



**David S. Ingalls, Rear Admiral, USN**

(Assistant Secretary of the Navy for Aeronautics)

David Sinton Ingalls was born in Cleveland, Ohio, on January 28, 1899, son of Albert S. Ingalls (NY Central RR) and Jane Taft Ingalls of Cincinnati, niece of the late William Howard Taft. His education was obtained at University School, Cleveland; St. Paul's School, Concord, New Hampshire; Yale University (BA), and Harvard University (LL.B).

At Yale he played on the football and hockey teams, being Captain of the latter. A few days before war was declared in 1917, he enlisted in the U. S. Naval Reserve Flying Corps, and received preliminary instruction in aviation and naval matters in this country. In September he went overseas and attended various aviation schools in France, England, and Scotland until, his instruction was completed, he was then sent to the front for service with U. S. Air Forces at Dunkirk, France. Later he was attached to the Royal Air Force in Flanders, Belgium, as a loan to the British.

He was awarded the Distinguished Service Medal "For exceptionally meritorious service in a duty of great responsibility as a chasse pilot operating with the RAF Squadron 213, while attached to the Northern Bombing Group, Northern France, where as a result of his brilliant and courageous work, he was made an acting flight commander by the British authorities over their own pilots. Alone and in conjunction with other pilots, he shot down at least four enemy aeroplanes and one or more enemy balloon." He also was awarded the British Distinguished Flying Cross "for successes and daring in engagements with enemy aircraft while, attached to the Royal Naval Air Stations..."

He has the distinction also of being the Navy's only flyer who became an ace in World War I. He was then 19 years of age. After the war he rejoined his class at Yale, graduating in 1920. He then entered the Harvard Law School and after graduating in 1923, was admitted to the Ohio State Bar. From that time until 1929 he practiced law, with the firm of Squire, Sanders and Dempsey in Cleveland. He was twice elected to

the Ohio State Legislature (1926 and 1928), being co-sponsor of the Aviation Code of Ohio, which was enacted and became the model for codes adopted by other states.

On March 16, 1929 he was sworn in as Assistant Secretary of the Navy for Aeronautics, on appointment of President Herbert Hoover, and during his three-year tenure of office the naval aviation test and development program advanced rapidly, bringing the 5-year program to completion in four years. In view of his knowledge and experience, both in the technical and policy-making field of aviation, he served in that assignment with distinction. While in the Navy Department, he applied for appointment in the Naval Reserve and was commissioned Lieutenant Commander in December 1931. Through subsequent promotions, he attained the rank of Commodore, to date from November 2, 1945. He was promoted to Rear Admiral with date of rank July 1, 1955, by reason of the Reserve Officer Personnel Act of 1955.

Returning to Cleveland in June 1932, he served for several years as Director of Public Health and Welfare of that city, and associated himself with the Pan American Air Ferries, Inc. At the beginning of World War II he was serving as Vice President and General Manager of that corporation.

On November 25, 1942 he reported for active duty as Assistant Operations Officer on the staff of Commander Air Force, U. S. Pacific Fleet. He was awarded the Legion of Merit "For exceptionally meritorious conduct in the performance of outstanding services...from December 1942 to June 1943. Realizing the potentialities of the airborne carrier... Commodore, (then Commander) Ingalls applied himself vigorously to the task of developing and expanding the capabilities of air transportation. By his sound recommendations ... he contributed in large measure to extending the sphere of effective air transportation service in the Pacific and aided greatly in the development of Naval air transport service..."

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Detached from staff duty on June 5, 1943, he served for six months as Executive Officer, Forward Area and Air Center Commander, at Guadalcanal, and from December 1943 to

February 1944 served as Plans Observer, South Pacific Force. Soon thereafter he reported for duty as Commanding Officer, U. S. Naval Air Station, Honolulu, Territory of Hawaii, the major air terminal in the Pacific, providing facilities for the Naval Air Transport Service, the Hawaiian Airlines commercial service, and part of the Marine Air Transport service. For his intelligence and zealous supervision, his development and administration of the station's affairs, most constructive and beneficial liaison, having resulted in substantial furthering of the general war effort in that area, he was commended by the Commander, Naval Air Base, Fourteenth Naval District, and was later awarded the Bronze Star Medal.

Since his release to inactive status in November 1945, he has had several tours of active duty. He has been associated with Pan American World Airways System, headquarters in New York City, and was President and Publisher of the Cincinnati Times Star, with offices at 1562 Union Street, Commerce Building, Cleveland, 14, Ohio. He was a member of the American Legion, Masonic Fraternity, the Union Club, and Chagrin Valley Hunt Club of Cleveland, and the University Club of New York.

In addition to the Distinguished Service Medal, Legion of Merit, Bronze Star Medal, and Distinguished Flying Cross (British), Rear Admiral Ingalls has the Victory Medal, Overseas Clasp; Asiatic Pacific Campaign Medal; and the World War II Victory Medal.

He was married to the former Miss Louise Harkness of New York City. They had four daughters and a son, David S., Jr.