

SHELL NEWS

MAY 1942



ACME PHOTO.

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GENERAL DOOLITTLE

FOR
CONSPICUOUS
LEADERSHIP



Photo by Wide World Photos

Seventeen years ago, Doolittle, then a Lieutenant, won the International Schneider Cup Race for seaplanes at Baltimore, Md., establishing a new world's record of 245 miles per hour. At Dayton he was acclaimed "Admiral of the Army."



Photo by Press Association, Inc.

For valuable test flying and for the first non-stop flight across the continent, the army's experimental flight chief was awarded the U. S. Distinguished Flying Cross with oak leaf cluster in 1929. Major Hugh H. Drum congratulates Jimmy. The flyer's other decorations and honors are many.

Grooming his new 400 racer at E. St. Louis, Ill., for the 1931 National Air Races, Jimmy had to bail out at the dangerously low altitude of 250 feet but landed safely. His plane was wrecked.

ALL AMERICA was thrilled by the news that Jimmy Doolittle had led the destructive air raid on Japan April 18th. The announcement was made as President Roosevelt pinned on Jimmy's breast the most coveted of all American military decorations, the Congressional Medal of Honor, and only a few days after Congress had confirmed the promotion of the noted flyer, for ten years Manager of Shell's Aviation Department and now on military leave, to the rank of Brigadier General.

A masterful aeronautical engineer and a practical pilot who has defied death in the air a thousand times to break a speed record or test his ship, Jimmy Doolittle has long been acclaimed by aviation leaders and public alike. His latest achievement, written in the smoking ruins of Jap war plants, crowns an already brilliant and distinguished career.

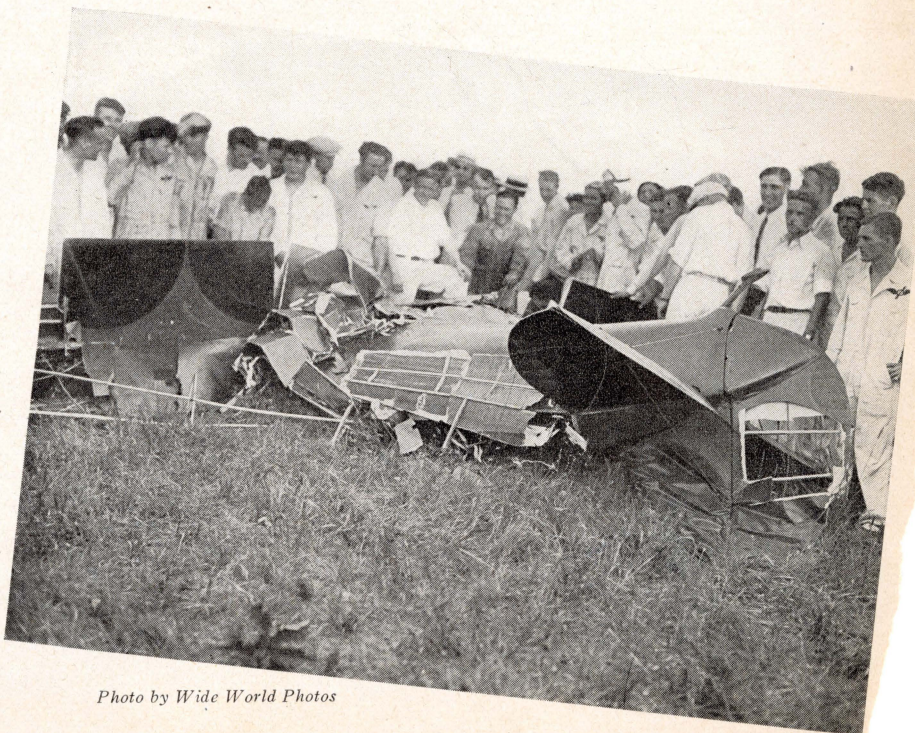
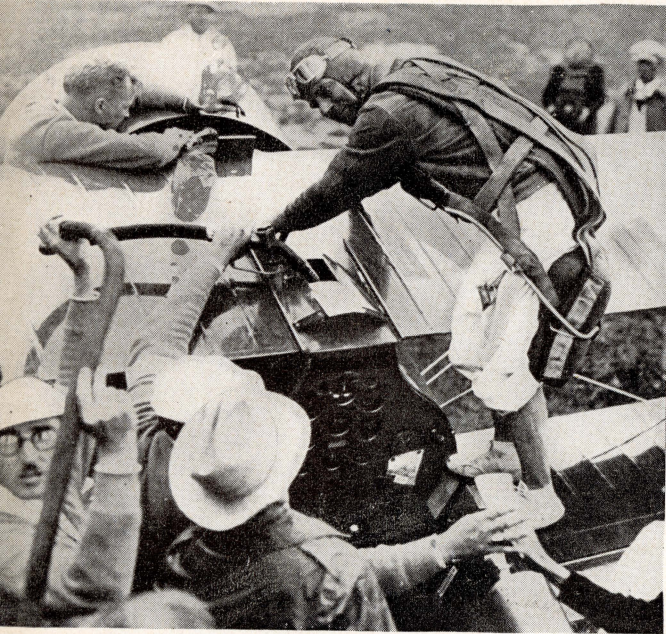


Photo by Wide World Photos

Photo by Press Association, Inc.



In 1931, Doolittle flew from Burbank, California, to Cleveland, Ohio in 9 hours, 10 minutes, 21 seconds to win the Bendix Prize, then refueled quickly and hopped off for New York where he landed to break the transcontinental speed record.



The new transcontinental record set by the Speed King in 1931 was 11 hours, 15 minutes. When he brought his plane down at Newark, New Jersey, he had slashed one hour and ten minutes off the previous record.

Photo by Press Association, Inc.



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It was a serious, concerned Jimmy Doolittle who testified before the Military Committee of the House of Representatives in 1935, recommending that the Army Air Corps be doubled in strength.



Photo by Press Association, Inc.

Aviation Manager Doolittle and the famous plane, Shelllightning, in 1933.

Jimmy Doolittle joined Shell as head of its Aviation Department in 1930, after resigning his active army commission, and remained in that capacity until recalled by the army in 1940. He is now on Military leave. Jimmy's executive ability and practical knowledge of aviation problems had much to do with the Company's development as a leading producer of aviation fuels and lubricants.

