

General Carl Andrew Spaatz

(1891–1974)

Chief of Staff, U.S. Air Force

VITA

Born in Boyertown, Pennsylvania; graduated from Military Academy (1914); commissioned in the infantry; Schofield Barracks (1914–15); aviation school, San Diego (1915–16); 1st aero squadron (punitive expedition, Mexico) and 3^d aero squadron, San Antonio (1916–17); 31st aero squadron, American aviation school, and 2^d pursuit group, France (1917–18); assistant air service officer, Western Department, California and Texas (1919–20); Kelly Air Field (1920–21); air officer, 8th Corps Area (1920); 1st pursuit group, Ellington and Selfridge Fields (1921–24); Air Corps Tactical School, Langley Field (1924–25); office of the chief of the Air Corps (1925–29); commanded refueling flight near Los Angeles for 150 hours, 40 minutes, and 15 seconds (1929); Rockwell and March Fields (1929–33); chief of training and operations (1933–35); Command and General Staff College, Fort Leavenworth (1935); Langley Field (1936–39); assistant executive to chief of the Air Corps (1939); special military observer, England (1940); chief, plans division, and chief, air staff, Army Air Forces (1940–42); Army Air Force Combat Command (1940); 8th Air Force; Army Air Forces, European Theater; 12th Air Force; Northwest African Air Force; Mediterranean Allied Air Forces; U.S. Strategic Air Forces, Europe (1942–44); Air Force Headquarters; U.S. Strategic Air Forces, Pacific; attended surrenders at Rheims, Berlin, and Tokyo (1945); Commander of Army Air Forces (1946–47), and subsequently the first Chief of Staff, U.S. Air Force (1947–48); died at Walter Reed Army Medical Center.



Portrait by
Thomas E. Stephens.

U.S. Air Force Art Collection

With reference to the unification compromise, I suppose there will always be a controversy over who got what out of the agreement. The fact that each interested party feels that the other got the best break is probably the strongest argument in favor of the soundness of the agreed scheme. So far as the Air Force is concerned, we will . . . achieve the position of independence and parity with the other services. I feel that the aircraft, air facilities, and air functions not under the Air Force are at least under a top authority who can insure that they are not misapplied or used to establish a basis of encroachment on the proper activities of the Air Force. We believe that the agreement . . . will be a forward step for the Air Force and will represent marked progress in the operating efficiency and economy of our Armed Forces.

—Letter from “Tooeey” Spaatz to
“Hap” Arnold cited in
*Master of Airpower: General Carl A.
Spaatz* by David R. Metz