

C:\Users\peter\Documents\COMMAND FAILURE\Proposals\Table of Contents.wpd
Command Failure - The US Army Air Forces' Worst Peacetime Disaster
by Peter Stekel

TABLE OF CONTENTS

(Also see the Expanded Table of Contents for further comments and explanations about what each chapter will contain)

Chapter 1. Prologue: Only Angels Have Wings
[Frozen engines, lost in the clouds, bailouts]
The Caterpillar Club-How to Bail Out of a P-40 (sidebar)

Chapter 2. Connecticut to California - October 19-23, 1941
[review everything up to So Cal with the two PGs]
History of the 57th PG (sidebar)

Chapter 3. When Did the Terms WWI and WWII Come About?

Chapter 4. October 24, 1941 and The Boys
[What happened to Pease, West, Lydon, Birrell, and Long and Maj Hughes and the others]

Chapter 5. October 24, 1941 and Major Hughes

Chapter 6. October 25-November 1, 1941 and Regrouping the 57th and 52nd PGs

Chapter 7. Captains of the Clouds - October 24 - November 1 and later
Tell Me What Were Their Names? Reuben James (sidebar)
[West, Lydon, and Pease's experience]
[accidents and pilot loss with search crews]

Chapter 8. A Bridge to Far
[Birrell, Long, and the Stearman]

Chapter 9. History of the P-40
[Confusing common names of P-40 - sidebar]

Chapter 10. What the Pilots Said About the P-40

Chapter 11. November 2, 1941-Lost Again
[all members reunited]
[deaths of Speckman and Truax; Hughes lost again]

Chapter 12. The Investigation [post Nov 2] or [Hughes in the hot seat]

Chapter 13. Accidents and Pilot Experience/training
[overall accident history of 1920s-1930s AAC and how it might relate to the 57th PG and Major Hughes. Beirne Lay experiences]

Chapter 14. Incompetence, Folly, or Both?
[a deep look at the psychology of military incompetence and was Major Hughes as bad as he has been portrayed?]

Chapter 15. The Fighter Pilot Mentality

Chapter 16. The Searchers

[Tony Krizan, Pat Macha, Project Tomahawk, finding Long, and etc]

Chapter 17. Rashomon-Trial by Error

[comparing stories and Point-of-Views (from investigations)]

Appendix 1

Biographical sketches of the boys with the 57th and 52nd PGs covering their lives before 1941 and their fates afterward.

Appendix 2

Operations Order #39 detailing the 57th and 52nd PGs to California to test air defenses. A facsimile copy of the actual Operations Order #39, defining the mission from Connecticut to California, is reproduced. Quoted from time to time within the body of the text in Command Failure this is an opportunity for readers to see what the boys may (or may not) have seen prior to their crosscountry flight.

Appendix 3

Facsimile copies of actual official weather reports from October 24 and November 2, 1941

MAPS

1. The route from Windsor Locks, CT to March Field in Riverside, CA following the southern Radio Range route then is use within the United States of America.

2. The Radio Range route from California to Seattle, WA departing from March Army Air Base in Riverside and proceeding up the Central Valley west of the Sierra Nevada mountains. Significant geographical points are marked.

3. The various routes taken by the flyers October 24 after departing Riverside, CA and splitting up over the Tehachapi Mountains. Locations of bailout points and crash sites are marked on the map. Significant geographical points are marked. (It might be possible to combine maps 2 and 3 unless this leads to a confusing amount of data in one place)

3. The various routes taken by the flyers November 2 flying north-to-south from Oregon to California. Bailout points and crash sites are marked on the map. Significant geographical points are marked.

PHOTOGRAPHS (a mixture of color and B&W images from private collections, families, public domain, and the author's collection)

- Pilot photos (where available)
- Group photo of Maj. Hughes and his 57th PG posed in front of a P-40 at Windsor Locks, CT
- the P-40 Tomahawk (external view) 57th PG marked on tail
- the P-40 Tomahawk (internal, cockpit view)
- Allison engine from P-40 Tomahawk
- Carburetor heat control of the P-40
- Barton-Lackey Cabin (old cattleman cabin in Kings Canyon National Park)
- Barton Peak (site of Lt. West bailout location)
- Habitat of Roaring River Canyon (area where West and Lydon

- survived a week in the wilderness)
- Winter forested scene of Roaring River Canyon
- Sugarloaf Valley in summer (rescue route of West and Lydon)
- B-18 and C-47 (aircraft necessary to telling the complete story of the disaster)
- Memorial at site of Lt. Birrell's crash site
- San Rafael courthouse
- Water tower, Visalia CA
- Lt. Long's crash site in Kings Canyon National Park
- Crash site where the P-40 of Lt. Pease was found
- Parachute handle from the parachute of Lt. Pease
- PT-17 Stearman used in October 24th search
- Scenes from Smith Valley airport
- Glenn Curtis portrait (P-40 designer and builder)
- 57th FS "First in the Blue" insignia
- Mitchel Field main gate (postcard)
- Curtiss factory with P-40s under assembly line construction
- Snowy peaks in winter
- Clouds in the Sierra foothills
- Little Lake Store ruins
- Smith Valley in 2019

-author photo

other photos to be decided later