

RESUME OF BIOGRAPHY AND EXPERIENCE FOR COLONEL CHARLES H. MacDONALD

GENERAL INFORMATION

I have recently retired from active duty with the United States Air Force after completing 23 years as a commissioned officer. At the time I retired I was serving in the grade of Colonel. My last assignment was as Deputy Chief of Staff for Operations for Headquarters, 25th Air Division (SAGE), McChord Air Force Base, Washington.

OVER-ALL EXPERIENCE

My military service began June 28, 1938 when I entered into pilot training. Since completing flying school on May 24, 1939, I have served as a fighter pilot, squadron operations officer, fighter squadron commander, fighter group executive officer, fighter group commander, fighter wing commander, defense wing commander, air division vice commander and deputy for operations, liaison officer with the House Armed Services Committee and Air Attache to Sweden.

As a Squadron, Group and Wing Commander:

I was appointed a squadron commander in April 1941 and served in increasingly more responsible command positions throughout my military career. As a commanding officer I was responsible for the over-all conduct and operation of units ranging from a squadron of approximately 400 men to an air defense wing with an average of 10,000 men assigned. This responsibility included all final decisions affecting the operation of all equipment, law enforcement, administrative management, logistical and facility management, and training of all personnel.

Also, as a commander, I was responsible for the community relations and political impact of my unit upon the surrounding communities. While serving as an air defense wing commander, my responsibility in this respect included the cities of Presque Isle, Maine; Bangor, Maine; Burlington, Vermont, and Rome, New York. Combined, these cities presented a population center of more than 115,000 people. Smaller communities in the vicinity of the bases under my command made this total even higher. During the period of my command, the Air Force bases near these cities and citizens of the four major cities enjoyed consistently good community relations.

As Liaison Officer with House Armed Services Committee:

I served as Chief of the Army Air Force branch of the Legislative and Liaison Division before the Air Force was made a separate branch of the service, and as Liaison Officer between the Department of the Air Force and the House Armed Services Committee after the Air Force became a separate service in September 1947.

In this position I was personally responsible for keeping the Secretary of the Air Force informed of legislation affecting the Department of Defense. This required a good personal relationship with the chairman of the committee and all committee members.

Working under my supervision was a staff of military and civilian personnel who reviewed and drafted Air Force legislative proposals which originated with the Department of the Air Force or in which the Department of the Air Force has

an interest. On occasions, I personally presented legislative proposals to members of the House Armed Services Committee to get their opinions before submitting a formal proposal for their consideration.

In its entirety, the assignment demanded the utmost use of good management techniques and procedures, good public and employee relations, and sound judgment in all business and personal transactions.

As Air Attache to Sweden

As United States Air Force representative on the staff of the United States Ambassador to Sweden, I was the senior military attache in that country. I had responsibility for the conduct of both the Army and Navy offices and managed the Air Force office. My Air Force office was staffed with three assistant air attaches, two Swedish nationals, one U. S. Air Force warrant officer, and five U. S. Air Force enlisted airmen.

While serving as senior military attache, I was the Ambassador's principal advisor on military affairs. The successful performance of these duties required close coordination and close association with top level officers of the Swedish Air Force and with intelligence officers of Sweden.

During my assignment in Sweden I was one of a comparatively small group of Americans representing the government of the United States. We lived as members of the community rather than in an American colony, and we dealt with the Swedish people on their own grounds and, frequently, in their own language.

SPECIAL ACCOMPLISHMENTS (Military)

Since entering pilot training as an aviation cadet in June 1938, I have risen through the various military ranks to the grade of colonel, which I now hold and in which I worked until my retirement from active duty. With the exception of the first three years of service, my assignments have been, for the most part, as a unit commander or in positions of equal authority and responsibility.

During World War II, I flew 204 aerial missions in fighter aircraft. This amounted to 688 hours of combat flying. I was at Pearl Harbor when the war began. I was one of the first fighter pilots to take off in defense of the island. Later my squadron was transferred to New Guinea and began working its way toward the Philippine Islands. When the war was over I was credited with the destruction of 27 Japanese aircraft in aerial combat. This made me the third ranking Air Corps ace in the Asiatic-Pacific theater of operations.

AREA OF STRONGEST QUALIFICATIONS

My best qualifications are in the field of management. All of my 23 years of commissioned service have carried with them the responsibility for good management of men, equipment and materiel. In all of my assignments, I have had the responsibility for getting the most effective use from the resources available to me and my command. At times, these resources were plentiful. At other times, however, they were not and to get the job done required good management of the limited resources available.

As a result of my three years (1953-1956) as senior military attache, the U. S. Ambassador to Sweden wrote an unsolicited letter to Headquarters, United States Air Force stating his appreciation for the work I had done and commending me for the success I had had in my job.

EDUCATION

I was graduated from Louisiana State University in 1938 with a Bachelor of Arts degree in Arts and Science. Following graduation I entered pilot training and was rated as a pilot in May 1939. In November 1952 I was enrolled in the Foreign Service Institute for special training before going to Sweden as Air Attache. Following the three year assignment in Sweden, I was enrolled in the National War College, the top level school for all military officers.

SPECIAL ACCOMPLISHMENTS (Academic)

Upon graduation from the National War College, I remained with the school as a faculty member. My primary responsibility was in the selection, organization and presentation of subjects which were being taught government officials and officers assigned to study at the National War College. Successful completion of the college is a requisite for advancement to top level military command positions.

During my assignment as a student at the National War College, I published a diplomatic paper on the strategic importance of Scandinavia to U. S. security policy. Also, as a faculty member I wrote a syllabus on national power and how it is derived. This syllabus is now being used to teach students attending the National War College.

PERSONAL DATA

I was born November 23, 1915 at DuBois, Pennsylvania. After completing elementary and high school in 1938 with a Bachelor of Arts degree in Arts and Science. I then entered pilot training and began my military career.

I was married in 1941. My wife and I have four children, whose ages are 18, 13, 12 and 7 years.

In the area of hobbies and relaxation, I enjoy sailing and skiing. While assigned as Air Attache to Sweden I was a member of the Royal Swedish Yacht Club and participated in numerous regattas as a skipper. Prior to leaving Stockholm to return to the United States, I won the Royal Swedish Yach Club's Seamanship Medal in Silver, one of the club's highest honors. I have continued my interest in sailing and now own a 25-foot sloop which I sail regularly. My interest in skiing is equal to my interest in sailing. During my stay in Europe, I skied on some of the world's most famous slopes. This sport I have continued in my assignment in the Northwest.

During my prep school days I was a member of the golf team but now play only occasionally.