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A Warrior for Freedom

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book. By careful design, there are few controversial opinions about the substance of national security or foreign policy and no embarrassing reports about prominent foreign or domestic political personalities. In fact, Clift is practically deadpan in his description of Henry Kissinger, and he maintains the impassivity of a "perfect butler" with respect to all the presidents he served. One cannot help but wonder what he left out.

Clift views the role of the staffer as one not of presumption but of assistance. He cites with favor Franklin D. Roosevelt's observation that a good White House staff member should have a "passion for anonymity." Accordingly, the value of this book is that the author demonstrates that successful summits require painstaking preparation and perfect execution. *With Presidents to the Summit* tells what must be done and conveys a zero-tolerance for error by White House staff. This book was not written to appeal to everyone. It is a carefully crafted work by a gifted writer, targeted at the sophisticated student of national security or international affairs. A. Denis Clift admirably achieved the disciplined goals he set.

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Taussig, Betty Carney. *A Warrior for Freedom*. Manhattan, Kan.: Sunflower Univ. Press, 1995. 225pp. \$27.97

This biography of Admiral "Mick" Carney, by his daughter Betty Carney Taussig, will be of much interest to any naval officer. It provides insights into

the unification of the services after World War II and the development of the Joint Chiefs of Staff. It also contains information about command relationships in the Pacific and the workings of the staffs engaged in the war against Japan. This book was built around Admiral Carney's own 1963 oral history, into which the author has woven an account of his early life, and glimpses into his personality as revealed in letters and conversations with officers and men who served with him. In this oral biography and its vignettes from those who knew him, Carney's integrity, brilliance, professional ability, and sense of humor stand out.

Mick Carney, a Navy junior, graduated from the Naval Academy in 1916 and served in the USS *Fanning* (DD 37), operating out of Queenstown, Ireland, in World War I. In spring 1941 Carney joined the staff of the Chief of Naval Operations (CNO) and helped organize the Lend-Lease convoys to England. In 1942 he commissioned the *Denver* (CL 58) and took it to the South Pacific, where, a year later, he became chief of staff to Admiral Halsey. After World War II Carney returned to Washington, D.C., where he became Deputy CNO for Logistics, and in 1953 the Chief of Naval Operations. He retired in 1955. After retirement from the Navy, he became active in the civilian world. When he died in 1990 he was ninety-five years old. In 1994 the USS *Carney* (DDG 64) was launched at Bath, Maine.

Carney spoke at the Naval War College a number of times. At one graduation he admitted to being "an impostor" in that he had never had the opportunity to attend. He considered the College a superb institution and

recognized that the Navy itself had sound thinkers in the command field, but he found that many naval officers were novices at the conference table or in general staff work. The most brilliant concept, he would point out, is of no significance without the wherewithal to pursue it.

As Deputy CNO for Logistics back at the Pentagon, Carney found a difficult postwar situation within the Navy, with personal resentments, animosities, and buried feelings over some of the events of World War II. There were also strong convictions on the part of the aviators, submariners, and amphibious people that they were respectively the only ones who "had fought, bled, and died." As Carney expressed it, "You have to be deactivated for awhile after you have come out of a fighting environment. . . . You're not a very good guy to live with."

The struggle over unification is described in some detail, and the reader is given a ringside seat and an understanding of what went on, and "how we got here from there."

Although Carney retired over forty years ago, his observations about the Washington scene are not dated; they can be very helpful to the new war college graduate headed for the Pentagon. One recalls the old French saying, "The more things change, the more they remain the same." Personalities change, people change, weapons change, but the wheel need not be reinvented. Problems of one era are not necessarily unlike those of the next.

In the mind of this reviewer, two items in Admiral Carney's Pentagon experience stand out. When Francis P. Matthews became Secretary of the Navy in 1949, he was heard to say that there

was not an admiral in whom he could have confidence or could trust. He later admitted that he had changed his opinion. The other concerns Carney's views on the assignment of fleet commanders. He felt that this was a military decision and that he was the best judge. The Secretary, a civilian, had a horizon limited by the corridors of the Pentagon but had a tendency to take a strong position in the assignments of commands of operating forces. Admiral Carney predicted that this would be an ever-recurring phenomenon. In 1996, thirty years later, it is safe to say he is still right!

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Beard, Barrett Thomas. *Wonderful Flying Machines: A History of U.S. Coast Guard Helicopters*. Annapolis, Md.: Naval Institute Press, 1996. 304pp. \$32.95

On 7 December 1941, a U.S. Coast Guard aviator, Lieutenant Frank A. Erickson, ran to his General Quarters station, a control tower on Ford Island. His post gave a vast panorama of the Japanese attack of Pearl Harbor. As Erickson watched, he saw there was no method for rapidly recovering the large number of sailors floundering helplessly in the water. Some months earlier, Erickson had read an article by Igor Sikorsky describing a small helicopter he had developed. Erickson felt that here was the ideal rescue tool for U.S. Coast Guard aviators to help those in distress. From this time forward, Erickson was consumed—and this word does not adequately convey his fervor—by an effort