



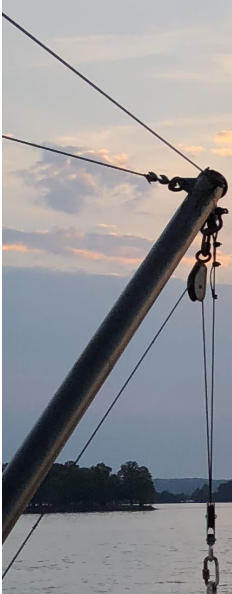
VIRGINIA LIGHT
NEWSLETTER OF THE ORIENT OF VIRGINIA

Volume X, Issue 3

Winter 2018



Danville
VIRGINIA



**Y'all
Come Back**

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- 30 Knight Commander of the Temple**



Lt. Grand Commander and S.G.I.G. in Virginia

Illustrious James D. Cole, 33°

Hidden Power

Our very successful Orient Conference at Smith Mountain Lake opened with a cruise around the lake aboard a replica side wheeler boat. The cover of this issue is only a look at the serenity of the lake. Everyone greatly enjoyed the peaceful and scenic tour and especially the great company of friends.

Memorable times like these enrich our lives, but we often forget what makes such times possible. As the boat moved gracefully across the water, most folks gave little thought to the fact that just below the surface propellers were turning in a steady and consistent manner, powered by an engine continuously burning fuel. Without going into the physics or the mechanical design, suffice it to say a lot of moving parts had

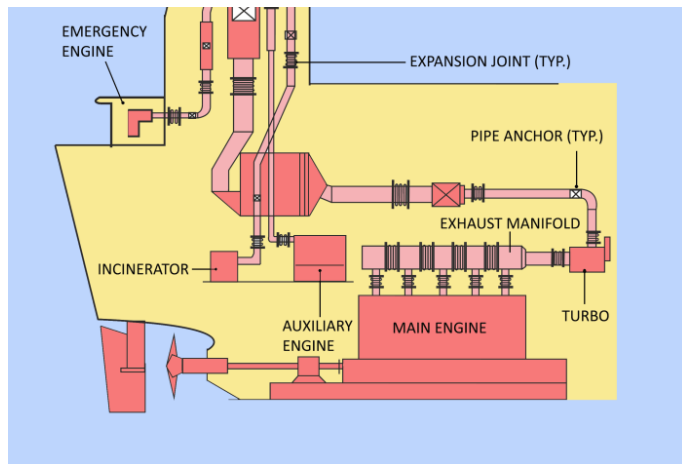
to work together to ensure a smooth ride.

Throughout the Conference, normally behind the scenes, “propellers” kept turning and in fact I am sure

that sometimes the “fuel” of motivated people ran pretty low at times. Simply put, a lot of hard work, behind the scenes, went into making the Conference a success. I applaud the Valley of Danville for their great work on behalf of all Scottish Rite Masons in Virginia.

I hope we can think about their success, think about that cruise on the still waters of the lake and realize that our Valleys have long succeeded because of a lot of hard work that goes on behind the scenes, beneath the surface. Degrees are per-

...imagine if you yourself received an unexpected “thank you” from an unexpected source.



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Are You a Traveling Man?

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Brethren of Virginia

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formed well, but only after hours of practice that is never viewed by our class. Our stages are set, props are in place, lighting and sound is planned and managed, all by very important people doing very important work.

Some wise person once said, "details matter." How very true; it is sometimes the small things, or the things that are done beforehand, or performed out of sight, that make the greatest improvement in the production of our life experiences.

My suggestion would be to spend some time each day, in



the hectic pace of our lives, to pause and reflect on who may be making a difference on our behalf, then seek that person out and thank him or her. Perhaps the cashier at the fast food counter; the man who cooks for each meeting; the housekeeper at the hotel;

the bus driver; the men who set up chairs for the next meeting; imagine if you yourself received an unexpected "thank you" from an unexpected source. I am sure as the recipient of such a compliment, you would be thankful; perhaps you need to consider how to do something for which someone can be thankful?

Few people do work or go the extra mile, just so they can receive a "thank you." Fewer still would not feel much better being thanked.

Thank you for thinking about this.

THINK

Scottish Rite Conference

Brother Bernard Baker

The Virginia Scottish Rite Conference was success filled with fun and fellowship.

The Danville Valley hosted this year's conference at Mariners Landing at Smith Mountain Lake. About one hundred and thirty people attended the weekends festivities.

You missed out if you did not cruise along Smith Mountain Lake as a Virginia Dare passenger. The two-hour long cruise glided through lake pointing out items of interest along the way. This was a great opportunity for Brethren to fellowship, make new friends and chow-down on tasty barbecue, meatballs and chicken salad.

"It went as well as I hoped and way better than expected." Everyone that worked it did a super job and should be very proud of themselves, former Conference President E. Ray Anderson Jr., 32° KCCH said.



Illustrious Brent Morris, 33° degree and Grand Cross and Illustrious Sean Greystone, 33° degree and Grand Cross, were the featured speakers. S.G.I.G., and Lt. Grand Commander James D. Cole fielded questions from Brethren Saturday morning. Ill. Alan Adkins, 33° and Grand Cross, faithfully served and had a good time.

Friday's banquet featured Vickie Gardner, Smith Mountain Lake Chamber of Commerce, executive director, who provided us with facts about the lake. We appeared to have loved the barbecue meal provided by Checkered Pig of Martinsville. Music was provided by the "Country Gentleman."

We were also honored to have Most Worshipful Gary Wallace Taylor, Grand Master of Masons in Virginia with us. Most Worshipful Taylor is also as 32° Degree, KCCH Scottish Rite Mason.

As is customary during conference, members of the Danville Valley out on the 12th Degree headed up by Illustrious W. A. Wells III. The team included Brother Darin Prillaman, 32°, KCCH, as Venerable Master and team members Brother Danny Rowles, Brother Johnny Adkins, Brother John Dameron, and Brother Bernard Baker.



Danville owes a debt of gratitude to the Brother David Dew, Brother William Brother Robertson, and Brother James "Butch" Boyer for their help with the Hospitality Suite.

Lastly, we thank our ladies from Danville. Without them we do not what we have done make this a satisfying weekend for our Brothers.

Illustrious Brent Morris, 33° degree and Grand Cross and Illustrious Sean Greystone, 33° degree and Grand Cross, were the featured speakers. S.G.I.G., and Lt. Grand Commander James D. Cole fielded questions from Brethren Saturday morning.



Zoroaster

Christopher W. Douglas, 32° KCCH

Also Sprach Zarathustra was composed by Richard Strauss in 1896. It means “Thus spoke Zarathustra,” and it is initial fanfare, “Sunrise”, should be familiar to most moviegoers: It was the theme to “2001: A Space Odyssey.” This fanfare was also adopted by Elvis Presley as his introductory music for every concert from 1969 until his death. An interesting footnote, the Nazi party wanted to use this theme as the national anthem for Germany, but Strauss refused. This composition, called a tone poem, was based on Nietzsche’s book of the same name. I would love to tell you that both Strauss and Nietzsche were Freemasons and thus there was some deeper connection between them, but unfortunately, I cannot find evidence for either.

Zarathustra in Greek is pronounced Zoroaster. Zoroaster was an Iranian prophet who lived from 628 BC to 551 BC. He wrote down all his teachings in the book, “Avesta.” Among them, he taught, Good Thoughts, Good Speech, and Good Deeds. This religion, known as Zoroastrianism, was a major religion in Iran and India for over a thousand years. His followers are known as Zoroastrians, of which there are less than 200,000 today.

Those in India became known as Parsi, or Persians. Their ceremonies include



purification by fire and clean water. Zoroaster stands out as one of the earliest prophets to believe in monotheism, or one God, dualism, drawing a distinction between good and evil, and that every man had both good and evil within him. It is believed that Zoroastrianism greatly influenced the emerging Middle Eastern religions, specifically Judaism.

Ahura Mazda was the creator of heaven and earth, or the material and the spiritual realm. He is the source of the alternation of light and darkness, the giver of law, and the absolute center of nature. He surrounds himself with seven beings, the “beneficent immortals”, of which there were four male, and three females. These beings personify the positive qualities that all men should seek: Goodness, Justice, Truth, Righteous Thinking, Devotion, Desirable Dominion,

Wholeness, and Immortality. He taught that gods and mankind are both bound to observe these good principles. If men and gods follow these principles, it will bring the material and the spiritual worlds closer together.

You will see the similarities between Zoroastrianism and the three major western religions: Judaism, Christianity, and Islam. Not only are they all monotheistic, but they require actions and proper behavior from their followers. Earlier religions, such as Greek and Norse mythology, speak of the various gods, which demand sacrifice and tribute in order to gain their favors, but which do not require their followers to observe any sort of moral code. Zoroastrianism demands proper behavior as well as worship.

Regarding dualism: Ahura Mazda has an opponent, Angra Mainyu, the Destructive Spirit. The first immortal, known as the “Good Spirit”, had a meeting with Angra Mainyu, and they were both given the choice of “life or not life”, good or evil. This choice is also given to man. Just as there are good and evil spirits in the world, there are good and evil impulses within all men. This we can relate to the equilibrium we are told to seek in the thirty-second degree, a balance within ourselves of dark and light forces.

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You will see the similarities between Zoroastrianism and the three major western religions: Judaism, Christianity, and Islam. Column

Zoroaster

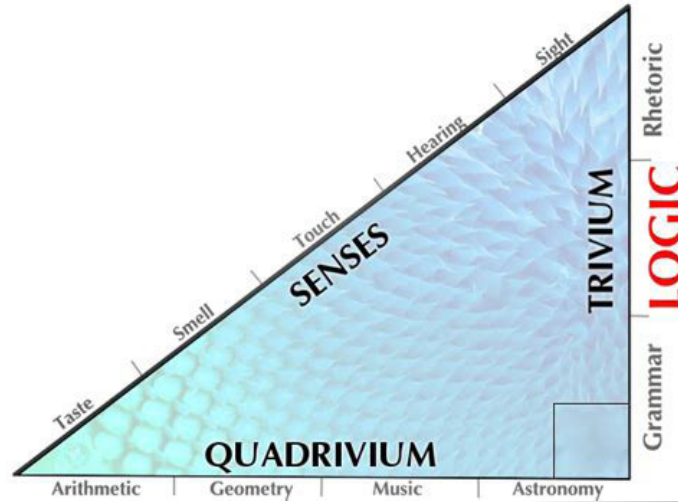
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Albert Pike wrote at length in *Morals and Dogma* of the ancient Aryan religion, which he thought was the earliest religion. Little is known of the Aryans, but this religion is said to have influenced two early religions, Zoroastrianism in Persia, and Hindu in India. Both religions are discussed and symbolically represented in the thirty-second degree.

Trivium and Quadrivium



There are several references to sacred numbers in the thirty-second degree: one, three, five, seven and nine. The geometric shapes that comprise the camp begin with a nonagon, or nine-sided figure, and conclude with a circle, the symbol of one. Recall there are seven immortal beings in Zoroastrianism, four male and three females. These are mentioned in the seven voices when the Great Tetractys is lit: "The Seven are all of One Mind. One is their Thought, one their Word, one their Act." "The Seven are four male and three females."



In the Fellowcraft's Degree Lecture in the Symbolic Lodge, the Trivium and Quadrivium are introduced. The Trivium are the first three Liberal Arts and Sciences: Grammar, Rhetoric, and Logic. They are followed by the Quadrivium: Arithmetic, Geometry, Music, and Astronomy. The candidate is instructed that each of them affords a wide field for the accomplished scholar and Mason to dilate upon. When received in the East, the candidate is taught these liberal arts are a valuable branch of education, which tends so effectually to polish and adorn the mind. Yet they are always identified as the seven Liberal Arts and Sciences without distinction, and many Masons may live their whole lives referring to them as such.

However, in the classical method of education established by Plato, the student was first taught the Trivium. After they have mastered the three basic subjects, they

are permitted to learn the Quadrivium, the four higher subjects that require a solid foundation before study can begin. Four and three, together makes seven.

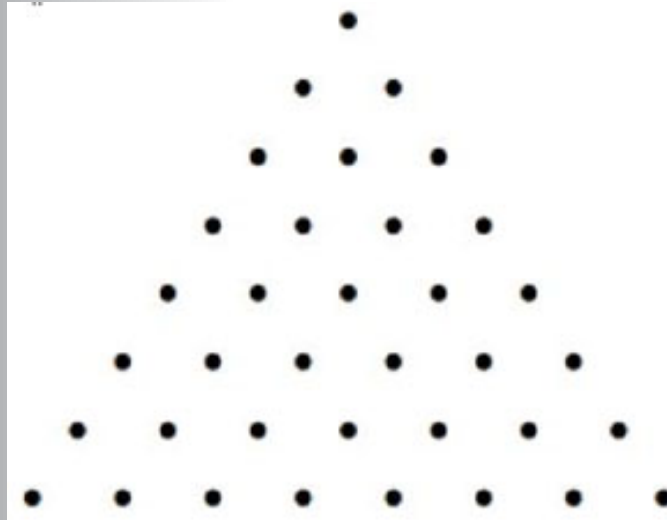
The Great Tetractys of Pythagoras, revealed in the thirty-second degree, is a triangle of points. It has eight rows, with one point at the top growing to eight points at the bottom, with an additional row of eight points forming the left and right sides of the triangle. This symbol is presented to the Aspirant without explanation. He is told that unlike in the three degrees of Symbolic Masonry, where meanings are spoon-fed to the candidate, it is your responsibility as a Master of the Royal Secret to uncover the meaning of this symbol for yourself. This admonition occurs over and over again in this degree. Remember, you are here to think, if you can think. And

However, in the classical method of education established by Plato, the student was first taught the Trivium.

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Zoroaster

For a Master of the Royal Secret, red denotes the material aspect of man, the virtue of zeal and the vice of anger. Blue denotes his spiritual aspect, reflected in the canopy of every lodge and of Earth itself, drawing man's eyes and thoughts heavenward toward that divine inspiration for all our actions as Masons. White represents the human soul, the purity of its original state and demands from us the highest standards of conduct.

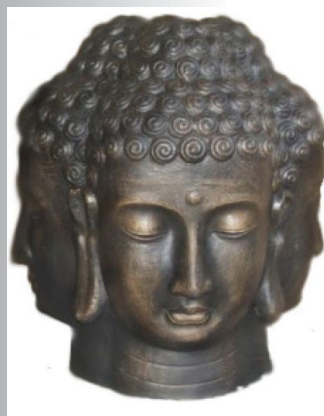


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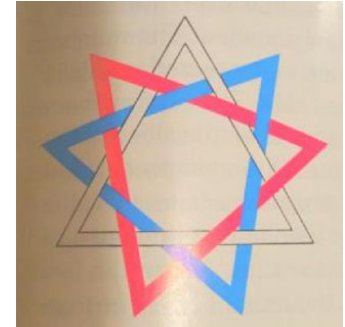
to learn, if you can learn.

One meaning Albert Pike alludes to in *Morals and Dogma* is that the Great Tetractys is a diagram of the beneficent, or bountiful, immortals of Zoroastrianism. The single point at the top is Ahura Mazda. Each row adds an additional immortal, and the final row contains all eight beings.

The Three Faced Bust and Triple Triangle



The three faced bust is a symbol of trinity, and you will recall that three is one of the sacred numbers. This bust could mean the trinity of Ahura Mazda, Varuna of the Vedas, and Mithra. This trinity was a fallback to polytheism that occurred after Zoroaster's death, and became the centerpiece of the Mithraic religion, also detailed in the thirty-second degree. Another trinity is Brahma, Vishnu, and Shiva of the Hindu religion, representing the concepts of creation, preservation, and destruction. The third trinity Pike refers to is Agni, Usha, and Mitra, or AUM, represented in the triple triangle placed on the altar.



The triple triangle, when displayed on a backdrop, are interlocking red, white, and blue triangles. Around the altar are situated red, white, and blue candles or light bulbs. The significance of these colors has several related explanations. To the alchemist blue, red and white may represent certain qualities or materials, to the Kabbalists something else entirely. For a Master of the Royal Secret, red denotes the material aspect of man, the virtue of zeal and the vice of anger. Blue denotes his spiritual aspect, reflected in the canopy of every lodge and of Earth itself, drawing man's eyes and thoughts heavenward toward that divine inspiration for all our actions as Masons. White represents the human soul, the purity of its original state and demands from us the highest standards of conduct.

The interlacing of the triangles symbolizes the interconnection of the material and the spiritual world. While we are separated in one sense, we are at the same time,

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Zoroaster

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Conclusion

overlapping and interacting at many points. It also means the interlacing of the mortal with the divine. When faith successfully interlaces with reason, man achieves harmony, or equilibrium, the Royal Secret of which we are all supposed to be Masters. As the wise philosopher Alywn Macomber said, "Faith and reason are the shoes on your feet. You can travel further with both than you can with just one."

Masonry is not merely a sphinx, it is a sphinx that has been buried under centuries of sand. The second password's translation is literally "a secret, a mystery." It teaches you that by the attainment of wisdom and the application of justice you may arrive at great truths which are hidden from the ignorant, the cruel, and the rapacious. Only by studying the symbolism of Scottish Rite Freemasonry may you discover these hidden truths for yourself.

One of the lessons of the thirty-second degree is "To work is to worship." It is not enough to simply receive the degrees and pay your dues. You must be involved in the Scottish Rite, participate in the degrees, attend the meetings, join a study group, read the numerous books available, complete the correspondence courses. Our Valley is a living, breathing thing. You are not helping your Valley to grow by sitting at home, ignoring the various lessons and philosophies which have been laid at your feet. You are not helping yourself, or any of our brethren, by keeping your light under a bushel.



As the wise philosopher Alywn Macomber said, "Faith and reason are the shoes on your feet. You can travel further with both than you can with just one."

James Harold "Jimmy" Doolittle



MASONIC AFFILIATIONS

Received all three Degrees in Hollenbach Lodge, Number 319, on August 16, 1918. He was just shy of 22 years old. Hollenbach Lodge later merged with Norwalk-Euclid Lodge, No. 315 to become Norwalk Lodge No. 315, which later became Norwalk Golden Trowel, No. 273, Norwalk, California.

Received the 32nd Degree on December 14, 1918, San Diego, California.

Coroneted a 33rd Degree Mason on October 19, 1949, by the Supreme Council of Scottish Rite, Southern Jurisdiction, Washington, D.C.

Received the Grand Cross of Honour, Supreme Council of Scottish Rite in 1983.

I suspect if the question was asked who was Jimmy Doolittle that many would respond "Jimmy who". This would be particularly true if the question was asked of those with color still in their hair. It might be even possible that some in attendance this evening might not be familiar with this great American hero. The Paper presented this evening is on General James Harold "Jimmy" Doolittle, aviation pioneer, visionary, test and stunt pilot, professional boxer, recipient of the Congressional Medal of Honor, and Freemason.

In preparing this Paper, it became clear that Jimmy's life could be broken into specific time periods. It will be in this manner that I present his life story.

Jimmy Doolittle was born on December 14, 1896, in Alameda, California, the only child of Frank and Rosa Doolittle. Jimmy's father was a carpenter by trade, his mother a loving but firm disciplinarian who kept Jimmy on a straight and narrow path particularly in his early years. In the summer after his birth, his father left his family in California and went to Alaska where gold had been discovered. Jimmy's father was not successful in finding gold but was able to make a living with his carpentry skills and able to have his family join him in Nome in June 1900.

Jimmy's father did not join

Brother Robert H. Endy the "gold rush," but, made a living using his carpentry skills. Alaska was a place where a skilled carpenter could earn \$1.00 an hour compared to the going rate of \$.25 cents an hour in the lower 48 states. Being an only child, Jimmy was somewhat spoiled. At about age five, Jimmy got into his first fight; he and an Eskimo boy had an argument, the lad came at Jimmy with fists flailing and Jimmy hit back. One of Jimmy's punches hit his opponent on the nose and blood flew everywhere. Jimmy ran home certain he had killed the Eskimo boy.

This was the first of many fights Jimmy would have. Being short in stature and being one of only a few white students in school insured him of many opportunities to hone his fighting skills. He learned early on that a speedy attack with a flurry of punches, regardless of the consequences, was the best approach. He found being small had its advantages; being nimble on his feet, throwing lots of punches and aiming for the nose of the opponent proved to be a winning combination. From this humble beginning, Jimmy found that he could overcome his size difference with his peers and this would continue in other fields throughout his life.

When Jimmy was seven years old, his father took him to Seattle, San Francisco and Los Angeles. They were

gone for about six weeks and the sights and sounds were all new and exciting to him. When they returned to Nome, Jimmy knew he wanted to be part of the exciting way of life he had witnessed during the trip. At age eleven, Jimmy and his mother moved from Nome to Los Angeles; his father stayed in Nome. While no explanation was ever given to Jimmy for this move, he felt his mother believed he could not reach his potential in the school system and being isolated from modern living while in Alaska.

He attended public schools in Los Angeles and in 1910 entered Los Angeles Manual Arts High School. He was not a particularly good student, except for shop courses, probably the result of skills learned from his father. It was at this time, after he had just turned thirteen, that he first attended an aviation meet outside of Los Angeles and aviation came into his life. Aviation was relatively new, and he was amazed by how these planes, while different in design and construction, could all fly. At this tender age, he had many questions about flying and knew he wanted to be part of this new adventure.

It was about two years later when Jimmy first tried to fly. He read an article in an issue of Popular Mechanics

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James Harold "Jimmy" Doolittle

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on how to make a glider. Being handy with tools, he followed the directions carefully and built a bi-winged glider similar to what today would be called a hang glider. He earned money to purchase the necessary materials for this glider by doing odd jobs and selling newspapers supplemented by small amounts of change provided by his mother. Upon completing the construction of the glider, he took it to a nearby bluff that was about 15 feet high, strapped himself into it, ran fast toward the edge and jumped off. He hoped to glide down, but, the tail end did not clear the edge, got caught and he came straight down. The glider was in pieces and he was pretty well banged up. Jimmy concluded that obviously, he could not run fast enough and needed more speed. A friend had access to his father's car. After making repairs to the glider, he tied the glider to the bumper of the car and strapped himself to it. His friend took off in the car; Jimmy ran and tried to keep up but soon could not run any faster. He leaped into the air but there was no lift and he was dragged quite a distance while the glider was destroyed around him. This time there was not sufficient pieces intact to rebuild the bi-winged glider. He was out of the airplane design, construction and piloting business.

There was an English teach-

er at the High School who was also the boxing instructor. After watching Jimmy involved in a school-yard scrap, told him that he was bound to be badly hurt if he continued with his style of fighting. The instructor offered to teach Jimmy to box if he was interested. This instructor taught him to feint, proper balance, target his blows and anticipate what his opponent was going to do. Jimmy apparently was a fast learner and at age 15 won the West Coast Amateur Championship as a flyweight at 105 pounds and later the bantamweight class at 115 pounds. He was all of five feet four inches tall, as tall as he would grow. During the next two years, he fought numerous times either winning or fighting to a draw.

Jimmy's mother was not thrilled with him boxing. She considered boxing nothing short of legalized brawling. One night, he and some friends got into a street fight and both he and his opponent were arrested and put in jail. His opponent, a truck driver, was able to pay the fine, but Jimmy was not. Jimmy was only 15 years old at the time and his mother decided to teach him a lesson by not paying his fine, letting him remain in jail until the following Monday morning when he would return to school. As a way of encouraging Jimmy from boxing, she bought him a motorcycle. Jimmy complied with the spirit of his mother's request to stop boxing and

from then on, did not box under his given name but boxed professionally under the name of Jimmy Pierce.

In 1913, Jimmy met a young lady by the name of Josephine Daniels. While her name was Josephine, she was called "Joe" with an E. She was very much the opposite of Jimmy. She was an excellent student in school; Jimmy was not. She was refined; Jimmy was the rough neck kid who boxed and rode his motorcycle. At first, they traveled in different circles, but this changed eventually. Jimmy and Joe were married and this marriage lasted 73 years until her passing on December 24, 1988. She is buried in Arlington National Cemetery with Jimmy who joined her on September 27, 1993.

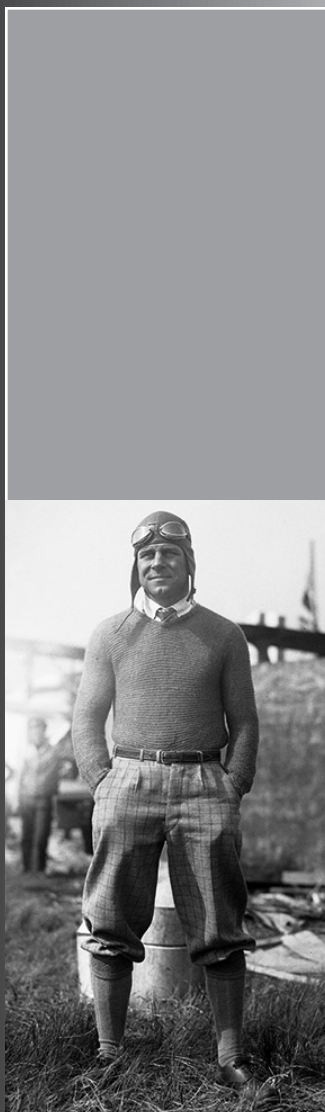
You will note that I include little about Jimmy's wife Joe. This is not an oversight, but simply because this paper is about James Doolittle. However, I would be remiss if I failed to include a few comments about this wonderful lady. First, she was extremely supportive of all that Jimmy Doolittle did in his life. This support was not easy when he was away, doing his thing, while she remained at home never knowing if or when she would see her husband again. Second, early on in their married life, she learned how to make homemade beer and the Doolittle residence became

Continued on page 11.



The recruiters told him that 5,000 pilots would be trained immediately.

James Harold "Jimmy" Doolittle



In early 1926, the President of the Curtis Aeroplane Exporting Company asked the Army to place Jimmy on extended military leave and allow him to travel to South America to fly and demonstrate their airplanes.

Continued from page 10. a gathering point for their many friends, particularly since prohibition was the law of the land. Joe began the tradition of having each visitor to their home sign their large table cloth. She embroidered the signatures in black thread to preserve them and included movie stars, singers, comedians, scientists, politicians, anyone who visited their home. Many of these would be familiar to us today. The only one who signed the table cloth who was not a dinner guest was Orville Wright. A friend took the table cloth to Mr. Wright in Dayton, Ohio to get his signature. This table cloth now resides in the National Air and Space Museum of the Smithsonian Institute in Washington, D.C.

After graduating from high school and before marrying Joe, Jimmy left California to join his father in Alaska and make his fortune by searching for gold. This venture was not successful, and he returned to California a wiser person and enrolled at the Los Angeles Junior College. While at the Junior College, he took up studies to become a mining engineer. After completing his studies at the Junior College, he enrolled at the University of California's School of Mines at Berkeley to continue his education toward a degree in Mining Engineering. The University had a boxing team and he was able to make the team. He also re-

newed his professional boxing under the name of Jimmy Pierce. He was successful at the college level and at the professional level until he met a ring wise veteran. This experience encouraged him to decide an education was better than sports for his and Joe's future. Consequently, he began to apply himself seriously to his studies at the University of California's School of Mines.

In April 1917, the United States declared war on Germany. Jimmy was in his junior year at college. Jimmy completed his junior year, but, rather than enroll for his senior year, decided to enlist in the Aviation Section of the Army's Signal Corps. The recruiters told him that 5,000 pilots would be trained immediately. His orders came through in October sending him back to his former college, The University of California. There he took a series of courses which came relatively easy for him because of his previous college studies with the exception of Morris Code. More people failed ground school because of Morse Code than any other course, but fortunately Jimmy persevered and passed the course.

In early 1918, Jimmy graduated from ground school and was sent to Rockwell Field on North Island, San Diego, California, for pilot training. Aviation was still relatively new and there were few instructors available for the new pilots. On his first flight,

as he and his instructor were taxing out, there was a crash of two planes immediately in front of them. The pilot in one plane was killed and the instructor and pilot of the other plane were badly injured. After the wreckage was cleaned up, Jimmy and his instructor climbed into their plane and took off, welcome to the aviation business. Jimmy's flight book indicates that he took his maiden solo flight after seven hours and four minutes of dual instruction.

During the following months, the new pilots practiced honing their flying skills. Crashes were frequent, and many were fatal. Many crashes in the early days were the result of pilots stalling the engine and getting into a spin and not knowing how to recover. Eventually, through persistence and practice, they discovered what caused spins and how to deal with them. Stall and spin recoveries became part of the flight instruction.

Jimmy graduated from flight school on March 5, 1918 and commissioned a Second Lieutenant as a Reserve Military Aviator. After graduating from flight school and short stops at several aviation bases, Jimmy was transferred back to Rockwell Field where he would remain for the rest of World War I as a combat and gunnery instructor. He was just 21 years old.

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James Harold "Jimmy" Doolittle

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Jimmy and those like him had no special training to be instructors. They were shown a maneuver and then told to instruct their students. Not wanting to look foolish to his students, he practiced and practiced until the maneuver could be accomplished every time. Unfortunately, with so many new pilots, there were crashes. Jimmy always tried to stress to the young pilots that flying was a serious business and unforgiving of carelessness, neglect and not paying attention at all times at what was going on around them. Jimmy credits this period when his flying skills were established and polished.

POST WORLD WAR I

The armistice with Germany was signed on November 11, 1918. Jimmy was presented with a problem; should he return to college and get a mining degree or stay in the military hopefully to fly airplanes. He loved to fly and being in the military meant that he would get a paycheck at the end of each month. It was his desire to fly that prompted him to remain in the military.

With the war being over, there was a desire nationwide to show what airplanes could do. Air shows were held and speed dashes took place to show the speed the different engines could generate. Long distance flights took place and flight records were

constantly being broken because practically every new flight established a new record. Flying conditions were primitive at best, air fields were few and far between. If a pilot had to land, he picked the best territory available, a field, a road, anything that had a flat surface. Jimmy often flew with mechanic's tools tucked away in his plane and a spare propeller strapped to the outside of his plane. On more than one occasion, these were necessary to continue his flight. Jimmy participated in many of these air shows, both as a stunt pilot and test pilot of different aircraft being developed.

On September 2, 1922, Jimmy Doolittle left Jacksonville, Florida, bound for Rockwell Field, San Diego, California. He landed the next day at Rockwell Field, total flying time for the 2,163-mile coast-to-coast trip was 21 hours, 19 minutes. Jimmy would be awarded the Distinguished Flying Cross for this endeavor for demonstrating the possibility of moving Air Corps units to any portion of the United States in less than 24 hours. A few days later, on September 8th, Jimmy was transferred to McCook Field in Ohio where he was enrolled in the Air Services Engineering School, the Air Services aviation research center. At McCook, there were many different types of aircraft to fly and many questions about aeronautics that needed to be explored and answered. This Engineering School was the

beginning of what is today's sophisticated school for Air Force test pilots.

In December 1922, Jimmy was accepted at the Massachusetts Institute of Technology to pursue a Master's Degree. He was placed on detached service from McCook Field for two years. This education included heavy courses in mathematics and science and a thesis. One of the mysteries of flight was how much stress an airplane could take before it broke up. All tests in those days were performed on the ground by placing bags of sand on the wings and stabilizers until they broke. When aircraft were manufactured, a strength fudge factor was built in the design, but this varied based on the design. Jimmy used this theme for his thesis to determine at what stress point the aircraft would break apart. His flight log recorded approximately 100 hours of flying time testing various types of aircraft. He completed his course work and thesis in two semesters and applied and was accepted for a doctorate for the remaining year of his detached service. His Dissertation was on the Effect of Wind Velocity Gradient on Airplane Performance. In June 1925, Jimmy was awarded the Doctor of Science degree in aeronautical sciences, one of the first such degrees awarded in the United States.

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He loved to fly and being in the military meant that he would get a paycheck at the end of each month. It was his desire to fly that prompted him to remain in the military.

James Harold "Jimmy" Doolittle



The Americans were not the only country using this method to sell airplanes; the British, Italians and Germans were the main competitors. Demonstrating the capabilities of the aircraft often meant pushing the aircraft to extremes, a process for which Jimmy was more than amply qualified.

Continued from page 12. In early 1926, the President of the Curtis Aeroplane Exporting Company asked the Army to place Jimmy on extended military leave and allow him to travel to South America to fly and demonstrate their airplanes. Over the next two years, Jimmy traveled to many countries in South America demonstrating the capabilities of the Curtis aircraft. The Americans were not the only country using this method to sell airplanes; the British, Italians and Germans were the main competitors. Demonstrating the capabilities of the aircraft often meant pushing the aircraft to extremes, a process for which Jimmy was more than amply qualified.

Jimmy returned to the States in 1928. He was 31 years old and a First Lieutenant. He was at a crossroads in his career and pondered whether he should stay in the military or go into the private sector. By this time, he and Joe were the proud parents of two young boys. He was concerned about earning a living to support his family and the pay of a First Lieutenant was making this difficult. While pondering this decision, Jimmy was contacted by Harry F. Guggenheim, the son of a multi-millionaire, whose father had provided \$2.5 million for an organization called the Guggenheim Fund, for the promotion of aeronautics. Mr. Guggenheim wanted Jimmy to be involved in experiments in

fog flying being performed by his organization.

Aviation had progressed with limitations. Most flying in the 1920's was by sight, when pilots could see the ground. When the pilot could not see the ground, and, therefore, no horizon, disorientation occurred. Many accidents where weather was involved were dismissed as pilot error. Weather was aviation's worst enemy and could not progress unless planes could fly safely day or night in almost any kind of weather. The Guggenheims recommended to the trustees of the fund that a study of and solution to fog flying be financed. Although Harry Guggenheim and Jimmy had never met, he recommended Jimmy, with a life time of flying experience and technical knowledge, as most qualified to head this study. Jimmy again was placed on detached service status from the military to head the new laboratory. Approximately 10 months after the beginning of this study, Jimmy piloted a plane using only instrument landing procedures that had been developed and was the first time that a plane had taken off, flown a set course and landed using only instruments for guidance.

With the work on the fog project winding down, Jimmy accepted a position with the Shell Company for purely economic reasons. Shell was convinced that aviation had a future as a mean of mass transportation and de-

cidied to get into the business of developing and selling aviation fuel and lubricants. Many of the oil companies were doing likewise and hiring well known test pilots to represent their products. Jimmy's resignation from the Army was effective February 15, 1930. However, prior to tendering his resignation, he had applied for and received a commission as a Major in the Specialist-Reserves, effective March 5, 1930.

Now working for Shell, he received a telephone call from a good friend and fellow pilot, Jack Allard, who was the president of the Curtiss-Wright Export Company. He wanted to know if Jimmy was interested in going to Europe to represent Curtiss as he had done in South America. Mr. Allard felt confident that Shell would be interested in having their name and logo displayed on the Curtiss equipment at air shows. Jimmy said he would be interested if approved by the officials at Shell. Shell gave their approval for this assignment and in the following 10 weeks Jimmy toured 12 different European countries. The tour gave him an opportunity to see how these countries were recovering from World War I and also to observe their progress in aviation. Subsequent to his return to the States, Jimmy represented Shell in many air races, cross country races, city-to-city events as advertisement for the company's fuel and lubricants.

Continued on page 14.

James Harold "Jimmy" Doolittle

Continued from page 13. He retired from air racing in 1932 but continued to work for Shell.

Shell was in the business of selling fuel and lubricants to air lines. Jimmy was concerned that as bigger planes were being developed to carry larger pay loads, more powerful engines would be needed. This meant that new and improved grades of gasoline would need to be developed. It had been known for years that Pennsylvania gasolines, which had a high paraffin content, tended to burn pistons. This was not the case with gasoline from California. While the cause of this was not yet understood, a test pilot from McCook Field realized there was a difference in gasolines and had gasoline imported from California to use in his planes particularly when racing. This gave the pilot a great advantage over the competition. Shell was making 87 octane gasoline because that was what was being used in the aviation industry. Jimmy urged Shell to develop 100 octane gasoline based on larger planes being proposed both in the private and military sectors. No gasoline company was producing 100 octane gas and Shell would be ready to meet this demand. Jimmy was certain it was because of his advanced education and not his experience as a test or stunt pilot that persuaded Shell to proceed with developing the 100-octane gasoline. In 1934, Shell made the first

delivery of 1,000 gallons of 100 octane gasoline to the Air Corps for test purposes. by 1938, the Air Corps requirements had built up to 15 million gallons per year. The gamble had paid off.

During the next several years, Jimmy continued to work for Shell but also made numerous trips abroad. These trips enabled him to see how the other countries were progressing in the aviation field. What he saw greatly concerned him. Germany was producing aircraft in great numbers and training pilots in far greater numbers than would be needed in peacetime. He conveyed this concern to Major General Henry H. "Hap" Arnold, who was Jimmy's commanding officer at Rockwell Field and with whom he had kept in contact over the years. Jimmy was so convinced that war was inevitable and that the United States would be involved, that he would be willing to leave his position with Shell and serve full or part time, in uniform or out, in any way that he could be useful.

On July 1, 1940, Jimmy was recalled to active duty as a Major as the Army Air Corps representative at the Allison Plant in Indianapolis. The Allison Plant was producing aircraft for the military but problems were affecting the numbers. Jimmy was assigned to determine the causes and solutions to these problems. President Roosevelt had issued a goal to

build at least 50,000 planes a year and if this goal was to be achieved, the problems at the Allison Plant had to be eliminated. Jimmy with his flying experience and technical education was well prepared and successful in this task.

On December 7, 1941, Japan attacked Pearl Harbor, inflicted great damage, and drew the United States into the war to end all wars. On December 8, Jimmy wrote through military channels to Major General Arnold requesting release from his current assignment and to be reassigned to a Tactical Unit, a fighting unit. His request was turned down at all levels, however, Major General Arnold ordered him transferred to his Air Staff located in Washington D.C. A promotion to Lieutenant Colonel came with this new assignment effective January 2, 1942. One of his first assignments was to investigate the B-26, a medium range bomber that was involved in numerous accidents killing pilots in training. Jimmy's assignment was to determine the cause of these accidents and whether or not the B-26 should continue to be built. Jimmy's conclusions were that the plane was stable and should continue in the American arsenal. He recommended that an extended training period for pilots be developed and implemented for transitioning pilots from single engine planes to multi-en-

Continued on page 15.



General Arnold tasked Jimmy Doolittle to take on all aspects of this mission (bomb Tokyo), including recruiting volunteer pilots and crews, designing and equipping the planes with additional fuel tanks, coordinating with the navy for the carrier and support ships.

James Harold "Jimmy" Doolittle

Continued from page 14.



... he was met by General George C. Marshall, Army Chief of Staff, who advised him that they were to meet with President Roosevelt who would present him with the Congressional Medal of Honor, America's highest military honor.



engine planes. Shortly after this assignment was concluded, General Arnold inquired of Jimmy, somewhat off handedly, about what plane the United States had that could take off in less than 500 feet, carry a 2,000-pound bomb load, and fly 2000 miles with a full crew. Oh, and the plane would have to take off in a narrow space not over 75 feet wide which meant the wing span could not exceed this width. Jimmy informed General Arnold that the B-25 had a wing span of 67 feet six inches and could meet these requirements if additional fuel tanks were installed.

To make a long story short, and one that Jimmy Doolittle would not fully understand until years later, President Roosevelt convened a meeting of his chief military advisors two weeks after the attack on Pearl Harbor. General Arnold was in this meeting. In the meeting, President Roosevelt stated he wanted a bombing raid on the Japanese islands as soon as possible to booster the morale of America and its allies. This request would be repeated over and over again whenever meetings on war strategy were held. Eventually, it was concluded that the B-25 bomber could take off from an aircraft carrier but could not land. This meant this would be a one-way mission. The pilots would have to be trained to take off in short distances and the B-25 would have to be equipped

with additional fuel tanks to reach Japan. General Arnold tasked Jimmy Doolittle to take on all aspects of this mission, including recruiting volunteer pilots and crews, designing and equipping the planes with additional fuel tanks, coordinating with the navy for the carrier and support ships. Each plane would have five crew members, a pilot, co-pilot, navigator, bombardier, and gunner. The volunteer crews were informed that this would be a dangerous mission, but no specific details were provided. The aircraft carrier Hornet was selected and on February 1, 1942, two B-25's were loaded onto the deck of the Hornet for a trial take-off. The two planes lightly loaded with a full crew were successfully dispatched from the Hornet.

Jimmy Doolittle was personally involved in coordinating all aspects of the operation. This involved the design and specifications for the auxiliary rubber fuel tanks, scheduling and training of the volunteers and assembly of the aircraft. The assembly of aircraft, pilots and crews and their training took place at Eglin Field, Florida. It was Jimmy's desire that each crew attain about 50 hours flying time in the B-25's, to be divided up both in day and night time navigation, bombing and formation flying. During this preparation work, Jimmy kept General Arnold apprised of the progress and eventually requested he be permitted to lead

the mission. General Arnold initially rejected this request but subsequently relented and tentatively approved. Sixteen B-25's were loaded onto the Hornet and departed from San Francisco Bay on April 2, 1942.

The operational plan called for the Hornet to get within 450 miles from the coast of Japan before launching the 16 B-25's. The plane piloted by Jimmy Doolittle would be first launched followed three hours later by five flights of three planes each. The plan was to spread the mission over a 50-mile front in order to create the impression that a larger number of planes were involved than actually were. Some aircraft carried demolition bombs, some carried incendiary bombs and others carried a mix of the two. Only military targets, such as, war industries, shipbuilding facilities, and power plants were to be attacked. Nothing would be gained by hitting residential areas or the Emperor's Palace. After the at-tack, the 16 aircraft were to fly to China for use by American units in the China-Burma Theater of operations. Few details of the mission could be shared with the staff of Generalissimo Chiang Kai-shek because of feared security breaches. Air fields in China were to be prepared to accept the B-25's but there was reluctance on the part of the Chinese in developing these air fields because of fear of retaliation

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James Harold "Jimmy" Doolittle

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by Japan. The mission was underway with the belief that all aspects would be completed as planned.

On April 17, 1942, ammunition, and bombs had been loaded, the gas tanks topped off and crews ready for the command to proceed. The weather was deteriorating, rain squalls reduced visibility and thirty-foot waves swept over the deck. Not ideal conditions for launching planes, particularly the B-25's. At approximately 8:20 A.M., the command for pilots and crews to man their planes was given. The Commanding Officer of the Hornet, Captain Marc A. Mitscher, ordered the Hornet into the wind, and, with the 20-knot speed of the carrier and the 30-knot wind speed blowing directly down the deck, the B-25's could be launched safely and quickly. The crews had been instructed on the launch procedures. When the Hornet began its upward movement after dipping into the waves, the Flight Deck Officer gave the clearance to launch, Jimmy released the brakes and the B-25 proceeded down the deck and was air borne. Jimmy circled the Hornet while the navigator aligned the plane's compasses using the direction of the Carrier for guidance and then set a course for Tokyo, Japan. This process would be repeated several hours later when the remaining 15 B-25's were launched.

The flight to Japan was rel-

atively uneventful, Jimmy flew about 200 feet above the water carefully monitoring the fuel consumption. Upon arriving at the coast of Japan, the first time when an accurate fix could be made on their position, the navigator determined the plane was approximately 80 miles north of Tokyo. Approaching Tokyo from the northern direction, large factory buildings were sighted, and the four incendiary bombs were dropped. It was 12:30 P.M. Tokyo time.

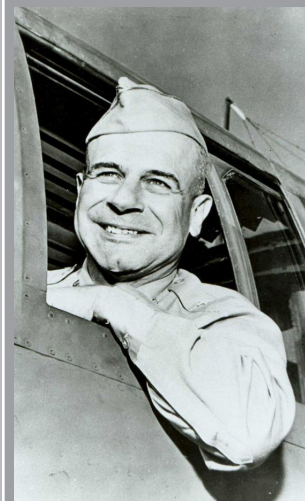
Immediately after releasing the four bombs, Jimmy headed toward the coast. Initially, the plane encountered a headwind that ate into their fuel supply. This headwind eventually turned into a tail wind which aided their flight to China. As they approached the coast of China, the weather conditions had deteriorated reducing their visibility. They tried to contact the air field at Chuchow, China, but were unsuccessful. Without radio contact to guide them to the air field, their chance of finding the field within their fuel limits were nil. The fuel gauges showing empty, Jimmy ordered his crew to jump. It was 9:30 P.M. ship time, they had been in the air for 13 hours and covered about 2250 miles. Jimmy landed unhurt in a rice paddy near a Chinese farm house. The Chinese farmer took Jimmy to a Chinese military post where he met an officer with limited English-speaking skills. This officer gave aid and comfort to Jimmy

and eventually was successful in locating the other four crew members. Within days, the Chinese Military located four additional crews. Jimmy's concern was for the other 11 crews, if they had similar experiences, they could be spread over a considerable area of China. How many had survived, how many had been taken prisoner by the Japanese? In some instances, answers to these questions would not be known until after the war had been concluded.

Jimmy was successful in getting a message to General Arnold in Washington through the American embassy in Chungking advising Tokyo successfully bombed. Due to bad weather on China coast believe all airplanes wrecked. Five crews found safe in China so far." Also, not known to Jimmy was the action taken by the Japanese government against China. The Japanese drove 200 miles inland of the China coast, an estimated 20,000 square miles, in search for the Americans and any Chinese found to have aided, or even suspected of giving aid to the Americans was killed. Over 200,000 Chinese, men, women and children were slaughtered during the three-month campaign.

During his brief stay in China, Jimmy learned through orders received from Washington that he was to return to Washington by any

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Jimmy was successful in getting a message to General Arnold in Washington through the American embassy in Chungking advising Tokyo successfully bombed.

James Harold "Jimmy" Doolittle



When Jimmy arrived, sometime later, he was told by an irate General Eisenhower that he had a choice, "you can either be a Major and fly Spitfires or you can be a Major General and be my senior air officer down there." Jimmy chose the latter.

Continued from page 16. means possible and without publicity. Also, that he had been promoted from a Lieutenant Colonel to a Brigadier General. Jimmy arrived in Washington D.C. on May 18, 1942, two weeks after leaving China, where he was taken directly to General Arnold's office. There he was met by General George C. Marshall, Army Chief of Staff, who advised him that they were to meet with President Roosevelt who would present him with the Congressional Medal of Honor, America's highest military honor.

After returning to Washington, Jimmy was asked by General Arnold to make a tour of factories making war equipment for morale building purposes. During the tour, Jimmy became aware of how much the American citizens appreciated the raid on Japan and that Japan withdrew fighting units from their front lines to defend their homeland. The Tokyo raid had accomplished the goals set by President Roosevelt.

Jimmy went to work on General Arnold's staff after the tour and in mid-summer 1942, was advised about a planned invasion of North Africa. A separate air unit, the 12th Air Force, was to be formed for the invasion and subsequent air actions against the Italians and Germans until they were driven out of North Africa. General George Patton would be in

charge of the ground operation and Jimmy was offered the job of Air Commander. Jimmy met with General Patton and then with then Major General Dwight Eisenhower. General Eisenhower was satisfied with General Patton but, initially desired someone other than General Doolittle for the Air Commander position. Jimmy had the support of Generals Arnold and Marshall and General Eisenhower eventually agreed with the assignment. Jimmy was determined to prove to General Eisenhower that he was the right person for the job. Jimmy assumed command of the 12th Air Force on September 23, 1942.

As Air Commander, it was Jimmy's responsibility to organize the 12th Air Force involving the transfer of planes and units from the 8th Air Force, the training of these units, and the planning of the air portion of the invasion of North Africa. Everything involved, personnel, planes and materials, were limited in quantity and the Generals running the Pacific Theater were demanding large portions to support their efforts. Jimmy realized early on that he had to protect the interest of the command he had been given to insure the 12th Air Force got the necessary personnel and material. He enlisted the assistance of General Patton and between the two was successful in equipping the newly formed 12th. The planned invasion of North Africa began in late October 1942.

It was Jimmy's belief it was his duty as Air Commander to test fly any new airplane assigned to his command. He believed that it was his responsibility to be familiar with all planes so expert advice could be provided in the event of problems with the equipment. Jimmy was on such a test flight when General Eisenhower requested, he report immediately to his office. When Jimmy arrived, sometime later, he was told by an irate General Eisenhower that he had a choice, "you can either be a Major and fly Spitfires or you can be a Major General and be my senior air officer down there." Jimmy chose the latter. After this rebuke and leaving the General's office, it occurred to him that he had just been informed that he was to be promoted to a Major General. This promotion took place effective November 20, 1942.

On March 1, 1943, Jimmy was relieved from command of the 12th Air Force and given a new assignment. Under this new assignment, he would command the Strategic Air Command. The mission of the Strategic Air Command was to attack the ports at both ends of the Axis supply routes across the Mediterranean, air fields used by the enemy for air re-supply and as bases for their fighters and bombers Jimmy was not particularly happy with this new assignment viewing it as a

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James Harold "Jimmy" Doolittle

Continued from page 17. downgrade in responsibility and reduced control over operations. However, as in the past, Jimmy approached this new assignment with the same degree of dedication and acumen as shown in previous assignments. He received a commendation from the President for the role he and his command had in bringing a successful conclusion to the North Africa campaign when the Axis forces surrendered on May 13, 1943.

With the winding down of the North Africa campaign, the 12th Air Force was split into two Air Forces. The 12th became a tactical air force supporting the ground forces advancing northward in Italy and planned landings in France. The new Air Force, designated as the 15th Air Force, would be a strategic air force concentrating on bombing industrial sites in Southern Germany. General Doolittle was designated the Air Commander for the 15th, Air Force effective November 1, 1943. He would serve as the Air Commander of the 15th until January 3, 1944, when he was assigned by General Arnold to take over the command of the 8th Air Force. With the command of the 8th Air Force, Major General Doolittle was promoted to Lieutenant General, the first air reserve officer ever to hold a three-star rank.

Taking over command of the 8th, General Doolittle made two policy changes that

greatly affected the outcome of the war. The first change was to begin bombing targets during daylight rather than at night. It was believed the Allied Forces could destroy the enemy's ability and will to wage war by hitting specific targets with greater precision during daylight hours rather than bombing large areas of cities where citizens lived and worked at night. The second change was the air fighter coverage given to bombers. Previously, the policy was for air fighters to stay with the bombers at all cost. General Doolittle believed the bombers were well prepared to protect themselves and that the air fighter planes should intercept enemy fighters before they reached the bombers. While some fighters continued to escort bombers, the bulk of the fighters would take the offensive and ferret out the enemy planes. These changes did not set well with everyone, but General Doolittle was resolute in his belief that the capability and will of the enemy would be greatly diminished through the better use of personnel and equipment.

The period between January 1943 and the end of 1944 were busy years for the 8th Air Force and General Doolittle. By November 1944, the Allied air units could roam at will over Germany. Priority was given to tactical bombing in support of the ground forces. Strategic bombing was put on the back burner, used when targets

could be identified. On April 30, 1945, General Doolittle learned that Hitler and Eva Braun, whom he had just married, had committed suicide. An unconditional surrender document was signed by Germany on May 7, 1945. President Harry S. Truman, who replaced President Roosevelt who died a month earlier, and Prime Minister Winston Churchill, proclaimed May 8, 1945, as V-E Day. General Doolittle had statistics compiled that showed what the 8th Air Force had done during the period between January 1943 and May 1945: 701,300 tons of bombs dropped including 531,771 tons on Germany; 18,512 enemy aircraft destroyed; American losses included 43,742 fighter pilots and bomber crewman as killed or missing in action. America lost 4,556 bombers in combat.

With the war winding down in Europe, the 8th Air Force with General Doolittle in command was to be deployed to the Pacific Theater. General Doolittle's headquarters was Okinawa and he arrived on the island July 15, 1945. Before deployment, General Doolittle was sent home for some R and R, Rest and Relaxation, and speaking engagements arranged by the War Department. During these speaking engagements, he was coupled with General Patton. He and Patton shared a mutually respectful working relationship and General

Continued on page 19.



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James Harold "Jimmy" Doolittle



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Doolittle, in his autobiography, said "we lost a national hero when he (Patton) was killed in a Jeep accident while serving in the Army of Occupation in Germany." (Page 412 Jimmy Doolittle's Autobiography)

On August 5, 1945, at 8:15 A.M., Japanese Time, the first atomic bomb, named Little Boy, was exploded over Hiroshima. Afterwards, thousands of leaflets were dropped on Japanese cities urging and outlining 13 consequences of an honorable surrender. The Japanese government failed to heed this warning and on August 9, 1945, the second atomic bomb, named Fat Man, was dropped on Nagasaki. Japan's Emperor Hirohito announced to the Japanese people of Japan's capitulation on August 15, 1945, with the formal surrender occurring on the deck of the battleship Missouri on September 2. General Doolittle was invited and attended this history making ceremony.

The bombers assigned to the 8th Air Force did not fly a single mission to bring about the end of the war in the Pacific. General Doolittle in his memoirs wrote that he had no regrets in not participating in the Pacific war nor did he have any doubts about the decision by the American government to drop the atomic bombs on Japan. The decision by President Truman was based on the estimate that from 250,000

and 1,000,000 American casualties could be expected from an invasion of Japan, in addition to that many of the enemy. General Doolittle was offered an opportunity to send bombers over Japan prior to the Emperor's announcement to the Japanese people, but he declined saying, the "war is over".

With the war finally over, there was the pressing matter on the fate of the crews from the Doolittle raid who were captured by Japan. Four crew members who had been captured by the Japanese had been identified and released from Japanese prisons. While all four were in terrible physical and mental condition, three were able to travel and returned home. The fourth member, named George Barr, was in such poor condition that he could not travel and was placed in a hospital for recovery. This member literally got lost in the system. He was weak and often delusional, had no records, could not answer questions posed by the duty sergeant, was wearing an ill-fitting uniform and was obviously confused. No one believed his story about having been on the Tokyo Raid and he languished for days trying to convince the medics that he was telling the truth. Upon learning of George's location, General Doolittle flew to the hospital and secured his release. In his memoirs, General Doolittle wrote, "I have never been so angry in my life as I was when George told me what

had happened to him. I walked with him back to the patient ward and went immediately to the hospital commander's office, where I unloaded Doolittle's worst verbal fury on his head." (Page 430 Jimmy Doolittle's Autobiography) George was outfitted with a new uniform, complete with the ribbons he didn't know he had earned, given a check for over \$7,000 in back pay, and orders were prepared promoting him to First Lieutenant. But, most of all, he was seen immediately by a psychiatrist and began the slow road back to recovery. Jimmy Doolittle had not forgotten his Tokyo Raid crew members.

General William "Billy" Mitchell, years prior to the war, was a proponent of a separate Air force equal to the Army and Navy and under a Department of National Defense. This idea was so controversial and contrary to the then current thinking that General Mitchell was eventually reverted to his permanent rank of colonel from a brigadier general, and transferred out of Washington D.C. Subsequently, President Calvin Coolidge preferred court-martial charges against Mitchell who was found guilty and suspended for five years at

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James Harold "Jimmy" Doolittle

Continued from page 19. half-pay. General Mitchell resigned from the military on February 1, 1926.

Now with World War II over, General Doolittle was assigned by General Arnold to travel to many large American cities and give talks urging public support of the concept of a separate but equal Air Force. Again, this idea was controversial because of turf battles between the different branches of the armed forces. After considerable inter-service and congressional wrangling, a compromise was worked out and on July 26, 1947, President Truman signed the National Security Act of 1947 which established the Department of Defense and a separate Air Force. The official birthday of the Air Force is September 17, 1947. General Mitchell's view on air power had been proven in war and his dream of a separate Air force had come true. General Doolittle's public talks and congressional testimony contributed to this effort.

General Doolittle was chosen to head numerous task forces and committees and agreed to do so as long as he could

contribute and be productive. Among others, he chaired a Board on Officer/Enlisted Man Relationships, served as a member of the Joint Congressional Aviation Policy Board; served as an advisor to the Committee on National Security Organization, and served on the National Advisory Committee for Aeronautics. He left active duty effective May 1, 1946 and went to work as a Vice President with the Shell Company. With respect to the many ad hoc assignments and his work with Shell, he could no longer stay proficient as a pilot. His last entry in his pilot logbook was made on September 21, 1947. His logbook was closed after 30 years of flying, at over 10,000 hours flying time in 265 different types of mil-



itary and civilian aircraft. He retired from Shell in December 1955. To close out his military career, James Harold "Jimmy" Doolittle was awarded the fourth Star, pinned on him by President Ronald Reagan, on April 10, 1985, and made a General.

James Harold "Jimmy" Doolittle's Autobiography is titled *I COULD NEVER BE SO LUCKY AGAIN*. What an amazing title for a book covering the life of an amazing individual. Jimmy Doolittle survived a difficult childhood, married the love of his life, risked and survived being a test and stunt pilot in the early stages of aviation, was a three time member of the "mythical Caterpillar Club" in respect to the tiny silk worms that made the silk parachute canopies that saved his life, survivor of numerous plane crashes, and survivor of the Tokyo Raid. In his autobiography, Jimmy said he would not want to live his life over because he **COULD NEVER BE SO LUCKY AGAIN**.

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No 239, Allied
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Scottish Rite Friends Dinners are an exciting grassroots fund-raising program that encourages Valley involvement, raises money and gives 100% of the net proceeds to qualified Valley, Orient and Supreme Council charities. Thanks to dedicated brethren across the Southern Jurisdiction, Scottish Rite Friends Dinners are making a difference.

Volunteers from local Valleys help by organizing a committee and planning a dinner in their Orient or Valley. The dinner is accompanied by a live and/or silent auction where two-thirds of the net proceeds stay with the local Valley for charitable uses and one-third is contributed to the House of the Temple Historic Preservation Foundation, Inc., to benefit the Rebuilding the Temple Campaign. The Development Office assists in supplying items for the auction which can be supplemented by items donated by members of the hosting Valley or Orient.

For more information or if your Valley would like to host an event, contact Caitlyn Kent in the Development Office at 202-777-3111 or ckent@scottishrite.org.

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The House of the Temple in Washington, DC can find a new purpose for them! The Supreme Council has created an event that is taking place all around the Southern Jurisdiction. The Scottish Rite Friends Dinner is the perfect opportunity to make a difference. The money raised from these events directly supports the RiteCare Scottish Rite Childhood Language Program.

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VMAP Working Tools

Your Guide to News & Best Practices

From the VMAP Committee Chairman

Greetings Brethren!
Welcome to VMAP 2018 and the return of the VMAP Working Tools newsletter!

The 2017 VMAP workbook is available for download. Based on the feedback from members at the 2017 Workshops some significant changes have been made to improve program for all Valleys, regardless of size.

A new workbook means a new Working Tools. The

newsletter will be a bimonthly event. The first issue of each month will share news from around the Jurisdiction about how VMAP is being implemented in, and impacting, local Valleys.

In the second issue of each month members of the Supreme Council VMAP Committee will share a best practice or lesson learned from actual 2017 workbook submissions. These will be items that successful Valleys

are using to improve their members experience and strengthen their Valley.

We hope that you will enjoy this new newsletter format, and we'd love to hear your questions, stories, and feedback, so drop us a note at vmap@scottishrite.org.

If you have not turned in your 2017 workbook yet it's not too late, send that in ASAP!

We want to hear from YOU. Do you have a story about how VMAP is working in YOUR Valley? Perhaps you have questions or need advice. Please send an email to vmap@scottishrite.org.

VALLEY MEMBERSHIP
ACHIEVEMENT
PROJECT (VMAP)



A Smile on the Valley

Masonic Brethren, their families, friends and businesses can now help their Valley at no cost to themselves and it's never been easier. When you shop on Amazon.com, you can direct a portion of your purchase price be sent to the RiteCare of your choice (see listing below), thanks to Amazon's charitable program called Amazon.Smile. This program, Amazon takes 0.5% (one-half of one percent) of the price of any item purchased and donates that money to the shopper's charity of choice at no additional cost.

- Scottish Rite Childhood Language Center—Richmond
- Norfolk Scottish Rite Foundation Inc.—Norfolk
- Portsmouth Scottish Rite Foundation Inc.—Portsmouth
- Tidewater Scottish Rite Speech and Language Foundation Inc. Newport News—Newport News
- Scottish Rite Museum and Library Of The Valleys—Lexington
- Roanoke Scottish Rite Language Disorder Clinic Inc.—Roanoke



1- Go to <https://smile.amazon.com> (You must always use this address instead of amazon.com. The RiteCare Center of your choice will not receive money if you do not.)



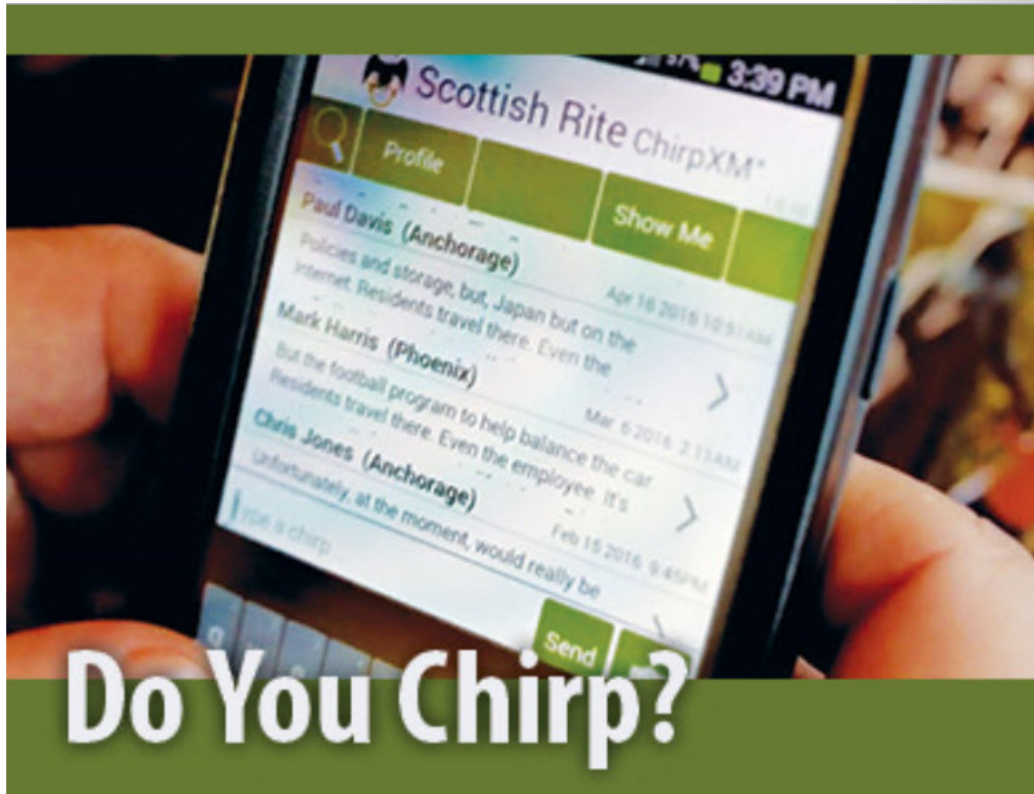
2- If you already have an Amazon login, log in here.



3- If you do not have an Amazon login, create an account by clicking on "Create an account."



Scottish Rite Chirp



The Scottish Rite of Freemasonry—Southern Jurisdiction is making a new tool available exclusively to Scottish Rite Masons, known as SR Chirp. This is a personal communication and messaging utility which operates as a mobile phone application and is unique to the Scottish Rite.

Maintaining meaningful personal communications in today’s fast-paced and technology intense day can be challenging. Smartphones are everywhere, and a variety of services including Facebook, Twitter, and text messaging make keeping in touch possible using many different methods.

Each popular technology provides benefits as well as challenges. With so much information available to us, it’s often hard to keep track of some of the messages that are most important.

The name “Chirp” was selected by the application’s developer, which has other business-to-consumer projects apart from the Scottish Rite. SR Chirp messages are known as “Chirps.”

Using the application, Scottish Rite members may to “Chirp” to each other and share their experiences, day-to-day interactions and thoughts, updates from their local Valleys and Orients, or simply stay connected throughout the jurisdiction.

The application enables Scottish Rite Masons to quickly and conveniently communicate and interact. Although SR Chirp is similar to text messaging in some ways, because SR Chirp is usable only by Scottish Rite members, it becomes simple to separate communications with brothers from the sometimes overwhelming number of messaging that are part of our personal and business lives.

SR Chirp is a Smartphone app that enables Scottish Rite Masons to communicate quickly and conveniently.

Scottish Rite Chirp

SR Chirp users also customize the messages that they desire to see. A user might elect to view only messages from his own Valley, or might decide to reach out to another Valley where he is traveling. Because the application is location-aware, users can elect to see messages and interact with other users easily and conveniently wherever they are—and not see messages from locations or Valleys that are not of immediate interest.

SR Chirp is available as a free download on Android mobile platforms and coming soon for Apple devices.

Installation is simple and registration requires only that you confirm your membership and create a user ID through the my.scottishrite.org portal if you have not already done so. Activation instructions are included with the application installation.

Please download SR Chirp and be part of the online and mobile community. We're looking forward to getting acquainted!

SR Chirp is available as a free download on both Apple iPhone and Android mobile platforms.

Here are the mobile links to download the free app from your phone.

Apple:

<https://itunes.apple.com/us/app/sr-chirp/id911534384?ls=1&dm=8>

Android:

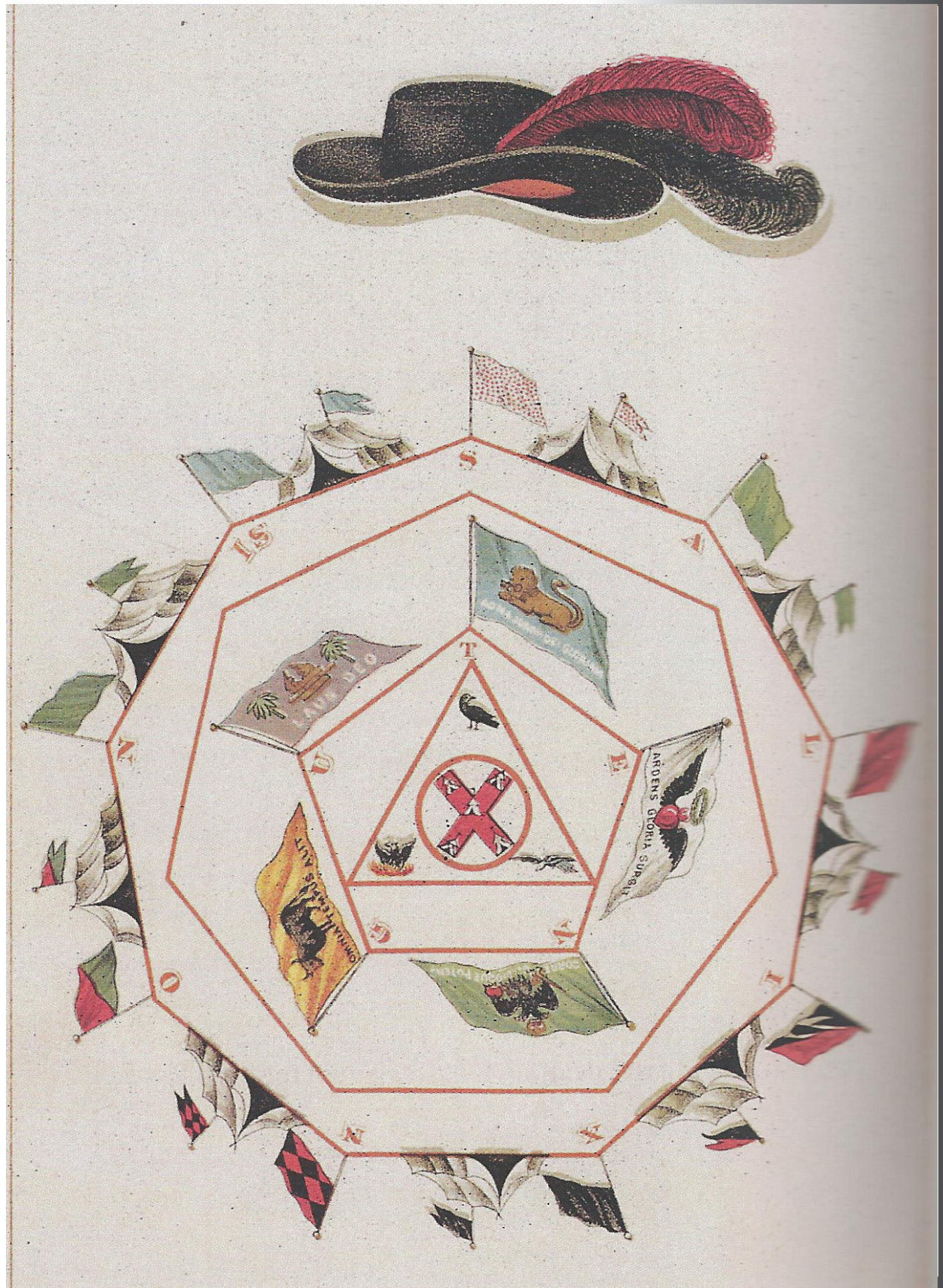
<https://play.google.com/store/apps/details?id=net.scottishrite.srchirp>

The universal link will route your phone to the appropriate store when clicked from your phone.

<http://qrs.ly/gr49ng2>

You can scan the QR code to take to either store your phone supports as well.







Certain faculties of man are directed toward the Unknown—thought, meditation, prayer. The unknown is an ocean, of which conscience is the compass. Thought, meditation, and prayer, are the great mysterious pointings of the needle. It is a spiritual magnetism that thus connects the human soul with the Deity. These majestic irradiations of the soul pierce through the shadow toward the light.
Arturo de Hoyos, Ed.,
Albert Pike's *Morals and Dogma*. (Washington D.C.: The Supreme Council, 2011), 77

The Scottish Rite Research Society

The benefits of membership in the Scottish Rite Research Society are many. Some are intangibles, such as the potential for interaction and discussions with the brightest minds in contemporary Masonic philosophy and debate. The most important benefit is the availability of what we all came here for, which is more light in Masonry. This is manifest most particularly in SRRS publications and Masonic conferences.

The tangible benefits of membership in the SRRS include:

- access to some of the most thought-provoking ideas in contemporary Masonic research
- a 10% discount on Society books and certain items bought at the House of the Temple or via the on-line Store
- the annual hardback volume of *Heredom*®, the preeminent publication of scholarly Masonic research
- the Society's quarterly research journal, *The Plumblin*®
- early notice for upcoming conferences and meetings on issues of Masonic importance
- your SRRS membership card and lapel pin SRRS Members may also receive:
- special discounted offers on advanced sales throughout the year
- a bonus book or other item

TO JOIN

There are two levels of membership in the Society.
Annual membership \$52.00 or Life membership available for \$1,300.

In addition to receiving *Heredom*, *The Plumblin*, and discounts on Scottish Rite merchandise, SRRS members who pay their dues before the end of the year they are due occasionally receive an extra "bonus item" produced for that year. This is our way of saying "thank you" to members who stay dues-current.

Remember to visit the Scottish Rite Research Society section of the Store to see what products are available with your membership discount.

On-line

Join us via our on-line Store and click on "Scottish Rite Research Society."

By Telephone

Call the Scottish Rite Store toll-free at 1-866-445-9196, Monday through Thursday, from 7:00 a.m. to 5:00 p.m. Eastern Time. Please have your credit card (VISA, MasterCard, American Express, Discover) information ready.

On-line

Join us via our on-line Store and click on "Scottish Rite Research Society."



The Twenty-seventh Degree

Summary

This degree teaches the virtues of knighthood and asks its adherents to practice these virtues in life. Virtue requires duty; and both remain the same, regardless of the times. The Knight Commander of the Temple learns that he is the manager of the time, that he himself will decide when he will perform his duty; he does not wait for orders or authorization. He is his own man, and his task is to abolish distress at just the right time.

“Prince”

DUTIES:

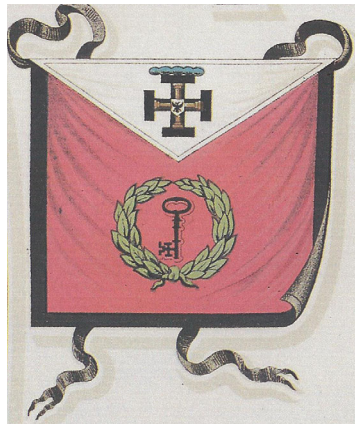
Be devoted to truth, honor, loyalty, justice and humanity.

FOR REFLECTION:

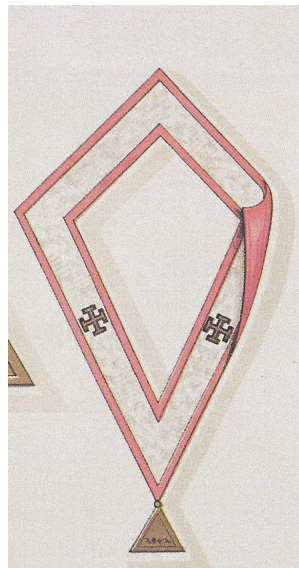
It is nobler to err and make amends than never to err at all. Is this statement contrary to the virtue of prudence?

IMPORTANT SYMBOLS:

The colors scarlet and black, garland of laurel, circles and globes, swords drawn and extended to a central point.



In the Liturgy Pike describes the apron thus: “The APRON is square, of scarlet-colored lambskin, lined and edged with black. The flap is white, and on it is a described as a cross potent sable, charged with another cross double potent or, surcharged with an excutcheon of the Empire, the principle Cross surmounted by a chief azure, seme of France; ...”. He is using the terminology of heraldry: ‘potent’ is a word used to describe a cross with cross pieces at the ends, ‘double potent’ means two cross pieces at the ends; ‘sable’ is black; ‘or’ is gold; ‘charged’ means superimposed upon; ‘chief’ means on top of; ‘azure’ is blue; ‘seme’ means strewn or scattered. In the middle of the apron is a black key and around it a wreath of laurel. The laurel symbolizes the good opinion our brethren have for us.



The order is white, watered ribbon edged with red, worn as a collar, from which the jewel is suspended.

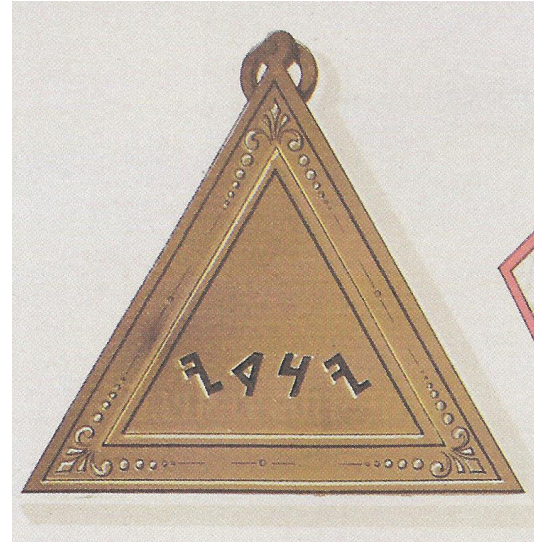
Continued on page 31.

“Knight Commander of the Temple”



Continued from page 30.

The jewel is the Teutonic Cross shown on the apron.



There are also gloves and a scarf among the clothing of a Knight Commander of the Temple. The colors of these, as well as of the apron and order, are white, red and black. The last of these is symbolic of the death of one who will be revealed at a later degree.

“In many of the degrees of Scottish Rite, the candidate is styled a knight; this, however, is the first of the truly Chivalric Degrees. The flourishing of knighthood during the Crusades of the Middle Ages, (1100-1400 A.D.) has been the subject of romantic legends, epic poems, books, theater, art and song for over 600 years. Perhaps the most well-known of the chivalric legends is that of King Arthur and the knights of the Round Table. King Arthur assembled around him the most virtuous and gallant men. He created them knights and thus devoted them to the causes of right, the poor and needy, and honor. His kingdom became a paradise on earth. This idyllic world came tumbling down when the frailty and flesh prevailed – a knight fell in love with King Arthur’s queen and Arthur’s step-brother greedily and jealously pursued the throne.

In reality, too, the age of knighthood came to an end as a result of human weaknesses – greed, political and religious corruption and, in general, the loss of the selfless attitude held by knights and demanded by the rules of chivalry. Despite the fate of knighthood, the chivalric ideal has survived as one of the noblest conceptions of the human spirit and provides the support for the ideals of family unity, moral education, honor and courtesy, all of which Masonry teaches as its duties.” (Hutchens, pp. 240-241)

Continued n page 32.

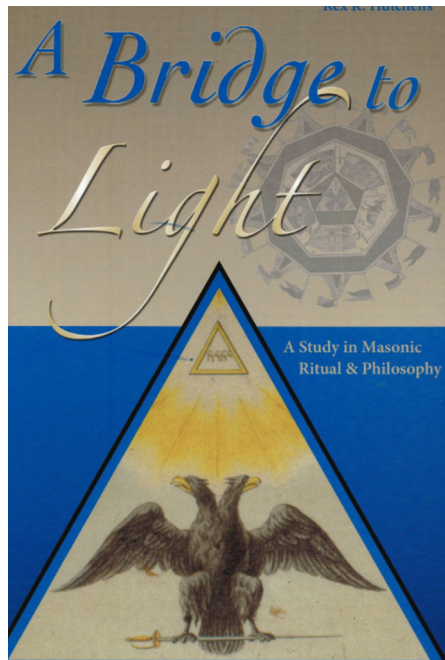
The Twenty-seventh Degree “Knight Commander of the Temple”

Lessons of the Degree

“Masonry is practical and requires its members to be actively involved in life.

Virtue and duty have been the same in all times.”

Continued from page 31.



A Bridge to Light
Dr. Rex R. Hutchens, 33°, G.C.

2010 Edition Now Available

An introduction to the Scottish Rite's Degrees and symbolism, this book is the most popular exposition available, by one of the Rite's most articulate philosophers and writers.

The 4th Edition of this classic work includes the changes introduced with the adoption of the Revised Standard Pike Ritual; the official Ritual of the Ancient and Accepted Scottish Rite of Freemasonry, Southern Jurisdiction, U.S.A.

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