

Correspondence, Nun, Era H., Department of

the Navy, 1956 June 12th w/ newspaper clipping [needs to be digitized] 3.81



DEPARTMENT OF THE NAVY
OFFICE OF THE JUDGE ADVOCATE GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO
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June 12, 1956

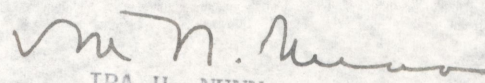
Dear Admiral Stark,-

There was inserted in the Congressional Record for 8 June 1956 an editorial reprinted from the Wilkes-Barre (Pa.) Times Leader Evening News relative to the new science building which was named in your honor at Wilkes College.

I am delighted to forward a copy of these remarks for your file.

Please accept my warmest personal regards.

Very respectfully,


IRA H. NUNN

Admiral Harold Stark (Retired)
4900 Glenbrook Road, N. W.
Washington, D. C.

Admiral Stark Honored

**EXTENSION OF REMARKS
OF
HON. DANIEL J. FLOOD
OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES
Friday, June 8, 1956**

Mr. FLOOD. Mr. Speaker, under leave to extend my remarks in the RECORD, I include the following recent editorial which appeared in the Wilkes-Barre Times Leader Evening News calling attention to the groundbreaking exercises for a new science building at Wilkes College, Wilkes-Barre, to be named in honor of Adm. Harold Stark, a native of Wilkes-Barre, and former Chief of Naval Operations:

Wilkes-Barre was aware of the high esteem in which Adm. Harold Stark, a native son, has been held nationally and internationally through the years, but it was stimulating

CAA set to work installing VOR omnidirectional radio range (VOR), along with greatly improved communications equipment and then distance-measuring equipment (DME). Other items such as the instrument landing system and ground-controlled approach were installed.

Schedule reliability of the airlines improved tremendously.

While this was going on, the Navy was attempting to solve a very real problem, that of providing a short-range navigation system for carrier-based aircraft. VOR/DME was not satisfactory. That, as you know, was the beginning of TACAN.

We were still working within the common-system concept. Then came the Korean conflict and the Russians also finally succeeded in exploding an atomic bomb. Lessons learned in Korea indicated that VOR, due to citing problems, not only was unsatisfactory for carrier-based aircraft, but was not suitable for tactical operations of the Air Force.

The military, faced with the threat that the continental United States could very easily become a battleground, proposed TACAN as the common-system short-range air-navigation system to replace VOR/DME.

to handle jets and that we will get it. As air transportation expands, and big jet transports take to the air, we will have new problems, and people such as you will solve them.

In the old days before the Wright brothers, the air and airspace may have been free. When, day and night, we must protect the airspace above us against enemy attack, the air may still be free, but our airspace is not.

With jet fighters guarding the skies above us and a fleet of big transport planes flying nearly 20 billion passenger-miles a year, the airspace in many areas is getting crowded. We have to do what we can to keep these planes moving in safety and to provide for more and faster planes as the commercial jets come off the line.

It is well to remember that there are other users of our airspace besides planes. The Army must practice artillery firing. Radio and TV towers use valuable airspace. The TV tower problem is being considered by our subcommittee this session. The Air Coordinating Committee has been working on the problem and has put forward a compromise.

yesterday to have confirmation from the President of the United States, naval associates, and others at the groundbreaking exercises for the new science building at Wilkes College, to be named in his honor.

Admiral Stark, a former Chief of Naval Operations, was in command of the United States naval forces in the European theater during the Second World War when General Eisenhower was Supreme Allied Commander. So when the President, in a message to Dr. Eugene Farley, president of Wilkes, referred to Admiral Stark as "my good friend," it was not an idle compliment but a statement based on close wartime association.

It must be a source of no little satisfaction to Admiral Stark, now in retirement after 50 years of service to his country, to know that he is so highly regarded not only by those in high places, but by his fellow Wilkes-Barreans. There just isn't much more that life has to offer than to occupy such an enviable position as the twilight approaches.

REVIEW and OUTLOOK

The Easy Way

If a man who is having trouble making a go of his life comes to a wealthy friend for help, the easy answer is to write him a check. The much more difficult way to help is to try to understand the root of the man's problem and to encourage him as he tries to adjust.

The same applies to dealing with the so-called underdeveloped nations. The easy way for the United States is to write a Government check. The hard way is to try to understand the people and help them to do the things they themselves must do to adjust to an industrialized and politically-divided world.

In his speech the other day, Vice President Nixon came close to making this distinction. He did not oppose continued Government aid. But he made clear there are more significant forms of aid.

What the "uncommitted" peoples of Asia want above all is respect. "Whatever we do," said Mr. Nixon, "we must deal with other people as our moral and spiritual equals. Nothing is more infuriating or more likely to make our program fail than a boastful or condescending attitude on our part. It is dangerous to parade our material wealth or economic achievement. This may merely create envy, rather than admiration, on the part of other peoples."

Now these are precisely the dangers to which Government aid is most susceptible. Individual Americans administering the aid may or may not be patronizing. But there is an inherent condescension in the nature of Government aid. Here, we tell these people, is the richest nation in the world — so unbelievably rich that it can throw billions of dollars around the world year after year. Now this nation is going to give you some, whether you ask for it or not, and thereby pull you into the twentieth century.

As a companion to Government aid, Government information specialists bombard, in Mr. Nixon's words, "the uncommitted countries with radio broadcasts, motion pictures and press releases which present the American viewpoint." The United States also, it might be added, prepares exhibits of "people's capitalism," designed to show these poverty-stricken people the luxuries that ordinary Americans enjoy.

Nobody cares to be blatantly propagandized. And when the propaganda

concerns a way of life that is beyond the comprehension of the people to whom it is directed, the effect may be the reverse of that intended.

For example, these people want very much to industrialize. But when American material wealth is paraded before them by Government aid and Government propaganda, they are likely to conclude that such a standard is beyond them.

The underdeveloped nations look at Russia, which has a much lower standard than America's but a standard which for that very reason seems to them more attainable. The price in individual liberty concerns them much less than their desire to advance as a nation. Russia, incidentally, does not flaunt its wealth in huge grants; it offers modest aid, and that in loans.

Mr. Nixon offered no new blueprint as an alternative to what the United States has been doing. But he implied, pretty sharply it seems to us, the superiority of unofficial efforts over Government action. Thus he advocated much more in the way of student exchanges.

If more young people from uncommitted nations are encouraged to study at American colleges and universities, they will learn about America as they never can from American propaganda. President Eisenhower's suggestion that foundations help universities expand technological instruction in under-developed nations is along the same line. The operation of private American businesses in these areas provides material benefits, technical knowledge and instruction in the "American way"—without condescension.

Government aid and Government propaganda are automatically suspect; where are the political strings? The relations of private Americans with people of the underdeveloped countries carry no such political overtones.

At best, the economic and political development of these nations is going to be a long process, in which a gradual, unofficial, understanding American approach could be highly effective. In some instances, the case for American and World Bank loans will seem persuasive. But we will provide no lasting help at all so long as Washington thinks it can just write a big check and solve the problem.

The "easy" way usually seems easy because it is in reality futile.

Speaking of Operations

Mr. Averell Harriman announced Saturday that he will actively seek the Democratic nomination for the Presidency. Mr. Harriman has recently undergone a glandular operation from which he is happily recovering.

Not so very long ago, Mr. Adlai Stevenson, who has certainly been quite active in seeking the same nomination, underwent a gall bladder operation. He has completely recovered and the operation certainly did not slow up his campaigning.

We do not at all doubt that the surgeons who performed these operations may be said to have improved the well-being of these gentlemen, and indeed, Mr. Harriman may have gotten his out of the way when he did in order to prepare himself for campaigning at Chicago.

We have not heard anyone suggest that the operations performed on Mr. Harriman and Mr. Stevenson have somehow disqualified them from seeking high office.

Yet some Monday morning "doctors," having Friday learned to spell ileitis, are already saying that Mr. Eisenhower should not run again, and others are saying that obviously the man is under great strain.

Senator Kerr, of Oklahoma, for instance, says that the office is beyond

Mr. Eisenhower's physical capabilities and that it is a shame that the President was talked into running again anyway. No one will think of questioning Mr. Kerr's sincerity in his distress at the President's attack, nor his happiness at the success of Mr. Eisenhower's operation, nor his hope that the President will be back on the job soon. But the Senator's diagnosis of the President's physical stamina, it seems to us, should not be based on an attack of ileitis any more than on an attack of appendicitis. And to infer that the President was talked into running is, it seems to us, to forget that Mr. Eisenhower said the decision was his and that if his health did not continue to be what he considered necessary to do his job he would himself withdraw.

We leave that to the political doctors, though. As for most other people, we imagine they are as happy as we that Mr. Eisenhower has done so well since, and their main concern is the rapid recovery and return to his duties that his doctors predict.

As for his future health and the Presidency, we imagine that those who would like to talk him out of running if he's well will have as little chance as those who would like to talk him into running if he thinks he cannot do his job.

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At Lawrence Rd. & Sproul Rd., Marple Township

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F. W. Woolworth	Cantor's Shoes
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G. R. Kinney Shoes	Saman's Card and Gift Shop
Father & Son Shoes	Suburban Hardware
Bornot Cleaners	Alvin Florist
(Branch) Upper Darby	Bilt-Rite Upholstery
National Bank	Capriotti Shoe Repair
Cutler Paint Stores	The Toy Shop

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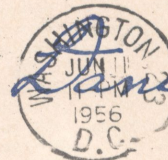
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Congress of the United States

House of Representatives

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Daniel J. Flood
M.C.

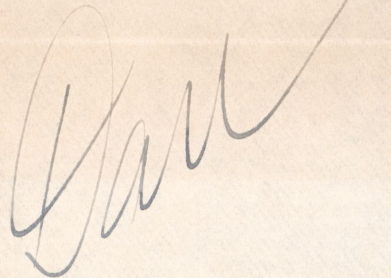
Admiral Harold R. Stark (USN, Ret.)
4900 Glenbrook Road, N.W.
Washington, D.C.

House of Representatives, U. S.

MEMORANDUM

The attached refers to a
subject in which you are in-
terested and is, therefore,
referred for your information.

Yours very truly,

A handwritten signature in dark ink, appearing to be "D. M. L.", is written over the typed signature line. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

The reaction was immediate. The military was criticized for developing a new system in secret. The Defense Department was challenged to reveal what they had in their little black box. Some went so far as to suggest that the common-system concept be abandoned and the military permitted to go its own way.

At that point, the Subcommittee on Transportation and Communications was forced to look into the matter. We had a heavy schedule of hearings previously arranged. But the subcommittee found time to hear both sides of the TACAN controversy. It was long and tedious and very technical but also very interesting. As we proceeded, it began to appear that somewhere along the way there could be at least a meeting of the minds. The Air-Coordinating Committee came up with a compromise, which the subcommittee and then the full committee endorsed with certain reservations. The principal reservation was that the common system concept remain valid and must not be compromised.

Now, I am convinced that had there been proper coordination in time on the part of the various groups involved, that a great deal of time could have been saved. But that is hindsight.

In view of the magnitude—and the cost—of the job ahead of us, we must work together. There must be continued and full coordination on the part of the various groups involved. And Congress must be kept informed. After all, appropriations must be made and Congress is not going to write any more blank checks in this field.

I am told that there are now over 75 committees, subcommittees, and special committees, working in this field. That is all right. In a field as technical and as complex as this, special problems have to be attacked by groups specially picked for the task. But that situation increases the importance of coordination and makes more difficult the problem of eliminating duplication.

For that reason, I feel that the appointment of Mr. Edward Curtis by the President to coordinate activities in planning in this field is a great step in the right direction.

Admitting that we have problems, I am sure that the industry, as represented by this group here, has the know-how to meet them. By continuing to work together, bearing in mind that we are all working to the same end, I know we will get the job done. We will get the jets into the air and keep them flying in defense of our country and in the interest of the national economy.

Thank you.

Admiral Stark Honored

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OF

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OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

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Sound Business Principles for Federal Power

EXTENSION OF REMARKS

OF

HON. FRANK T. BOW

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, June 8, 1956

Mr. BOW. Mr. Speaker, under leave to extend my remarks in the RECORD, I include the following address:

SOUND BUSINESS PRINCIPLES FOR FEDERAL POWER

(Address by Hon. Frank T. Bow at the annual meeting of the Edison Electric Institute, June 5, 1956, Atlantic City)

I am glad to have the opportunity to consider with you gentlemen of the Edison Electric Institute a matter to which I have recently devoted considerable study. I refer to the application of sound business principles to rates to be charged for public power, at least where sold pursuant to section 5 of the Flood Control Act of 1944.

Specifically, I propose to show that it lies within the authority, and likewise is the duty, of the executive agencies, to establish Federal power rates in accordance with sound business principles; to point out that in this respect those agencies have been greatly remiss; and to examine what would be the effect of really applying sound business principles as prescribed.

In general, this matter of rates for public power has been viewed primarily from the standpoint of the consumer of the power and only to a minor extent from the standpoint of the sellers, being essentially those citizens who pay Federal taxes. In other words, the matter has been viewed from the standpoint of short-term advantage for relatively few instead of the long-term advantage of all of such citizenry.

This is largely because those who are beneficiaries of the existing discriminatory preference are so very vociferous. Rarely is a voice raised in behalf of the taxpayer. Because my State, Ohio, contributes so heavily in proportion, I am all the more inclined to analyze what is involved.

FLOOD CONTROL ACT OF 1944

Without taking the time to go into the genesis of the policy provisions, being those in section 5 of the Flood Control Act of 1944, I quote the vital first sentence thereof:

Footnotes at end of speech.

"Electric power and energy generated at reservoir projects under the control of the War Department and in the opinion of the Secretary of War not required in the operation of such projects shall be delivered to the Secretary of the Interior, who shall transmit and dispose of such power and energy in such manner as to encourage the most widespread use thereof at the lowest possible rate to consumers consistent with sound business principles, the rate schedules to become effective upon confirmation and approval by the Federal Power Commission."

This is the most specific and influential of the several fragmentary and too often inconsistent, statutory statements of Federal power policy. I dip into past history only to the extent of pointing out the interesting fact that the Tennessee Valley Authority policy announced August 25, 1933, included the premise that, in its marketing of power, the controlling consideration should be that of "making power available at the lowest rate consistent with sound financial policy."

The importance of the language I have quoted, from the act of 1944, may be judged from the fact that so prominent and ardent a proponent of so-called public power as former Secretary of the Interior Harold L. Ickes used that language in his memorandum of January 3, 1946, promulgating what he stated to be "the primary objectives of the acts of Congress." Although, strictly speaking, no other act contains just such language, Secretary Ickes cited, not merely the Flood Control Act of 1944 but also, the Tennessee Valley Authority Act of 1933, the Bonneville Act of 1937 and the Fort Peck Act of 1938 as authorities for the principle that—

"Power shall be sold at the lowest possible rates consistent with sound business principles."

The criterion established by Congress in the act of 1944 for setting "the lowest possible rates" is neither the practice of charity, in the form of subsidies, nor discrimination between groups of citizens in respect to rates of charge for power, but rather sound business principles. The statute mentions nothing else.

Inasmuch as sound business principles are assumed to apply to the element of rates as set forth in section 5, it is reasonable that the same principles should be assumed to govern in the cases of all of the other elements excepting only where and to the extent that there is an express prescription that they shall not apply. Please understand, however, that what I have to say is regardless of whether the buyer, that is the consumer, of the Federal power is, or is not, in the preferred class prescribed in the same section 5 of the Flood Act of 1944.

Even if we were to consider that "sound business principles" shall control rates in the cases only of Army engineer reservoir projects, there would be involved all Federal power development in the East except those of TVA; practically all of those in the Southwest; and largely those in the Missouri Valley and the Columbia River Basin. In all, taking into account those in operation, under construction and authorized, they comprise almost two-thirds of all Federal hydroelectric power development.

Let us now examine the application of sound business principles to the elements entering into the fixing of rates for Federal power. I take them up in the following order:

Charges for the use of money.
Amortization of investment.
Allocation of cost.
Tax charges.
Allowances for overhead costs.
Actual project income as compared with preconstruction representations.

Footnotes at end of speech.

up the problem facing us in future planning.

Problems follow in the wake of progress. If someone hadn't come up with something he believed was an improvement over VOR-DME, there wouldn't have been a TACAN controversy. Discussion is necessary to solve problems but when discussions reach the stage of controversy we are likely to get more heat than light.

Be that as it may, the TACAN controversy did get out of hand, resulting in two congressional investigations and the threat of several more.

When I was elected to Congress back in 1940, the possibility of being called upon to preside at hearings on a subject as involved and technical as TACAN would have seemed to me fantastic. But I walked into it when I was assigned to the Committee on Interstate and Foreign Commerce, and eventually became chairman of this important subcommittee.

As you know, the Committee on Interstate and Foreign Commerce has broad, general jurisdiction in the field of transportation and communications. Both subjects are very interesting, as well as important. You could not have the present air transportation system without communications of a highly complex variety.

To me, transportation in itself is a highly interesting subject. When you get into the field of jet-age transportation, the normal interest is multiplied many fold.

I don't need to dwell upon the importance of transportation in maintaining our high standard of living and the country's great industrial activity. Transportation activity is a good indicator of business activity. We have long judged a country town's prosperity by the number of automobiles and trucks on the streets, by the number of railroads and good highways it has. Now we add airport facilities. Businessmen out looking for a new plant site are now passing up cities that do not have adequate airport facilities.

The rapid development of air commerce since World War II is ample evidence that air transportation fills a public need.

Then there is the all-important question of national defense. Without air power, it is admitted that our country would be in a desperate situation today.

Thus, no one questions the importance of a sound aviation program to the national defense and the national economy. Civil aviation and military air power go hand in hand. We have to have both. And they must work together. They must use the same airspace. In World War II, the military would have been severely handicapped without the invaluable aid of civil aviation. Civil aviation again proved its importance in moving men and materials long distances in a hurry when the Korean conflict broke out unexpectedly almost halfway around the world.

We, on the Committee on Interstate and Foreign Commerce, have spent a lot of time over the years on civil air policy. The committee put in many weeks of hard work drafting the Civil Aeronautics Act of 1938. That act sought to establish a sound air-transportation system to meet the Nation's present and future air commerce and air-mail needs, and to promote aviation in the interest of national defense.

We think that the vast air transportation system now serving every section of the country and maintaining our competitive position in international aviation is pretty good evidence that we have done a good job.

But the job has not been completed. It would be bad for all of us if we had finished the job. That would mean we had reached

to handle jets and that we will get it. As air transportation expands, and big jet transports take to the air, we will have new problems, and people such as you will solve them.

In the old days before the Wright brothers, the air and airspace may have been free. When, day and night, we must protect the airspace above us against enemy attack, the air may still be free, but our airspace is not.

With jet fighters guarding the skies above us and a fleet of big transport planes flying nearly 20 billion passenger-miles a year, the airspace in many areas is getting crowded. We have to do what we can to keep these planes moving in safety and to provide for more and faster planes as the commercial jets come off the line.

It is well to remember that there are other users of our airspace besides planes. The Army must practice artillery firing. Radio and TV towers use valuable airspace. The TV tower problem is being considered by our subcommittee this session. The Air Coordinating Committee has been working on the problem and has put forward a compromise. I hope that it is the solution. If it is not, Congress may have to make some positive policy decisions in this area to protect the public interest.

And there are other users of airspace, too. This points up the big question which we may well ask: "Are we running out of airspace?" which, though rarely regarded as such, is actually one of our most valued natural resources.

Speaking plainly, we must face the sad fact that we are running out of airspace, and it is most interesting as to what is happening to it and how it is being used up. What was once thought to be unlimited in this resource, has now become a critical commodity for specialized training, testing areas and numerous other purposes. It is a diminishing commodity, being rapidly shrunk by modern-day aircraft.

It might seem somewhat farfetched to say that Congress should lay down the ground rules in a field as highly technical as air navigation and traffic control system planning. But a little history will indicate the necessity for this. The same brief history will indicate how the long and bitter TACAN controversy might have been avoided, or at least kept from getting out of hand.

Let me say at the outset that I am not one of those who believes Congress should plot and chart the course of the Nation's economy down to minute details. I am inclined to believe that we often have too much dictation from Washington. That is a field, however, in which we must of necessity act.

We all realize that in certain areas the States and local communities must look to Washington for guidance. The field of transportation is a good example. Without some Federal regulation of interstate transportation, you would have chaos. That is especially true of jet age air transportation. Today a plane can pass through the air space of several States in a few minutes.

In a situation like this, somewhere there must be ground rules. Somewhere the inevitable conflicts must be resolved. From the beginning of the Republic, Congress has had the responsibility of fostering and encouraging the development of communications and transportation facilities. At the end of World War II we encountered a situation in aviation demanding the attention of Congress.

Among the many problems of readjustment which faced the Nation following World War II was that of taking advantage of the strides made in aviation. The art of flying developed tremendously during the war. Larger and faster planes were built.

A great many young men learned to fly.

time military aircraft became important users of the Federal airways, sharing the airspace with commercial aircraft.

Traffic control facilities were under heavy pressure. During bad weather, traffic was delayed or flights canceled, because of inadequate aid navigation and traffic control facilities. Canceled flights not only inconvenienced the public but cost the airlines a lot of money at a time when revenue was badly needed.

It was a dark picture. Traffic delays and cancellations made it hard to sell the public on air transportation.

The pessimists had their day. In 1947 the air transportation bubble burst. A series of fatal accidents occurred. There was an almost complete breakdown of traffic control under bad weather conditions. The over-expanded aviation industry faced economic collapse.

Then as now, we realized the importance of aviation to the country's defense and economic growth. Without airpower we were virtually helpless from a military standpoint. Without adequate air transportation the country could not keep pace, economically, in a world where international competition was being stepped up rapidly.

But what to do about it? That problem was tackled by the Committee on Interstate and Foreign Commerce of the House, which made a far-reaching investigation. Congressman HINSHAW, of California, as chairman of the Aviation Subcommittee, submitted a report which made detailed recommendations. It called for a common system of air navigation and traffic control for joint civil-military use.

As a result of these recommendations, the Radio Technical Commission for Aeronautics set to work on the problem. As you well know, a group of highly qualified experts, representing all segments of aviation, both civil and military, met in Washington. After long and concentrated effort, RTCA Special Committee 31 came up with the blueprint of a plan for a modern, comprehensive system of air navigation and traffic control for common use by civil and military aviation.

The Congressional Aviation Policy Board and the President's Air Policy Commission, representing the legislative and executive branches of the Government, endorsed the RTCA common-system concept.

We were on the right track. We were getting somewhere.

The Air Navigation Development Board, representing the Commerce and Defense Departments, was set up to develop the common system, using the RTCA blueprint. The CAA set to work installing VHF omnidirectional radio range (VOR), along with greatly improved communications equipment and then distance-measuring equipment (DME). Other items such as the instrument-landing system and ground-controlled approach were installed.

Schedule reliability of the airlines improved tremendously.

While this was going on, the Navy was attempting to solve a very real problem, that of providing a short-range navigation system for carrier-based aircraft. VOR/DME was not satisfactory. That, as you know, was the beginning of TACAN.

We were still working within the common-system concept. Then came the Korean conflict and the Russians also finally succeeded in exploding an atomic bomb. Lessons learned in Korea indicated that VOR, due to citing problems, not only was unsatisfactory for carrier-based aircraft, but was not suitable for tactical operations of the Air Force.

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