex and toughly negotiated business transactions between U.S. companies and China. See Hoose profile, Wallstreet Journal,

page 1, Nov. 7, 1975.

2. General Data:

Hoose was born on June 2, 1920, at Kuling on Lu Mountain, Kiangsi Province, China. His father: Rev. Earl A. Hoose,

2. General Data (Continued):

Methodist Missionary, and Saidee Pettus Hoose (nee Saidee Alice Pettus), a nurse. Rev. Hoose was the General Secretary of the American Bible Society in Peking from approximately 1926 until 1940. Mrs. Saidee Pettus Hoose was Superintendent of Nurses at Methodist Hospital in Peking from about 1926 until 1940.

A. Family Background:

Rev. Earl A. Hoose was of Scottish stock and was the son of a farmer, William Hoose, in Grover, Bradford County, Pennsylvania. The family came to America before the American Revolution, and members fought in the civil war.

Saidee Pettus Hoose (nee Saidee Alice Pettus) was of English stock and was the daughter of one of the members of the distinguished Pettus family, which is still quite well known in Alabama. Saidee was born in Mobile, Alabama. A number of her ancestors included Governors and Senators in Alabama and elsewhere in the South.

An uncle of Dr. Harned Pettus Hoose was Dr. W. B. Pettus (Dr. Hoose's mother's elder brother), a great sinologue, who for many years was the President of the "Language School" (College of Chinese Studies) in Peking, China. Many of our U.S. diplomats and contemporary China experts studied under Dr. W. B. Pettus in Peking.

A great uncle of Dr. Harned Pettus Hoose's was Dr. James Harmon Hoose, Head of the Department of Philosophy for many years at the University of Southern California. The Hoose Library of Philosophy at U.S.C. is named for Dr. James Harmon Hoose.

A collateral aunt of Dr. Harned Pettus Hoose's was Dr. Charlotte DeForest, for years the President of Kobe College for Women, in Kobe, Japan. She was decorated by the Emperor of Japan a few years ago because of her work in educating many of Japan's most distinguished women.

A cousin was Dr. Winston Pettus, Head of Yale in China, Changsha, China.

Another cousin was Mr. Franklin Raye, who after World War II was Chief of United Nations Relief and Rehabilitation Association (UNRRA) for China.

- B. Religion: Methodist. Dr. Harned Pettus Hoose is a member of the Westwood Methodist Church in the Westwood area of Los Angeles. He served for two terms as Chairman of its Board of Trustees. Other members of the Board at the time included such men as Mr. Paul Helmes, President of Helms Bakeries and Mr. Randy Woods, President of Dot Records.

2. General Data (Continued)

C. Education:

Grade School and Highschool: Peking American School, Peking, China; and a Chinese tutor for simultaneous education in Chinese subjects.

University: University of Southern California, Los Angeles, California - 1938-1941. A.B. degree, 1941. Major studies included International Relations at the U.S.C. School of International Relations.

Undergraduate activities included: U.S.C. Debate Team (Hoose won eleven trophies, variously for debate, impromptu, extemp., oratory, etc.; he won the Bowen Cup for oratory); writing (Hoose was on the editorial board of the U.S.C. Daily Trojan, and contributed editorials and a weekly column on China, entitled "Dragon Tracks." Hoose also won the Freshman Essay Contest sponsored by Phi Eta Sigma, with his essay entitled "The Chimes," and won the U.S.C. monthly "Wampus" story contest with his story, "The Red Top-Knot." Hoose also was a two-time winner of the University Appolliad literature contest, with various stories, essays and poems). He was President of the International Club; a Squire; member of the Freshman honorary society, Phi Eta Sigma and member of the forensic honorary society, Delta Sigma Rho.

Law School: Law Center of the University of Southern California - LL.B degree in 1949; and Juris Doctorate, 1957, nunc pro tunc to 1949.

Law School Activities included: Assistant Editor in Chief of the Law Review; and Justice (President) of Ross Chapter, Phi Alpha Delta national law fraternity. As is generally known, law review board members are selected from among the top 10% of the second year class. The Editor and Assistant Editor in Chief were selected from law review board members by the law faculty. Hoose also contributed several articles to the Law Review. Upon graduation, he was selected from among a number of law review applicants to serve for 18 months as the Law Clerk to Justice Douglas L. Edmonds of the California Supreme Court.

3. Law Career and Background:

Hoose was admitted to the California and federal bars in 1949, and continues to practice law.

His initial service was as Law Clerk to Justice Douglas L. Edmonds, California Supreme Court, where he served for over one year.

Then (1950). he became an associate (employed lawyer) with the leading West Coast law firm, O'Melveny & Myers, in Los Angeles.

3. Law Career and Background (Continued):

Hoose was with O'Melveny & Myers for almost four years. Next he established his own law firm, then called Combs & Hoose, headquartered in Beverly Hills. After five years, he headed his own firm, variously called Law Offices of Harned Pettus Hoose;; Hoose, Perry & Hartman; Hoose & Perry; Hoose & Tamraz; and again, currently, Law Offices of Harned Pettus Hoose. The offices variously were in Beverly Hills, Los Angeles, West Los Angeles and Brentwood (all Los Angeles areas).

Practice has been continuous for twenty-six years, and has included corporate work, trusts, probate, securities, trials and international business law. Clients have included a number of major U.S. corporations. Hoose has worked in many of the U.S. states, including California, New York, Alabama, Illinois, Michigan and elsewhere; in Washington, D.C.; and in most of the Asian countries.

Bar responsibilities have included: Chairman of the California State Bar Public Relations Committee; many times lecturer in the California State Bar Continuing Education Program and the author of various Continuing Education articles and chapters; member of the Board of Governors of the Beverly Hills Bar Association; member of the Beverly Hills Bar Association's Delegation to the State Bar Annual Conference, and Chairman of the Delegation for two terms and co-Chairman for one term; contributor of articles to the Los Angeles Bar Bulletin; and member of various other Bar Committees.

Since approximately 1959, Hoose has enjoyed the highest national rating awarded by the international rating system, Martindale-Hubbell: The A-V Rating. That highest rating has been renewed yearly since 1959, and is Hoose's current rating.

4. Work as an Educator:

Hoose taught English to Chinese students in the YMCA in Peking, in his highschool days.

During his law school period, Hoose was a Teaching Assistant for six semesters in the U.S.C. School of Commerce, Department of Business Law. He taught business law subjects to U.S.C. undergraduates, and lectured on that subject approximately three evenings each week.

While clerking at the California Supreme Court, Hoose also taught evening classes at the Hastings College of Law, University of California, in San Francisco. His subjects during those two semesters were: Common Law Practice and Equity.

From time to time, Hoose has lectured at the School of Law, University of Southern California; and he has taught courses to lawyers in the Continuing Education of the Bar program of the State Bar of California. In 1973, he served voluntarily as a Consulting Professor of International

4. Work as an Educator (Continued)

Business, Graduate School of Business Administration,
University of Southern California.

5. Publications:

"Peking Pigeons and Pigeon Flutes," College of Chinese
Studies, Peking, China (1938)

Numerous editorials in the Daily Trojan, the University of
Southern California student newspaper, 1938-41.

Numerous weekly columns entitled "Dragon Tracks," in the
Daily Trojan, the University of Southern California student
newspaper, 1938-41.

"The Red Top-Knot," a story in the Wampus student magazine,
1939, U.S.C. (Prize-Winner).

Various articles on law subjects submitted to and published
by the University of Southern California Law Review, 1946-49.

Various articles on law subjects published by the Los Angeles
Bar Bulletin, publication of the L.A. Bar Association, 1949-
54.

Hoose's talk on the People's Republic of China before the
American Association of Newspaper Editors' Annual Convention
in Atlanta in 1974 was published by that association - late 1974 -
in its Convention Report.

Hoose's talk on China Trade before the U.S.C. - Pepperdine
Symposium in 1973 was included in the collection of speeches
published by Praeger Publishing Company in 1974.

Chapters on U.S. - China economic relations, negotiating with
the Chinese, petrochemical plants, etc. were published as
follows: Doing Business with China (Praeger, 1973); and
Trade with China (Praeger, 1974). Two of the published
chapters were by Hoose: "The Petrochemical Industry in China"
and "How to Negotiate with the Chinese of the People's Republic
of China."

6. Speeches:

Hoose was the speaker for his class at graduation, Sunday
speech at Union Church, Peking, China - 1938.

He also has spoken widely for a number of years, variously on
law subjects and also on China. Groups addressed in the
early years (1950-1970) included various men's and women's
clubs, such as Rotary International, University Women's Club,
League of Women's Voters, local Bar Associations, etc.
Hoose was the key-noter at three Phi Alpha Delta Western States

6. Speeches (Continued)

Conventions; the toastmaster at a number of U.S.C. Law Alumni annual meetings; the toastmaster at two U.S.C. Law Alumni Luncheons given at annual State Bar Conventions; and the leader of the floor fights on legislation at three State Bar Conventions, where he led the Beverly Hills Bar Association's fights for or against legislation then pending before the California State Legislature; and also engaged in a number of political debates during his work on the Democratic Party's Speakers' Committee in Los Angeles, during the campaigns of Truman, Stevenson and Humphrey.

Recent talks of some significance on China and U.S. - China trade have included:

- A. Two speeches before the Council on Foreign Relations, in New York (1973 and December, 1975).
- B. Speech before the American Society of Newspaper Editors, at the Annual Convention in Atlanta, 1974 - others on this convention program included some of our cabinet secretaries, etc.
- C. Speech before the United Press International at its annual convention in San Francisco, 1974 - Others on this convention program included Mr. Iaccoca, President of Ford Motor Co., some of our governmental leaders, Vice President Rockefeller, etc.
- D. New England International Center, Boston - December, 1975
- E. Annual Judges Night, Phi Alpha Delta law fraternity alumni association, Los Angeles - 1975 - Keynote speech.
- F. Panel member at the Annual Meeting of the National Council for U.S. - China Trade, Annual Meeting - 1974 - Washington, D.C.
- G. Lecture (with Robert Finch) before the Graduate Class - International Issues, Occidental College, Los Angeles - 1974
- H. Speech on China before the Center for the Study of Democratic Institutions, Santa Barbara - 1973
- I. Los Angeles Breakfast Club - 1974
- J. Chicago Board of Trade and Chamber of Commerce - 1973
- K. Symposium on U.S. - China Trade - University of Southern California - 1973

Note: On seven occasions, Hoose's talks and in-depth interviews have been broadcast by Voice of America into China, 1973-74. A number of his talks have been carried on TV and radio networks.

7. Politics

Upon his arrival in the U.S.A. from China to attend university at U.S.C. in Los Angeles, Hoose entered campus politics. Modest family finances (missionary parents) required him to work during school, both in undergraduate days and during law school. Work in undergraduate days was an intermixture of dish-washing, ushering at games, tutoring fellow students, and working under an NRA program as male secretary-typist to Dr. Claude Buss, a distinguished professor in international relations. Work during law school days included teaching business law to undergraduates and driving a yellow cab. So fraternity life was not possible. Therefore, campus politics were on the "non-org" side against the "fraternity row" faction, although the latter included a number of good friends. Hoose took an active part in the student campaigns of Gordon Wright (successful), Jess Unruh (successful), Hogoboom (successful) and a long list of unsuccessful candidates for student office. Offices involved included President of the Student Body, etc. Personal successes included becoming President of the International Relations Club, a Squire, and Justice (President) of Phi Alpha Delta law fraternity.

When of age, Hoose first registered "Independent." Then, on learning that the primaries were denied to independents voting in California, he registered as a Democrat. He has been a registered Democrat ever since, although voting as an independent (for the particular man).

Hoose campaigned actively in California for Truman, Stevenson, Humphrey and Kennedy. His work involved assignments by the Speakers' Committee. Each campaign required between ten to fifteen relatively important talks or debates, and about twenty to twenty-five quite minor appearances before small groups. Some radio debates were involved in the later years.

Hoose is a moderate middle-of-the road Democrat. He was not able to support McGovern, and was not active in that campaign. He voted for Nixon and against McGovern.

8. Voluntary Work for the Government

Through introductions obtained by writing letters to Dr. Kissinger and with the help of my law school fellow alumnus, Bob Finch, Hoose worked as a voluntary nongovernmental adviser in helping President Nixon prepare for his journey to China. The work consisted of writing various studies, recommendations, analyses, profiles, and the like, for submission to the National Security Council for the President's Trip Book. In my one meeting with Dr. Kissinger before the journey, he told me that a substantial amount of my material was being used, some added into other memoranda and some verbatim. He very kindly called my several hundred pages of work a "Tour de Force." Subsequently, my work included a number of meetings

with General Alexander Haig, John Holdridge, Brent Scowcroft, and others. After the President's trip, I continued to submit voluntary memoranda to the National Security Council, the White House, the State Department, and other governmental entities, from time to time, based on materials and data acquired by me during my frequent trips into China.

Occasional meetings with various officials in the U.S. government have continued, both during the Nixon period and during the present Ford period. Some meetings have involved my corporate clients' interests and the official capacities of the government officials with whom I have met; and some meetings have involved confidential matters as to which I provided voluntary advice and information, prompted by my loyalty to the U.S.A., love of America, and interest in our national and international policies.

Some of the men who are familiar with my voluntary work for the U.S. government include: General Alexander Haig; John Holdridge, formerly with the National Security Council, then a Senior Official with our Liaison Mission in Peking, and now Ambassador to Singapore; Charles Cross, our Counsel General in Hongkong; George Bush, Chief of our Liaison Mission in Peking; General Brent Scowcroft, Assistant to the President for National Security Affairs; and Arthur Armstrong, Chief of the China and Mongolian Section, Department of State.

My background and capacity to render occasional voluntary reports and to make voluntary suggestions which I believe to be in our national interest in coping with the communists in China may be understood by a careful examination of my old U.S. Naval Reserve file, number 212334 (covering my work during World War II).

9. Military Service

I volunteered for special duties in World War II, and was accepted by the U.S. Navy, for service in the Reserve. I entered the Navy shortly before the war included the U.S.A., and worked first as a "Naval Agent." I was assigned to the Japanese Language School, Naval Program, University of California at Berkeley, California. When the war included the U.S., the school was moved to Boulder, Colorado. I was in the small initial graduating group, and served first at Pearl Harbor as an Ensign S(I), USNR, No. 212334. There I was in the Intelligence Center, Pacific Ocean Area. Then I was transferred to the O.S.S., and assigned to serve under Admiral M.E. Miles, USN, in China. There, after initial training of a special nature, I was placed in command of a small Naval unit working with the 14th Air Force, headquartered in Kweilin, China. We performed guerrilla functions and also were involved in other secret activities. I was awarded the Bronze Star Medal. Our entire O.S.S. unit was awarded the Presidential Unit Citation. After a hospital period of several months in Oakland, California,

9. Military Service (Continued)

from which I fully recovered, I was assigned to Washington, D.C. for further secret duties. I was discharged honorably from active duty in 1946, when I entered law school. For about four years, I remained in the Naval Reserve and attended weekly training sessions during law school and two-week duty training periods, each summer. Then, I successively was assigned to the inactive reserve and then discharged honorably from the Reserve. I have not functioned in any way for the U.S. government since then, excepting for my voluntary occasional work as a nongovernmental adviser to various governmental departments since 1971 and through the present.

10. Affiliations:

American Bar Association
American Judicature Society
American Legion
Balboa Bay Club
California State Bar Association
California Yacht Club
Democratic Party
Los Angeles Bar Association
Los Angeles Chamber of Commerce
Los Angeles Foreign Affairs Council
Los Angeles Philanthropic Foundation
L.S.B. Leakey Foundation
Isotope Foundation
Westwood United Methodist Church
World Peace Through Law Association

11. Marital and Family Status

Wife: Georgia Faye Hoose (nee Georgia Faye Johnston)
Born in Pilot Rock, Oregon
Vice President of Hoose China Trade Services, Inc.
She also is experienced in China trade matters, and has been in the People's Republic of China three times on business with Dr. Hoose. Also, she has worked on U.S. trade and business matters during recent separate trips to Japan, Taiwan and Hongkong. Mrs. Hoose is listed in Who's Who of American Women. Her affiliations include:
Assistance League of Southern California
Bel Air Guild for Children's Hospital
National Art Association
Women's Committee for Los Angeles Philharmonic
Her family background: Of English, German and Scandinavian descent - her family has been in America since before our Revolutionary War. Her father is George Johnston, a rancher in Eastern Oregon. Her mother was a member of the Dick family. Mrs. Hoose's great grand parents reached Oregon by covered wagon from Illinois and her family has raised cattle and

11. Marital and Family Status (Continued)

Wife (Continued):

wheat in the Pendleton area of Eastern Oregon since that time.

Children: Dr. and Mrs. Hoose have six children - two boys and four girls. All but the youngest, Georgia Pettus Hoose (G-G), aged fifteen, have grown up and are busily engaged in their respective careers. Both parents were married once previously, so three of the children are from Dr. Hoose's previous marriage:

Winston Pettus Hoose - Trust Officer with United California Bank, in San Francisco.

Barbara Catherine (Hoose) Millburn - She is an Executive Trainee with Bank of America, San Francisco.

Theodore Harned Hoose - He works in a market in Newport, California

One of the Hoose's daughters is from Mrs. Hoose's previous marriage:

Lisa Loree (Windsor) Lopez - She is a Cashier for Pacific Tel. & Tel. Employee Loan Dept., Van Nuys, California

And two of the daughters are from Dr. and Mrs. Hoose's marriage:

Shelley Lynn Hoose - A university student (3rd Y at U.S.C., now studying for a year at Montpellier University, in southern France.

Georgia Pettus Hoose - aged fifteen - still at home. After completing her early years of education at Bonner School and Marlboro School in Los Angeles, G-G is a Sophomore at Palisades High, Pacific Palisades (Los Angeles), California.

12. Business Interests

In addition to his busy and successful law practice in the United States, which is based in Los Angeles, Hoose is President of a small family company, Hoose China Trade Services, Inc., which functions overseas. It provides services to U.S. corporations involved in business with China, including market analyses and studies, training for overseas work, overseas representation, negotiations, and work in Asia and within the People's Republic of China. Hoose China Trade Services, Inc. is an active member of the National Council for U.S. - China Trade.

Hoose China Trade Services, Inc. variously has provided in the past or is providing assistance to the following corporations or entities, among many others:

Armco Steel Corporation
Avco Corporation
Borg Warner
Byron Jackson, Inc.
Carnation Foods
Citibank - New York
Fluor Corporation
Fluor Engineers and Constructors, Inc.
Hercules Corporation
Insurance Company of North America
Martin-Decker Corporation
National Supply Corporation
Rand Corporation
Seabrook Foods, Inc.
Smith International Corporation
Stanford Research Institute (SRI)
Union Bank - California
Western Airbrake Corporation (WABCO)
Western Gear Corporation
Western Offshore Drilling Corporation

Chinese Connection

Missionary's Son Helps Smooth Way for Trade With Mainland China

Patience Counts More Than Profits, U.S. Clients Told: Sanitizing the Literature

Beware of the Jiggling Foot

By ROY J. HARRIS JR.

Staff Reporter of THE WALL STREET JOURNAL

LOS ANGELES—If you are a U.S. businessman interested in making a buck in China, as a growing number of businessmen are these days, there are some things you should know:

Don't treat the Chinese who is pouring the tea like an underling; he may turn out to be the overling.

Don't expound on how good your company is at making money; it will only make the Chinese suspicious. Talk, instead, about the good your products do for the people who buy them.

Watch for the jiggling of a Chinese foot under the table; if it starts, you may be in trouble.

Don't make a pass at a Chinese woman, because if you do, you are in trouble.

That's the sort of advice being handed out by Harned Pettus Hoose, a self-styled expert in the little known field of doing business in China, and while the benefits of his services are sometimes questioned, he has built a thriving business based on his claims to expertise.

Mr. Hoose, 55, is president of Hoose China Trade Services Inc., a concern which advises U.S. companies and trains their personnel in the intricate, complex and sometimes highly-postured practices involved in lining up business in the People's Republic of China. As such, he is a prominent member of the "gang at the Fang," an exclusive group of some 20 China traders who congregate at the Tung Fang hotel in Canton on business visits to the Chinese Trade Center.

They are all there for one purpose: to smooth the way for trade relationships between clients back home and the world's most populous country. While there is no great clamor there to buy capitalist consumer goods, there is growing interest in buying sophisticated machinery and even entire industrial plants, as well as in selling China's own raw materials and products to the West.



The dollar amounts to date aren't astronomical, but the growth is healthy. Some \$2 billion has flowed from China to here since trade channels cracked open in 1972, several millions of which have gone to clients of Mr. Hoose.

The China trade growth has set him up in a thriving business with a six-figure salary, although he would never mention that in his dealings with the Chinese. It also permits him to drive a glistening new Mercedes, but he wouldn't bring that up, either. Instead, he emphasizes his one-time job driving a Yellow cab. A cab driver, he explains, is a respected calling in the eyes of the Chinese. He plays down his real profession of lawyer because they are regarded as "corrupt manifestations of capitalism."

Accepting the Middleman

The business is not one without obstacles. The U.S. Departments of State and Commerce, for example, intimate that it is unnecessary to use intermediates such as Mr. Hoose to do business in China. Officials note that Boeing Co. recently sold \$150 million of jets there with no help from Mr. Hoose or his counterparts. And if a fledgling China trader needs help, the U.S. government has it to offer, they add.

They also note that many a deal falls through even with the help of Mr. Hoose or of other consultants; and that the success rate is no better than 50% even when talks have progressed to the point of a negotiating team going there.

Mr. Hoose concedes all that, but insists that the reason many deals flop is that untutored Yankee traders fail to verse themselves in Chinese ways of doing business. "The Chinese have a culture that accepts the middleman," he says, noting that the U.S. itself has been using one named Kissinger.

Further, talks with present and past clients of Mr. Hoose turn up a number of impressive, if sometimes qualified, endorsements. "He's damn near as good as he says he is," says an official of Hercules Inc., a big chemical concern.

"A Great Shortcut"

Another Hercules official, Robert Leahy, general manager of the company's organics department, adds that Mr. Hoose trained Hercules executives so well the company doesn't have to rely on him any more. "What he essentially did for us was to train our own people so that I feel now we can deal with the Chinese directly," Mr. Leahy says.

One former client, Murry Berger, president of Springs Mills Inc.'s Seabrook Foods unit, says, "an astute businessman can do this himself." But he adds that Mr. Hoose "is a great shortcut."

Mr. Hoose isn't Chinese himself and he certainly doesn't look Chinese (he's 6'3" with a pointy waxed mustache), but he claims special clout in his business dealings there. For one thing, he was born there to missionary parents, spoke Chinese before English and lived there before he came to the University of Southern California (where he drove the Yellow cab).

He also went back during World War II to fight as a guerrilla against Japanese invaders. By the time he got his law degree at USC the Bamboo Curtain had dropped, and Mr. Hoose lost direct contact with China—but so did everybody else. Thus, when for-

Please Turn to Page 17, Column 1

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PACIFIC COAST EDITION

FRIDAY, NOVEMBER 7, 1975

MICROWAVE TRANSMISSION—RIVERSIDE, CALIF.

THE WALL STREET JOURNAL

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Page 1

Chinese Connection: A Missionary's Son Smooths Way for U.S. Traders

Continued From First Page

mer President Nixon was planning his 1972 trip to China, expertise was scarce, and Mr. Hoose was asked to be an adviser.

In a way, Mr. Hoose owes his job to Mr. Nixon, because that visit opened the trade gates, and Mr. Hoose, who had opened a consulting concern, was swamped with inquiries. He has concentrated on China trade ever since. He has lectured thousands of businessmen, trained 300 in the nuances of China trading and sent 75 of them there for trade talks, often going along himself.

In 10 trips since 1972, the ebullient Mr. Hoose has become so well accepted there that friends greet him with a Chinese name—China Splendor Hoose—as they do his wife Georgia—Beauty With Dignity Johnson—who frequently goes along.

A big part of Mr. Hoose's work is keeping up with what the Chinese want to buy or sell, by reading transcripts of broadcasts and reams of published materials. He also gleans intelligence from two researcher-secretaries here and two consultants in Hong Kong. His research enables him to reject out-of-hand some 10% of the deals brought to him. One such was a proposal to build luxury office buildings, a project hardly in tune with the Communist dream.

When a project does seem feasible, Mr. Hoose sends a formal query to one of nine Chinese government trading companies, and it's then that the hard part starts for his clients—waiting. "Perhaps my biggest job is holding the hands of company representatives," says Mr. Hoose. "By U.S. standards they have to wait incredible amounts of time. Three or four months may go by before you get a favorable response to a trade request, and that's just the beginning. Closing a deal may take six months to two years."

It may also take a lot of money. The cost of setting up a small, simple trade relationship may top \$10,000, and a major one requiring several trips can run into hundreds of thousands. (Mr. Hoose charges on the ba-

sis of his time and effort rather than on a commission basis and often saves clients money by combining several projects in one trip.)

While awaiting reaction from China, Mr. Hoose turns to tasks such as sanitizing corporate literature to do away with offensive phrases like "Red China" and "Free World." He also deletes pictures of well-barbered executives behind big desks and urges replacing them with shots of the same man in what the Chinese call his "working posture"—sleeves rolled up, wearing a hardhat and chatting with workers on a job, for example.

Crowing about profits is also censored. "In some publications a company is likely to say that it grossed \$1.5 billion last year," Mr. Hoose says. "Well, that's useless to the Chinese; they want to know what you produced—200,000 trucks or whatever. It's the functional value, the value to the people, that they are interested in."

Hint: A Bland Cable

The first hint of interest from China may be a bland cable seeking more product information. The clients are often despondent, but not Mr. Hoose. "The Chinese are mighty frank if they don't want to do business," he explains.

Now the sanitized packet of product literature is whisked off and phase two of establishing the Chinese connection begins. It is often a perplexing process for the U.S. businessmen.

Lesson one is a visit to a mansion in suburban Brentwood once owned by reclusive film star Greta Garbo, but now headquarters of Hoose China Trade Services. Instead of plunging into a rigorous indoctrination, the clients are given a leisurely, exhaustive tour of the house. They are shown in minute detail such highlights as the Hoose collection of pigeon flutes, tiny piped instruments that Chinese of dynasties past would attach to captured birds; released, they made music as they flew.

Some of the students, versed in the American business ethic that time is money,

soon become fidgety, but Mr. Hoose remains unruffled and inscrutable. Maybe it's a bore, but Mr. Hoose insists that the students are getting invaluable training in the patience it takes to cope with a decision-making process in China that is radically different from U.S. practice.

While executives here frequently make important decisions on the spot, there they are made by committee action, and the aim is a consensus rather than the compromise often reached by committees here. It can be an exhaustive process, so Mr. Hoose feels that his patience-trying training can be vital.

Training also involves some pretty mundane matters such as how to use chopsticks and the taboo against taking pictures without permission and how to deal with Chinese women (hands off at all times).

Learning the Mannerisms

It also enters some esoteric areas such as interpreting Chinese mannerisms. "I get very anxious for our side when the Chinese become super-polite," says Mr. Hoose. The warning signs: "Their voice levels drop. The tenser they are, the quieter they become."

When a danger level is reached it is hard to spot, because it doesn't show up in a frown or in finger tapping but takes place under the table: The irritated Chinese jiggles his foot.

That was the tipoff once at a dinner when the Chinese host, an important trade official, asked Georgia Hoose her views on Chinese society. A very direct woman, Mrs. Hoose began talking about the lack of personal freedom, and an icy politeness surrounded the host.

A glance under the table confirmed Mr. Hoose's worst fears: The host was jiggling his foot. He shot some meaningful looks at his wife, but they didn't penetrate. Finally, the official turned to Mr. Hoose and said in Chinese, "please begin to tell her to stop. I am starting to have feelings of rage."

Mr. Hoose has been guilty of a few gaffes of his own. One lesson he learned the hard way: Never underestimate the Chinese who pours the tea at the first negotiating session. When it came to the final round of bargaining, he was in charge. "Watch out for the

underlings, they can be the overlings," the enlightened Mr. Hoose remarks.

Business Takes Back Seat

Once a U.S. team finally goes to China for talks, its members find business takes a back seat to four or five days of meetings with officials, banquets and sightseeing.

When the Chinese are at last ready for business, they ask for an agenda, then ignore it and use their own. Talks open with a salvo of questions—"an avalanche that often forces an adjournment while you find out what kind of alloy is in a certain screw," says Mr. Hoose. "That's when our side learns what the Chinese have been doing all those months." One company, for example, was surprised to find that the Chinese had made a thorough study of how the company treated natives in undeveloped countries where it had operations.

Enter the Money Man

Finally, when success appears at hand, the Chinese introduce an entirely new element—the money man. In an abrupt switch of climate, he introduces lofty demands such as 10 year guarantees on equipment and the presence of on-site engineers for two years as part of the package. Part of this is probing to see how far the Americans will go, but part is that labor is so cheap in China that "they just don't understand the cost to us," Mr. Hoose says.

The Chinese may also muddy the waters by bringing in competing offers from other foreign suppliers. Or they may buy time by sending the visitors off on another sightseeing trip.

By this time the U.S. businessmen are often close to despair at ever closing a deal. Then, they are called back for resumption of official talks and are further astounded to find that everything has been worked out and almost magically falls into place.

July 8, 1975

Mr. Tom Holzel,
President,
Atlantic Alpine Club,
125 Riverside Drive,
New York, N.Y. 10024.

Dear Mr. Holzel:

Thanks for your letter of June 24. Lynn Pascow, of our staff, accompanied the AAU Track Team on its travels. During one meeting with Kuo Lai, of the Sports Federation, one of the US track people brought up the subject of mountain climbing. Kuo Lai made the following comments, which I have paraphrased: "There is no chance. All mountains worth climbing are in border regions and these are too politically sensitive." I hate to always be the bearer of bad tidings, but I thought you would want the facts. Don't give up! but I can't say things seem too encouraging on this end.

Yours very truly,

George Bush
Chief, US Liaison Office

From the desk of
GEORGE BUSH

Lynn P

WJL 7 22/16

This guy writes great letters— quite interesting.

any thoughts on how we can help him....

please return.. GB

Gov 2a
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exchange??

Atlantic Alpine Club

125 Riverside Drive
New York, New York 10024

June 24, 1975

Ambassador George Bush
Peking
Department of State
Washington, DC 20520

JUL 3 1974

Dear Mr. Bush:

Thank you so much for your gracious response, even in the face of such objective adversity. At a time when the Club has become pretty discouraged at the intransigent silence of the Chinese to our climbing request, your cordial reply was most heartening. Thanks also for the Hong Kong paper and the commemorative stamps. One of them depicts climbers approaching Mr. Everest (which the Chinese call by its Tibetan name "Qomolangma Feng"--a new transliteration to replace Chomo Lungma) and depicts the expedition of 1960.

I had the People's Daily article on Everest translated by my Chinese laundry man (some of whose relatives I am sponsoring for immigration to the U.S.), and it is interesting to compare the paucity of detail presented to the home audience with the far more detailed account the PRC felt was necessary for the West.

The first announcement of the Chinese ascent of Mt. Everest came after my initial note to you and buoyed our spirits; if the Chinese were not legitimately successful, their climb might serve to remove any sense of inferiority which might have detracted from a positive response. Perhaps now, we hypothesized, the Chinese could afford to act magnanimously--be our "guides" as it were--for another attempt from the north. If we were to repeat their success, it would have been they who had blazed the trail. If we failed, it would simply mean we were less able.

But the article in the Ta Kung Pao newspaper revived some earlier fears. The photographs purporting to show the climbers at the summit could hardly have been better planned to avoid any possible verification of the locale, a mistake the Chinese made on their previous claimed Everest success (1960) when they released a photo of the background scenery which belied its supposed altitude, and was later found to have been copped from an earlier Western 16mm motion picture

frame. Nor is the description of the ascent all that compelling. (See my comments to Ken Wilson, Editor of the British magazine Mountain.)

Of course all these criticisms may really be addressed to the supposed Oriental passion for inscrutability which in this case seems to feel it more important to provide a wealth of political exhortation than an accurate description of fact.

If the Chinese did fail again, they certainly won't let anyone retrace their route and discover the obvious discrepancies. Thus, we must work on the assumption that they were successful, in which case our chances may be better than ever. The question now becomes: How can we capitalize on their success?

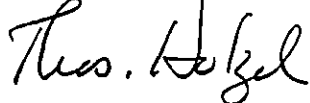
The only remaining unclimbed route of interest on their side is the Norton Route, which breeches the 28,000 foot barrier via the Great Couloir. This is the route we suggested in our proposal and would take us right past the terrace where Mallory or Irvine should be found at 26,000 feet.

Perhaps it might help if we asked the Chinese to act as our guides and we did not take our best climbers, so there would be no chance of the U.S. contingent outstripping their Chinese hosts. Perhaps an expedition could be mounted under the guise of science. The chemical oxygen system we have developed (but not yet tested) would permit even the least able party functionary to make a creditable showing on the Mountain and gain great face for a minimal effort.

But, speculation of this type is just so much "Blue Sky." The response must come from the Chinese themselves, and we can only hope that the circumstances will now permit it. Again, let me thank you for your interest and encouragement. It is most appreciated. Perhaps you can button-hole their Minister for Sports for an answer. Perhaps, they may even be delighted to show us the way.

With best wishes,

ATLANTIC ALPINE CLUB



Tom Holzel
President

MY COMMENTS:

1. The altitude the Chinese give for their final assault camp is 8,680 metres which is above the second step by every reckoning including their own, even if one adds the additional 40 metres of height they claim for the mountain.

2. The Chinese also say their final assault camp (8,680) is one half kilometer from the summit. Since they cannot be speaking of vertical distance (which would make Mt. Everest 9,180 metres high) they must mean horizontal distance. The German-Austrian map of Mt. Everest with a scale of 1:25,000 puts the start of the final pyramid $\frac{1}{2}$ km from the summit. The Michael Spender map of 1935 puts the second step $\frac{1}{2}$ km from the summit. Neither of these spots will do. The closest tent site on the northeast ridge is at the base of the first step, one assumes; or below the ridge some 150 feet beneath the base of the second step right in the great couloir. Very confusing.

3. G. Marsh Tenney, a physiologist at Dartmouth College who specializes in biological problems of hypoxia at high altitudes has suggested that my claim that no acclimatized mountaineer will ever climb Mt. Everest without oxygen equipment is true only because no such person has ever tried. He means by this that Europeans will never be able to acclimatize to the same extent that the Peruvian Indians have done so--both environmentally and biologically (i.e., hereditarily). Thus the Chinese claim that their climbing team reached the summit without oxygen for climbing may be slightly more believable in view of the fact that 8 of the 9 members were Tibetans.

Nevertheless, I have seen no evidence to upset my climb rate chart, so the Chinese claim to have travel from the first step (Camp 8680) some 250 yards to the base of the second step along a ridge requiring fixed ropes, and then to ascend a hundred-foot high 60-70 degree glassy rock slope with a 3-metre high verticle wall in one and a half hours seems utterly impossible to me without continuous oxygen.

4. No mention is made in the ascent account about any long traverse along the final ridge. Rather, the Chinese ascend two 150 meter slopes and are suddently 50 meters from the summit. Perhaps there is such a route behind the ridge line shown so well in Everest the Unfinished Adventure, plate 60.

IMPORTANT: Except for my recitation of the Chinese climb, I hope you will not attribute any critical comments to me or the Atlantic Alpine Club. We have made a strong bid to the Chinese (which fact we also do not wish made public), and any adverse comments might be harmful to our attempt. If and when we are definitely shot down, I will give you the whole fascinating story; until then, mum's the word. PLEASE!

UNITED STATES LIAISON OFFICE
Peking, People's Republic of China

June 10, 1975

Tom Holzel, Esq.,
President, Atlantic Alpine Club,
125 Riverside Drive,
New York, N.Y. 10024.

Dear Mr. Holzel:

Though my recent letter to you was rather discouraging about your chances of doing any climbing inside the PRC, I remain most impressed by your letter to me.

I got thinking about it, and thought that maybe you would like to have the attached set of commemorative stamps on Mountain Climbing in the People's Republic of China.

Also attached is a copy of Ta Kung Pao, a Hong Kong newspaper that accurately reflects the PRC line. There is a story and pictures in this on Mountain Climbing.

Sincerely,

George Bush
Chief, US Liaison Office

Enclosures

From the desk of
GEORGE BUSH

IMMEDIATE ACTION
for BUSH signature

POL - Mr. Anderson

Don,

This is a very well-written letter,
and I would like to give him a sensible,
thoughtful reply. Are you in charge of
mountain climbing?

GB

5-12-75

UNITED STATES LIAISON OFFICE
Peking, People's Republic of China

May 29, 1975

President Tom Holzel,
Atlantic Alpine Club,
125 Riverside Drive,
New York, N.Y. 10024.

Dear Mr. Holzel:

I have read with great interest your letter of May 1st concerning the Atlantic Alpine Club's desire to explore the fate of the two British climbers, Mallory and Irvine. It is a fascinating project, but one, I fear, that faces many obstacles.

As I am sure you are aware, the People's Republic of China has never allowed foreign climbers to operate from the Chinese side of the Himalayan mountain chain. Although I could be wrong on this, it is my recollection that the Chinese have never even publicly acknowledged that foreign climbers have reached the summit of Mount Everest. Finally, the region of southwest China, and particularly Tibet, has been closed to foreigners for many years. The only exceptions are the Nepalese Consulate in Lhasa and the rare visitor who is permitted to go as far as Szechuan. The entire area is one of great political and military sensitivity for the Chinese.

Thus, I am afraid that I must be very pessimistic about the chances of your receiving a positive response to your proposal. I can appreciate, however, that you would like a formal reply to your letter, and if the appropriate opportunity arises, I will be glad to ask if a reply has ever been sent.

I am genuinely sorry that I can't offer you more encouragement for your project, but I'm afraid that this type of cooperative venture with the Chinese is something that will have to await further development of our relationship.

With best regards,

George Bush
Chief, US Liaison Office

P.S. Thought you might be interested in the attached edition of the People's Daily on mountain climbing.

Atlantic Alpine Club

125 Riverside Drive
New York, New York 10024

May 1, 1975

Mr. George Bush
Chief of U.S. Liason Office
Peking, China

Dear Mr. Bush:

Enclosed is a Xerox copy of an article speculating on the fascinating mystery of the fate of Mallory & Irvine. These two British climbers were last seen less than 900 feet from the top of Mt. Everest in 1924 before intervening clouds lost them to view. Whether they reached the top before perishing on her slopes has been a subject of continuous speculation undiminished by the years. For several weeks a fury of letters responded to a 1971 review of the article in the London Sunday Times.

As unlikely as it may seem, the solution of the mystery may still be possible. If, as seems most likely, M & I died high on the slopes of Mt. Everest, their bodies would still be there. Their path is well known and the mountain is nearly free of snow at that altitude during the climbing season. (If they fell all the way to the bottom, or off the East--Kangshung Glacier--side of Everest, both unlikely possibilities, they would lie forever buried.) A clue to the probable scene of the accident was the discovery of an ice ax belonging to one of them that was found on their route during an expedition which took place 9 years later.

The Atlantic Alpine Club, a small ad-hoc group of climbers, requested permission from the Peoples Republic to launch a joint Sino-American expedition to climb Mt. Everest via the same route attempted so many times by the pre-WW II British climbers. One of the implied goals of the attempt would be to look for any evidence of the M & I attempt. Mallory had a camera and he would undoubtedly have taken a picture at his highest point. The experts at Eastman Kodak say the film would be "fully printable" if properly handled. It would be a sensational discovery.

May 1, 1975
Mr. George Bush
Page 2

Although we can do nothing to influence the general political climate on which the permission we requested no doubt depends, we have tried to steer a course around the most obvious particular impediments.

We have no connection whatsoever with the American Alpine Club (which is in bad odor with the Chinese due to involvement in some indiscrete cold-war activities in the early Sixties). We do not seek to climb by way of the more interesting "Mallory Route" (because the Chinese purport to have climbed Everest that way) but by the still unclimbed "Norton Route." Because of our unique oxygen system, we can keep the size of the expedition down so as not to give the appearance of an invasion of climbers, sherpas and porters. Finally, we offer to structure the U.S. climbing team in any way that is attractive to our Chinese hosts--from young climbers of different regional backgrounds, to the most experienced "hard men" this country can offer.

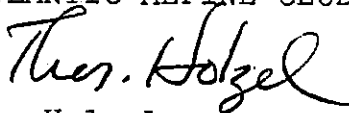
We are aware that the Chinese prefer to deal with requests such as these on a "people-to-people" basis, but we suspect also that unless this request generates a little additional horsepower, it too may lie forever buried.

Without asking you to endorse this project, would it nevertheless be possible for you or your staff to inquire on the fate of our proposal? We have asked for permission to climb in the Spring Season of 1976. A positive response by the Chinese as late as the Fall of this Year would still enable us to organize our end of the undertaking in time for a February start.

We realize there are far more pressing world problems than this obscure historical puzzle. Yet it has captured the fascination of generations of young people and climbers. Perhaps it will appeal to your sense of wonder too.

Very truly yours,

ATLANTIC ALPINE CLUB



Tom Holzel
President

TMH/sf
Enclosure

Mountain

17

Sept. 1971

Twenty five pence U.K. One dollar twenty five cents U.S.A.

George Leigh Mallory

The mystery of Mallory and Irvine

Could Mallory and Irvine have reached the summit of Everest in 1924? Expert opinion has so far concluded that they failed well short of their objective. In this new study, American Tom Holzel suggests that Mallory might have come far closer to success than was previously supposed.

Few subjects in the literature of exploration have so consistently commanded the attention of the public as the history of attempts to climb Mt. Everest. Publication of its record height in 1865 caused a growing interest among explorers which reached a climax in 1953, when the British, mounting the ninth full-scale expedition, finally succeeded in placing Edmund Hillary and Sherpa Tenzing Norgay on the summit of the highest mountain in the world.

The mountain had been climbed – for certain. What was not certain was whether Hillary and Norgay were the first men to reach that barren, inhospitable peak. This uncertainty went to the summit with Hillary, who made a brief reconnaissance there for signs of possible predecessors. And it is an uncertainty that remains today. For at fifty minutes past noon on June 8th, 1924, George Leigh Mallory and Andrew Irvine were sighted less than 800 vertical feet from the summit, before swirling clouds hid them from view. They were never seen or heard of again, and they left behind the unsolved mystery of whether they succeeded in reaching the summit before they died on the mountain's desolate slopes.

The First Attempt

Everest is situated on the borders of Nepal and Tibet, and early efforts to gain access to the mountain were discouraged by a strict

policy forbidding Europeans entrance to either country. It was not until 1920 that a British political envoy entered Lhasa and obtained permission from the Dalai Lama to explore this secret mountain.¹

The Reconnaissance Expedition of 1921 was unprepared for the magnitude of the task of climbing Mt. Everest. Nevertheless, George Mallory succeeded in reaching the West Ridge and the North Col, at 23,000ft.

From the West Ridge Mallory could see only the terrifyingly dangerous Khumbu Ice Fall, which appeared to block all access to the Western Cwm, whose end he could not see. The great blocks and treacherous slabs of broken ice seemed reason enough to discontinue exploration in that direction.

Then, on September 23rd, 1921, Mallory and two other climbers fought their way through gale-force winds to the saddle of the North Col. From there they could see a possible route to the summit via the North East Ridge. Mallory was satisfied: the mountain would 'go'.

Returning to England after their six-month reconnaissance, they drew up plans for an attempt on Everest in the following Spring. The plans contained some formidable innovations. Because the base of Mt. Everest lies one mile higher than the top of any mountain in the Alps, the proposed ascent presented challenges hardly considered in the

annals of mountaineering. To cope with this the 1922 Expedition proposed to employ oxygen breathing equipment – for the first time in mountaineering history.

In a sense, the equipment proved its worth. One exceptionally able team, comprising T. Howard Somervell, F. E. Norton, H. T. Morshead and Mallory, fought its way nearly to the crest of the North East Ridge at 27,000ft., but, without the aid of oxygen, could proceed no further. Another team, consisting of G. I. Finch and J. G. Bruce, managed – with breathing equipment – to exceed this height by 300ft. Although denounced as 'artificial' by many members of the Alpine Club and the Royal Geographic Society, sponsors of the expedition, the success of the oxygen equipment was not lost on Mallory.

Norton and Somervell's Attempt

The next attempt on the mountain was made in 1924 by an expedition which again included Mallory. A camp was established on the North Col on May 22nd, but severe cold and storm forced a retreat. The Expedition was unable to re-establish the camp until the precariously late date of June 1st. On June 4th, racing against the approaching monsoon, whose driving snows would prevent both ascent and descent, Norton, Somervell and three sherpas successfully placed their summit assault tent (Camp VI) at 26,800ft.

The following day, a perfect one for climbing, the two Englishmen set out for the summit. Near midday, at a height of some 28,000ft., the membranes of Somervell's throat, which were painfully cracked due to the dehydrating effect of the dry, frigid air, caused him such difficulty in breathing that he could go no further. Ensconcing himself comfortably in a little nook, he took out his folding Kodak camera and photographed Col. Norton who continued the climb across the vast North Face of Everest alone.

But soon Norton, too, reached the limits of his endurance. Gasping for air at seven breaths per step, he was only able to continue his gradual climb for another hour. At that point, at 28,126ft., the mountain presented terrain which required more energy to climb than will power alone could supply. Exhausted from his magnificent effort, Norton gazed briefly at the summit, 900 vertical feet away, and turned back – grateful only to be going down.

Mallory and Irvine's Attempt

With the return of Norton and Somervell, Mallory gleaned vital new information that confirmed suspicions first aroused by Finch's and Bruce's climb in 1921. Col. Norton had been defeated by simple 'exhaustion' rather than the more commonly encountered external barriers of severe weather or impossible terrain; and it was exhaustion brought on during the final hour of his ascent – a climb of only 80 vertical feet over truly 'easy' ground. Certainly, this feeble rate on such an easy grade with a respiration rate of seven to ten breaths per minute could not be attributed to fatigue alone.

Mallory therefore made two decisions. The first was to use oxygen in his final attempt, despite his original lack of enthusiasm for it.

Below: Norton pressing on alone during the final stages of his attempt in 1924. The summit and the Great Couloir, both greatly foreshortened by perspective, are in the background.



The second was to select 22-year-old Andrew Irvine as his climbing companion, instead of the more obvious candidate, N. E. Odell.

Certainly, Odell would have been the logical choice. He was more experienced, and was by now so superbly acclimatized that he was to perform effortlessly, without oxygen, an amazing series of high-altitude climbs in support of Mallory and Irvine. But Odell had little confidence in the use of 'English air' (as the sherpas first called oxygen), and indeed his performance without its aid was so exceptional that it was subsequently cited as evidence that oxygen was neither necessary nor helpful in climbing Mt. Everest. But Irvine, though a less experienced climber, had demonstrated a genius for nursing the delicate oxygen apparatus on which Mallory now decided to stake his effort.

On the morning of June 6th, 1924, at Camp IV on the North Col, Mallory and Irvine strapped on their breathing equipment and started up the first leg of their final attempt. Eight sherpas accompanied them with additional oxygen bottles and food, but four had to turn back short of Camp V (at 25,000ft.) because of altitude sickness. When they returned to Camp IV, they reported to Odell that Mallory and Irvine were "going strong".²

The following day, as Mallory and Irvine continued on to Camp VI, Odell moved up to Camp V in support, carrying an additional oxygen set. It was then that he received Mallory's last message, brought down by the four remaining porters. Requesting Odell to fetch a compass he had left behind at Camp V, Mallory closed his note by saying: "... we'll probably go on two (oxygen) cylinders - but it's a bloody load for climbing. Perfect weather for the job!"³

On June 8th, the day on which Mallory and Irvine were to make the final assault, Odell worked his way up to Camp VI, as scheduled, to deliver the oxygen set and the compass.

Picking his way up the vast expanse of Everest's North Face, Odell halted momentarily and, at a distance of 2,700ft., witnessed an incident that has fired the imagination and curiosity of mountaineers the world over:

"At about 26,000ft. I climbed a little crag which could possibly have been circumvented, but which I decided to tackle direct, more perhaps as a test of my condition than for any other reason. There was scarcely 100ft. of it, and as I reached the top there was a sudden clearing of the atmosphere above me and I saw the whole summit ridge and final peak of Everest unveiled. I noticed far away on a snow-slope leading up to what seemed to me to be the last step but one from the base of the final pyramid, a tiny object moving and approaching the rock step. A second object followed, and then the first climbed to the top of the step. As I stood intently watching this dramatic appearance, the scene became enveloped in cloud once more, and I could not actually be certain that I saw the second figure join the first. It was, of course none other than Mallory and Irvine, and I was surprised above all to see them so late as this, namely 12.50 (p.m.), at a point which, if the 'second rock step', they should have reached, according to Mallory's schedule, by 8.00 a.m. at latest, and if the 'first rock step', proportionately earlier."⁴

The sighting of the two climbers at a record altitude of 28,230ft. would ordinarily have sufficed to capture for them the credit for having attained it. But things didn't work out that way. Although Odell's view was the last ever of Mallory and Irvine, the climbers' mysterious fate has been the subject of continuous controversy ever since.

Since the Mallory and Irvine climb, three other expeditions have attempted the

mountain from the northern approach through Tibet. On one of these, the 1933 Expedition, Wyn Harris discovered an ice axe lying directly on Mallory's and Irvine's route to the summit. Expedition Leader Hugh Rutledge describes the find:

"... the moment the sun appeared, nearly an hour after they had left Camp VI, Wager sat down to remove his boots and rub his feet. Soon after this, about 60ft. below the crest of the ridge and 250 yards east of the first step, Wyn Harris, who was leading, found the ice axe about which there has been so much controversy. It was lying free on smooth, brown, 'boiler-plate' slabs, inclined at an easy angle but steepening considerably just below. It was in perfect condition, looking quite new. On the polished steel head was stamped the name of the maker - Willis of Täsch, in the Zermatt valley."⁵

Rutledge commented that a fall at the point where the axe was found was likely to have ended only after a long slide. He felt that it may have marked the point of an accident - one that probably occurred during descent. The ice axe was the last trace to be found of the ill-fated climbers.

All climbing ceased during World War II and was not resumed until the expedition of 1951. This and all subsequent attempts were undertaken from the southern approach through Nepal. No Westerners have been permitted to climb Mt. Everest from the north since the expedition of 1938, and the question remains: did Mallory and Irvine reach the summit of Everest before they perished on her slopes?

The Early Evidence

The principal early arguments to the contrary were somewhat marred by the natural bias of their proponents, who were mainly fellow Everest climbers and expedition members. It is well known that veteran climber Mallory and expedition leader Norton differed publicly as to which route should be followed to the summit. One can imagine the mixed feelings of Col. Norton, who was simultaneously carried to a world climbing altitude record and yet blocked from the summit by the route he had chosen. That he was more than a little proud of this record (which would immediately have been eclipsed had the Mallory and Irvine attempts been admitted) is evident from his undisguised chagrin when he learnt that subsequent theodolite measurements placed his highest point some 24ft. below the summit of Kanchenjunga, the third highest mountain.⁶

Norton continued to argue that Mallory's route was unfeasible, and added that had Mallory reached the summit he would have shone a light or put up a flare to signal his success. Norton persisted in this view, despite Odell's comment that he had noticed flares in the Camp VI tent on the day Mallory and Irvine made their final ascent, and had assumed that both flares and signal lamps were left behind to save weight.⁷ (Some signal equipment was found in the tattered remains of Camp VI by the climbers of 1933.⁸)

Hugh Rutledge, too, may have felt disinclined to interpret the Mallory and Irvine attempt favourably. He was, after all, the leader of two subsequent Everest expeditions, both of which were unsuccessful. Rutledge did achieve a Camp VI that was 700 ft. higher than Mallory's, but exhaustion forced his oxygenless parties to turn back at a point 100ft. below the 'second step' reached by Mallory and Irvine.

There is, however, additional, rather more objective, evidence against the 1924 team. Climbers who have reconnoitred the only apparent obstacle on the Mallory route - the 'second step' - have been very sceptical about whether it can be climbed. F. S.

Smythe, a three-times Everestier, explains the problems of the Mallory versus the Norton route:

"The clear issue was that, whereas Norton's route was practicable, it was obviously difficult and exacting and of a nature such as the mountaineer instinctively avoids. The ridge (Mallory's route), although a better route if it were practicable, was an unknown quantity. True, the first step did not look difficult, but between it and the second step the telescope had revealed a narrow and broken rock edge. The second step was a sheer cliff some 80ft. high and appeared impregnable to direct assault, taking into account the fact that strenuous rock climbing is impossible at 28,000ft. If it could be climbed there was no doubt that the difficulties would be shorter and the route less dangerous than Norton's traverse."⁹

Harris and Wager, and Smythe and Shipton, all of whom tried the Mallory route and were thwarted at the second step, contributed to the growing opinion that Mallory and Irvine could not have succeeded. In his book *Everest 1933*, Rutledge states:

"The reconnaissance made by Wyn Harris and Wager afforded evidence, which to my mind is conclusive, regarding the comparative merits of the routes favoured by Mallory and Norton respectively. The conditions on May 30th were sufficiently good to permit accurate judgement of the practicability of the second step. One cannot go so far as to say that a rock-climbing expert might not climb, or turn, this step in good conditions at Alpine levels; but I am satisfied that if Wyn Harris and Wager, both of them first-rate mountaineers, turned away from it, future parties will be advised to leave it out of their calculations. If, after arrival at Camp VI, they should find the slabs rendered temporarily impassable by a sudden fall of snow, they might make a further examination of the second step. But this should not, I think, be included in the plan of assault.

"I would strongly recommend single-minded adherence to Norton's route, which offers a practical certainty of success in good conditions. Provided that you can synchronize the arrival of two parties at the top of their form with the absence of snow and three, or preferably four, days of consecutive fine weather, I believe that the summit will be reached by Norton's route."¹¹

This consensus of climbing opinion has contributed much to the theory that Mallory and Irvine could not have succeeded in climbing the second step and were thus probably unsuccessful in attaining the final pyramid of Mt. Everest. However, careful reading of the reports of these frustrated climbers indicates that all avenues of approach to the second step had not been examined.

Not only were Harris and Wager exhausted by the altitude (they were not using oxygen) but, because of their weakened condition, they chose not to climb the first step up to the crest of the ridge as Mallory and Irvine planned to do. Instead, they took an easy traverse below the first step, which continued parallel to and below the crest of the ridge, ending some 100ft. below the base of the difficult second step. From this position it was impossible to attain a point from which the difficulties of the second step could be accurately assessed. Yet it was on this distant 'reconnaissance' that Rutledge based his crucial argument against the Mallory route.

Given that they were at 28,000ft., and had no oxygen, one can hardly blame Harris and Wager for preferring a further traverse towards the Great Couloir (i.e. Norton's route) to a struggle up to the second step of the Mallory route.



Above: A telephoto shot of the top section of the North Face. The line marked ——— indicates the line taken by Norton, Somervell and Smythe, and that marked - - - - - the route taken by Wyn Harris and Wager in 1933. Mallory and Irvine are thought to have followed the crest of the ridge itself, from the first step onwards. X marks the highest point reached by the face routes. H marks the Hornbein Couloir climbed in 1963. This and other photographs in this article loaned by The Mount Everest Foundation.

In his record of Norton's attempt, Somervell describes the difficulties of climbing at high altitudes without oxygen:

"... the altitude was beginning to tell severely on us. About 27,500ft. there was almost sudden change. A little lower down we could walk comfortably, taking three or four breaths for each step, but now seven, eight or ten complete respirations were necessary for every single step forward. Even at this slow rate of progress we had to indulge in a rest for a minute or two every 20 or 30 yards. In fact, we were getting to the limit of endurance. At a level of somewhere about 28,000ft., I told Norton I could only hinder him and his chances of reaching the summit if I tried to go any further, as an intensely sore throat added greatly to the misery of the fight. I suggested that he should climb the mountain, if he could, by himself, and settled down on a sunny ledge to watch him do it. But Norton himself was not far from the end of his tether. From my seat I watched him slowly rise, but how slowly, and after an hour I doubt whether he had risen 80ft. above my level. He realized that a successful issue to the fight was impossible, and after a little returned. We agreed reluctantly that the game was up. On the way to the summit was a patch of loose rock where it was desirable that two fit men should be roped together, but two men more or less 'done to the world' were unable to hope to reach the top within a good many hours, and it was now 2.30 in the afternoon.

"So with heavy hearts, beating over 180 to the minute, we returned and retraced our steps; but slowly, for even downhill movement at this level is rather hard and breathless work, and both of us required frequent rests for regaining our breath and resummoning our energy."¹²

Thus Harris and Wager were undoubtedly correct in surmising that Mallory's route should not be included in *their* plan of assault. What they failed to realize was that the use of oxygen is essential to the success of any upward effort above 28,000ft.

One possibility that is rarely mentioned is that of turning the second step to the east, just as the first step is turned to the west. G. O. Dyhrenfurth, in his definitive book on climbing in the Himalayas, not only dispenses with the possibility of climbing the second step, by more than doubling its supposed height, but goes on to claim unequivocally that it "bars the whole width of the North East Ridge and cannot be turned on either side."¹³

On the other hand, Frank Smythe, who has climbed the North Face of Everest several times, is far less certain of the impossibility of this obstacle. In recounting Wager's view of the South East Face, Smythe comments that "... it is interesting to note that ice is plastered to the south side of the second step, and it is just possible that the step can be avoided by an upward traverse on this side, though whether a climber can cut steps in an ice slope of 60°, or more, as the angle would appear to be, at 28,000ft. is another unsolved problem of Everest".¹⁴

Odell's sighting of Mallory and Irvine

Another argument against Mallory's and Irvine's success is based on an attempt to discredit Odell's report of their position, and, indeed, to discredit the fact that he ever viewed them at all. Odell himself cast some doubts on his having seen Mallory and Irvine on the second step:

"The 'second rock step' is seen prominently in photographs of the North Face from the Base Camp, where it appears a short distance from the base of the final pyramid down the snowy first part of the crest of the North East Arête. The lower 'first rock step' is about an equivalent distance again to the left. Owing to the small portion of the summit ridge uncovered I could not be precisely certain at which of these two 'steps' they were, as in profile and from below they are very similar, but at the time I took it for the upper 'second step'.

However, I am a little doubtful now whether the latter would not be hidden by the projecting nearer ground from my position below on the face. I could see that they were

moving expeditiously as if endeavouring to make up for lost time."¹⁵

This afterthought of Odell's is fortunately not based on fact. Ruttledge explains:

"Later on, Odell says that he saw the first of the two figures actually surmount the step within the five minutes of his last glimpse of them. Now it is highly probable that Odell did see the 'second rock step' through the break in the mists. It is not masked from about his view-point. Moreover the 'first rock step' does not need to be climbed — it is easily turned on the North Face. Therefore, if Odell saw figures at all, they were almost certainly approaching the 'second rock step', and one of them may have ascended it."¹⁶

Thus, if Odell saw Mallory and Irvine, they must surely have been on the second step. In Odell's initial report of his sighting there was no question of where he saw them:

"There was but one explanation. It was Mallory and his companion moving, as I could see even at that great distance, with considerable alacrity, realizing doubtless that they had none too many hours of daylight to reach the summit from their present position and return to Camp VI at nightfall. The place on the ridge mentioned is a prominent rock step at a very short distance from the base of the final pyramid, and it was remarkable that they were so late in reaching this place. According to Mallory's schedule, they should have reached it several hours earlier if they had started from the high camp as anticipated."¹⁷

It was only in subsequent rewrites that Odell expressed any doubt as to the location.

Other climbers have questioned whether Odell saw Mallory and Irvine at all. On the 1933 expedition, Shipton and Smythe were near the point from which Odell made his sighting. Shipton suddenly looked up and exclaimed: "There go Wyn and Wagers on the second step".

Smythe describes the scene:

"... Sure enough, there were two little dots on a steep snow-slope at the foot of the cliff. We stared hard at them and could have sworn they moved. Then, simultaneously, we



Above left: The final slopes seen from the 1933 Camp 6. The sky in this photo has been retouched in order to outline the ridge more clearly, and the summit tip, cut out in the original photo, has been simulated. Again ——— is the Norton/Somervell route and - - - - - that of Wyn Harris and Wager. Note the abortive attempt made by the latter pair to reach the top of the second step by using a couloir on the right of it.

Above right: An aerial shot of the North-East Ridge with the South-East Ridge (the 1953 route) on the left and the West Ridge on the right

Photography
realized that they were rocks. And, strangely enough, there are two more rocks perched on a snow-slope immediately above the step; these again looked like men and appeared to move when stared at. It was somewhere in the neighbourhood of Camp VI that Odell thought he saw Mallory and Irvine. The distance from this point to the second step is about one mile, and human figures would appear no larger than dots. Is it possible that he was similarly tricked by his eyes? His view of the North East Ridge was between shifting mists and lasted only a minute or two. The effects of altitude, tiredness, and the strain of climbing combine to impair the efficiency of vision. It was 12.50 p.m. when they were seen. Why were they so late? No one could possibly climb the second step in the short time that he saw them; it is quite 100ft. high, vertical for the most part and even overhangs in its upper portion. It is probably unclimbable and certainly desperately difficult. Odell, however, thinks that he may have mistaken the first step for the second step. If so, it is even stranger that they should have been so late. To reach the summit from the first step and return before nightfall would have been impossible, and Mallory was too fine a mountaineer to throw his life and that of his companion away on impossibilities. On the other hand, they may have decided to go on as far as they could and return by nightfall. Another point in favour of Odell's view of them is that it is certain that they reached a point very close to the crest of the North East Ridge, if not the crest of the ridge itself."¹⁸

The illusion of 'moving' rocks was perceived by Shipton and Smythe during not more than a few seconds. Certainly Odell, who had five minutes to view the climbers, would have had a much better opportunity to become aware of any optical illusion had there been one.

Smythe's analysis, however, squares neither with Odell's report nor the facts. The visual distance from Camp VI to the second step is nowhere near "one mile", but rather 3,000ft. — a distance at which limbs can be clearly discerned on the human figure. Odell states

plainly that his view of the two climbers lasted not "only a minute or two", but five minutes. Furthermore, his view was not through "shifting mists", but through an atmosphere that had "suddenly cleared". Finally, he could not have been "tired" or suffering from the "strain of climbing", or he would not have tackled "a little crag which could possibly have been circumvented", as a "test" of his condition.

In any case, there is never any hint in Odell's writings that he may have mistaken rocks for humans. Even Smythe, commenting later on the possibility of an illusion, believes Odell probably did see Mallory and Irvine: "It was a strange experience, especially in view of the fact that it was hereabouts that Odell saw Mallory and Irvine for a few moments between shifting mists. Was it possible that he was familiarly deceived, especially in view of the mists which may have enhanced the illusion of movement? I do not think he was deceived. His description is too detailed to allow a mistake in the first place: most important point of all, he describes one figure as moving up to join the other."¹⁹

It is essential to establish firmly that Mallory and Irvine were seen by Odell on the second step, in order to credit the climbers with success at least in reaching the final pyramid of Mt. Everest. If they were not seen at that point, there exists no basis of fact on which to anchor a train of logical deduction.

The Use of Oxygen
Coincident with the increasingly difficult terrain on Everest at 28,000ft. is the crucial problem of obtaining enough oxygen to perform any useful work. It should be noted that no assault team with any real chance of reaching the summit from the north has used oxygen in its attempt — except Mallory and Irvine. And, as noted, while the use of oxygen by these two climbers enhanced the success of their climb, it earned them the long-lasting opprobrium of the mountaineering fraternity.

Even a cursory glance at mountaineering literature of the day discloses an almost

universal prejudice against the use of oxygen by the early Everest climbers. Even Odell stated: "Acclimatization to an altitude of 28,000ft. has been demonstrated, and there seems no valid reason why it should not be possible to go over 29,000ft., or the top of Everest."²⁰

Raymond Greene, a physiologist who had done much research on the problem of using oxygen, referred to it as an "artificial attempt to speed up the ascent", and went on to say: "... In 1933, siege tactics, owing to the weather and not to any fault of organization, were overdone. But this admission should not be used as an argument for rush tactics, for the condition of the climbers at 28,000ft. was so good (sic) that there can be little doubt of their capacity in good conditions to climb Mount Everest without oxygen and without permanent harm."²¹

Col. Norton, expedition leader in 1924, felt much the same way: "... I still believe that there is nothing in the atmospheric conditions even between 28,000ft. and 29,000ft. to prevent a fresh and fit party from reaching the top of Mount Everest without oxygen."²²

Among prominent climbers, only Rutledge was sanguine about the need for oxygen: "... The tests of the Royal Air Force on their pilots indicate that oxygen-lack at very high altitudes causes quite sudden insensibility. I advocate that oxygen be taken to the highest camps for use at the discretion of the climbers. Given all equipment and the right weather, and sent up when they are at the top of their form, they should reach the summit."²³

The anti-oxygen school ruled all attempts on Everest from the north (except for the 1938 expedition when some use of oxygen was made). Yet recent experience indicates that failure to use oxygen virtually assured the lack of success of all such climbs on Everest.

Climbing Speeds
A chart plotting climbing rates at various altitudes on Everest presents a revealing

picture (see opposite). Extrapolation of even the most optimistic portion of the non-oxygen curve suggests that it would be almost impossible to climb the mountain without oxygen, for a zero climbing rate is reached at 28,500ft. In fact, the non-oxygen climbing rate would probably reach zero just at the highest point on the Norton route – slightly above 28,000ft. (This is not to deny that some day a grotesquely trained athlete will probably be dragged up Everest to 'prove' that the mountain can be climbed without oxygen).

The climbing rate curve is based on the assumption that the difficulty of the terrain remains constant as the altitude increases. In fact, on the northern route, the climb becomes abruptly more difficult at about 28,100ft. Four men were all brought to a standstill at that point.

By adding the key element, oxygen, Mallory and Irvine unlocked the barrier that was to hold back climbers for 29 years. This simple, crucial fact was not appreciated at the time and has frequently been ignored by mountaineers and historians in assessing the climbers' chances of success.

In his book *Camp Six*, F. S. Smythe demonstrates how carelessly the use of oxygen by Mallory and Irvine was weighed:

... Supposing, like Norton and Somervell, they had been impressed by the apparent difficulty of the North East Ridge and the impossibility of carrying an oxygen apparatus weighing about 35 pounds up the nearly vertical cliff of the second step – a formidable proposition at sea-level and most likely an impossible feat at 28,000ft., taking into account the clumsiness and inefficiency of the 1924 apparatus – and had followed the traverse route ... "24

The oxygen equipment described by Smythe was that used in the 1922 attempt. Odell is quite clear on the improved apparatus carried by Mallory and Irvine:

"The third expedition of 1924 was equipped with apparatus of an improved kind, including three cylinders of a specially light alloy ('Vibrac' steel), and a total capacity of 1,605 litres, or about 57 cubic feet, of oxygen. This amount at the prescribed continuous consumption of two litres per minute was to provide for a thirteen hours' climb, ascent and descent. The total weight was about 33lb; but it was later reduced to 22lb by discarding one cylinder and modifying the breathing apparatus."25 (Italics added).

The disputed efficiency of the 1924 oxygen apparatus must be judged by George Finch's and Geoffrey Bruce's phenomenal climbing rates of 1,000 vertical feet per hour from 22,700ft. to 25,500ft. and 900 v.ft./hr. from 25,500ft. to 26,500ft., when using oxygen for the first time in 1922. These rates are about 50% faster than any of those achieved by non-users of oxygen climbing on the north side of Everest. The average rate of non-oxygen-assisted climbing at these altitudes (25,000ft.) is in the neighbourhood of 350-600 v.ft./hr.

The climbing rate chart allows us to estimate Mallory's and Irvine's probable climbing rate using oxygen. Where the curve for the average rate of climbing with oxygen intersects the altitude between Camp V and the top of the second step, we get an estimated climbing rate of 390 v.ft./hr. This figure corresponds with the oxygen-assisted climbing rates achieved (on the South Ridge) by Bourdillion and Evans in 1952 (from 25,300ft. to 28,000ft. at 490 v.ft./hr.), and by Hillary and Norgay in 1953 (from 27,900ft. to 28,700ft. at 230 v.ft./hr.).

Mallory's and Irvine's Climbing Schedule
Mallory and Irvine had requested that expedition photographer Noel be prepared to photograph their progress over the second

step by 8.0 a.m. Assuming that Mallory intended to leave Camp VI at 6.0 a.m., this meant that he was calculating on a climbing rate of 800 v.ft./hr. – an estimate that he might have based on the climbing rates of 1922 as well as on his own climbing rate during the previous two days when, according to sherpas, Mallory and Irvine climbed very strongly from Camp IV to Camp V. At that altitude, a climb of 800 v.ft./hr. would indeed be swift, although it does lie within the relevant part of the oxygen climb curve.

If Mallory and Irvine *did* start at 6.0 a.m., their *actual* climb rate to the top of the second step, where they were seen by Odell, was 220 v.ft./hr. – a rate exactly matching that of Unsoeld and Hornbein (in 1963) in their climb from 27,900ft. to the summit by way of the difficult Horbein Couloir route.

Thus, the common suppositions that (a) 12.50 p.m. was much too late for Mallory and Irvine to have been seen on the second step, or (b) that malfunctioning oxygen equipment had caused the climbers to make a late start, do not appear valid. Instead, we see that:

(1) Mallory and Irvine were progressing over the very difficult second step at a rate comparable to that at which other climbers subsequently mounted similarly difficult terrain at that altitude; and, to accomplish that, their oxygen equipment must have been functioning perfectly.

(2) With a total oxygen capacity of 1,100 litres, administered at the fixed rate of 2 litres per minute, Mallory and Irvine, after climbing for seven hours, would still have had almost two hours of oxygen remaining when they reached the top of the second step

By culling all the available evidence, we have placed Mallory and Irvine at the top of the second step, 28,230ft. above sea level, at just before 1.0 p.m. on June 8th, 1924. What happened then is a matter of speculation, but it is speculation based on what we know of the personality of these two men, and on what we have learned between now and then of the conditions they faced. The following, again constructed from the best available evidence, is a scenario of the final hours in the lives of George Leigh Mallory and Andrew Irvine.

The two climbers could now see the last major barrier to the summit of Mt. Everest – the 700ft. final pyramid. In the foreground was a gently sloping snowfield stretching 150 yards across to the base of the final pyramid. That they were behind schedule was all too obvious.

Comparing the remaining oxygen with their actual climbing progress must have spurred them on relentlessly. For although their calculations showed that they might just reach the summit, it would be at the cost of exhausting their entire oxygen supply.

Gazing up at the rocks and footholds of the final pyramid, a mere 700ft. of medium-difficult climbing, Mallory must have felt a suffocating sense of frustration at the realization that once again Everest was going to defeat him. A simple attempt to climb a few steps at 28,300ft. without oxygen would quickly have brought home the fact that any effort beyond loitering was completely impossible.

The Ascent of the Final Pyramid

It would have been somewhere before the final pyramid that Mallory and Irvine were to face their greatest crisis. It was now after 1.0 p.m. They would be close to exhaustion from their desperate climb of the second step. A storm was approaching and they had only enough oxygen for less than two hours of climbing; perhaps enough for a suicidal attempt on the summit, but not nearly enough for a return to 28,000ft. where a non-oxygen descent would still be possible.

CONCLUSION

It is difficult to speculate realistically about the motivation of two climbers in such a situation. Faced with a distinct possibility of running out of oxygen near the summit, would any two men jeopardize their lives just for the chance of conquering the highest mountain in the world? One answer is given by the behaviour of Jim Whittaker and Sherpa Gombu during their successful ascent in 1963. The magic attraction of Everest's summit was no less diminished ten years after its first official conquest, as Whittaker and Sherpa Gombu, struggling up the South Ridge in high winds, stopped near the south summit to calculate their remaining oxygen supply. Whittaker worked out that if each dropped off one of their two oxygen tanks, thereby lightening their load, sufficient oxygen could be carried for a dash to the summit and a return to their precious cache. Each therefore dropped a tank, but as they proceeded with their climb it became obvious that a miscalculation had been made. Yet, by then, Whittaker, normally as cautious a climber as any mountaineer must learn to be, also felt the powerful attraction of Everest's summit; at a point where common sense dictated a return, he pushed on, reaching the summit just as he received the last breath of oxygen from his tank.

So it may have been with Mallory, particularly as he had the added incentive of becoming the first to set foot on the mountain's summit.

Yet there was another possibility which may have occurred to Mallory – a course of action which, in similar situations, occurred to both Norton in 1924 and Smythe in 1933: when two could go no longer, one might still go on alone.

The two hours of oxygen remaining in each man's apparatus suggests that each man was carrying one empty cylinder and one cylinder containing the remaining 240 litres of oxygen. It would have been possible for Irvine, with his demonstrated ability at handling the equipment, to redistribute the oxygen load by connecting his partially full tank to the spent one in Mallory's harness. This would have given Mallory 360 litres and a fighting chance at the summit, while Irvine could have turned back with his remaining 120 litres – a full hour's supply and enough to get him back to the breathable 28,000ft. level. Irvine's totally empty tank may well have been abandoned as a marker of this separation of their paths.

Irvine's Death

Having effected the oxygen exchange, and with the squall already on the climbers, Irvine would have descended as rapidly as possible to reach a safe altitude before his oxygen ran out. He may have reached the top of the second step in a matter of minutes, but the further descent would have been difficult. Without Mallory to guide him, in a cold wind, and with greatly reduced visibility, Irvine would have been descending at a painfully slow rate. By 3.0 p.m., just as his oxygen was about to run out, he would probably have reached the base of the second step. Perhaps dumping his now useless oxygen apparatus, and exhausted by nine hours of arduous climbing, he would begin his fatal traverse across the treacherous snow-covered slabs. Norton describes this part of the mountain which he traversed (some 500ft. below the actual Mallory route) in clear weather: "I found myself stepping from tile to tile, as it were, each tile sloping smoothly and steeply downwards; I began to feel that I was too much dependent on the mere friction of a boot nail on the slabs. It was not exactly difficult going, but it was a dangerous place for a single unroped climber, as one slip would have sent me in all probability to the bottom of the mountain. The strain of

climbing so carefully was beginning to tell and I was getting exhausted."26
Irvine, who had climbed higher and longer than Norton, must surely have been as exhausted. There is no evidence to say at what time he slipped and fell, although if the ice axe marked the point of his fall it would probably have been near the end of the squall, since the axe was found a full 250 yards east of the first step. Odell, who scrutinized the slopes immediately after the storm had cleared at 4.0 p.m., may have missed Irvine's fall by only minutes.

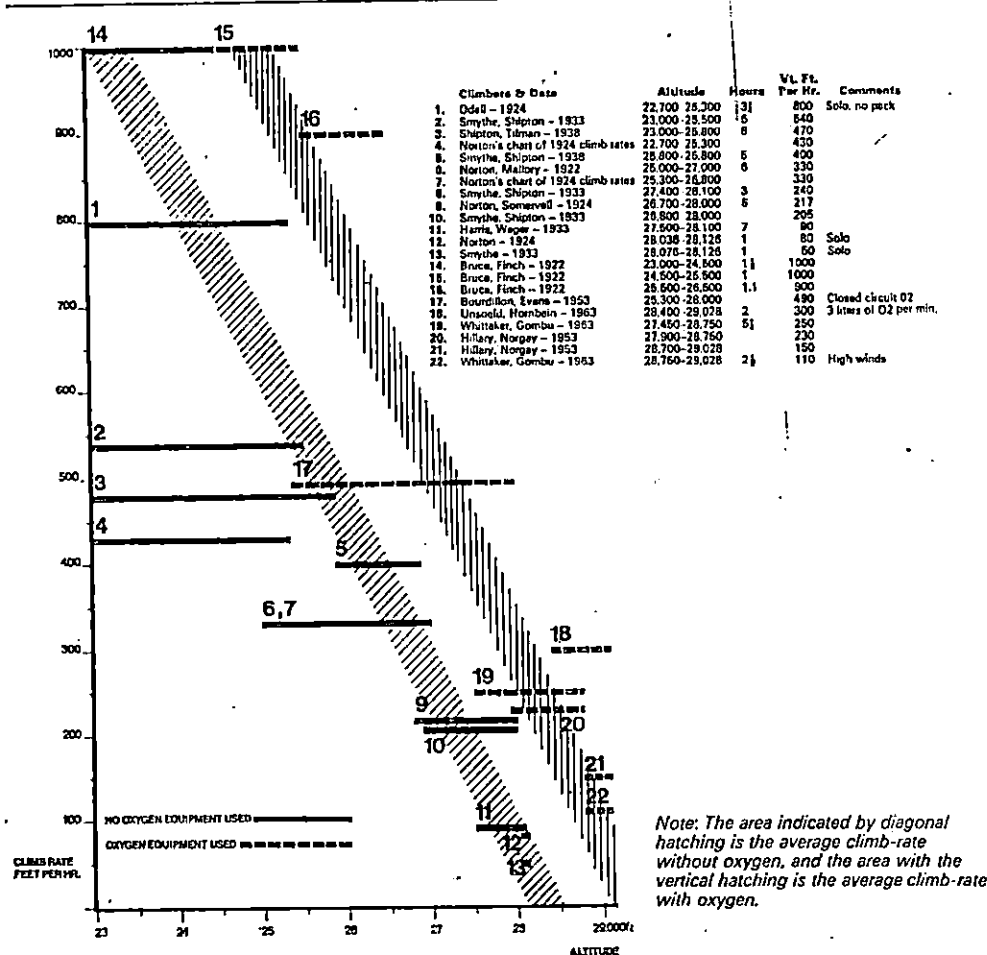
Mallory's Fate
Whether or not he left Irvine to descend by himself, Mallory had to decide which of three routes up the final pyramid was the safest under the worsening conditions. Rutledge describes these three routes:
"From here (the base of the final pyramid as reached by the Norton route) there seems to be a choice of three routes: one traversing back towards the final snow slope at the head of the North East Ridge; another more or less straight up the centre of the final pyramid, where there is a series of linked snow patches which indicate a line of weakness; lastly, a traverse along the face of the pyramid on to the great North West Arête. For my part, I think the second of these routes offers the best chance. The third involves a very long and difficult traverse and would probably exhaust a climbing party."27

With the weather getting worse, Mallory's only possible route must have been the continuation along the North East Ridge he had followed thus far. Because of his critical oxygen shortage, any type of traverse merely in the hope of finding an easier route up the final pyramid would have been out of the question. In all probability he would have decided to assault the peak by means of the rock ridge that appears to lead directly up to a break in the summit cliff.

How long would such a climb take? No one has ever climbed to the summit from the north (except perhaps Mallory and the Chinese). Unsoeld and Hornbein did climb the western North Face up to the perpetual part of the snowfield, but traversed to the West Ridge in their final assault of the summit. Their climb of the final pyramid, at an oxygen flow of 3 litres per minute, was about 300 v.ft./hr. Hillary and Norgay, approaching from the steep South Ridge, managed only 150 v.ft./hr.

If Mallory was relieved of the responsibility of the less strong Irvine, his climbing rate could have increased substantially. As there was no great difficulty involved in the remainder of the climb, it is unlikely that his rate would have been less than the 300 v.ft./hr. necessary to get to the summit with his remaining oxygen. He had the will, the strength, and adequate weather; without the burden of Irvine, he would have had enough oxygen to reach the summit of Everest by 3.0 p.m.

But his triumph would have been short-lived. With his oxygen supply exhausted on or near the summit, his descent would rapidly have become a nightmare of danger. Gasping at up to 20 complete respirations per step, vision and consciousness fading repeatedly with the slightest increase in exertion, and with muscles drained by ten hours of some of the most demanding climbing ever done, Mallory would have recognized only too clearly the inevitable cost of his victory. Stupefied by acute hypoxia and exhaustion, with the daylight hours slipping by, he would have had ever greater difficulty in forcing himself to continue his desperately slow descent. Would he have been capable of descending the pyramid? It is barely possible, but the descent of the 80ft. sheer cliff of the second step would surely have



Some Climbing Rates on Everest
This chart shows some average climbing rates achieved by climbers on Everest. All non-oxygen rates are from North Face climbs.

The purpose of the chart is to substantiate Mallory's and Irvine's most probable rate of climb. However, many factors mitigate this evidence. Most oxygen climb rates were achieved on terrain far steeper than that facing the non-oxygen climbers of the North Col. Oxygen users on the North Face would be expected to achieve faster rates than those achieved at the higher altitudes by the South and West Ridge climbers.

It is interesting to note the approach of the non-oxygen climb curve to the zero rate of climb at a theoretical 28,500ft. This is not to say that no climbing could be done above that altitude without oxygen. Jim Whittaker and Sherpa Gombu descended from the main summit and climbed the 30ft. hump of the South Summit (28,750ft.) without oxygen, but the effort almost killed them. The debilitating effects of sustained effort without oxygen above, say, 27,000ft. are so acute that it appears unlikely that any oxygen-less climber could ever climb fast enough to get close enough to the summit in good enough condition to make an ascent and return in one day.

been an insurmountable task. An alternative descent by Norton's route offered the faint possibility of several hundred feet of less extreme terrain. But could Mallory take a chance of descending this unknown route with his own path hopelessly blocked? Nothing short of the discovery of Mallory's body or the camera lent to him by Somervell can ever hope to give us the final clues needed to determine whether the summit was attained or how close the climbers came to reaching the safety of Camp VI. But there can be little doubt that at least one of the pair had an excellent chance of reaching the summit of Mt. Everest.

Whether, in retrospect, the achievement was worth the price is a question many would find it difficult to answer. What is awesome about the deaths of Mallory and Irvine is not the mystery, but the magnificent audacity shown by the climbers in challenging Everest. For, as Mallory once said in describing an arduous ascent of Mt. Blanc: "Have we vanquished an enemy? None but ourselves. Have we gained success? That word means nothing here. Have we won a kingdom? No... and yes."

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SUMMARY

Everest: North Face and North-East Ridge
The article discusses the events leading up to the disappearance of Mallory and Irvine in 1924, and postulates the theory that Mallory might have been able to reach the summit.

TH COPY

Atlantic Alpine Club

125 Riverside Drive
New York, New York 10024

March 28, 1975

Liaison Officer of the
People's Republic of China
2300 Connecticut Avenue
Washington, D.C. 20008

Dear Sir:

By means of the enclosed proposal, the Atlantic Alpine Club requests permission from the People's Republic of China to conduct a joint Sino-American expedition to climb Mt. Everest in the Spring of 1976. We should like to start the assault from the North Col of Mt. Everest and attempt to climb it via the Great Couloir route.

The Atlantic Alpine Club (which is not connected in any way with the American Alpine Club) proposes that six climbers from various parts of the USA be a part of the expedition, and that perhaps the Chinese team could also be comprised of climbers from diverse regions of the People's Republic.

A small Alpine-style assault of Mt. Everest is proposed rather than the huge expeditions usually required because of a unique, and highly efficient new oxygen breathing system that has been developed by the Club which should greatly simplify the logistics and increase the performance of the climbers. Its advantages are described in the proposal.

I should like to telephone you on April 10, 1975 so that we may set an appointment to discuss any questions you may have regarding this proposed cultural exchange trip.

Very truly yours,

ATLANTIC ALPINE CLUB

Tom Holzel
Tom Holzel
President

cc: All-China Sports Federation
Peking, PRC

March 28, 1975

All-China Sports Federation
Peking, People's Republic of China

Gentlemen:

By means of the enclosed proposal, the Atlantic Alpine Club requests permission from the People's Republic of China to conduct a joint Sino-American expedition to climb Mt. Everest in the Spring of 1976. We should like to start the assault from the North Col of Mt. Everest and attempt to climb it via the Great Couloir route.

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A small Alpine-style assault of Mt. Everest is proposed rather than the huge expeditions usually required because of a unique, and highly efficient new oxygen breathing system that has been developed by the Club which should greatly simplify the logistics and increase the performance of the climbers. Its advantages are described in the proposal.

It is sincerely hoped that this proposal will be looked upon by the representatives of the All-China Sports Federation as an earnest expression of mutual cooperation between the peoples -- mountaineers and non-mountaineers alike -- of our respective countries.

Very truly yours,

ATLANTIC ALPINE CLUB

Tom Holzel
President

cc: Liaison Officer of the People's Republic
2300 Connecticut Avenue
Washington, D.C. 20008

PROPOSED

SINO-AMERICAN MT. EVEREST EXPEDITION

The Atlantic Alpine Club of New York City wishes to propose a joint Sino-American mountain climbing expedition for the Spring of 1976 on those portions of Mt. Everest lying within the territorial boundaries of the People's Republic of China. It is proposed, subject to the goals and desires of the People's Republic, that the expedition contain six to eight alpinists from the United States and an equal number from the People's Republic.

The proposed ascent would commence at the North Col, which lies within the People's Republic approximately 4.6 km west of the Lho La pass from Nepal, and would traverse to and then follow the Great Couloir route. This is the only major route of Mt. Everest within the People's Republic of China that remains unclimbed.

The Atlantic Alpine Club believes that this unique expedition would be viewed as tangible evidence of the growing friendship between the citizens of the People's Republic of China and the United States. The common effort against the formidable challenges of an attempt on the world's highest mountain would be a significant symbol of the desires of the people of both nations to cooperate in the solution of difficult problems.

Attempts to climb Mt. Everest have not always succeeded. While weather remains the primary determinant of success or failure, one of the greatest unrealized factors mitigating against success has been the low efficiency of the oxygen breathing systems used. The oxygen systems employed almost exclusively on Everest have been open-circuit types which offer the climber only a slight advantage over the use of no system at all.

The Atlantic Alpine Club has developed a very special high-altitude breathing system, which it recommends for use on the proposed joint Sino-American expedition. This system is a highly reliable, closed-circuit chemical device that will permit a far more vigorous rate of activity at high altitudes than previous systems.

The Atlantic Alpine Club (in no way associated with the American Alpine Club) is a club with no admission restrictions and consists of accomplished climbers with experience in the United States,

Mexico and Europe. The Club strives to promote, through mountain climbing, the friendship of peoples and alpinists throughout the world. Should this proposal be accepted, the Atlantic Alpine Club would select a group of climbers who would be both representative of a broad cross section of the U.S. climbing community and who would do most to promote the goals of Sino-American cooperation. It is hoped and intended that the leader of a joint expedition would be an alpinist from the People's Republic of China.

The members of the Atlantic Alpine Club wish to thank you for this opportunity to present this proposal. The attached appendices present a map, information about the Club's oxygen system, and practical suggestions on the logistics of the proposed joint expedition.

It is sincerely hoped that this proposal will be looked upon by the representatives of the All China Sports Federation as an earnest expression of mutual cooperation between the peoples -- mountaineers and non-mountaineers alike -- of our respective countries.

THE ROUTE....

Approach March: There are essentially two approaches to the North Col of Mt. Everest from whence the assault would start. The simplest approach would be to reach the Mt. Everest region via the Khumbu Glacier. From here, it is proposed that the American group cross into the People's Republic of China by means of the Lho La Pass, where the two groups would merge. The Main Base Camp could be established on the Main Rongbuk Glacier.

An alternative approach to the Mountain would be to repeat the route of the pre-World War II English explorers, beginning the trip at Darjeeling and circling Nepal via Phari-Dzong, Kampa-Dzong, Shekar, Tingri, Chobuk and Rongbuk. Such an approach would have very exciting historical significance and might be the subject of an interesting retrospective article, "The Approach to Mt. Everest - Fifty Years Ago and Today." We would wish to defer to the People's Republic in the matter of choosing an approach route.

Ascent Route: From the Main Base Camp, an Advanced Base would be set up on the North Col in the same location as the one chosen by the early British climbers. This spot is well sheltered from the continuous winds sweeping across the Col. It is from this Advanced Base that the summit attempts would be launched.

A number of carries would be made to stock two high camps with food, fuel and oxygen. It is suggested that the first high camp would be placed at about 26,000 ft. Its purpose is essentially to serve as an emergency shelter should climbers encounter severe weather while ascending or descending between the Advance Base and the Assault Camp.

The Assault Camp would be placed at the foot of the First Step if the "Norton Route" into the Great Couloir is chosen. Or, if Frank Smythe's suggestion of traversing the North Face at 26,000 ft. is taken, the Assault Camp may be situated near the Great Couloir itself anywhere between 26,000 and 28,000 ft.

The attached map shows the proposed routes..

Mt EVEREST REGION

— PRC
— USA

Photocopy from George Bush Presidential Library



THE ATLANTIC ALPINE OXYGEN SYSTEM...

With two exceptions, all attempts at climbing Mt. Everest that used oxygen did so by utilizing open-circuit oxygen systems. The open-circuit systems are characterized by high-pressure oxygen tanks feeding into pressure reduction valves and then into the climber's mask. The complexity of these high-pressure systems and their vulnerable valving have caused many problems on the Mountain. A physiological disadvantage derives from the fact that the oxygen from an open-circuit is diluted with the thin outside air, reducing the concentration of oxygen delivered to the climber. In addition, the exhaled mixture is led to the outside air and lost even though only a portion of the oxygen inspired has been used by the body.

The oxygen system proposed by the Atlantic Alpine Club differs in many respects from the open-circuit systems. First, the Club's system is a closed-circuit breathing system. This means that climbers not only breathe 100% pure oxygen, but their exhaled breath (which still contains a large proportion of oxygen) is recycled, cleaned of CO₂ and then rebreathed until all oxygen is completely used up.

Second, the Club's oxygen system is chemical rather than high-pressure. This means it is a pressureless system with no heavy tanks, reducing valves, etc. Importantly, malfunctions in the system are simple to repair.

Third, the Club's oxygen system gives off heat (it is exothermic) and provides the user with oxygen with a very high humidity content. Both points are blessings to cold, dehydrated Himalayan climbers.

Finally, the Club's oxygen system automatically determines the rate of oxygen production by the exertion rate of the user. At high exertion rates, a 4 lb. cannister produces 100% oxygen for about one hour. While sleeping, the same cannister produces 100% oxygen for up to six hours. The rate of oxygen generation is determined by water vapor given off by the user's breath; the faster one breathes, the more water vapor is introduced to the superoxide chemical and the quicker the oxidizing reaction occurs. No controls of any kind are needed, nor are any judgemental factors required by the climber to attain the correct rate of oxygen production. The chemical

oxygen-producing cannisters employed are commercially available and have been used successfully for many years in mine rescue work. A similar system has also been tested at 8,000 meters on Mt. Everest when it was first used by the Swiss Everest Expedition of 1952. Unfortunately, the system used at that time was far too small to be of help to vigorously active climbers.

Thomas D. Bourdillon, who was the oxygen officer of the first successful Mt. Everest Expedition (1953) and who himself climbed to 28,750 ft. on Mt. Everest using a complicated high-pressure closed-circuit oxygen system, had this to say of open and closed-circuit breathing devices:

"The first three ascents...show clearly the great increase in performance given by oxygen apparatus and the very marked superiority of the Closed-Circuit over the Open.

"The results of this expedition suggest that the best combination of oxygen apparatus for very high altitude climbing is an Open-Circuit sleeping set giving a comparatively low concentration of oxygen and a Closed-Circuit climbing set... The use of a suitable peroxide offers the possibility of a very light climbing set if apparatus can be developed in which the rate of reaction is satisfactorily controlled."

(The Ascent of Everest, John Hunt, Hodder & Stoughton, 1953, page 262)

The Atlantic Alpine Club has developed precisely what Mr. Bourdillon envisioned: a closed-circuit, light-weight breathing system utilizing potassium superoxide as the chemical oxygen generator, with the rate of reaction controlled by the exertion level of the climber.

Since the Club's closed-circuit system varies its reaction rate with exertion, it eliminates the need for an open-circuit sleeping set.

The weight of the first prototype was 7 lbs. It is estimated that the production version of the system will weigh approximately 4 lbs. A photograph of the first prototype is enclosed.

U.S. CLIMBING TEAM...

The Club proposes that two of its members represent the East Coast climbers of the United States and that the remaining Americans be selected from climbing clubs in other regions of the U.S.A. It is the Club's intention to seek a climbing team that represents diverse sections of the U.S.A. and includes members from climbing clubs other than the Atlantic Alpine Club.

The two members proposed from the Atlantic Alpine Club are:

Tom Holzel (age 34), Vice President of Management Television Systems, Inc., a company that produces special event television programs over large national and international closed-circuit networks (such as World Championship Boxing, World Cup Soccer, etc.). Mr. Holzel is the designer of the Club's proposed closed-circuit oxygen system and the author of "The Mystery of Mallory and Irvine" (enclosed).

Joe Poindexter (age 39), Executive Editor of four magazines for university students and young professionals -- MBA, Juris Doctor, Medical Dimensions and New Engineer (copies enclosed). Formerly, Mr. Poindexter was an editor of Business Week.

Mr. Holzel is a graduate of Dartmouth College, Mr. Poindexter of Harvard University. Both have climbed in the U.S., Europe and Mexico.

Atlantic Alpine Club

125 Riverside Drive
New York, New York 10024

November 7, 1974

Dr. Henry A. Kissinger
Secretary of State
Department of State
2201 "C" Street, N.W.
Washington, D.C. 20520

Dear Mr. Secretary:

This is an unusual request for assistance in a matter that is both intellectually exciting and helpful to U.S. foreign policy.

The Atlantic Alpine Club is requesting that the People's Republic of China permit a joint Sino-American Mt. Everest Expedition to climb that part of the mountain inside China (Tibet) coincident with the U.S. celebration of its Bi-Centennial Anniversary. (See enclosed draft of request).

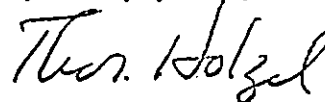
Many, many requests have been made to the People's Republic of China to climb this part of Mt. Everest and all have been turned down. The fascination of this part of Mt. Everest centers chiefly on the vigorous and unsuccessful attempts made by the pre-WW II British climbers, and particularly due to the mysterious disappearance of Mallory and Irvine, who may have "conquered" Everest before they perished there in 1924 (see enclosed article).

It is the feeling of the Atlantic Alpine Club that a fresh approach to the problem, which included tangible benefits to the Chinese might succeed where others have failed. Therefore, the concept of a joint Sino-American Expedition.

Because of the difficulty in knowing how to present this request in such a way that it will be assured a fair hearing and, because of the symbolic and political nature of any such expedition, it was felt that an expression of interest by your office to the Chinese might have a strong and salutary effect on the chances of the expedition becoming a reality.

May we request you take a few moments from your incredible schedule to consider this exciting matter? We have enclosed some background information on the subject and would be delighted to answer any questions you might have.

Very truly yours,



Thomas M. Holzel

TMH/ihg
Encl.

Business: 212-541-5950

Home: 212-724-5234



DEPARTMENT OF STATE

Washington, D.C. 20520

November 25, 1974

Mr. Thomas M. Holzel
Atlantic Alpine Club
125 Riverside Drive
New York, New York 10024

Dear Mr. Holzel:

The Secretary has asked me to reply to your letter of November 7 about the possibility of obtaining permission from the People's Republic of China (PRC) for a joint Sino-American expedition to climb Mt. Everest from the Tibet side in the spring of 1976.

The Department of State is in favor of scientific and cultural contacts with the People's Republic of China. At present the PRC, which has a steady stream of visitors from all over the world, is deluged with exchange proposals and visa applications from Americans. In view of the active interest of so many Americans in participating in exchanges with the PRC, and the sizeable number of requests for us to intercede with the Chinese Government on behalf of private proposals, I am sure you will understand why our support must be general rather than particular. This position is well known to the Chinese.

It is my understanding, too, that a number of American groups have made proposals similar to yours (including the suggestion that the expedition be a joint Sino-American one) but have not succeeded in gaining permission from the Chinese. One factor certainly is that the PRC very rarely allows foreigners to travel to areas such as Sinkiang and Tibet. The Bicentennial angle is new, as far as I am aware, but not that likely to tip the balance. If you would like to discuss that point, and the approach taken in the last paragraph of your draft proposal, please call Mr. Thomas S. Brooks on (202) 632-6300.

EA/PRCM
Dept of State

Zimmerman
CU/EA

20520

(drafted this letter)

copy to proposers:
All-China Sports Federation
Peking

To pursue your proposal, an appropriate channel is the Liaison Office of the People's Republic of China, 2300 Connecticut Avenue, N.W., Washington, D.C. 20008. I note that you intend to write to that office, and I suggest that in your letter you include as much detailed information as you can about the experience of the proposed American climbers and any commitments you may have for financing the expedition.

Sincerely,



Arthur W. Hummel, Jr.
Deputy Assistant Secretary for
East Asian and Pacific Affairs

Atlantic
Alpine Club

125 Riverside Drive
New York, New York 10024

(202) 655-4000
632-8041

November 12, 1974

Mr. Murry Zinoman
Department of State
Bureau of Educational & Cultural Affairs
2201 C St., NW
Washington, D.C. 20520

Dear Mr. Zinoman;

Thank you for the information on the Nat'l Committee on US-China Relations. I have contacted a Mr. Arne de Keijzer there and sent him an outline of our proposal. I have also sent Dr. Kissinger's office a copy of the proposal outline with a request for any possible assistance his office might be able to give this project on the diplomatic level.

The Times mentioned that Dr. Kissinger would probably make a side trip to China during President Ford's visit to the Far East. Could you find out if it would be at all possible for Dr. Kissinger to take a copy of our proposal with him on that trip? If there were even a small chance that he could, we would get the proposal put together in about two weeks, otherwise it would take quite a bit longer as we intend on doing a very thorough job of it.

Enclosed are copies of all the information we sent Dr. Kissinger. Please let me know what you suggest our next step might be.

very truly yours,

Tom Holzel
Tom Holzel

Business (212) 541-5950
Home: (212) 724-5234

THE DIRECT^{TV} VIDEO CORPORATION

TIME & LIFE BUILDING, Rockefeller Center, New York, N.Y. 10020 (212) 541-5950

December 27, 1974

Mr. Arne deKeijzer
National Committee on U.S.-China Relations
777 UN Plaza
New York, N.Y. 10017

Dear Mr. deKeijzer:

It was a pleasure meeting with you to discuss our forthcoming application to the PRC for permission to climb in Tibet. Joe Poindexter will bring you a copy of the final draft in the next few days. I hope you will be able to check it over. We welcome any comments you may have, from suggesting major changes to the slightest shift of emphasis or vocabulary.

After meeting with Joe, would it also be possible for you to write a brief note to the PRC Liaison Officer mentioning that we had met, and offering your opinion of our venture, our character, etc. I feel the more input the Chinese can get, the more comfortable they will feel in considering our proposal.

The oxygen system we have invented is finally finished. The last few parts came in last Friday and I have been waiting for this weekend to test it out with an impatience bordering on mania. Now I know again how kids feel about waiting for Christmas Day.

Andrew Harvard, the proposed leader for our climb has just had his book published about the American expedition to Dhaulagiri (1973), entitled "Mountain of Storm." You mentioned a relative who enjoys climbing literature; this would make an excellent New Year's Day gift for him. (If you would like to read it yourself, I would be delighted to lend you my copy.)

Best wishes for the holiday season.

Sincerely,

Tom Holzel
Tom Holzel

Atlantic Alpine Club

125 Riverside Drive
New York, New York 10024

October 14, 1975

Mr. George Bush
Chief, US Liason Office
Department of State
Washington, D. C. 20520

Dear Mr. Bush;

It looks like the Chinese did indeed reach the summit of Mt. Everest, thus laying to rest many suspicions. When the British team of Haston & Scott reached the top by means of the very difficult (and previously unclimbed) Southwest Face, they found the summit marker planted there by the Chinese.

What makes the Chinese success all the more remarkable is that their team apparantly did not use oxygen for climbing, but rather only to revive themselves when resting. All but one of the climbers were Tibetans, so, like the Peruvian Indians, they may already be genetically adapted to high altitudes. Nevertheless, it is a most remarkable performance.

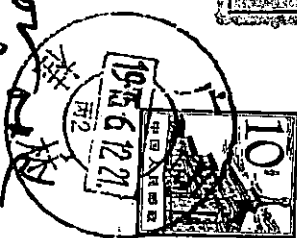
Very Truly yours,

Tom Holzel
Tom Holzel
President

*no reply
file to Hoover
processed
10/18/75
good letter!*



桂林南溪山



Am. Ambassador
Mr. George Bush
Liaison Office
of the U.S.A.
北京 美大使馆

Rovell in June 12 1975

Dear Mr Mrs Bush:

The Early xian delegation is just about to go out through Hong Kong, and we are being given a two-day treat of the scenery in this extraordinary place, including an 85 kilometer trip down the river through all ~~these~~ those mountains.

I have not thanked you for the very nice cocktail party you gave us early in our visit. It is a long time between American company and good martinis (or any). And I was able to get the Kites Mr Bush showed me, in Shanghai.

Sincerely

William Howells

June 17, 1975

Dr. William Howells,
Professor of Anthropology,
Harvard University,
Cambridge, Mass.

Dear Dr. Howells:

What a thoughtful note you sent under date of June 12 from Kweilin. I hope your visit proved to be full in every way. My only regret is that we really didn't do enough for you in Peking.

I was impressed with your delegation and was mighty pleased to make your acquaintance. I hope our paths cross again.

Warm regards,

George Bush
Chief, US Liaison Office

October 3, 1975

Ms. Jean Howard,
Andrews, Kurth, Campbell & Jones,
25th Floor, EXXON Building,
Houston, Texas 77002.

Dear Jean:

You were great to send me that clipping about the Deputy Secretary. I would really appreciate it if you would send me anything you see like that, large or small.

I am as proud of Jim as you are.
What a great guy. When I was in Washington I heard fantastic praise for him.

Warm regards,

George Bush
Chief, US Liaison Office

STATE OF CONNECTICUT
SUPREME COURT

CHAMBERS
OF THE
CHIEF JUSTICE

Box 1340
Hartford 06101

HARTFORD

April 28, 1975

Dear Ambassador Bush:

Thank you so much for your kind note about the marriage of Karen Elliott and my son Arthur.

We have known Karen over the last two years and are very, very happy now to have her as a member of the family. It was most thoughtful of you to write, and I want you to know how much Mrs. House and I appreciate your thoughtfulness.

With best regards,

Sincerely,

Charles S. House

Honorable George Bush
United States Liaison Office
Kuang Hua Lu, 17, Peking
Peoples Republic of China

HUANG CHEN

*Chief of the Liaison Office of
the People's Republic of China
in the United States of America*

Thank You

HAN HSU

*Deputy Chief of the Liaison Office of
the People's Republic of China
in the United States of America*

GB

January 17, 1975

Ambassador Huang Chen
Ambassador Han Hsu
People's Republic of China Liaison Office
2300 Connecticut Avenue
Washington, D. C.

Dear Amb. Huang Chen and Amb. Han Hsu:

I want to thank you both for the beautiful book that arrived here in Peking as a gift from you. Mrs. Bush and I have enjoyed looking at the fantastic Chinese art treasures.

I wish for both of you and your families a wonderful 1975.

Mrs. Bush and I are very happy in Peking.

Sincerely,

George Bush

Mrs. F. RICHARD HSU
1915 Winding Brook Way
Westfield, New Jersey 07090

September 2, 1975

File

Ambassador George Bush
5161 Palisade Lane, N. W.
Washington, D. C. 20016

Dear George:

Many thanks for your note of August 19, 1975, written from Peking.

I am happy to learn that you will be in Washington in the early part of September.

Would really appreciate it if you could find time from your busy schedule to see me for about an hour in Washington, at your convenience. There are a number of topics which I would like to discuss with you: RCA's various interests in the PRC, my own proposed trip to Peking in October with an RCA team, U.S. politics, foreign policy, etc. I look forward to receiving some advice and guidance from you on the above-mentioned subjects.

I will be in Washington on September 8 and 9 for the CCPIT Dinner and some RCA business. If it is possible for me to meet with you during this time, please do let me know. I will be staying at the Madison Hotel (telephone no. 202-785-1000). Otherwise, I could come down to Washington at another time convenient to you. My schedule is flexible and open after September 11.

I do hope that I will get a chance to visit with you and look forward to hearing from you. My telephone numbers are:

Office: (212) 598-4618
Home: (201) 233-5360

With warm regards.

Sincerely,

Ming

Ming Hsu
(Mrs. F. Richard Hsu)

*Rich says
"hello"*

MH:eca

August 19, 1975

Mrs. Ming Hsu,
Manager, International Marketing Planning,
RCA,
30 Rockefeller Plaza,
New York, N.Y. 10020.

Dear Ming:

Pardon my delay in answering your letter
of July 18.

I did see Dr. Hillier of RCA. He was a
distinguished member of a distinguished dele-
gation.

I may drop in at one of the social func-
tions of the next National Committee Meeting
in Washington, because I do expect to be there
the early part of September.

Warm regards,

George Bush
Chief, US Liaison Office

AUG 1 1975



Ambassador George Bush
Chief, United States Liaison Office
Peking
People's Republic of China

Ming Hsu
Manager, International
Marketing Planning
Telephone (212) 598-4618

Dear George:

July 18, 1975

Many thanks for your recent letter from Peking. I am pleased to hear that you enjoyed the pictures which I sent you of Betty and John Rhodes.

I want to let you know that Dr. James Hillier, Executive Vice President, Research and Engineering, of RCA will be visiting Peking for 10 days beginning July 27 as a member of the Electronic Industries Association's (EIA) delegation of major American electronic communications equipment manufacturers. A distinguished scientist and recipient of numerous awards, Jim Hillier will make a valuable contribution to the establishment of friendly contacts between American electronic manufacturers and the China National Machinery Import and Export Corporation.

I have no doubt that you will be receiving members of the EIA delegation and would greatly appreciate any assistance and guidance you can offer Dr. Hillier. I know that you will enjoy meeting Jim, and be sure that he tells you about the recent three-day visit to RCA by the delegation of Communications Engineers from Peking.

I look forward to seeing you during your next visit back to the States--have a great deal to talk to you about.

With warm regards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ming".

(Mrs.) Ming Hsu
MH:eca

Photocopy from George Bush Presidential Library

Post Office Box 1860
Newport Beach, California 92660
Phone (714) 540-9281 Telex: 655-402

Robert Q. Hughes

October 6, 1975

OCT 13 1975

Honorable George Bush
Chief United States Liaison Office
Quang Hua Lu 17
Peking
Peoples Republic of China

Dear George:

Betty and I have followed your career with considerable interest, and were pleased with your appointment to your current, important post. Our daughter, Greer Hardwicke, still has fond memories of working for your Senate campaign a few years ago.

I shall be at the Canton Fair commencing October 14. My hotel has not yet been assigned. There is a good possibility that I shall visit Peking. I shall try to contact you during my stay in the Peoples Republic of China - as I would sincerely enjoy a visit with you and Barbara.

Betty joins me in sending best regards to both of you.

Very truly yours,

Bob Hughes

Robert Q. Hughes

RQH:pw
enclosure

Tung Faw

SMITH INTERNATIONAL, INC.

September 15, 1975

TO: Bob Hughes

FROM: Stanley Moore

SUBJECT:

REFERENCE:

On Saturday night I had the unexpected pleasure of visiting with George Bush. He accompanied President Ford here from Washington, who I did not get to talk to.

I told George you plan to go to China and he was most anxious to have a visit with you. He will be leaving about the end of this week, so I am attaching his business card which shows his address in China and his home and office phone numbers in Washington. Barbara is already in Peking, arriving there on Saturday night. George will meet her there later this week. He said he would be there quite a while.

I am sure that George would appreciate a visit from you and feel that he can be helpful to your plans in China. Hope you get to see him.


Stanley Moore

SCM:MMc
Encl.

K. Wauchon

SEP 22 1975

October 13th

Dear Bob,

I will be at the Fair on October 28th.

I look forward to seeing you then or
in Peking. Your letter just arrived today.

Warm personal regards,

Ly. Bush

Sent to
Tung Fan Hotel

November 7, 1975

Hon. & Mrs. John Humes,
Mill Neck, New York.

960 5th Ave
NYC

Dear Jean and John:

Thank you for your most thoughtful
cable.

My new assignment is bound to be a
tremendous challenge, and I look forward
to undertaking it.

Barbara and I have been very happy
during our stay in China, but now it's
time to come home.

Thanks again for your thoughtfulness.

Sincerely,

George Bush

NNNN

AWF314 ACA006 NFB0408 RYB0305 INF092 2-029758E310

CNPK C0 URNX 037

TDMT MILL NECK NY 37 06 0314P EST VIA RCA

HONORABLE GEORGE H B BUSH U.S. EMBASSADOR TO THE PEOPLES
REPUBLIC OF CHINA
AMERICAN EMBASSY
PEKING (CHINA)

WE SEND YOU AND BARBARA OUR HEARTIEST CONGRATULATIONS ON YOUR NEW
AND VITALLY IMPORTANT ASSIGNMENT WARM REGARDS

JEAN AND JOHN HUMES

NNNN

Post Office Box 1860
Newport Beach, California 92660
Phone (714) 540-9281 Telex: 655-402

Robert Q. Hughes

To Thomas
file

Dear George,

October 20, 1975

Thank you for your message of OCT 13
which arrived today. I appreciate your
thoughtfulness.

My proposed visit to Peking is still
under discussion. The gentlemen we need
to visit - and who wish to see me -
may be coming to Kowongchow about
Mid-Week. At any rate I have definite
appointments through Friday, Oct 24.

As soon as my plans are definite I
shall try to contact you - otherwise
perhaps I shall see you here.

Sincerely,

Bob Hughes



EMBASSY OF THE
UNITED STATES OF AMERICA

Addis Ababa, Ethiopia

April 28, 1975

Honorable George H. Bush
American Ambassador
U.S. Liaison Office
Peking
Department of State
Washington, D.C. 20520

Dear George:

Thank you very much for your kind letter about my father. He would have been very pleased with what you said about him.

He had been sinking a bit, physically, but his mind was still clear, and he took pride in being able to take care of himself in his apartment at Friends House. I'm thankful that he went quickly, without any of the Nursing Home trauma that would have been so distressing to him and to all of us.

Africa isn't China, by a long shot, but I'm getting involved - in fact fascinated - with the Ethiopians, who for suspiciousness and secretiveness must rank closely after the Dobu of New Guinea (if I remember my Margaret Mead correctly).

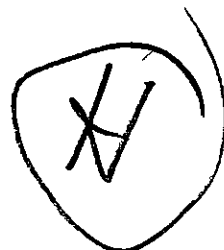
Best regards.

Sincerely,

Arthur W. Hummel, Jr.
American Ambassador



EMBASSY OF THE
UNITED STATES OF AMERICA



Addis Ababa, December 31, 1975

The Honorable
George H. Bush
USLO Peking

File

Dear George:

Congratulations (I guess) on your nomination. It's a very tough job, but I'm sure you'll be good at it. I've often wondered how life in Peking has been for you; I'm sure your own internal resources have kept you from being bored despite the rather formal style that the Chinese like to adopt these days.

The Ethiopians are fascinating, but often exasperating too. This is my first assignment outside of the Far East, and it's certainly not dull.

All good wishes to you and Mrs. Bush.

Sincerely,

Arthur

Arthur W. Hummel
American Ambassador

November 27, 1975

Hon. Hubert H. Humphrey,
United States Senate,
Washington, D.C. 20510.

Dear Senator Humphrey:

Your November 4th letter arrived in Peking on November 17. I have not heard from Mr. Pritzker as I dictate this reply on the 18th. I will certainly be on the lookout for him, and Barbara and I will roll out the red carpet if he comes by. One of the great problems here in Peking is that we have no way to locate an individual unless they contact us.

Thank you for writing about this distinguished citizen.

Yours very truly,

George Bush
Chief, US Liaison Office

HUBERT H. HUMPHREY
MINNESOTA

United States Senate

WASHINGTON, D.C. 20510

November 4, 1975

Mr. George Bush
Ambassador
U.S. Liaison Office
Peking, China

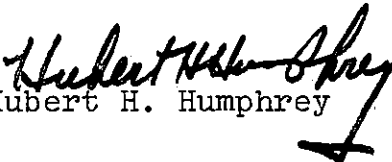
Dear Mr. Ambassador

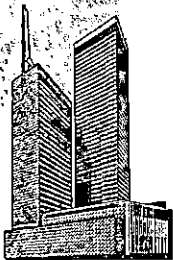
It has come to my attention that Mr. Jay Pritzker will be visiting Peking from November 15-19. Mr. Pritzker, who resides in Chicago, is Chairman of the Board of both the Hyatt Corporation and Hyatt Hotels International.

I will be most grateful for any courtesies and assistance you might extend Mr. Pritzker during the course of his visit to the People's Republic of China. Your personal attention to this request will be appreciated.

My thanks and best wishes.

Sincerely,


Hubert H. Humphrey



REPUBLIC NATIONAL BANK OF DALLAS

P. O. Box 5961 Dallas, Texas 75222

FINLAYSON HOUSE, 4 RAFFLES QUAY, SINGAPORE 1.
REPUBLIC OF SINGAPORE

ROBERT D. HURLEY
VICE PRESIDENT & REPRESENTATIVE
SOUTHEAST ASIA

TELEX: RNBSING RS 21968
CABLE: REPUBANK
TEL: 918922

March 26, 1975

Mr George Bush
Chief
United States Liaison Office
2 Chung Hsiao West Road
Peking
People's Republic of China

Dear Mr Bush,

Our mutual friend, John Hall, has sent me copies of your recent exchange of correspondence. It is indeed no small wonder that his letter reached you, but this seems concrete evidence of the improved climate.

I am delighted to note that we may have a chance to visit should you be in Singapore. You should be warned that John has oversold me, but I am flattered. I look forward very much to meeting you if the occasion does arise. Best of luck in your assignment in Peking.

Very truly yours,

RDH/cs





July 28, 1975

*AM
File
ans 8-11*

Mr. George Bush
United States Liaison Office
Kuang Hua Lu, 17, Peking
People's Republic of China

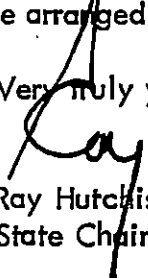
Dear George:

I appreciate very much your kind note from such a distance and amid such important diplomatic responsibilities.

I considered calling you, but I found the Party in rather weak fiscal condition here, and a call to China seemed inconsistent with an austerity program. I value your counsel tremendously and would like to involve you in Texas GOP affairs in any way that you would find agreeable, beginning with a race for (a) the Vice Presidency, (b) the United States Senate, or (c) other position of your selection, and I'm serious.

I look forward to visiting with you the next time you're in the country if and wherever it can be arranged.

Very truly yours,


Ray Hutchinson
State Chairman

RH/ms