

FROM: Tom Hall Miller (DIstrict 7-1622)
1190 National Press Building
Washington 4, D. C.

Remarks by
former Senator Joseph C. O'Mahoney
before the Aviation Writers Assoc.
at the Burlington Hotel, Washington,
D.C., on June 10, 1953

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Following is text of remarks by former Senator Joseph C. O'Mahoney, Member of the Board of Directors of North American Aircoach Systems, Inc. of Burbank, California, at the June luncheon meeting of the Washington region of the Aviation Writers Association in the Burlington Hotel.

"AVIATION IN THE COLD WAR

"Aviation marks its 50th Anniversary in the midst of a cold war which at any moment could ripen into the greatest military tragedy of all times. It is not necessary for any speaker to talk to an association of Aviation Writers on the achievements of this industry in both war and peace. You know the past. It is the future which now concerns us.

"This future can not be intelligently discussed except against the background of the critical era in which we live. With all mankind desiring peace, the world trembles upon the brink of war, and if war comes, aviation again will be the instrument by which destruction will be rained upon all the peoples of the world.

"Last night I opened the World Almanac to read the record of War and Peace during the last 150 years. Napoleon was defeated at Waterloo on the 18th of June 1815, and banished to St. Helena. For 55 years thereafter Europe enjoyed peace. The Franco-Prussian War was ended on the 4th of September 1870 when Napoleon III was overwhelmed by Bismark at Sedan. Once again peace reigned in Europe, but the interval between the end of the Franco-Prussian war and the beginning of World War I was 11 years shorter than the interval between Waterloo and Sedan.

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"Local wars occurred in each of these intervals - our own Civil War 1861-65, the bloodiest conflict in human annals until that time, and the brief wars in the last decade of the nineteenth century between China and Japan and between Spain and America. In none of these did aviation play any part. It was not until the aeroplane made its appearance as a military vehicle of warfare in World War I that men began to understand that modern war, instead of being a conflict between gentlemen at arms who scorned to bring women and children within the radius of their weapons, is a conflict of industry and science which was soon to develop into total war. It is not too much to say that the military airplane made this change.

"The importance of the change becomes apparent immediately when we take note of the fact that World War I, which ended in 1918 was followed in only 20 years by the second World War which was precipitated in 1938 by the totalitarian Hitler.

"This catalogue of the wars of the last 150 years shows that the intervals of peace have been growing shorter and so far as we are concerned, the interval of warfare has grown longer because the peace treaties of World War II have not yet been written.

"Unlike the little wars of the 19th century, the little wars of this century are not local. What happens in Indo China? What happens in Korea? What happens on any boundary which separates the free world from the totalitarian world of communism, affects every man, woman and child in the whole world. For out of these happenings and out of the judgment that we make with respect to their significance will arise the factors which will decide the issue between peace and war."

"WE MUST FACE FACTS WITHOUT FEAR

"If we want aviation to be an instrument of peace, and certainly we do,

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we must be prepared to gaze frankly and fearlessly at the facts by which we and the United States are faced. Let us review them.....

"Last week James B. Conant, former President of Harvard University, now our High Commissioner in Germany flew back to the United States to talk with Congress about appropriations.

"Interviewed at the landing field, on radio and television, he reported that the Iron Curtain is being tightened. Soviet Russia is taking more and more rigid steps to prevent the escape of human souls who want their liberty. He also tells us that in spite of the action refugees at the rate of three thousand each day are seeking to escape the arbitrary power of the Soviets.

"Only a few days before, General Matthew Ridgway, soon to assume duties of Chief of Staff of the United States Army, after having served as President Eisenhower's successor as the head of NATO, told Congress not only that Soviet Russia is strong in air power, but that airpower is the weakest link in the chain of the defenses of free Europe.

"Only a few weeks before this testimony Soviet authorities rejected the request of their former allies in the war against Hitler to hold a conference to draft an Austrian peace treaty.

"Meanwhile, in France and in Italy a communist party closely bound to Moscow commands numbers and political power second only to the coalitions by which these two nations are held as allies of the other nations of the free world.

"Finally, we draw up a truce in Korea with Communist Chinese whose invasion of north Korea prevented the United Nations from achieving the unity of Korea as a free nation. This unity was an objective to which the United Nations, and Soviet Russia, as an ally in the war against Japan, were pledged. The truce agreement between the United Nations and the Communist Chinese

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aggressor, actually includes under the false category as neutrals the Soviet satellites Poland, and Czechoslovakia.

"This is not mere election, this is fact, and explains the terrifying proportions of the dilemma in which we are. We cannot think or act as though peace were just around the corner. We shall not be able to comprehend the appalling significance of our dilemma unless we also recall that there never has been an occasion in written history when the world has been divided between two dominant powers that these two powers have not been eventually locked in a war of survival. That was the case in ancient history between Greece and Troy, between Greece and Persia, Rome and Carthage, between Britain and Napoleon. It is the case now, between United States and Soviet Russia."

"...WITH THE EXCEPTION OF RUSSIA.

"At this juncture, I pick up the latest issue of the official publication of the Aircraft Industries Association, the issue of May 1953, and there I find it twice recorded that United States manufacturers have produced more jet planes and more research aircraft than all the rest of the world combined -- with the exception of Soviet Russia.

"This is an issue much greater than any issue of face saving argument. It is an issue of survival and since everybody connected with the aviation industry; whether as a manufacturer of planes and plane parts, or an operator, or a technician in the utilization of the complex devices the government supplies to make flying safe, knows the importance of air power. It is certainly encumbered upon us to leave nothing undone to maintain American air supremacy. We cannot win a war without it, but we may win the peace with it provided we have the wit and the will to cooperate.

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"Foremost in the minds of the members of Congress when the Civil Aeronautics Act was passed, was the promotion of national defense as well as foreign and domestic commerce. When all the officials, all the executives, and all the workers in the aviation industry take thought of the millions of dollars contributed by the people of the United States for the establishment of air navigation facilities and the promotion of the industry in other ways, it must surely be clear that our duty now is to contribute whatever may be in our power to expand civilian aviation.

"Whatever may be the termination of the existing controversy about the size and character of the United States Air Force, certainly we must all be agreed that by cooperating to expand civilian airpower we will be creating the elements out of which war power can be built if the need comes.

"OUR MILITARY AND CIVIL AIR ARMS MUST BE BULWARKED

"Our military air arm was sadly deficient when World War II began. It was the civilian arm that helped to bridge the gap, - to put us in North Africa one full year ahead of schedule. It therefore, becomes more essential now than ever before that civilian air lift power be promoted in every possible way.

"How can this be best accomplished? It can be accomplished by providing freedom of entry to the channels of air commerce, the markets we have hardly yet tapped. It can be accomplished by encouraging free enterprise in the air, our newest natural resource. And, Ladies and Gentlemen of the Press, it would be only retarded by an 'iron curtain' attitude which says to new American enterprise, 'You may not compete.'

"Today an extraordinarily air minded public is clamoring for more air travel and less expensive air travel. The air transport industry has

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proven beyond question the economic feasibility of expanded air coach travel in domestic and foreign markets. The cargo carriers have proven that air freight can be lifted profitably at rates far less than conceived prior to World War II. And the 238 page Nathan Economic Report, one of the most thorough air market studies ever completed, sponsored by our group and being presented to the CAB today, prophesizes as compared with 1952, a 35% civil air lift volume increase by 1955; 56% by 1957; 103% by 1960 and 306% by 1975.

"Our carriers flying without benefit of mail pay or any other form of subsidy have proven their worth as assets to the military and commercial might of the Nation. They pioneered transcontinental low-fare air coach travel with high density seating. They were the first to equip their fleet with omni range equipment. They were the first to introduce rearward facing safety seats, already a tremendous success. They have purchased the most modern postwar equipment available. They have a remarkable safety record. And they are the first to propose Air-Bus service at one half the luxury air fare.

"THERE IS ROOM IN THE AIR FOR ALL

"Emerging in what we know as a cold war, we cannot give way to the false philosophy of the totalitarians who believe there is not enough to go 'round. The untapped commercial air lift market is tremendous.

"Does the public know that inter city traffic by all types of carriers reached an all time high of more than 212 billion passenger miles last year and that the steady increase of domestic trunk air traffic, which in 1930 amounted to only 85 million passenger miles, had multiplied 150 fold by 1952 to reach the hitherto unimaginable peak of 13 billion passenger miles?

"In the next ten years it increased eight times, and in the two years since 1950 it expanded over fifty per cent. The end is not yet, - as long

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as Americans are busily employed the avenues of the airways will continue to attain larger and larger numbers of passengers.

"There's room for competition over the continent as well as on the continent to build a strong civilian air arm as a great asset to both the commercial and military might of our Nation. By telling that story to the American public you will play an essential part of showing the world that men and women who believe in freedom and who practice its ethics can lead the world to an era of peace, and scientific progress can save mankind rather than destroy it."

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