

United States Naval Aviation 1919 1941 Aircraft Airships And Ships Between The Wars

Richard K. Smith was curious about the big rigid airships of the 1920s and 1930s. He wondered why they had disappeared from the scene of aeronautics. Two of them, the Akron and the Macon, had actually hangared airplanes. Why had such an airplane-carrying airship not been accepted? His inability to find answers to his questions in existing airship literature prompted his extensive research on the subject. As a result, this book is primarily an examination of the rigid airship's place in naval operations in the period 1919-1940, with specific focus on the flying aircraft carrier's development and performance during 1931-1935.

Originally published in 1990, Sky Ships is easily the most comprehensive history of U.S. Navy airships ever written. The Naval Institute Press is releasing this new edition to commemorate the twenty-fifth anniversary of the book's publication. Impressed by Germany's commercial and military Zeppelins, the United States initiated its own lighter-than-air (LTA) program in 1915. Naval Air Station Lakehurst (now Joint Base McGuire-Dix-Lakehurst) in New Jersey was homeport for several of the largest machines ever to navigate the air: rigid airships. An instrument of very-long-range (strategic) reconnaissance, the promise of the large airship was compelling; the Navy could hardly ignore it. In the commercial realm, success peaked in 1936 with transatlantic round trips between Central Europe and the Americas by Hindenburg and by Graf Zeppelin ending, however, with the infamous fire in May 1937. That setback, the onset of war and the accelerated progress of heavier-than-air (HTA) technology ended rigid airship development. The Navy Department persisted, modernizing and deploying the non-rigid type or blimp as an anti-submarine warfare (ASW) platform in the Second World War and, as well, for airborne early-warning (AEW) through the 1950s. Unlike carrier aviation and the hardware of a "new" nuclear Navy, the program had yet to integrate into fleet forces and the naval-aviation organization. Concluding progressive cutbacks, all fleet airship commands were disestablished in 1961--a last flight logged at NAS Lakehurst on 31 August 1962. This edition features over two hundred new photographs. Sky Ships presents more than two decades of archival and oral-history research, and it remains the most comprehensive volume on the subject. This work is a comprehensive, heavily illustrated history of the many flying boats and amphibious aircraft designed and built in the United States. It is divided into three chronological sections: the early era (1912-1928), the golden era (1928-1945), and the post-war era (1945-present), with historical overviews of each period. Within each section, individual aircraft types are listed in alphabetical order by manufacturer or builder, with historical background, technical specifications, drawings, and one or more photographs. Appendices cover lesser known flying boat and amphibian types as well as various design concepts that never achieved the flying stage.

Domestic United States Military Facilities of the First World War 1917-1919

Fly Navy

The U.S. Navy's Transatlantic Flight of 1919

The Development of Military Night Aviation to 1919

Wings for the Navy

Hearings Before the Committee on Naval Affairs of the House of Representatives on Sundry Legislation Affecting the Naval Establishment 1921

This book was donated as a part of the David H. Hugel Collection, a collection of the Special Collections & Archives, University of Baltimore.

Traces the history of the only government-owned and operated aircraft production facility in the U.S.

In a widely noted speech to the Navy League Sea-Air-Space Expo in May 2010, Secretary of Defense Robert M. Gates warned that "the Navy and Marine Corps must be willing to reexamine and question basic assumptions in light of evolving technologies, new threats, and budget realities. We simply cannot afford to perpetuate a status quo that heaps more and more expensive technologies onto fewer and fewer platforms—thereby risking a situation where some of our greatest capital expenditures go toward weapons and ships that could potentially become wasting assets." Secretary Gates specifically questioned whether the Navy's commitment to a force of eleven carrier strike groups through 2040 makes sense, given the extent of the anticipated superiority of the United States over potential adversaries at sea as well as the growing threat of antiship missiles. Though later disclaiming any immediate intention to seek a reduction in the current carrier force, Gates nevertheless laid down a clear marker that all who are concerned over the future of the U.S. Navy would be well advised to take with the utmost seriousness. We may stand, then, at an important watershed in the evolution of carrier aviation, one reflecting not only the nation's current financial crisis but the changing nature of the threats to, or constraints on, American sea power, as well as—something the secretary did not mention—the advent of a new era of unmanned air and sea platforms of all types. Taken together, these developments argue for resolutely innovative thinking about the future of the nation's carrier fleet and our surface navy more generally. In *Innovation in Carrier Aviation*, number thirty-seven in our Newport Papers monograph series, Thomas C. Hone, Norman Friedman, and Mark D. Mandeles examine the watershed period in carrier development that occurred immediately following World War II, when design advances were made that would be crucial to the centrality in national-security policy making that carriers and naval aviation have today. In those years several major technological breakthroughs—notably the jet engine and nuclear weapons—raised large questions about the future and led to an array of innovations in the design and operational utilization of aircraft carriers. Central to this story is the collaboration between the aviation communities in the navies of the United States and Great Britain during these years, building on the intimate relationship they had developed during the war itself. Strikingly, the most important of these innovations, notably the angled flight deck and steam catapult, originated with the British, not the Americans. This study thereby also provides interesting lessons for the U.S. Navy today with respect to its commitment to maritime security cooperation in the context of its new "maritime strategy." It is a welcome and important addition to the historiography of the Navy in the seminal years of the Cold War.

Army Policy Toward Aviation, 1919-1941

American Flying Boats and Amphibious Aircraft

Hearings Before the Committee on Naval Affairs of the House of Representatives on Sundry Legislation Affect The Naval Establishment

A History of the Airship in the United States Navy

Naval War College Newport Papers 37

The Airships Akron & Macon

Between 1919 and 1941, the U.S. Navy transformed itself from a powerful if unsophisticated force into the fleet that would win a two-ocean war, from a fleet in which the battleship dominated to one based on carrier strike groups. The great puzzle of U.S. naval history is how this was accomplished. Well-known naval analyst Norman Friedman trenchantly argues that war gaming at the U.S. Naval War College made an enormous, and perhaps decisive, contribution. For much of the inter-war period, the Naval War College was the Navy's primary think tank. War gaming was the means the college used to test alternative strategies, tactics, evolving naval aviation, and warship types in a way that the Navy's full-scale exercises could not. The think tank perspective taken by this book is a new way of looking at the inter-war Naval War College and

the war games that formed the core of its curriculum. Although the influence of both the Naval War College's gaming and of the college itself declined after 1933, most of the key decisions shaping the wartime U.S. Navy had already been taken. The two most important ones were on the role of naval aviation and the form the U.S. war plan against Japan ultimately assumed. As shown here, U.S. naval commanders successfully applied the lessons learned from war gaming to victorious operations in World War II

Beretter om verdens første Atlanterhavsflyvning i 1919, gennemført med den amerikanske flådes flyvebåd, NC-4.

United States Naval Aviation, 1910–2010, first published by the Naval History and Heritage Command in 2015, is the authoritative work on the history of the U.S. Navy's aviation program, from its beginnings at the turn of the 20th century, through World Wars I and II, the Korean and Vietnam conflicts, and up to the modern day. This book (Volume One) is a year-by-year, detailed chronology of important events, and is illustrated throughout with hundreds of rarely seen archival photographs. The companion Volume Two is a compendium of statistics and information about naval fliers, aircraft, and programs. United States Naval Aviation, 1910–2010 will serve as an up-to-date, invaluable reference for historians, researchers, and those interested in naval aviation.

From the 1919 Transatlantic Flight to the Arctic and the Amazon

Battle Line

Glenn Curtiss and the Birth of Naval Aviation

Discovering the Extraordinary People and Enduring Spirit of Naval Aviation

First Across!

Hero of the Air

Within six months of the devastating attack on Pearl Harbor, the U.S. Navy had checked the Japanese military advance in the Pacific to the extent that the United States could return to its original "Defeat Germany First" strategy. That the Navy was able to accomplish this feat with only six fleet aircraft carriers and little more than 1,000 combat aircraft was not sheer luck but the culmination of more than two decades of determined preparation. This thorough study, with detailed drawings and photographs, explains and illustrates the trial and error process which went into developing the aircraft, airships and ships of the interwar period. The critical factors that shaped Naval Aviation after World War I—naval treaties, fleet tactics, government programs, leadership and organization, as well as the emergence of Marine Corps and Coast Guard aviation—are discussed in depth.

"Focusing on the critical years between the two world wars, the authors trace the personal, organizational, and institutional elements that moved the U.S. and British navies along different paths of aircraft carrier development and operations. In a direct, almost conversational tone they draw on years of research to explain why and how the Royal Navy lost its once considerable lead in carrier doctrine and carrier aircraft development to the Americans." (éd.).

A portrait in words and photographs of the interwar Navy, this book examines the twenty-year period that saw the U.S. fleet shrink under the pressure of arms limitation treaties and government economy and then grow again to a world-class force. The authors trace the Navy's evolution from a fleet centered around slow battleships to one that deployed most of the warship types that proved so essential in World War II, including fast aircraft carriers, heavy and light cruisers, sleek destroyers, powerful battleships, and deadly submarines. Both the older battleships and these newer ships are captured in stunning period photographs that have never before been published. An authoritative yet lively text explains how and why the newer ships and aircraft came to be. Thomas Hone and Trent Hone describe how a Navy desperately short funds and men nevertheless pioneered carrier aviation, shipboard electronics, code-breaking, and (with the Marines) amphibious warfare - elements that made America's later victory in the Pacific possible. Based on years of study of official Navy department records, their book presents a comprehensive view of the foundations of a navy that would become the world's largest and most formidable. At the same time, the heart of the book draws on memoirs, novels, and oral histories to reveal the work and the skills of sailors and officers that contributed to successes in World War II. From their service on such battleships as West Virginia to their efforts ashore to develop and procure the most effective aircraft, electronics, and ships, from their adventures on Yangtze River gunboats to carrier landings on the converted battle cruisers Saratoga and Lexington, the men are profiled along with their ships. This combination of popular history with archival history will appeal to a general audience of naval enthusiasts.

Royal Navy Strategy in the Far East 1919-1939

Flying With Lindbergh

The United States Navy 1919-1939

Wings of the Fleet

Winning a Future War

A History of the U.S. Navy's Rigid Airships 1919-1935

Walter Hinton was a pilot on the first plane to cross the Atlantic (eight years before Lindbergh)—a four-engine, Navy-Curtiss flying boat with a crew of six, in May 1919. Based on more than 40 hours of personal interviews with Hinton, this volume chronicles that first flight and Hinton's other remarkable adventures in aviation—which include being lost in a downed balloon in the Canadian Arctic and believed dead, making the first flight to Rio de Janeiro from New York, pursuing the first aerial exploration of the Amazon, and undertaking a nationwide promotion of aviation and airports for the Exchange Clubs in the United States. With the dramatic and adventurous story of Hinton, a lost chapter in the history of flight in America is uncovered.

This book attempts to list every place in the United States and Territories where soldiers, sailors, or marines might have been stationed during the First World War. The reason for such a list is to provide source locations and checklists for postal history (letters and cards) from these military men. The book lists all fixed, land-based United States military camps and facilities that operated during the War period. There has long been a need for such a listing, as it was not known

where military mail could have originated within the US.

Originally published in 1928, this is a biography of Colonel Charles Lindbergh (1902-1974), an aviation pioneer and hero of the times. Nicknamed "Slim," "Lucky Lindy," and "The Lone Eagle," Charles Augustus Lindbergh (1902-1974) emerged from virtual obscurity in 1927, at the age of 25, as a U.S. Air Mail pilot to instantaneous world fame as the result of his Orteig Prize-winning solo nonstop flight from Roosevelt Field on Long Island, New York, to Le Bourget Field in Paris, France. He flew the distance of nearly 3,600 statute miles (5,800 km) in a single-seat, single-engine, purpose-built Ryan monoplane, Spirit of St. Louis and became the 19th person to make a Transatlantic flight, the first being the Transatlantic flight of Alcock and Brown from Newfoundland in 1919; however, Lindbergh's flight was almost twice the distance. The record-setting flight took 33 1/2 hours and resulted in Lindbergh, a U.S. Army Air Corps Reserve officer, being awarded the nation's highest military decoration, the Medal of Honor, for his historic exploit. Considered one of the most admired figures of his time, author Donald E. Keyhoe presents a clear picture of the life and times of this fascinating man. This work will catapult the reader into a feeling of journeying across the country with Lindbergh himself.

Statement of Capt. Thomas Tingey Craven, U.S. Navy, Chief of the Navy Aviation Section

United States Naval Aviation 1910-1980

American & British Aircraft Carrier Development, 1919-1941

United States Naval Aviation, 1919-1941

United States Marine Corps Aircraft Since 1913

Douglas High-Speed X-Planes

First published in the summer of 2010, the book covers the relatively little-documented period in US Navy and Marine Corps aviation between the wars from 1919-1941, which is widely regarded as the 'Golden Era', when US Navy and Marine Corps aircraft carried some of the most striking schemes and markings ever seen. Over 550 different aircraft model designations appeared during this period, many numbering only a handful of aircraft, but of those which went in to full scale production, many were significant aircraft which contributed to the development of naval aviation worldwide. With scores of full colour profile and 4-view illustrations, and some well selected representative contemporary photos, the book covers aircraft development, colour schemes and markings, in a chronological format, presenting each aircraft type from its first entry into service until obsolescence, with a cut-off date of 7 December 1941 the date that the United States of America entered World War Two allowing the reader to appreciate the gradual evolution of the many colour schemes and markings, both service and unit applied.

The Japanese attack on Pearl Harbor on 7 December 1941 sank or crippled almost all of the battleships belonging to the US Navy's Pacific Fleet, but the fleet's aircraft carriers survived to demonstrate that naval aviation was now the dominant factor in the struggle at sea, turning the tide of the Pacific War. That the US Navy had the necessary ships, aircraft and crews was the result of pioneering, far-sighted decisions made in the pre-war years. Before the First World War the navy had recognised the potential of aircraft at sea, and it went on to develop the techniques and equipment that contributed so much to the defeat of the Japanese. This is the fascinating story Leo Marriott tells in this photographic history. In a selection of over 200 rare photographs he traces the growth of US naval aviation from the flimsy seaplanes of the first years of the twentieth century to the mighty armadas that challenged those of the Japanese and, after the carrier battles at Coral Sea and Midway, led the advance across the Pacific. Key aspects of the history are the navy's first aircraft carriers of the 1920s and the tremendous progress made in the decades between the wars in tactics and strategy as well as in the design of ships and aircraft.

The Douglas D-558-1 Skystreak, D-558-2 Skyrocket, and the X-3 Stiletto were among the first aircraft to blend airframe to powerplant in ways that set the standard for many modern-day aircraft designs.

Sixty-seventh Congress, First Session ...

Birth of U.S. Naval Aeronautical Engineering and Phenomenal Rise to Excellence

An Illustrated History

Sky Ships

United States Naval Aviation, 1919-1941

Military Aircraft, 1919-1945

"In January of 1911, a small airplane landed on a specially prepared wooden platform on the cruiser Pennsylvania, then a few hours later took off. The following month, near the coast of San Diego, a small hydroplane took off directly from the surface of the water, landed back on the water, and was hoisted from the water aboard ship. With these early demonstrations, Naval Aviation in the United States was born. Thousands of miles away at the Washington Navy Yard, then Captain David W. Taylor and his assistants were beginning work in aeronautics that would lead to a wind tunnel larger than any in the world at that time. Within a few short years, Taylor's vision brought the U.S. Navy to the forefront of aeronautical engineering and naval aircraft design. His focus on rigorous scientific methods and state-of-the-art experimental facilities was rooted in his earlier experience as an accomplished naval architect, and his pivotal role in the establishment of the Experimental Model Basin at the Washington Navy Yard in the late 19th century. The wind tunnel facility would form the foundation of the Navy's Aerodynamics Laboratory and began a new era in aeronautics in the United States. Early tests at the Aerodynamics Laboratory covered a broad range of models including airplane control surfaces, semi-span wing models, and complete aircraft. Less than nine years after those early demonstrations, the U.S. Navy would rise to become a world leader in sea based aviation. The spectacular progress in the design of flying boats by Taylor and his team culminated in 1919 with the first crossing by air of the Atlantic Ocean. This paper highlights the early development of aeronautical engineering and scientific methods for aircraft model testing within the U.S. Navy and the extraordinary successes achieved in the short span of history from 1911 to 1919. It is written from the authors' present perspective as Aerospace Engineers."--Abstract. Committee Serial No. 16. Considers Navy FY20 budget estimates for aviation programs.

In this biography, William F. Trimble examines the pioneering work of Glenn Curtiss and his role in the origins of aviation in the U.S. Navy in the years up to and through World War I. A self-taught mechanic and inventor, Curtiss was a key figure in the development of the airplane during the early part of the century and his contributions to aviation are well known. This book's careful examination of his partnership with the Navy breaks new ground in revealing significant new details of his contributions. Curtiss's links to the Navy came as result of aviation advocates within the Navy, chief among them Captain Washington I. Chambers, who recognized that the Navy had special requirements for airplanes and their operations, and for aviators and their training. Curtiss helped meet the special requirements of the service for aircraft, particularly those with the potential for operating with naval vessels at sea or in conducting long-distance flights over water. He also was instrumental in training the first naval aviators. Curtiss and the Navy continued their collaboration through World War I, reaching a climax in 1919 with the first transatlantic flight of the famed Navy-Curtiss NC flying boat. This book addresses the broader implications of the Curtiss-Navy collaboration in the context of the longstanding trend of government-private cooperation in the introduction and development of new technologies. It also explores the interactive dynamics of weapons procurement and technological change within a large and entrenched bureaucracy and helps lay to rest the persistent myth that the Navy resisted the introduction of aviation

United States Naval Aviation, 1910-1970

The Flying Firsts of Walter Hinton

Aviation in the U.S. Army, 1919-1939

The Army and Its Air Corps

United States Naval Aviation, 1910-60

A History of the Naval Aircraft Factory, 1917-1956

"This study, with detailed drawings and photographs, explains and illustrates the developing the aircraft, airships, and ships of the interwar period. The critical factors that shaped Naval Aviation after World War I--naval treaties, fleet tactics, government programs, leadership and organization, as well as the emergence of Marine Corps and Coast Guard aviation--are discussed in detail"--Provided by publisher.

'The Army and Its Air Corps was James P. Tate's doctoral dissertation at Indiana University in 1976. During the past 22 years, Tate's remarkable work has gained wide acceptance among scholars for its authoritative and well-documented treatment of the formative years of what eventually became the United States Air Force. Thoroughly researched but bearing its scholarship lightly, Tate's narrative moves swiftly as it describes the ambitions, the frustrations, and the excruciatingly slow march to final success that never deterred the early airmen. Robert B. Lane Director Air University Press

Top Gun was only part of the story. Fly Navy delves beyond the Hollywood image to reveal the true mettle and genuine story of the elite men and women of naval aviation. For one hundred years, the U.S. Navy's aviators and crews have made the difference on military and peacetime missions around the world. Their unparalleled skill, preparation, and everyday dedication have paid off when it matters most: when lives are on the line. Together, these men and women—officers and enlisted personnel, past and present—have protected freedom, served their country, and forged a legacy of valor like no other. In this landmark book, Alvin Townley takes readers on an adventure around the world and across generations as he goes behind the scenes of naval aviation. From the skies over the Arabian Sea to the jungles of Southeast Asia to carriers patrolling the vast Pacific, he uncovers incredible stories of service members who survived weeks adrift at sea, made midnight rescues in deadly storms, crash-landed behind enemy lines, and found themselves in situations where their exceptional training and focus were the only things standing between life and death. Filled with inspiring personal accounts of courage, camaraderie, and sheer perseverance, Fly Navy pays tribute to the extraordinary individuals who have built naval aviation into the revered force it is today—and will remain tomorrow.

Planning for War Against Japan

Skystreak, Skyrocket, & Stiletto

Our Navy at War

Up Ship!

An Illustrated History of Their Impact

Hearings Before the United States House Committee on Naval Affairs, Sixty-Sixth Congress, First Session, on June 4, 5, 1919

An in-depth history of the time when airpower became the great equalizer, changing military strategy forever and bringing once-safe targets in reach. * Comparative charts of aircraft production of the major powers during the interwar years and the Second World War * Approximately 80 photographs and tables of the most important aircraft of the era, organized by type and by country

Between 1919 and 1941, the U.S. Navy transformed itself from a powerful if unsophisticated force into the fleet that would win a two-ocean war, from a fleet in which the battleship dominated to one based on carrier strike groups. The great puzzle of U.S. naval history is how this was accomplished. Norman Friedman trenchantly argues that war gaming at the U.S. Naval War College made an enormous, and perhaps decisive, contribution. For much of the inter-war period, the Naval War College was the Navy's primary think tank. War gaming was the means the college used to test alternative strategies, tactics, evolving naval aviation, and warship types in a way that the Navy's full-scale exercises could not. The think tank perspective taken by this book is a new way of looking at the inter-war Naval War College and the war games that formed the core of its curriculum. Although the influence of both the Naval War College's gaming and of the college itself declined after 1933, most of the key decisions shaping the wartime U.S. Navy had already been taken. In this historical book, you will find the two most important ones were on the role of naval aviation and the form the U.S. war plan against Japan ultimately assumed. As shown here, U.S. naval commanders successfully applied the lessons learned from war gaming to victorious operations in World War II. This compilation includes a reproduction of the 2019 Worldwide Threat Assessment of the U.S. Intelligence Community.1. Naval Transformation * Exercises: Full-Scale Fleet Problems and Games at Newport * Naval Aviation as a Driver Toward Transformation * The Inter-War Navy and Its World * The Strategic Problem * Naval Arms Control * Ships * 2. The Naval War College and Gaming * 3. War Gaming and War Planning * The "Applicatory System" * War Gaming * War Gaming at the Inter-War War College * Simulation * Some Limits of Gamed Reality * Using War Gaming * War Gaming and War Planning * 4. War Gaming and Carrier Aviation * Guessing What Aircraft Could Do * Gaming and Early Carriers * Reeves and Operating Practices * Putting It Together-the Yorktown Class * Aftermath * 5. The War College and Cruisers * Evaluating Alternatives * Cruisers at War: Three Years of Red-Blue Warfare * Postscript: The Fate of the Flight-Deck Cruiser * 6. Downfall * 7. Conclusion: Games Versus Reality in the Pacific * Appendixes * A: Playing the Games * B: War Game Rules-Aircraft * The Airplanes * Carrier Air Operation * Bombing * Bombs Versus Carriers * Torpedo Bombing * Air-to-Air Combat * Anti-Aircraft Firepower * Aircraft Navigation and Reliability * Notes To win the Pacific War, the Navy had to transform itself technically, tactically, and strategically. It had to create a fleet capable of the unprecedented feat of fighting and winning far from home, without existing bases, in the face of an enemy with numerous bases fighting in his own waters. Much of the credit for the transformation should go to the war gaming conducted at the Naval War College. Conversely, as we face further demands for transformation, the inter-war experience at the War College offers valuable guidance as to what works, and why, and how. The fruits of this transformation are so commonplace now that we may easily forget how radical it was. The Navy emerged from WWI as a battleship fleet similar to other navies. The British had demonstrated that naval aircraft could be a vital auxiliary to the battleships, but anything more was a distant prospect. The war had demonstrated that an amphibious operation could be mounted in the face of resistance, but not that it would be particularly effective. In 1943-45, carriers were the accepted core of the U.S. fleet, and amphibious operations against enemy shore defenses were routinely conducted. Indeed, without them it would have been impossible to fight WWII.

Examines the development of military night aviation from its origins through the 1st World War. Places emphasis on the evolution of night flying in those countries which fought on the Western Front, namely France, Germany, Great Britain, and the United States.

The Official Monogram US Navy & Marine Corps Aircraft Color Guide

Aircraft, Airships and Ships Between the Wars

Innovation in Carrier Aviation

US Naval Aviation, 1898 – 1945

The Pioneering Years to the Second World War

US Navy and Marine Corps Aviation 1919-1941

Among the world's military air arms, United States Marine Corps Aviation occupies a unique tactical niche. As the air component of a combined-arms expeditionary force, it exists primarily to support Marine combat forces on the ground in their amphibious assault mission. From the "Banana Wars" of the 1920s to the present day "War on Terror," Marine aviation has undergone a lengthy fine-tuning process not only in terms of warfare doctrines and tactics, but also in the types of aircraft needed to accomplish the mission. This comprehensive survey provides the history, technical specifications, drawings, and photographs of every type of fixed and rotary-wing aircraft used by Marine Air from its origins prior to World War I up to current operations.

United States Naval Aviation, 1919-1941 Aircraft, Airships and Ships Between the Wars McFarland

Between the ending of the Great War and the start of the Second World War in 1939, the Royal Navy remained the largest in the world. But with the League of Nations seeming to offer a solution to all future conflicts, a country weary of war and without an obvious enemy there seemed no need for a large battlefleet. The strategic focus shifted eastwards, to Japan, with its growing battlefleet as the new threat to the British Empire and to the Royal Navy's supremacy. From 1924 a strategic plan, War Memorandum (Eastern), was written and refined. The plan called for the Royal Navy, still the largest in the world, even after the Washington Naval Treaties, to move eastwards to a defended base at Singapore, cut off Japan and force her battlefleet into a decisive fleet battle. As a strategy War Memorandum (Eastern) had many flaws. Its real importance lay in the fact that it provided a justification for the Royal Navy to maintain its leading position in the world and to be in the forefront of the development of new tactical thinking. Through planning for a war with Japan the Royal Navy was able to test its readiness for a future war. Many of the lessons learnt during this period were ultimately put to good use against a different foe in 1939.

United States Naval Aviation, 1910-1995

United States Naval Aviation 1910-2010: Statistics

Winning a Future War: War Gaming and Victory in the Pacific War - Naval War College Decisive Contribution to World War II Victory, Tests of

Flying Aircraft Carriers of the United States Navy

1940-1949