



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Edgar S. Gorrell Collection - What! No Airplanes, E.S. Gorrell, undated

Extracted on Apr-19-2024 09:18:32

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

all designed to state that America, because of untimely pride, refused to manufacture airplanes of British and French design and to profit by the experience accumulated by the British and French prior to America's entry into the World War. Says this great British leader, (whose memoirs, valuable and thrilling as they are, might have been closer to the truth had he confined his criticisms to British matters, with which he was probably familiar), "They" (the Americans) "considered that it would be a reflection upon American inventiveness and ingenuity merely to keep to European patterns" (of airplanes). "They must have something and original to send to Europe."

Apparently, forgetful of even the conferences in which he personally participated, forgetful of the fact that the fundamentals of America's aeronautical policy in Europe was compiled in collaboration with Britishers designated by and represent Lloyd George, forgetful of the fact that America's aeronautical policy was restricted by the scarcity of ocean tonnage, as well as based upon other factors with which the British, in collaboration with Americans, agreed in absolute harmony of thought, Lloyd George terminates the aforementioned reference by the sneering statement, "When the Armistice was signed, November 11th, half the airplanes used by the American army were of French and British make." (Incidentally, very few were British; see infra.) The situation upon which Lloyd George so forgetfully comments was as much the conception of him and his staff, as it was of the Americans. Also, it is a fact that had British information concerning the usefulness of bombardment airplanes not been so incorrect both in the Spring and June of 1917, greater destruction from the air by American built airplanes would have been visited upon the enemy's resources.

Some day, perhaps the millennium will arrive when human beings may then ultimately realize the desirability of confining their historical remarks, written for the benefit of posterity, to facts with which they were and still remain familiar. Due to their gripping interest, the world will not fail to study the war memoirs of David Lloyd George but likewise the world should not fail to understand that unfortunately this great allied leader, to whom the Allies are so deeply indebted, has unfortunately gone so far afield in his fascinating survey of the allied situation that some of the momentous events are portrayed by him in a manner that does not bear the scrutiny of intelligent research and mature consideration. In this article, I shall try to present to the impartial reader, the situation as it actually did occur in regards to America's war time aircraft program.

Previous to entering the war, the united states lacked both experiences

-3-

all designed to state that America, because of untimely pride, refused to manufacture airplanes of British and French design and to profit by the experience accumulated by the British and French prior to America's entry into the World War. Says this great British leader, (whose memoirs, valuable and thrilling as they are, might have been closer to the truth had he confined his criticisms to British matters, with which he was probably familiar), "They" (the Americans) "considered that it would be a reflection upon American inventiveness and ingenuity merely to keep to European patterns" (of airplanes). "They must have something and original to send to Europe."

Apparently, forgetful of even the conferences in which he personally participated, forgetful of the fact that the fundamentals of America's aeronautical policy in Europe was compiled in collaboration with Britishers designated by and represent Lloyd George, forgetful of the fact that America's aeronautical policy was restricted by the scarcity of ocean tonnage, as well as based upon other factors with which the British, in collaboration with Americans, agreed in absolute harmony of thought, Lloyd George terminates the aforementioned reference by the sneering statement, "When the Armistice was signed, November 11th, half the airplanes used by the American army were of French and British make." (Incidentally, very few were British; see infra.) The situation upon which Lloyd George so forgetfully comments was as much the conception of him and his staff, as it was of the Americans. Also, it is a fact that had British information concerning the usefulness of bombardment airplanes not been so incorrect both in the Spring and June of 1917, greater destruction from the air by American built airplanes could have been visited upon the enemy's resources.

Some day, perhaps the millennium will arrive when human beings may then ultimately realize the desirability of confining their historical remarks, written for the benefit of posterity, to facts with which they were and still remain familiar. Due to their gripping interest, the world will not fail to study the war memoirs of David Lloyd George but likewise the world should not fail to understand that unfortunately this great allied leader, to whom the Allies are so deeply indebted, has unfortunately gone so far afield in his fascinating survey of the allied situation that some of the momentous events are portrayed by him in a manner that does not bear the scrutiny of intelligent research and mature consideration. In this article, I shall try to present to the impartial reader, the situation as it actually did occur in regards to America's war time aircraft program.

Previous to entering the war, the United States lacked both experiences

-3-

Edgar S. Gorrell Collection - What! No Airplanes, E.S. Gorrell, undated
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 09:18:32



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)