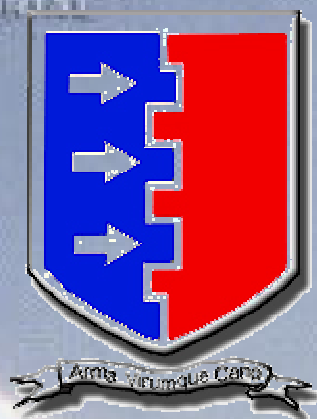


BATTLESHIP  
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MEMORIAL



# Colorado Military Historians

Newsletter

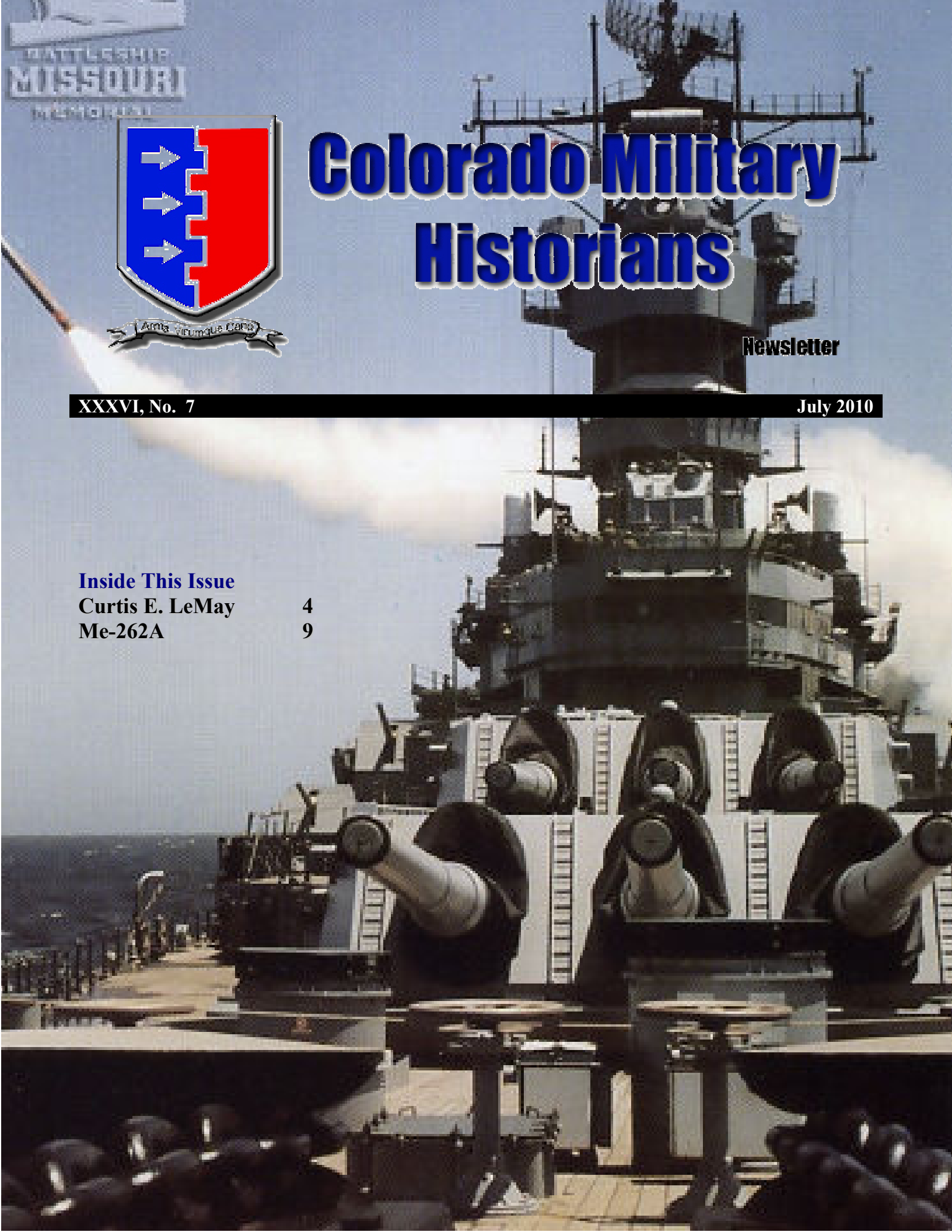
XXXVI, No. 7

July 2010

## Inside This Issue

Curtis E. LeMay  
Me-262A

4  
9



## **U.S. Navy**

*Message from CMH Secretary  
Eric Elder*

John Brown has offered up another one of his published articles. Binhan writes about the German WWII jet Me-262. Thanks you John and Binhan for your articles.

Not much new at the club. Same action packed meetings and variety of interests. A few of our members are off to Historicon in July. I look forward to hearing about how the convention was.



USS Saratoga

Due to my forgetfulness to bring my camera to the last monthly meeting, I am lacking new club photos at the moment for this newsletter. Instead of club photos I decided to scan a bunch of U.S. Navy postcards from my collection and share them in this newsletter. My original intent for my naval postcard collection was to avoid the U.S. Navy due to the large quantity of U.S. naval postcards and my lack of interest in the U.S. Navy...but that plan did not work out. Shortly after starting my collection I started to buy a couple interesting U.S. naval postcards. I have since picked up quite a few U.S. naval warship postcards, but have focused on U.S. destroyers in WWI, colliers, WWI sub chasers, hospital ships and Aircraft Carriers. As you can see, I now have an interest in different aspects of the U.S. Navy.

# June Monthly Meeting

## Unit of the Month

### Sponsored by Attactix

Each month CMH members bring their latest painted figures and models to the meeting to display their latest efforts and compete for Unit of the Month. The owner of the winning unit receives a gift certificate from Attactix in Aurora, Colorado. We thank Attactix for its continued support.

CMH Member	Scale	Era	Unit
Terry Shockey	6mm	FPW	Prussian 16 <sup>th</sup> Hussars
<b>JEFF CARUSO</b>	28mm	WWII	Marines
Pat Harvey	15mm	Ancients	Tang Light Horse
Pat Harvey	15mm	Napoleonic	Cossacks

Table: Unit of the Month (**WINNER**)



Survivors of the destroyer USS Jacob Jones, sunk by a German torpedo 12/6/1917

## Curtis E. LeMay

*Originally published in November 2006 issue of Army Magazine*

*Article by CMH Member*

*John Brown*

November 15th marks the one hundredth birthday of General Curtis E. LeMay (1906-1990). It may strike some as strange that Army magazine would give over commemorative space to a famous Air Force General. However, LeMay spent most of his career as an Army officer, illustrates the role the Army has often played in technical innovation, and is most singularly identified with Air Force precepts of strategic bombing that have caused problems for the Army for over fifty years. Some fraction of LeMay's legacy may lead Army officers to reflect more so than to celebrate, and that reflection can be useful.



US Army Lieutenant General James Doolittle (L) and Major General Curtis LeMay (R) at 8th Air Force headquarters, High Wycombe, England, United Kingdom, 1945 (photo: Wikipedia)

LeMay was born in Columbus, Ohio, attended Ohio State University, and went on active duty after receiving an ROTC commission in 1928. He became a cadet in the Army Air Corps flying school at March Field, California, and over time rose through the ranks and developed a reputation as an outstanding navigator and pilot. In 1938 he led a flight of B-17 bombers to South America to demonstrate the range of American air power and its prospective role in hemispheric defense.

In April, 1942, LeMay was a colonel and in command of the 305th Bombardment Group. He deployed this command to Europe, and led B-17's with skill and courage through much of the strategic air campaign against Germany. As he assumed positions of increasing responsibility, he sustained a reputation for up front leadership and technical skill. On August 17, 1943 he led 146 B-17s on a deep penetration mission beyond the range of escorting fighters to Regensburg, Germany, and then, rather than returning by the same route, flew on to air bases in North Africa.

In August, 1944, LeMay, now a major general, assumed command of the operating forces of the Twentieth Air Force in the China-Burma-India Theater. For the rest of the war he was committed to the strategic bombardment of Japan, and personally supervised the introduction of the new B-29 bomber. Departing with precedent, he stepped away from the doctrine of daylight high altitude precision bombing, and sent his B-29s swarming over Japanese cities at low altitudes at night packed with incendiary explosives. The results were devastating. Strategic bombing gutted scores of Japanese cities and killed hundreds of thousands of people even before atomic bombs were dropped on Hiroshima and Nagasaki.

After World War II, Le May became the commander of United States Air Forces in Europe. When the Soviets sought to strangle Berlin with a ground blockade, LeMay directed the famous Berlin Airlift to relieve the city. Over an eleven month period Allied planes flew over 213,000 missions and delivered over 1,700,000 tons of fuel and food. At the height of the airlift LeMay's planes were delivering over 5,000 tons a day, striking testimony to America's strategic reach.

In October, 1948, LeMay was designated to command the nascent Strategic Air Command. Famously, he almost immediately ordered his new command into a mock attack on Dayton, Ohio. The crews were under trained, less than half of the aging aircraft were operational, and most of the planes that did get aloft missed their targets by more than a mile. This malaise did not last. Passionate and relentless, over the next eight years LeMay built the Strategic Air Command (SAC) into a premier military force. He garnered the resources for a robust, modern all-jet fleet of new bombers and dozens of new bases and units. He pioneered aerial refueling en masse, and built up a tanker fleet capable of sustaining global operations. He introduced strict, comprehensive command and control, a state of constant alert, and kept planes capable of strategic response aloft on a twenty-four hour basis. More than any single person he personified President Eisenhower's "New Look", the notion that the threat of massive strategic retaliation would be the cornerstone of American defense policy. He was a great SAC commander.

LeMay may have become a victim of his own success. His prolonged partisanship of strategic bombing seems to have diminished his appreciation of other defense assets. When he became Vice Chief and then Chief of Staff of the Air Force, he neglected Air Force tactical strike and ground support capabilities. When the Kennedy administration sought to replace over-reliance upon massive retaliation with a more nuanced "Flexible Response", LeMay fought fierce bureaucratic battles to preserve the primacy of his service and his vision. He had managed to divest the Army of strategic missiles, but not the Navy. He fought in vain for the Skybolt Missile and the B-70 Bomber, finding himself at cross purposes with a Defense Department striving to rebuild conventional forces. He communicated his prejudices to subordinates and to much of Air Force service culture, complicating relationships with sister services for years to come. Upon retirement he made a brief foray into politics, serving as George Wallace's vice presidential running mate during his abortive 1968 campaign.

LeMay's legacy is in part his contribution and in part his caricature. He certainly was a brave, capable and effective operational commander. He forged the Strategic Air Command into an unprecedented force, and greatly influenced the Cold War Defense paradigm that served the nation well. On the other hand, he became identified with notions that the Air Force could "go it alone", an over-reliance on force, and the nickname "Bombs Away LeMay". In the iconic motion picture *Dr. Strangelove or: How I Learned to Stop Worrying and Love the Bomb*, he inspired the bombastic character Buck Turgidson, played by George C. Scott. He is alleged to have pushed for extreme solutions during both the Cuban Missile Crisis and the approach march to Viet Nam. In short, General Curtis E. LeMay is a complex Army legacy, and has lessons for us all. We admire drive, leadership, and technical competence. We also should admire flexibility, collegiality and breadth of vision.

### **Recommended Reading**

Coffey, Thomas M., *Iron Eagle: The Turbulent Life of General Curtis LeMay* (New York: Crown Publishers, 1986)

Paret, Peter, ed., *Makers of Modern Strategy from Machiavelli to the Nuclear Age* (Princeton, New Jersey: Princeton University Press, 1986)

Van Creveld, Martin, *Technology and War from 2000 B. C. to the Present* (New York: MacMillan, 1989)

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Seaplane Tender USS Mugford rescues crew of NC5 in 1921.



# June Monthly Meeting

## Game of the Month

Sponsored by Valhalla's Gaming Center

Each month CMH members host games at the monthly meeting. This award is for the effort put out by the host. The winning host receives a gift certificate from Valhalla's Gaming Center in Wheat Ridge, Colorado. We thank Valhalla's Gaming Center for its support.

CMH Member	Scale	Rules	Description
<b>LARRY IRONS</b>	28mm	Disposable Heroes	Carentan
Dan Gurule	15mm	Black Powder	Sudan
Matt Vigil	15mm	DBA Big Battles	Medieval

Table 1 Game of the Month (**WINNER**)



Aegis guided-missile destroyer USS Arleigh Burke

## CMH July Scheduled Events

This table shows what scheduled CMH events are coming up. Next months Friday Night Fights (FNF) and the monthly meeting (MM) are listed. It is recommended to schedule your game for future meetings and will appear on this page.

Date	Meeting	Location	Start Time	End Time
July 2	FNF	Valhallas	7:00 pm	midnight
July 9	FNF	Baker	7:00 pm	midnight
July 11	MM	Baker	12:00 pm	5:00 pm
July 16	FNF	Valhallas	7:00 pm	midnight
July 23	FNF	Baker	7:00 pm	midnight
July 30	FNF	Valhallas	7:00 pm	midnight



Collier USS Jason in Mediterranean c.1919.



# Me-262A Swallow “Schwalbe”

*Aircraft Profile by CMH President*

*Binhan Lin*

Manufacturer: Messerschmitt

Crew: 1

Length: 34 ft. 9 in.

Wingspan: 41 ft. 0 in.

Empty Weight: 8,400 lbs.

Power plant: 2 x Junkers Jumo 004B turbojets

Max. Speed: 541 mph

Range: 652 miles

Armament: 4 x MK 108 30mm cannon



Mitsuwa – Plastic Kit

Known as the “Swallow”, the Me-262 was the first operational jet fighter and had several distinctive and innovative features. Primary were the swept back wings, the first in a production aircraft, which provided unparalleled high-speed aerodynamics. The wings combined with the triangular cross-section gave the Swallow a sleek, shark-like silhouette.

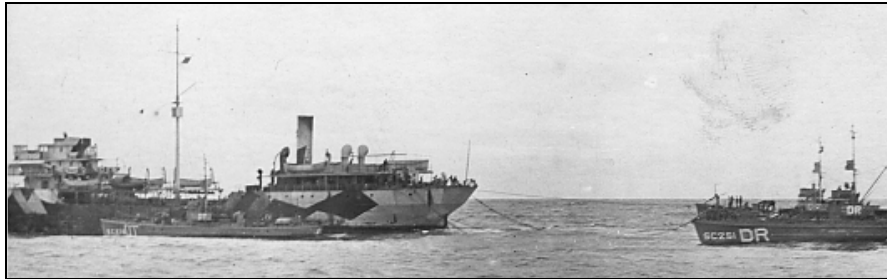
Proposed in 1938 to meet an RLM request for a jet turbine powered fighter, Messerschmitt presented project P1065, a twin-engine design armed with an MG 20/151 and an MG 15/151. The proposal was accepted and given the designation Me-262. The initial prototype (V1) was built in 1941, but was not powered by jet turbines, but by a single Jumo 210G piston engine to test the flight characteristics of the design as the BMW turbine engines were still plagued by developmental problems. In March 1942 V1 had two BMW turbine engines added and flew under their power, although the Jumo was retained for backup, which was critical as both BMW engines failed on the test flight. Prototype 3 (V3), equipped with the more reliable Jumo 004 turbine engines made the first turbine only flight in July 1942. V8 was the first prototype to carry full armament, now four 30mm MK108's in the nose. Other prototypes introduced changes such as tricycle landing gear instead of a tail-wheel configuration, tested various systems such as rocket assisted take-off, racks for ordinance testing, and the newer Jumo 004B engines. Testing on the prototypes went on until 1945.

The lengthy testing process meant that the first production aircraft (A-1a model) did not leave the factory until May 1944. By October 1944, Kommando Nowotny of JG 7 had sufficient aircraft to become operational.

When the Swallow was fully functional, it was an unmatched bomber killer – its great speed, combined with devastating firepower allowed it to attack at will and with great effect. However, continual engine problems, vulnerability during take-off and landing, as well as critical shortages of fuel and spare parts limited its overall role. In classic German manner, many variants were developed that included more heavily armed versions, twin-seated trainers and night fighters, reconnaissance versions and bombers. Overall 1,433 aircraft were built during the war.

# Colorado Military Historians, Inc.

Colorado Military Historians (CMH) is a non-profit organization whose purpose is to promote historical wargaming and the study of military history. Founded in 1965, CMH meets monthly on the second Sunday of the month, except in May when the meeting is deferred to the third Sunday. The meeting starts at noon at the Baker Recreation Center, 6751 Irving Street (just a few blocks west of Federal Blvd), Denver, Colorado. The club also hosts gaming every Friday night, called "Friday Night Fights" (FNF) at 7:00 p.m. The first and third Friday of the month, these meetings will be held at the Baker Community Center. The second and fourth Friday of the month, the meetings will be at Valhalla's Gaming Center, 6161 W. 44<sup>th</sup> Ave., Wheatridge, Colorado.



Sub chasers refueling at sea.

CMH maintains ties with numerous local, regional and national groups to help promote the hobby. CMH is governed by member-elected officers serving on the Board of Directors (executive board). Terms of office are one year, with elections held at the May meeting. New members are accepted after attending three CMH functions and a vote of the membership. Dues are \$50.00 per year, payable in January. Members wishing to receive a snail-mailed newsletter subscription must pay an additional fee of \$15.00 per year. Authors retain ownership of articles and graphics published. CMH reserves the right to edit or reject submissions to the newsletter.

One year Adult Membership: \$50.00

Half year Adult Membership: \$25.00

(for NEW members who join after June 30)

Family Membership: \$50.00 (one Adult and any number of offspring)

Student Membership: \$20.00 (16 to 22 years old)

Children: free (younger than 16 accompanied by member)

## CMH Newsletter

The CMH Newsletter is a monthly newsletter published by the Colorado Military Historians. Views expressed in this publication do not necessarily reflect those of all CMH members.

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