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Henry H. Arnold

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HENRY HARLEY ARNOLD

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MILITARY DECIMAL

SAS 400 africa through England

DECLASSIFIED
DOD Dir.
By NARA, Date 11-10-75
OSD Letter 3 May 72
EAT 3/23/76

SAS 400
Africa

SUBJECT: Retention of Additional Equipment in Excess of Standard Tables of Equipment (Project AAF 1-44).

DBS-SAM 1st Ind. AFDRS-4-MT
HFMcG/ss/71605

HQ, Army Air Forces, Washington, D.C. 24 July 1944

TO: War Department General Staff, Assistant Chief of Staff, Operational Planning Division.

1. As directed in paragraph 3 of Disposition Form from Operational Planning Division, War Department General Staff, dated 13 July 1944, inclosed herewith is statement of availability of the AAF Items of Equipment as requested for Project AAF 1-44.

2. This Headquarters is in accord with recommendations of the Commanding General, North African Theater of Operations, as stated in 1st Indorsement, and recommends approval.

For the Commanding General, Army Air Forces:

2 incls-
inel 1- n/c
inel 2- added:
List of Equip.
Availability.

D. W. BENNER
Colonel, Air Corps,
Asst. Chief, Air Services Division,

X COPY X

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

OPD 400 Africa (4 July 44)

SUBJECT: Retention of Additional Equipment in Excess of Standard Tables of Equipment. (Project AAF-1-44). DATE 13 July 1944

TO:

X CG,AAF

FOR:

X Remark and recommendation

BY:

1. References:

a. Attached letter from CG, USAAF, Meditteranean Theater of Operations, to CG, NATOUSA, undated, file 400.34, and the 1st Indorsement thereto.

b. Minutes of the General Council Meeting of 31 January 1944 (Report of the G-3 Division, - Page 7).

c. WD Memorandum W-310-44, 26 January 1944.

2. Your remarks and recommendations are desired with regard to furnishing the items requested for AAF units in the NATO. It should be noted that this request for excess T/E and T/BA material does not come strictly within the provisions of WD Circular 203, dated 23 May 1944. Further, no maintenance is provided for equipment when it is issued on the basis of an operational project.

3. It is also desired that you furnish this office with a statement of availability of the AAF items requested in this project.

4. By separate action, the ASF are being requested to furnish a similar statement of availability for items procured by that command.

5. This project was brought to the War Department by Col. C.C. Bye (Ext. 5393) who is presently on temporary duty in Washington.

THOS. T. HANDY
Major General,
Assistant Chief of Staff.

1 incl-
Ltr fr CG,USAAF, Med. Th./Opns,to CG,NATOUSA, file 400.34, w/1 incl. & 1st ind.

/s/ v j esposito
V J ESPOSITO
Colonel, G.S.C.
Chief,Projected Logistics Section,
Logistics Group, OPD, WDGS.

COPY

COPY

HEADQUARTERS UNITED STATES
ARMY AIR FORCES
MEDITERRANEAN THEATER OF OPERATIONS
APO 650

ADS-CCB-mm

400.34

SUBJECT: Retention of Additional Equipment in Excess of Standard Tables of Equipment.

TO: Commanding General NATOUSA, APO 534.

1. In accordance with your message F 57442, dated 10 June 1944, there are attached Operational Projects for additional equipment in excess of standard Tables of Equipment.

2. As directed, Col. Bye of this Headquarters will present thereto the War Department for approval.

For the Commanding General:

/s/thomas m lowe
THOMAS M LOWE
Colonel, A.C.
Deputy Chief of Staff.

1 incl-
incl 1- Operational Projects for Additional Equipment in Excess of Tables of Equipment.

COPY

AG-400.34/559 C-O 1st Ind. /ko
HEADQUARTERS NATOUSA, APO 534, 4 July 1944.
TO: The Adjutant General, War Department, Washington, 25, D.C.
FOR: The War Department General Staff, Operations Planning Division.

1. The attached operational projects for additional equipment in excess of Standard Tables of Equipment for Army Air Force units in the Mediterranean Theater of Operations is submitted for approval as an operational project under provisions of paragraph 10 of War Department Circular 203 dated 23 May 1944.

2. The equipment listed in Inclosure 1 has been authorized for retention by this Headquarters at the expense of theater reserve as an operational necessity. It is strongly recommended that the operational projects for equipment in excess of Tables of Equipment be approved in order that theater maintenance stocks can be replenished.

3. This operational project is assigned key operational project number AAF-1-44. All communications should make reference to this number for identification.

For the Theater Commander:

/s/ a b king
A B KING
Major, AGD
Asst Adjutant General.

1 incl-
n/c

COPY

LIST OF EQUIPMENT AVAILABILITY

Item	No. Required	Availability
Equipment, field lighting set portable T.O. 00-30-10	3	Available
Plant, power 2KW 28V type G-8	1	Available
Lamp gooseneck, 108	40	Not available - procurement prohibited by WD Circular No. 168, dated 24 July 1945.
Camera, C-1	26	Yes
Camera, ground type C-3, 89-105500	17	Yes
Camera, 35mm Leica, w/auxiliary lense 89-101475	2	No
Printer projection type B-11 89-669100	2	Yes
Printer, 4x4 projector Simon-Omega 89-668915	1	Yes
Kit, tool repair type C-1, 89-427000	1	Yes
Printer contact type A-10, 89-663525	4	Yes
Printer, contact type A-2, 89-663500	5	No
Printer, projection type B-9, 89-669020	5	Yes
Washer type A-2A, 89-977550	2	Yes
Dryer, Print Pease Sheet, 89-243500	3	Yes
Wringer print type A-1, 89-997000	3	Yes
Lamp, assembly indirect light box, 89-4438000	29	Yes
Timer print 24", 89-951040	6	Yes
Timer interval, 89-938050	3	Yes
Timer continuous, 89-937750	9	Yes
Tray, Photographic 23" x 28", 89-947500	30	Yes
Tray, Photographic 15" x 18", 89-947000	10	Yes
Camera type A-2, 89-102000	1	Yes
Dryer type B-8, 89-243400	2	Questionable
Kit type P-1, 89-426760	29	Yes
Kit type U-1, 89-426865	11	Yes
Machine ice-making, 89-515400	1	Yes
Refrigerator, 9 cubic feet, 89-700030	1	Yes
Washer type A-1, 89-974000	7	Yes
Dryer type A-5, 89-237700	6	Yes
Kit type N-1, 89-426900	7	Yes
Kit type N-2, 89-426875	6	Yes
Kit type O-1, 89-427350	3	Yes
Kit type O-2, 89-427360	3	Yes
Multiprinter British	2	No
Machine film processing British	2	No
Machine film duplicating British	1	No
Printer Type A-14, 89-663850	9	Yes

LIST OF EQUIPMENT AVAILABILITY (cont'd.)

Item	No. Required	Availability
Generator 15 KW, 110 Volt	3	(Not AAF Equipment)
Trailer N-2	4	Not available
Trailer N-3	4	Not available
Trailer N-1	5	Not available
Trailer, semi-fuel servicing type F-2	1	Not available
Truck-Tractor, 4-5 auto-car	1	Ordnance
Heater type UH-2, 82-348500	7	Available
Plant electric 6.3 KVA, portable, 82-729400	1	Can furnish B-6
Table drafting 36" x 60", 86-812000	16	Available
Machine duplicating mimeograph portable	2	Questionable
Typewriter, non-portable 14" Standard	6	Available
Instrument Mechanical drawing 87-377000	6	Available
Crock 30 gal., 78-236000	5	Not available at present time, however, it is expected that a contract will be let within the next 10 days for this equipment.
Graduate 22 ounce, 78-385500	6	Plenty of these are available at Zanesville, Ohio.
Air Force Training Aids Equipment:		
Trainers, Link - Class 28-A (AN-T-18, Latest Type)	56	Sufficient quantity available to meet requirements.
Trainers, Bomb	36	Twenty-two (22) each, Type A-2 Series Bombing Trainers are available from stock at this time. It is anticipated that additional quantities will be available within sixty (60) days, due to the fact that AAF Training Command activities will have an excess of these Trainers.
Pilot Automatic, type C-1 Class 11-A	21	Sufficient quantity available in Air Force stock - specify whether harness, junction box and stabilizer are required.
Pilot Automatic, type A-5 Class 05-E	15	Sufficient quantity available in Air Force stock - must specify type of turbo.
Trainer, Gunnery, Flexible Type 3-A2	42	Trainer, Gunnery, Type 3-A-2 has been superseded by the Type E-14 Aerial Gunnery Trainer. Forty-two (42) each Type E-14 Trainers are in process of shipment to OMAM-Air on emergency request 14E731AO.
Renshaw Recognition Kit T.O. 00-30-181	28	Yes

LIST OF EQUIPMENT AVAILABILITY (cont'd.)

Item	No. Required	Availability
Projector, Motion Picture, type 2 - Class A	28	Yes
Turrets, A-13)	15	
Turrets, A-3)	15	
Turrets, A-6)	15	
Turrets, A-15) -- Class 11-D	15	-- Sufficient quantity immediately available from Air Force Stock.
Turrets, A-1)	6	
Turrets, A-2)	6	
Turrets, A-16)	6	
Plants, Electric power, 9.4 KVA 120 V AC	21	Available
Plants, Electric power, 6.3 KVA, 120 V AC, 8200-73000	49	Not available
Plants, Electric power, 2KW 28½ V DC	84	Not available
Plant, portable gas oxygen generator Model OXB	42	Could be furnished over a period of time but excessive.
Plant, power, electric generating, 6.3 KVA, 5KW, 120V, AC	10	Not available
Trailer, semi-photographic lab, 2-wheel 2DT Type N-1	26	Not available
Trailer, lab, photographic, type A-2	8	Not available
Semi-trailer, 25' Flatbed	53	Not available
Semi-trailer, 40' Flatbed	20	Not available
Trailer, semi-fuel servicing F-2	106	Not available
Tractor, truck 7½ ton 6x6	90	This trunk-tractor is utilized with F-1 Fuel Servicing Trailers which are not referred to in this list and furnishing same would cause an excess of F-1 Trailers for which these units are procured on a 1 for 2 trailer basis.
Trunk, tractor, 4x4, 4-5 ton	106	Ordnance
Trailer, office, 2-wheel	24	Ordnance
Trailer, photo, N-2	4	Not available
Trailer, photo, N-3	4	Not available
Tractor, crane, track laying, medium, M-3, 2 ton revolving crane	2	Available
Plant, electric power portable, C-12	11	Available
Drill press, bench type, 16" swing ½" chuck cap	11	Available
Furnace, Eelctric heat treating 2000°	11	Questionable
Grinder and buffer, pedestal type	11	Available
Lathe, engine, light duty	24	Available
Machine, milling, duplex #12	11	Available
Saw, hack, power 3 HP	11	Available
Sharper, metal 24"	11	Available
Machine sewing, pedestal type HD	11	Available

HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: Col Burt DATE 15 Jan

OFFICE OR SYMBOL	BUILDING
DAS	
ATTENTION:	ROOM 3E1027

FOR:

	COORDINATION		INVESTIGATION		REC. ACTION
	INFORMATION		RECOMMENDATION		SIGNATURE
	FILE		CONFERENCE		

REMARKS: We have decided after a lot of variations, discussions with Col Libby, etc that this is unfortunately necessary to tell the whole story of where to locate a man in a big, complex H.Q. The Army has stopped laughing at this and finds our people more readily than their own.

FROM:

NAME	OFFICE OR SYMBOL
PHONE	BUILDING	ROOM

3-118, AF

Noted WB Ann Woods

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 30 June 1964
By BLK/PKC NC, Date 11-10-75

(4)

AFRER
14 January 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF: (Attention: General Vandenberg)

Subject: Message Number 41046 dated 12 January 1944 from La Marsa

1. Equipment requested by subject cable is on order with the London Munitions Assignment Board. Originally four (4) Multiprinters and four (4) Continuous Processing Machines were planned for North Africa. The Air Service Command in England is being notified to balance British production of equipment to be delivered under our order between the requirements of North Africa and England.

2. North Africa will be given same information by our answering cable.

3. Our original cable of 17 December 1943 (Number 1919) requesting North African Theater of Operations requirements was not answered. Our second cable of 28 December 1943 (Number 2051) stated that consideration was being given to cancellation of British equipment unless they had requirement for that equipment.

JAMES G. HALL
Colonel, Air Corps
Chief, Reconnaissance & Photographic Branch
Requirements Division
Office of Asst Chief of Air Staff
Operations, Commitments and Requirements

File
GK
1/17/44

DECLASSIFIED
SECRET

Air AS and Africa (9)

~~SECRET~~

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1954
By ALA/DRC NO. Date 11-14-75

ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AFRER
14 January 1944

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JAMES C. HALL
Colonel, Air Corps
Chief, Reconnaissance & Photographic Branch
Requirements Division
Office of Asst Chief of Air Staff
Operations, Commitments and Requirements

File

Air Ab 400 Africa (9)

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

~~SECRET~~

DECLASSIFIED

Air Ab 400 Africa (9)

DECLASSIFIED
DOD DIR. 5200.9 & 30 June 1964
By RAWING, NC, Date 11-10-75

~~SECRET~~

DECLASSIFIED

13 JANUARY, 1944

MEMORANDUM TO: RECONNAISSANCE BRANCH (OPN. COMMIT. & REQ.)

SUBJECT: Message No. 41046 Dated 1/12/44 From La Marsa.

1. The above message appears on page 172 of General Arnold's log of messages, concerning which General Vandenberg made the following comment:

"Why do we not get this stuff for them? See me."

2. Your attention is directed to the above message for such action as is necessary.

3. You are requested to inform the undersigned officer of the action you have taken on the above message in accordance with this comment.

4.

ROGER L. SHEARER
Lt. Col. A.C. Capt. Lt Swigert
OFFICE OF CABLE SECRETARY
Air Staff

Telephones: 71660
71674
71661
71732

DISTRIBUTION:
Reconnaissance Br. (Opn. Commit & Req.)
(Lt. Col. D. Smith - 4E 121)
Cable Secretary

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~~SECRET~~

3-7484, AF

SECRET DECLASSIFIED

DECLASSIFIED
DOD DIR. 5200.9, 27 Dec 1966
By ALS/PKC NARS, Date 11-10-75

AFDAS
ESP/gwd
Ext. 6371

August 12, 1943.

Air Vice Marshal Grahame Dawson,
Headquarters, Mediterranean Air Command,
North Africa.

Dear Dawson,

General Arnold gave me your letter, regarding the supply situation in the Mediterranean Air Command, for action. Instructions have been issued to order Colonel Schneider back to the States for a conference, as you suggested. His orders will probably be received before you get this letter.

We would all like very much to have you back, but as you wrote, I feel that the first report should come from an American officer. For subsequent conferences I believe we can arrange to have you asked for.

It has been a long time since General Brett and I crawled on the airplane at Cairo for our temporary trip to Chungking. General Brett is at Panama, and I am getting "itchy" feet again and a little homesick for the desert. Maybe I can arrange to get out.

Please give my best regards to any of the Cairo gang who may be with you.

Sincerely,

Signed

EDWIN S. PERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
12 AUG 1943
AAG

File
cc 12 Aug 43

DECLASSIFIED

SECRET

Copy for Miss Nagurski
Air Ch. 400 Africa

Aug 12 1943 Perrin

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DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PKC NC Date 11-10-75

Magnet to pick up spikes in North Africa.

3373
GES/bd

1	AFCAS Assistant Chief of Air Staff A-4	1942 11-24	1. You will investigate and issue the necessary instructions to have a gadget made up for shipment to North Africa containing a magnet which will pick up the spikes referred to by General Arnold in his conference this morning. Follow through on this with the Materiel Command and submit a report as to what has been done on this not later than December 1st.

Dispatched
NOV 25 1942
AAG

Cy to
General Hanley
Not Commands.

GEORGE E. STRATEMEYER,
Major General, U.S.A.,
Chief of the Air Staff.

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~~CONFIDENTIAL~~

air ad rec africa (E)

~~SECRET~~

DECLASSIFIED

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DOD Dir. 5200.9 & 30 June 1954
By AUN/PXC NO. Date 11-10-75

AFADS 1199
TJH/mRR 5316

October 10, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL AIR TRANSPORT COMMAND:
THE COMMANDING GENERAL AIR SERVICE COMMAND:

Subject: Shipment of Materials To Point Noire.

1. The Combined Military Transportation Committee has informed the Commanding General, Army Air Forces, that the capacity of the port at Point Noire and Leopoldville is required for the shipment of materials from the United Kingdom. The recent shipments from the United States for the establishment of the Point Noire - Leopoldville - Elizabethville Ferry Route have over-crowded the port, but will be cleared at the earliest possible moment.

2. All future shipments to this port will be cleared through the Transportation Division, Services of Supply, by command.

By command of Lieutenant General ARNOLD:

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, A-4.

Hq. Army Air Forces
OCT 10 1942
AAG RECEIVED

Distribution:
Cy. to CG, Transportation Div.,
Services of Supply, for informa.

400 Africa (5)

Write file

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~~SECRET~~

2-200

Air Ass for Africa (2)

Cy for Air Staff

SECRET

Project 126-A to Foxtrot.

1. AFCAS AFADS 1942 5-9 The information contained in the attached was given to Air Commodore Straford by me this date, May 9, 1942.

M. F. Harmon,
Maj.Gen.USA.

Dispatched
MAY 10 1942
Lt Col WKS

1 Att.
SECRET cy let 5/7/42 fr
AFASC to AFRCM /s/
by Maj. Boudreau.

400 Africa (4)

~~SECRET~~

DECLASSIFIED
DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By ALN/NKC JC, Date 11-10-75

AG 400
(1-27-42)MSC-D

LFL/kls - 1705.

IMMEDIATE ACTION

January 30, 1942.

SECRET

Auth: T.A.G.
Initials: R.G.H.
Date: JAN 30 1942

SUBJECT: Supplies for Air Corps Project "Larkspur."

TO : The Quartermaster General.

1. Confirming telephone communication this date, between Assistant Chief of Staff, G-4 (Lt. Colonel Evans) and your office (Lt. Colonel Ramsey) it is desired that you ship to the Commanding Officer, Air Corps Project "Larkspur", c/o CLYDE MALLORY LINE, Pier 37, New York, New York (Export Lighterage Free), the following articles to arrive at New York on or before February 8, 1942:

10 Bags, canvas, water sterilizing, complete
50 Tents, pyramidal, complete
50 Tents, small, wall, complete
350 Cots, canvas
350 Blankets, wool
1000 Bars, mosquito, special, small mesh
3000 Boots, mosquito, special
3000 Gloves, mosquito, cotton, special
3000 Headnets, mosquito, special, small mesh
3000 Rations, Type "C"

By order of the Secretary of War:

R.G. Hersey

Adjutant General.

COPIES TO: Chief of the Army Air Forces;
Assistant Chief of Staff, War Plans Division.

DECLASSIFIED

~~SECRET~~

AAG/328
air 29 Larkspur (3)

400 Larkspur (2)

~~SECRET~~

DECLASSIFIED
DEC. DOD DIR. 5200.9 & 26 June 1964
By ALN/ARC NC, Date 11-10-75

AG 400
(1-27-42)MSC-D

LFL/kls - 1705.

IMMEDIATE ACTION

January 30, 1942.

~~SECRET~~

Auth: T.A.G.
Initials: R.G.H.
Date: JAN 30 1942

SUBJECT: Supplies for Air Corps Project "Larkspur."

TO : Chief of Engineers.

Confirming telephone conversation this date between Assistant Chief of Staff, G-4 (Captain Baldwin) and your office (Lt. Colonel Gorlinski) it is desired that you ship to the Commanding Officer, Air Corps Project "Larkspur", c/o CLYDE MALLORY LINE, Pier 37, New York, New York (Export Lighterage Free), the following articles to arrive at New York on or before February 8, 1942:

5000 Ampules, Calcium Hypochlorite

By order of the Secretary of War:

E.G. Hersey

Adjutant General.

5000 Ampules (2)

COPIES TO: Chief of the Army Air Forces;
Assistant Chief of Staff, War Plans Division.

DECLASSIFIED

~~SECRET~~

AG 400-57

AAF/A-4
JFW/mrb

January 31, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: Food Supplies for Air Corps Detachments in Africa - Larkspur Shipment.

1. Reference is made to the attached letter from the Ferrying Command to the Chief of the Army Air Forces on the above subject, dated January 30, 1942.

2. It is requested that necessary action be taken as requested in reference letter to provide for shipment of 50 tons of American manufactured canned food as well as other supplies indicated.

3. The foregoing action is in conformity with conferences held on the subject of providing facilities for the Ferrying Command operating under unusual conditions.

For the Chief of the Air Staff:

T. J. HANLEY, JR.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

Incl:
Ltr to C/AAF,
1/30/42 frm C/AC,
(Ferrying Cmd.)

400 Africa (1)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

January 30, 1942

Subject: Food Supplies for Air Corps Detachments in Africa - Larkspur Shipment.

To : Chief of Army Air Forces

Attention: Air Staff

1. Reports just received from African Points indicate there is very little European food of any kind for sale on the West African Coast and urgent need for American canned goods.

2. It is, therefore, requested that there be provided for shipment on "Larkspur" boat, 50 tons of American manufactured canned goods to include canned meats, milk, tomato juice, vegetables, corn syrup, coffee, tea and fruit.

3. There should also be provided for this boat shipment 1,000 pounds of bar soap and 100 gross boxes of safety matches. Both of these articles are practically unobtainable on the West African Coast.

4. Shipment of these supplies must reach port of embarkation not later than February 8, 1942.

For the Chief of the Air Corps:

ROBERT OLDS,
Brig. Gen., Air Corps,
Assistant for Ferrying Services.

SAS 400
Alaska

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
DOD Dir's
8 Jan. & 30 June 1954
By AWIPKC NC. Date 11-18-75

WAR DEPARTMENT GENERAL STAFF DISPOSITION FORM

FILE NO.
GPD 400 ADC (7 Jul 45)

SUBJECT FIDO (Fuel Burning Fog Dispersal Installation for Shemya, Alaska

TO OS, ASF FROM Air Engineer

Date: 26 July 1945
COMMENT NO. 2
Major Young/71297

1. In compliance with like numbered sub-paragraphs of Paragraph 2, Comment No. 1, the following action has been taken:

a. Attached is copy of a letter from Headquarters Eleventh Air Force dated 24 March 1945 addressed to Commanding General, Alaskan Department, subject "Fog Dispersal System - Shemya."

b. Attached are two copies of a Bill of Material prepared by the Chief of Engineers and coordinated with ATSC, covering material required for a complete installation, excluding tanks. To this should be added, in the opinion of this office, tankage sufficient to store approximately 20,000 barrels (about one-half of a year's supply). This item would read:

Tanks, steel, gas and oil:
Knockdown, vertical, bolted
ES T-1862, high, 5,000 bbl
Stock No. 58-8898.600.050
4 each

c. Fuel consumption is estimated at 30 to 50 thousand barrels gasoline per year. Information now available is that low octane gasoline is preferable because of its cost, but that avgas may be substituted in emergencies. Paraphrases of outgoing message WARX 36946 and incoming message AX 16619, containing theater concurrence in estimate, are attached. Estimate based on 15 to 25 hrs. per yr. use at 90,000 gals. per hr.

d. Project number "2" has been assigned by the Commanding General, Alaskan Department, as per above referenced incoming cable.

2. The installation covered by the attached Bill of Material will provide clearance of fogs with cross winds up to about ten (10) miles per hour. An additional line of burners on the south side of the runway would be necessary to provide clearance in higher winds and a design for such an installation is now being prepared by ATSC. This addition, if approved by the theater, will be submitted as a supplemental project.

FOR THE COMMANDING GENERAL:

Signed

31 JUL 1945

HENRY J. HOFFER
Colonel, G. S.
Executive to Air Engineer
Asst. Chief of Air Staff
Materiel and Services

4 Incls.
Incl. 1 n/c
ADDED:
R/N dtd 14 May 45 (dup)
Paraphrase WARX 36946, AX 16619
cc ltr 24 Mar 45 fn CG 11 AF to CG Alaskan Dept.

~~SECRET~~ DECLASSIFIED

COPY FOR SECRETARY OF AIR STAFF

aa B400 Alaska (8)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1954
By ALM/NC NC Date 11-10-75

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

FILE NO. OPD 400 ADC (7 Jul 45)

SUBJECT FIDO (Fuel Burning Fog Dispersal Installation for Shemya, Alaska.

TO 1. CG, AAF
2. CG, ASF

FROM OPD

DATE 13 July 45 COMMENT NO. 1
Lt. Col Ebel/6171

THE CHIEF OF STAFF DIRECTS:

1. Reference:

a. WDGS D/F from OPD, file OPD 400 ADC (28 Feb 45) dated 19 April 45, subject: "FIDO Installation at Shemya (Estimated Materials for Proposed)", wherein subject project was originally submitted by CG, AAF and disapproved due to lack of time available before 1945 fog season, lack of installation and operating personnel, and for logistical reasons.

b. Radio WARX 12506 dated 6 June 45, wherein the CG, AAF advised the CG, Alaskan Department that the fog dispersal system had been disapproved by OPD for reasons outlined above, and that the subject was under study in order to obtain approval for use of Air Force funds. Requested answer to OPD objections in order to facilitate action.

c. Radio AX 16375 (CM-IN-11303) dated 12 June 45 (paraphrased copy attached) wherein the CG, Alaskan Department advised that the CG, 11th Air Force had been contacted regarding the OPD decision, and concurred in the fact that the system cannot be completed for use during the current fog season but that it is still considered desirable to install this system. Further gives information in general on logistical and personnel problems.

d. Attached Memorandum dated 7 July 45 from the CG, AAF giving further justification and requesting reconsideration based on the fact that the objections have now been erased.

2. It is desired that the CG, AAF:

a. Attach the previous correspondence on this subject.

b. Prepare and attach bill of major items and materials required to complete the installation.

c. Estimate total consumption of fuel during the using period, showing basis of computation.

d. Initiate action by radio to the theater commander, requesting assignment of project number.

DECLASS

~~SECRET~~

3. It is desired that the CG, ASF submit remarks and recommendations on subject installation, based on the information furnished by the CG, AAF, to include implications of the rate of fuel consumption on overall fuel requirements.

FOR THE ACTING ASSISTANT CHIEF OF STAFF, OPD:

1 Incl
Memo, AAF, for ACofS,
OPD, dtd 7 Jul 45,
w/1 Incl.

/s/ KEITH R. BARNEY
Colonel, GSC
Chief, Projected Logistics
Section, Logistics Group, OPD

~~SECRET~~

DECLASSIFIED

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1954
By RLN/PRC NC, Date 11-14-75

7 July 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

SUBJECT: FIDO (Fuel Burning Fog Dispersal) Installation for Shemya, Alaska

DISCUSSION

1. On 12 April 1945, the Commanding General, Army Air Forces, requested War Department approval on the installation of fog dispersal equipment at Shemya, Alaska. A requirement for such installation had been stated by the Commanding General, Alaskan Department, based upon two (2) facts:

a. Aircraft operating from Shemya are frequently unable to land at their home base because of fog conditions when they return from a mission.

b. A fog dispersal installation at Amchitka is operating successfully, but is too far from Shemya to serve as an alternate field when Shemya is fogged in.

2. The Assistant Chief of Staff, Operations Division, replied on 19 April that the project was not believed operationally justifiable for several reasons, principal among which were logistical considerations, the time element, and the fact that the deployment of additional combat units in the Northern Pacific was not contemplated.

3. The Commanding General, Alaskan Department, was advised of the comments of the Assistant Chief of Staff, Operations Division. On 12 June 1945, he replied by Radio No. AX 16375 (paraphrase attached as Tab "A") indicating that the project was feasible from the standpoint of time and logistical considerations and that he still considered the installation of such equipment at Shemya a firm requirement.

4. Although the development of fog dispersal equipment is continuing and improvements in the equipment will undoubtedly be effected as a result of experience yet to be gained, the present equipment is operationally suitable, as evidenced by the success of the installation at Amchitka. The equipment has been tested by the Army Air Forces Board, who recommended on 28 April 1945, that "FIDO equipment be made available to area commanders where there is definitely established requirement . . . . . on isolated islands, as found in the Aleutians . . . . it is evident that FIDO is the best available means of dispersing fog over airfields . . . . its use is particularly indicated for fog-bound areas where dependable take-offs and landings are requisite at all times."

5. The cost of the proposed Shemya installation is estimated at $437,000.00 and 120,000 man hours for installation.

DECLASSIFIED

~~SECRET~~

6. The following action is necessary in order to implement the requirement stated by the Commanding General, Alaskan Department:

a. Transfer on TD of the approximate 21 EMs Aviation Engineer specialists who have had experience installing and operating the FIDO installation at Wright Field and who are already scheduled for supervision of Shemya installation upon its approval.

b. Procurement and delivery of approximately 1,000 tons of equipment, plus fuel storage facilities for approximately 1,000,000 gals of fuel. No unusual procurement difficulties are anticipated as the equipment is not critical in nature.

c. Delivery of necessary gasoline, approximately 1,000,000 gals, for operations to be consumed at rate of approximately 86,000 gals per hour during use.

It is estimated that if prompt action is taken and adequate shipping priorities established, fog dispersal equipment can be installed at Shemya in time for operational use during the fog season of 1946.

ACTION RECOMMENDED

It is recommended that the Assistant Chief of Staff, Operations Division:

a. Reconsider the decision expressed in Disposition Form, subject: "FIDO Installation at Shemya (Estimated Materials for Proposed)", dated 19 April 1945 in the light of the information contained in Radio No. AX 16375 from the Commanding General, Alaskan Department.

b. Authorize the Commanding General, Army Air Forces, to initiate such action as may be necessary to fulfill the requirement stated by the Commanding General, Alaskan Department.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

/s/ REUBEN C. HOOD, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

1 Incl
Tab "A"

~~SECRET~~
DECLASSIFIED

SECRET IVI

The following is a paraphrase of cable from the Commanding General, Alaskan Department, Rear Echelon, Fort Richardson, Alaska. AX 16375 - CM-IN-11303 dated 12 June 1945.

The Commanding General, Eleventh Air Force, has been contacted regarding the decision and objections made by WDGS, Operations Division, for fog dispersal system at Shemya. It is granted that system cannot be completed for use during current season, but it is still considered desirable to install this system during the coming fall season or during early spring of next year.

No special consideration was given to the logistical problems in providing materiels and fuel as no particular difficulty was anticipated or is now anticipated. Advantages and recommendation for this installation are outlined in letter from Hqs Eleventh Air Force dated 24 March 1945, subject: "Fog Dispersal System at Shemya".

On visit to this Department in March 1945, Major Schenck, Engineering Division, ATSC, predicted that personnel from Wright Field could be made available to install this system and later operate it. The materiels required, approximately 1000 tons, to install system can easily be handled over temporary ship dock at Shemya this summer without jeopardizing handling of other cargo. Adequate bulk fuel storage facilities can be completed by fall to store the required fuel for operation of system.

In view of the above, it is recommended that procurement of necessary materiels be initiated and that consideration be given to authorizing Shemya fog dispersal system for installation in late 1945 or early 1946.

TAB "A"

DECLASSIFIED
~~SECRET~~

~~ONLY INDEXED~~

The following is a paraphrase of cable to the Commanding General, Alaskan Department, Rear Echelon, Fort Richardson, Alaska. WARX 36946 dated 23 July 1945:

Upon receipt from theater commander of the project number, receipt of bill of materials, the availability of equipment which is to be shipped from the U.S. and data relative to fuel requirements and consumption estimated to be 90,000 gals. avgas per hour, the WDGS is prepared to reconsider the FIDO installation. Operation is to be from fifteen to 25 hours a year. The requirements are from 30,000 to 50,000 bbls of avgas per year. The proposed bill of materials is now being airmailed in order to obtain the concurrence of the Commanding General, Alaskan Department, and elimination of equipment already in the theater. In the meantime, a cable reply is requested giving the theater commander the assigned project number and concurrences or comments on above estimated consumption of fuel.

ENCLOSURE IVI

The following is a paraphrase of cable from the Commanding General, Alaskan Department, Rear Echelon, Fort Richardson, Alaska. AX 16619 dated 27 July 1945:

Number 2 is the theater project number which is assigned for the proposed FIDO installation. The figures quoted for fuel consumption are considered adequate predicated on the use of type 1 AAF burners with a thirty thorn output per lineal yard of line. The bill of materials will be screened in order to determine the items required.

HEADQUARTERS ELEVENTH AIR FORCE
Office of the Commanding General
APO 980, Seattle, Washington

AUTH: GO 11 AF
INIT: HHK
DATE: 24 Mar 45
Engr.

24 March 1945.

IN REPLY
REFER TO: 670.

SUBJECT: Fog Dispersal System - Shemya.

TO: Commanding General, Alaskan Department,
APO 942, U. S. Army.

1. Reference is made to Radiegram 290230 (March) Headquarters, Alaskan Department to Headquarters, Eleventh Air Force.

2. In accordance with reference radiegram, justification for installation of a fog dispersal system at Shemya include the following:

a. A recent survey indicates that a fog dispersal system can be installed at Shemya which will provide adequate fog dispersal in winds of ten (10) MPH or less. The installation proposed by representatives of the Air Technical Service Command consists of a single burner line around the entire East-West runway, located near the outside edge of the shoulder, with two additional cross runway burner lines beyond the paving at the west end. Additional experimental short burner lines will be constructed to the south of the runway after completion of the burners encompassing the runway. The proposal precludes any necessity to relocate or remove existing structures.

b. Shemya is, and will continue to be, the main operating base in the Aleutians. The missions flown in this Theater are largely dependent upon three factors: weather at base, weather enroute, and weather at target. The installation of a FIDO system in conjunction with SCS-51 and GCA systems will practically eliminate the factor of weather at base. Records indicate the following:

Ceiling and Visibility	June	July	August
200' and ½ mile or less	11.7%	33.6%	28.2%
500' and 1 mile or less	58.5%	66.4%	71.8%

c. Actual operation of the FIDO system at Amchitka has proven ceiling and visibility are definitely increased. Operation data follows:

BASIS: Ltr fr Hq Eleventh AF, APO 980, to CG, Als Dept, APO 942, subj: "Fog Dispersal System - Shemya", dtd 24 Mar 45, file 4670.

Date	Ceiling	Visibility	Increased Ceiling	Increased Visibility
18 June 1944	100	1000	600	7000
18 July 1944	0	300	200	2250
25 July 1944	0	800	400	5000

d. Although electronic landing aids are available at Shemya, FIDO would provide an added safety factor less subject to failure during an emergency.

e. Fighter aircraft are not equipped with SCR-51 receivers therefore the operation of this type aircraft would be materially aided by the installation of FIDO.

f. A further justification is that this Theater is an ideal laboratory in which to conduct experiments with fog dispersal systems to determine the usefulness of such a system for worldwide installation in the post-war period. The equipment would actually receive a service test under actual operating conditions and determine once and for all the merits of this type system.

3. Previous recommendations by this Headquarters for the installation of a fog dispersal system at Shemya are reiterated.

FOR THE COMMANDING GENERAL:

/s/ JAMES R. THORN,
Lt. Colonel, AGD,
Adjutant General.

cc: Commanding General, Advanced Command Post,
Headquarters, Alaskan Department,
APO 980, U. S. Army.

~~SECRET~~

DECLASSIFIED DECLASSIFIED

Date Initials

DOD Dir. 5200.10

8 Feb. & 30 June 1954

By AAI/BXC NO. Date 11-18-75

FIDO (Fuel Burning Fog Dispersal) Installation for Shemya, Alaska

Secretary of Air Staff

16 JUL 1945

AC/AS, Operations, Commitments and Requirements

A self-explanatory memorandum for the Assistant Chief of Staff, Operations Division, is attached for signature.

1 Incl
Memo for OPD
w/1 Incl

WILLIAM F. McKEE
Brigadier General, U.S.A.
Deputy, Asst. Chief of Air Staff,
Operations, Commitments and Requirements

AFSAS

aa D. 400 Alaska (5)

~~SECRET~~ DECLASSIFIED

File
a

aa D. 400 Alaska (5)

6/30/45
Date

Initials

2 JUL 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

SUBJECT: FIDO (Fuel Burning Fog Dispersal) Installation for Shemya, Alaska

DISCUSSION

1. On 12 April 1945, the Commanding General, Army Air Forces, requested War Department approval on the installation of fog dispersal equipment at Shemya, Alaska. A requirement for such installation had been stated by the Commanding General, Alaskan Department, based upon two (2) facts:

a. Aircraft operating from Shemya are frequently unable to land at their home base because of fog conditions when they return from a mission.

b. A fog dispersal installation at Amchitka is operating successfully, but is too far from Shemya to serve as an alternate field when Shemya is fogged in.

2. The Assistant Chief of Staff, Operations Division, replied on 19 April that the project was not believed operationally justifiable for several reasons, principal among which were logistical considerations, the time element, and the fact that the deployment of additional combat units in the Northern Pacific was not contemplated.

3. The Commanding General, Alaskan Department, was advised of the comments of the Assistant Chief of Staff, Operations Division. On 12 June 1945, he replied by Radio No. AX 16375 (paraphrase attached as Tab "A") indicating that the project was feasible from the standpoint of time and logistical considerations and that he still considered the installation of such equipment at Shemya a firm requirement.

4. Although the development of fog dispersal equipment is continuing and improvements in the equipment will undoubtedly be effected as a result of experience yet to be gained, the present equipment is operationally suitable, as evidenced by the success of the installation at Amchitka. The equipment has been tested by the Army Air Forces Board, who recommended on 28 April 1945, that "FIDO equipment be made available to area commanders where there is definitely established requirement . . . . on isolated islands, as found in the Aleutians . . . . it is evident that FIDO is the best available means of dispersing fog over airfields . . . . its use is particularly indicated for fog-bound areas where dependable take-offs and landings are requisite at all times."

5. The cost of the proposed Shemya installation is estimated at $437,000.00 and 120,000 man hours for installation.

DECLASSIFIED

6. The following action is necessary in order to implement the requirement stated by the Commanding General, Alaskan Department:

a. Transfer on TD of the approximate 21 EMs Aviation Engineer specialists who have had experience installing and operating the FIDO installation at Wright Field and who are already scheduled for supervision of Shemya installation upon its approval.

b. Procurement and delivery of approximately 1,000 tons of equipment, plus fuel storage facilities for approximately 1,000,000 gals of fuel. No unusual procurement difficulties are anticipated as the equipment is not critical in nature.

c. Delivery of necessary gasoline, approximately 1,000,000 gals, for operations to be consumed at rate of approximately 86,000 gals per hour during use.

It is estimated that if prompt action is taken and adequate shipping priorities established, fog dispersal equipment can be installed at Shemya in time for operational use during the fog season of 1946.

ACTION RECOMMENDED

It is recommended that the Assistant Chief of Staff, Operations Division:

a. Reconsider the decision expressed in Disposition Form, subject: "FIDO Installation at Shemya (Estimated Materials for Proposed)", dated 19 April 1945 in the light of the information contained in Radio No. AX 16375 from the Commanding General, Alaskan Department.

b. Authorize the Commanding General, Army Air Forces, to initiate such action as may be necessary to fulfill the requirement stated by the Commanding General, Alaskan Department.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

1 Incl
Tab "A"

Signed

REUBEN C. HOOD, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

7 JUL 1946
AFSAS

DECLASSIFIED

Alk 400 Alaska (8)

Secret

DECLASSIFIED
DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1974
By ALNT/PRC, Date 11-10-75

AFHEQ/W Maj Abbott/bs/71406
Wrtn: 29 June 1945

7 JUL 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

SUBJECT: FIDO (Fuel Burning Fog Dispersal) Installation for Shemya, Alaska

DISCUSSION

1. On 12 April 1945, the Commanding General, Army Air Forces, requested War Department approval on the installation of fog dispersal equipment at Shemya, Alaska. A requirement for such installation had been stated by the Commanding General, Alaskan Department, based upon two (2) facts:

a. Aircraft operating from Shemya are frequently unable to land at their home base because of fog conditions when they return from a mission.

b. A fog dispersal installation at Amchitka is operating successfully, but is too far from Shemya to serve as an alternate field when Shemya is fogged in.

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5. The cost of the proposed Shemya installation is estimated at $437,000.00 and 120,000 man hours for installation.

DECLASSIFIED

AFHEQ/W AFHEQ AFOCR AFRTH AFAXP

DECLASSIFIED

SUBJECT: FIDO (Fuel Burning Fog Dispersal) Installation for Shemya, Alaska

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It is estimated that if prompt action is taken and adequate shipping priorities established, fog dispersal equipment can be installed at Shemya in time for operational use during the fog season of 1946.

ACTION RECOMMENDED

It is recommended that the Assistant Chief of Staff, Operations Division:

a. Reconsider the decision expressed in Disposition Form, subject: "FIDO Installation at Shemya (Estimated Materials for Proposed)", dated 19 April 1945 in the light of the information contained in Radio No. AX 16975 from the Commanding General, Alaskan Department.

b. Authorize the Commanding General, Army Air Forces, to initiate such action as may be necessary to fulfill the requirement stated by the Commanding General, Alaskan Department.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Signed

1 Incl
Tab "A"

REUBEN C. HOOD, JR.
Brigadier General, U. S. Army,
Deputy

DISPATCHED
7 JUL 1945

DECLASSIFIED

AFAMS AFSAS

AAS 400 Alaska (8)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO	2216
FILE NO	

~~CONFIDENTIAL~~ DECLASSIFIED

DECLASSIFIED DOD Dir. 5 Nov. & 30 June 1954 By ALN/PRC NC. Date 11-10-75

SUBJECT: Equipment in Alaska.

ITEM NO	FROM	TO	DATE	COMMENTS AFDAS LSK:pfp 6371
1	AFDAS	AFADS	1942 9/28	1. General Persons has prepared the inclosed draft reply for General Marshall. 2. I believe that we have sufficient data as to the adequacy of parts and supplies in Alaska to permit a positive and direct reply to this letter - something of the nature "My data indicates that this informant lies. Please give me his letter in order that I may shoot him if he lies, or promote him and shoot my supply people if he is telling the truth". 3. If direct reply is practicable, please draft same and take it up direct with General Persons. L. S. KUTER, Brig. General, U.S.A. Deputy Chief of Air Staff. Incls. Ltr to C/S frm Cong. Ploeser, Draft reply prep. by Gen. Persons.
2.	AFADS	AFDAS	10-2	TJH/gwd 5316 1. I discussed the above letter with General Persons and suggested a reply a little less emphatic than the one suggested by you, in substance as follows: "I have information, which is accurate, that there is no continuing shortage of parts in Alaska. The writer of the original letter, either intentionally or unintentionally, has mis-stated the facts. Critical spare parts for airplanes are flown in in case any shortage develops. Of course, we must realize that the overall strategic picture dictates the assignment of airplanes to each theatre, and the total strength of air units is a decision of the War Department. "It would be appreciated if you would give me the name of the original informants so that this matter may be thoroughly investigated." Hq. Army A OCT 2 942 AAG Received Incls. w/d T. J. HANLEY, JR., Brigadier General, U. S. A.
3.	AFCAS	AFMAG	10/3	MAL/hk For Files. MILLARD A. LIBBY Lt. Colonel, G.S.C.

DECLASSIFIED

~~CONFIDENTIAL~~

2-110

PAGE

3-109 A.F.

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DOD Dir 5
0 Jan. & 30 June 1974
By AWTPKC Jul. Date 11-16-75

2. AFADS AFDAS 10-2

TJH/gwd 5316

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"I have information, which is accurate, that there is no continuing shortage of parts in Alaska. The writer of the original letter, either intentionally or unintentionally, has mis-stated the facts. Critical spare parts for airplanes are flown in in case any shortage develops. Of course, we must realize that the overall strategic picture dictates the assignment of airplanes to each theatre, and the total strength of air units is a decision of the War Department.

"It would be appreciated if you would give me the name of the original informants so that this matter may be thoroughly investigated."

Incls. w/d

T. J. HANLEY, JR.,
Brigadier General, U. S. A.

~~CONFIDENTIAL~~
DECLASSIFIED

air ad 400 Alaska (H)

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

DOD Dir 5

E Sep. & 30 June 1974

By ALM/PKC JC, Date 11-18-75

Equipment in Alaska.

AFDAS LSK:pfp 6371

1 AFDAS AFADS 1942
9/28

1. General Persons has prepared the inclosed draft reply for General Marshall.

2. I believe that we have sufficient data as to the adequacy of parts and supplies in Alaska to permit a positive and direct reply to this letter - something of the nature "My data indicates that this informant lies. Please give me his letter in order that I may shoot him if he lies, or promote him and shoot my supply people if he is telling the truth".

3. If direct reply is practicable, please draft same and take it up direct with General Persons.

400 Alaska

Incls.
Ltr to C/S frm Cong. Ploeser,
Draft reply prep. by Gen. Persons.

L. S. KUTER,
Brig. General, U.S.A.
Deputy Chief of Air Staff.

DECLASSIFIED

~~CONFIDENTIAL~~

Material

JAS 400
Ascension
Island

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir 5
6 Jan. & 30 June 1972
By AUN/PRC NCI Date 11-10-75

AAF/COMM
LHW:fhc
(Written 3-1-42)

SUBJECT: Requisition

TO: Quartermaster, Port of Embarkation, Charleston, South Carolina.

1. Enclosed herewith is copy of requisition covering equipment to be shipped to "AGATE" for the Army Airways Communications System radio station as requested by telephone by your office.

2. It is requested that one copy be given to Staff Sergeant Robert E. Benton, non-commissioned officer in charge of the communications detachment.

Lloyd H. Watnee,
Lieut. Colonel, Air Corps.

1 Incl -
Copy of Requisition

400 Ascension Island (3)

Dispatched
MAR 1 1942
AAG

Air mail registered

HEADQUARTERS

Chief of Staff	Sec'y Air Staff	I. A.	Budget	Statistics	

DECLASSIFIED

SECRET

AAF-39

COPY

~~SECRET~~

DECLASSIFIED

COPY

DECLASSIFIED
DOD INS.
By ... 20 June 1974
By ALW/PRC Date 11-21-75

STORAGE AND ISSUE

4316 January 27, 1942

Assemble at Chicago and Philadelphia, and San Antonia, depending upon locality of available stock.
Marked: "Hold for Shipment "AGATE"

Note. 1. It is requested that material be assembled as soon as possible. 2. It is requested that Plant, Radio Division be immediately informed (hand carry) of any materials not immediately available. 3. It is requested that Plant, Radio Division be immediately informed (hand carry) as to dates of any partial shipment for assembly, including shipping ticket number, Bill of Lading, and carrier, also date of final completed assembly.

V.B.RAGNALL,
Captain, Signal Corps,

1.	1427	Wire W27	ft.	2500	2500
2.	1A115	Wire W115, 5/16" messenger	ft.	3200	3200
3.	1A720	Wire, rope, 3/8" Yacht Rigging	ft.	1000	1000
4.	1A806	Wire, copper #6SD	ft.	3600	3600
5.	1A808	Wire, copper, #8SD	ft.	2000	2000
6.	1B614.19	Wire, twisted pair	ft.	3000	3000
7.		Wire, #18, Hookup, Pushback, Beeden #8861	ft.	1000	1000
8.	1B621	Cable, WC-621, #14, RC-LC	ft.	400	400
9.	1B624	Cable WC-624, #6, RC-LC	ft.	1000	1000
10.	2A3447	Tower, 90', Steel Antenna	ea.	3	3
11.	2A3405	Thimble, 5/16"	ea.	60	60
12.	2B918	Headset P-18	ea.	4	4
13.	2E1411A	Frequency Meter SCR-211-A	ea.	1	1
14.	206185/79	Clip, Resistor, 1-1/8"	ea.	5	5
15.	204528.6	Radio Receiver, Hammarlund "Super Pro"	ea.	8	8
16.	206905-1/1	Book, Instruction for Radio Transmitter BC-446B	ea.		

DECLASSIFIED

~~SECRET~~

17.	2C6903-21 -1.1	Radio transmitting Eqpt. 200 Watt, remote control BC-460A, complete with spare parts, tubes, etc. (Now on hand at Phil. G.D. marked "Hold for Task Force "Agate")	ea.	1	1
18.	2C6905-1C	Radio transmitting Equipment, 100 Watt aerial radio Range BC-446C. (Now under inspection at N.Y. on DP 41-2052	ea.	1	1
19.	2F1576	Cabinet Rack, 76", Standard for mounting 19" Panels	ea.	5	5
20.	2F1576/1	Trim, Front	ea.	4	4
21.	2F6952	Panel, headset loudspeaker switch.	ea.	1	1
22.	2F6953	Panel, Patching	ea.	1	1
23.	2F6954	Panel, Operators control	ea.	2	2
24.	2F6955	Panel, Receiver Sensitivity switch	ea.	2	2
24a.	2F6956	Panel, Desk, rack mounting	ea.	3	3
25.	2F6957	Panel, Typewriter desk, rack mounting.	ea.	2	2
26.	233522-341	Crystal Holder FT164 with crystal of frequency of 341 kcs. (Supply 1 ea. from available stock at Phil. Suspend issue of 1 ea. until available on DP 41-2052)	ea.	2	2
27.	2F3524-347	Crystal Holder FT-164 with crystal of frequency of 347 kcs (Supply 1 ea. from available stock at Phil. Suspend issue of 1 ea. until stock available on DP 41-2052)	ea.	2	2
28.	2F3525A-2050	Crystal Holder WE #5A, Collins "1DN equal with crystal of frequency of 2050 kcs.	ea.	4	4
29.	2F3525A-2297.5	Crystal Holder WE #5A, Collins #1DN equal with crystal of frequency of 2297.5 kcs.	ea.	4	4

				3	
30.	2F3525A-2861.25	Crystal Holder WE #5A, Collins #1DN equal with crystal of frequency of 2861.25 kcs.	ea.	4	4
31.	2F3549A-2142.25*	Crystal Holder FT-249 with crystal of frequency of 2142.25 kcs.	ea.	2	2
32.	2F3549A-2842.25*	Crystal Holder FT-249 with crystal of frequency of 2842.25 kcs.	ea.	4	4
33.	2F3549A-3206*	Crystal Holder FT-249 with crystal of frequency of 3206 kcs.	ea.	4	4
34.	2F3549A-3265*	Crystal Holder FT-249 with crystal of frequency of 3265 kcs.	ea.	4	4
35.	2F3549A-4284.5*	Crystal Holder FT-249 with crystal of frequency of 4284.5 kcs.	ea.	2	2
36.	2F3549A-4329.75*	Crystal Holder FT-249 with crystal of frequency of 4329.75 kcs.	ea.	4	4
37.	2F3549A-5819.75*	Crystal Holder FT-249 with crystal of frequency of 5819.75 kcs.	ea.	4	4
		* Supply from order on RP577 when stock is available			
38.		Tubes, Set, Spare, for Hammerlund "Super Pro"	ea.	8	8
39.	2Z6380	Loudspeaker panel	ea.	4	4
40.	3F4056A	Test set I-56-A	ea.	1	1
41.	3A30	Battery BA-30	ea.	30	30
42.	3G573	Insulator, IN-73	ea.	9	9
43.	3G537	Insulator, IN-37, split knob	ea.	30	30
44.	3G1000-1	Insulator, Isolantite #432	ea.	6	6
45.	3G1100-48.1	Block, Porcelain Bod. #11068	ea.	8	8
46.	3G1100-96.1	Insulator, Strain, Iso. 729	ea.	40	40
47.	3G1150-185	Insulator, Strain, Iso. #726	ea.	16	16
48.	3G1300-256	Insulator, Strain, Iso. #753	ea.	18	18
49.	3G1830-662	Insulator, Pin Pyrex #662	ea.	4	4
50.	3G1830-67076	Insulator, Pyrex #67076	ea.	10	10

51.	3G1830-67107	Insulator, Pyrex #67107	ea.	20	20
52.	3G1875-502	Insulator, Ball, WE #502	ea.	190	190
53.	3G2002-10	Tube, Porcelain 3/8" x10"	ea.	10	10
54.	3H4520	Power Unit, Onan V 820 M	ea.	2	2
55.	3H4576B	Power Unit, PE-76-B	ea.	2	2
56.	3H4576B/1	Book Instruction, for Power Unit PE-76-B	ea.	2	2
57.	3Z1600	Connector, solderless	ea.	60	60
58.	3Z3433	Key J-33	ea.	6	6
59.	3Z3436	Key, J-36	ea.	3	3
60.	3Z6535	Resistor, 35000 ohm 100-w 1-1/8" ferrule, non-inductive	ea.	4	4
61.	4E4355	Protector, lightning arrestor	ea.	10	10
62.	4A1200-75M	Keyer, Radio Range, Bochme Type (Now on hand at Phil SD on DP41-1778)	ea.	1	1
63.	5A3710	Step, pole, wood	ea.	30	30
64.	5B110	Anchor AH-1	ea.	15	15
65.	5B706A	Anchor AH-6-A	ea.	15	15
66.	5B1308-8	Bolt, Eye, ½x8"	ea.	6	6
67.	5B1308-10	Bolt, Eye ½x10"	ea.	4	4
68.	5B1308-12	Bolt, Eye, ½x12"	ea.	3	3
69.	5B1308-18	Bolt, Eye, ½x18"	ea.	22	22
70.	5B1410-10	Bolt, benteye, 5/8x10"	ea.	10	10
71.	5B1410-16	Bolt, benteye, 5/8x16"	ea.	6	6
72.	5B1412	Bolt, benteye, 3/4x14"	ea.	6	6
73.	5B2452	Bracket	ea.	4	4
74.	5B3061	Clamp, PF-61	ea.	260	260
75.	5B4112	Clip, crosby, 3/4"	ea.	12	12
76.	5B4304	Eye Nut, ½"	ea.	6	6

77.	5B4305	Eye Nut, 5/8"	ea.	18	18
78.	5B4306	Eye Nut, 3/4"	ea.	12	12
79.	5B4426	Ground Rod GP-26	ea.	20	20
80.	5B10004-2.5	Screw, lag ¼x2-½"	ea.	6	6
81.	5B100006-4	Screw, lag 3/8 x 4	ea.	12	12
82.	5B15508	Shackle, guy, Screw Pin ½" Std	ea.	36	36
83.	5B17137	Step, pole, PP-37	ea.	300	300
84.	5B18043	Thimble, PP-43	ea.	80	80
85.	5B18116	Thimble, 1"	ea.	12	12
86.	5B20109	Washer, round	ea.	12	12
87.	5B20310	Washer, curved	ea.	48	48
88.	5B20312	Washer, curved	ea.	36	36
89.	6D7	Form, SC-7	ea.	10,000	10,000
90.	6D138	Form, SC-138	ea.	600	600
91.	6D278C	Form, SC-278-C	ea.	400	400
92.	6D3414A	Form, 14-A large	ea.	5,000	5,000
93.	6M1688	Typewriter, MC-88	ea.	3	3
94.	6M7531	Solder M-31	lb.	10	10
95.	6M8583	Tape TL-83	rolls	10	10
96.	6N4102	Paste, soldering	cans	5	5
97.	6N8594	Tape, TL-94	rolls	6	6
98.	6Q8504	Block Set LC-4	ea.	1	1
99.	6Q8906-11	Block, pulley, steel, 6" single sheave	ea.	4	4
100.	6Q28206	Climbers LC-6	ea.	2	2
101.	6Q19812-6	Chisel, Cold 3/4x6"	ea.	2	2
102.	6Q46511	Grip LC-11	ea.	2	2

103.	6Z46528	Grip LC-28	ea.	2	2
104.	6Z60229	Knife TL-29	ea.	3	3
105.	6Z1135	Axe, Boy Scout Type TL-135	ea.	1	1
106.	6Z1236	Axe, CE-36	ea.	1	1
107.	6R2244.1	Pad, leather, lined with felt 4" x 4"	ea.	2	2
108.	6R4513	Pliers TL-13	ea.	2	2
109.	6R4607	Pliers TL-107	ea.	2	2
110.	6Z34811	Drill, electric, 110V, ¼" chuck	ea.	1	1
111.	6Z35510	Drill set, TE-110	ea.	1	1
112.	6R4560	Pliers TL-60	ea.	2	2
113.	6R15410	Screw Drive TL-23	ea.	2	2
114.	6R15030	Screw driver 1¼" Blade, 1/8"tip	ea.	2	2
115.	6R4625	Pliers, gas 8" TL-125	ea.	2	2
116.	6R16410	Screwdriver TL-105	ea.	2	2
117.	6R16810	Screwdriver TL-106	ea.	2	2
118.	6R24524A	Soldering Iron, size 3, with handle	ea.	2	2
119.	6R14928	Screwdriver bit TL-28	ea.	2	2
120.	6R24617	Soldering Iron, TL-117	ea.	2	2
121.	6R31045.1	Strap, upper, less pads	ea.	2	2
122.	6R31045.2	Strap, lower, less pads	ea.	2	2
123.	6R38011	Tool Set TE-11	ea.	1	1
124.	6R502011	Winch, hand, wire rope drum	ea.	2	2
125.	6R38006	Tool Set TE-6	ea.	1	1
126.	6Z4809-11	Gloves, LC-9, size 11	pr.	2	2
127.	6Z7904A	Rope, manila, 3/8"	ft.	800	800
129.	6Z4002	Flashlight TL-122	ea.	3	3
130.	6Z6759	Lamp LM-19	ea.	15	15

131.	6E4810	Gloves LC-10, size 11	pr.	2	2
132.	5A3260	Pole, wood, 60', telephone or telegraph A.S.A. Class 5, creosated, one way roof, 12# final retention.	ea.	5	5
		Tool Set, TE-14	ea.	1	1
		Wire, W110, Field wire, miles, 4	ea.	2	2
		Crystal Holder WE5A or equal, crystal of frequency of 2110 kcs.		2	2

~~SECRET~~

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DOD Dir. 5200.9
By [illegible] 11-10-75

OCSigO 676.3 AGATE
(2-17-42)

AC-2-R

1st Ind.

War Department, OCSigO, Washington, D. C., February 26, 1942. To: Chief of the Army Air Forces.

1. Action has been taken to ship assembled materials for Army Airways Communications System Station AGATE as directed in paragraph 1 of basic letter.

2. Manufacturer of crystals has promised delivery at Charleston on or before February 25. Substitute 90 foot wood poles have been shipped to Charleston Port of Embarkation in the event that shipment of steel towers for communication antennas is delayed.

3-2-42 For the Chief Signal Officer:

Wm D Hamlin
WM. D. HAMLIN,
Major, Signal Corps,
Assistant Executive.

Hq. Army Air Forces
FEB 1942
AAG Received

400 Ascension Isl. (2)

File 676 mcc

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AAG/1942
Auth 400 Ascension Island (2)

IMMEDIATE ACTION

~~SECRET~~

549

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DOD Dir. 5200.9 & 30 June 1974
By ALN/DXC JC, Date 11-10-75

IN REPLY REFER TO

WAR DEPARTMENT

Headquarters, Army Air Forces
Washington, D. C.

FEB 17 1942

SUBJECT: Shipment to AGATE

TO: Chief Signal Officer.

1. Confirming telephone arrangements of February 16, 1942, the following information pertains to shipment of Army Airways Communications System equipment to AGATE:

a. Shipment number: 4216-F
b. Port of Embarkation: Charleston, S. C.
c. Date of departure from Port of Embarkation: February 25, 1942
d. Marking of shipment:
Port Quartermaster
Charleston Port of Embarkation,
Shipment No: 4216-F, AGATE,
For: Army Airways Communications System.

2. It is requested that shipment be made by means, including railway express, which will insure arrival of the equipment at Charleston by February 25, 1942, and that the manufacturer of the transmitter crystals be directed to ship these crystals by air mail. In this connection, the transmitting equipment is useless without these crystals, and this is the only radio station to be established at AGATE and will handle both administrative and airways traffic.

RECEIVED
OFFICE OF THE CHIEF SIGNAL OFFICER
FEB 27 AM 10:12

FOR THE CHIEF OF THE ARMY AIR FORCES

John B. Cooley,

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

AAG/1142

Q. M. C. Form 356 (Old Form 481)
Approved December 1, 1922

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~~SECRET~~

IMMEDIATE ACTION

AAF/Comm
LHW: jmm

Headquarters, Army Air Forces
Washington, D. C.

FEB 17 1942

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Hq. Army Air Forces
FEB 17 ...
AAG RECEIVED

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

FEB 17 1942
AAG

Transmitted

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	Comm
						-1-					

AAF-30

400 Received Vol (2)

AAF/Comm
LHW: jmm

Headquarters, Army Air Forces
Washington, D. C.

FEB 17 1942

SUBJECT: Equipment for AGATE.

TO: Chief of the Air Corps.

It is desired that the following equipment be shipped to the Port Quartermaster, Charleston Port of Embarkation, Charleston, South Carolina, marked, Shipment No. 4612-7, AGATE, for "Army Airways Communications System," to arrive at Charleston not later than February 25, 1942:

1 each Kit, Squadron Communications, less Signal Corps items (Technical Order 00-30-69)
1 each Desk, Typewriter, Stall, 60" x 34" x 30½", center drop
1 each Chair, metal, swivel, typist, arulless, adjustable back
1 each Typewriter, non-portable, elite type, 14" carriage.
1 each cabinet, storage, steel, stationery, with doors and shelves, 18" x 36" x 72".

By Command of Lieutenant General Arnold

Completed
FEB 17 1942
AAG

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

HEADQUARTERS—ARMY AIR FORCES — COORDINATION										
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	Comm
											[illegible]

AAF-30

400 Reversion Gp. 1 D

SAS 400
Australia

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DOD DIR 5200.9 AND AR 380-5 ~~CONFIDENTIAL~~

Wtn: 21 Feb 1944
AFDBS-4ET
TLB/pg 71605

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Basic Ltr fm. Headquarters US Army Forces in the Far East dated 25 November 1944
Subject: "Special and Additional Equipment for Fifth Air Force Units".

DBS/S&M (T/E) 320.3 — 2nd Ind. — (AFDBS-4ET)

Headquarters, Army Air Forces, Washington 25, D. C. 28 FEB 1944

TO: Commanding General, Army Service Forces, Washington 25, D. C.

1. A study has been made by the various offices of this Headquarters on items of equipment requested in basic communication. The additional equipment requested is excess equipment over and above TBA #1, dated 1 July 1942 and T/O 1-12 dated 1 July 1942.

2. The equipment listed on T/O 1-12 dated 1 July 1942, cannot be used for authorization of equipment but was entered on the Table of Organization for planning purposes only; with regard to TBA #1, dated 1 July 1942, this table became obsolete when new appropriate Tables of Equipment were published.

3. In view of the above, it is difficult to edit the equipment actually authorized the 5th Air Force against what is needed at the present time.

4. There is forwarded herewith, for information and guidance, appropriate tables of equipment and changes thereto for the various type organizations referred to in the basic communication. It is believed that much of the equipment requested has since been shipped to the United States Army Forces in the Far East. Therefore, it is recommended that the attached tables of equipment be reviewed and in the event it is found that additional items of equipment are needed in each type organization for the performance of its future missions, recommendations to this effect should be made to this Headquarters.

For the Commanding General, Army Air Forces:

Signed

H. H. HEWITT
Lt. Colonel, A.G.D.
Assistant Air Adjutant General.

6 Incls:
T/O&E 1-12
T/O&E 1-27
T/O&E 1-37
T/O&E 1-47 w/Change #1
T/O&E 1-417
T/E 1-487S w/2 changes.

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25 FEB 1944

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Copy for Office of Signature.

400 Cus. (5)

Australia
Air Adj 400 Cus. (5)

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HEAD QUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST

DECLASSIFIED
DOD DIR
5 Jan. & 30 June 1954
By BLN/PKC NC. Date 10-10-75

FEGC 475

APO 501
25 November 1943

SUBJECT: Special and Additional Equipment for Fifth Air Force Units.

TO: The Adjutant General, Washington, D. C.

1. A study of conditions in forward areas has demonstrated that future operations will require certain Fifth Air Force units to be completely airborne to new localities. The lack of facilities for transportation makes it impossible in many cases to move organizational equipment to the area where it is needed and it must be flown to the new location at the same time the unit is moved.

2. Necessity for additional and substitutive equipment is due in part to units having to perform duties on or around several separated air strips and the equipment must be divided to service the various strips.

3. Additional motor vehicle requirements for airborne operations are based on substituting light trucks and trailers for heavier vehicles to allow approximately the same capacity as the units would have under normal conditions. These vehicles will be kept in pools and issued temporarily as emergency requirements arise.

4. In order to build up an operational stock pile of airborne equipment, it is requested that authority be granted to requisition the following equipment in excess of standard allowances for three (3) Fighter Groups, and six (6) Airdrome Squadrons:

a. 3 Headquarters, Fighter Group, Single Engine or Two Engine T/O No. 1-12, 1 July 1942.

Item	Airborne Allowance
Truck, 1/4-ton, 4x4	33
Trailer, 1-ton, 2 wheel, cargo	18
Trailer, 1/4-ton, 2 wheel, cargo	15
Trailer, 1-ton, 2 wheel, water tank, 250 gal.	3

b. 5 Fighter Squadrons, Single Engine, T/O No. 1-27, 1 July 1942.

Truck, 1/4-ton, 4x4	195
Trailer, Bomb Service	95
Trailer, 1-ton, 2 wheel, cargo	85

c. 4 Fighter Squadrons, Twin Engine

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c. 4 Fighter Squadrons, Twin Engine (Continued)

Truck 1/4-ton, 4x4	188
Trailer, Bomb Service	108
Trailer, 1-ton, 2 wheel, cargo	68

d. 3 Fighter Control Squadrons,
T/O No. 1-47, 26 March 1943.

Truck, 1/4 ton, 4x4	36
Trailer, 1-ton, 2 wheel, water tank, 250gal	6

e. 6 Airdrome Squadrons,
T/O & E No. 1-487-S, 31 May 1943.

Truck, 1/4 ton, 4x4	60
Trailer, 1-ton, cargo	60

5. Authority to requisition the following equipment, in addition to that authorized by T/BA No. 1, for the use of six Service Squadrons for airborne movements, is requested:

ARMY AIR FORCE EQUIPMENT

Test stand, magneto 110 volt	6	Necessary where operation is entirely by Service Sq.
Welder arc, gasoline driven engine, 220 amps, 40 volts or equal	6	Items formerly in shop trailer.
Lathe, engine, geared head 10" swing	6	Items formerly in shop trailer.
Drill press, bench type, 12" swing, 1/2" capacity	6	Items formerly in shop trailer.
Grinder, bench type, electric, 2 wheel, 8" diameter	6	Items formerly in shop trailer.
Kit: Carpenter (T.O. 00-30-39)	12	Required where considerable native material will be used.
Oxygen Servicing Unit	12	For servicing aircraft at base of airborne squadrons.
Paulin, airplane protective (weather)	60	To be used for protection for supply.
Pumps, refuelling, portable, motor driven	48	To replace F2 units.
Pumps, refuelling, portable, hand operated	36	To replace F2 units.

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~~ENT AIR BASE EQUIPMENT~~

Continued

Trailers, fuel servicing, type A-1	36	To replace F2 units.
Trailer, flat bed, 10 drum	80	To replace F2 units.
Tractor - Farmall (medium) or equivalent. (Note: 3 of these should have power take-off)	36	For operational use at Engineering and Supply.
Alarm, air raid	18	Where isolated EM are on duty.
Extinguisher, fire CO 2 15 lb.	72	To replace motor driven fire apparatus
Sawmill, portable, to be driven off Farmall power take-off 24" saw	6	To make lumber available from native materid.
Blades, saw, 24" (for above)	36	To be used with portable sawmill.
Generator, electric lighting, portable, 3 KVA	12	Emergency unit to total approximately 14 KV as required by a service squadron.
Generator, electric lighting, portable, 5 KVA	6	Operational use in engineering and adjoining area.
Refrigerator, portable, complete with gasoline motor and compressor, 16 cubic ft capacity	12	Class IV. For Airborne Service Squadron (Sqd Mess).
Refrigerator, electrolux kerosene operated 6½ cubic ft capacity	12	Class IV. Medical and Mess.
Tank, water, canvas, gallon capacity 3000	6	As directed by higher authority.
Set-stock and dies pipe, 1/8" to 3" inclusive	6	General utility.
Wheelbarrow (rubber tired)	12	General utility.

QUARTERMASTER EQUIPMENT

Organizational Equipment - Other than Clothing.

Axe, single bit, 4 lb.	90	Required in clearing new area.

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QUARTERMASTER EQUIPMENT

Organizational Equipment - Other than Clothing
Continued

Bag, canvas, water, sterilizing	18	To provide adequate water supply in work areas.
Bar: crow, pinch point, 1½" x 60"	12	General utility.
mosquito	180	For transients.
Wrecking, type D, gooseneck 3/4" x 24"	12	Supply and engineering requirements.
Bucket, general purpose, 14 qt.	378	Additional fire protection, two each barrel and one each 2 tents.
Clock, alarm	18	Operational requirements, telephone operator, Hq, Guard, Eng., Supply, CO Tent.
Container, water, 5 gal.	90	
Cot, canvas, folding	180	For transients.
Fly, tent, wall, large	36	Storage, Engineering, Supply.
Hammer, claw, carpenter	36	General utility.
Headnet, mosquito	180	For transients.
Hook: Brush, handled, 11½"	36	Necessary for clearing areas.
Lantern: Electric, portable, hand	54	Detail operations where no other light is available.
Gasoline, with mantles and pump	18	Emergency use only.
Kerosene	144	Squadron (general use).
Machete	108	General detail clean up.
Outfit, officers' mess	6	To be used for transient officers.
Paulins, canvas: 20' x 40'	78	Transportations, supply, engineering and general protection.
12' x 17'	42	
Pick, handled, railroad, 6-7lb.	96	General utility clearing detail.
Rake, garden, 14 tooth	36	General utility clearing detail.

QUARTERMASTER EQUIPMENT

Organizational Equipment - Other than Clothing.

Continued.

Range, field, M1937 complete with equipment 1 unit	12	1 per 50 men or less.
Kit, repair and maintenance, range field, M1937	6	Necessary to keep burners in operation.
Saw, crosscut, 2-man, type L, 6 ft.	6	To be used in securing native timber.
Saw, hand, carpenter, crosscut	12	Squadron use.
Sheath, machete	108	
Shovel, D-handle, round point, No. 2	168	Use in police of area.
Shovels, long-handle, round point No. 2	168	do.
Sledge, blacksmith, double faced 8 lb.	30	General squadron use in field.
Tent: pyramidal 11' x 16', complete with pins and poles	72	Transient air craft crews.
storage, with fly, pins and poles	30	For adequate protection of supplies and equipment, messing etc.
Tool Kit, complete with tools, carpenters	18	Engineer and utility details.

MOTOR TRANSPORT EQUIPMENT

Standard Tools and Equipment.

Cabinet, spare parts, type 1, M1940	6	Storage of spare parts, etc.
Charger, battery, portable	6	Transportation and engineering.
Compressor, air, 60 cu ft. capacity	6	Transportation and engineering.
Drum, inflammable, liquid (gasoline), steel, galvanized, 5 gal.	60	1 per vehicle.
Hoist, portable, 3000 lbs capacity	6	Engineering use to replace C2 unit.
Jack, truck, hydraulic, 5 ton capacity	18	Transportation and engineering.

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MOTOR TRANSPORT EQUIPMENT
Standard Tools and Equipment.
Continued.

Motor vehicle mechanic set	6	Motor vehicle repair.
Torch, welding and cutting, oxygen acetylene, complete with regulators hose and attachments	6	Motor vehicle maintenance.

Vehicles.

Trucks, 1/4-ton 4x4	80	To supplement heavier equipment.
Trailer, 1-ton, cargo	66	To supplement heavier equipment.

SIGNAL EQUIPMENT

Flashlight, TL-122-A	1002	1 per EM necessary in field operations.
Lineman's equipment	6	
Switchboard BD-72	12	Operational requirements in field where squadron assumes group duty.
Telephone, EE-8-A	72	

For the Commanding General:

(s)
L. S. OSTRANDER,
Brig. Gen., USA
Adjutant General.

SAS 400
Caribbean
Defense Command

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DOD Dir.
5 Jan. & 30 June 1976
By RUN/PMC, NCI Date 11-10-75

Surplus Property Disposal

A-4 (General Powers)

22 June 1945

General Baker

1

Attention is invited to the inclosed report from General Frank on surplus property disposal in the war theaters.

In this connection, I should like to have a brief cumulative, but sufficiently inclusive, memorandum available for General Arnold upon his return indicating the present status of surplus property disposal, both in the Zone of Interior and abroad.

Since this is one of our most pressing problems, I would like a report from time to time on our progress. If there is anything I can do with any related Government agencies to break road blocks, be certain to let me know.

I. C. E.

Incl: Memo frm Gen. Frank to Gen. Arnold 6/21/45
Bound report, above subject.

Dr 6/30/45

Rec'd 6/23/45

Acknowledge
File

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SECRET

AWA for CD

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date FEB 15 1942

TO:

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
(1) ✓ ~~A-4 Division.~~ Copy for air file
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector.
___A.F. Files.

Inviting attention to pencilled note of Gen. Arnold.
Copy has been sent to G-4.

JBC
JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

2/13/42 G-4 G-4

~~SECRET~~
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IN REPLY REFER TO:

HEADQUARTERS CARIBBEAN DEFENSE COMMAND
OFFICE OF THE COMMANDING GENERAL /wfl

QUARRY HEIGHTS, CANAL ZONE

February 9, 1942

MEMORANDUM TO: Lieutenant General H. H. Arnold, Chief of the Army Air Corps.

SUBJECT: General Supply Levels, Caribbean Defense Command.

1. Reference memorandum dated February 3rd, signed by Brigadier General LeR. Lutes, Executive Officer for G-4 General Staff, paragraph 1 c, "Whether levels of supply are being maintained satisfactorily".

2. In general supply levels for present garrison strengths are being satisfactorily maintained.

3. Levels being maintained:

P.C.D.	45 days.
P.R.D.	30 days.
T.B.C.	60 days.

4. Ammunition and aviation gasoline are not included in above.

5. Aviation gasoline level is satisfactory.

6. Ammunition level is below War Reserve level. This has been reported to W.D. and was taken up direct with Colonel Paul, G-4, GHQ and Colonel Daniel, Ordnance Officer, GHQ. Based on present garrisons, the amounts on hand average about 5½ days of fire except Cal. .50 A.P., 1½ days; Cal. .30 A.P., 2 days; 37mm A.A., 1½ days. Colonel Daniel stated that we could expect additional ammunition in the near future.

RECORDED

4

Wallace C. Philoon

WALLACE C. PHILOON,
Brigadier General, United States Army,
Chief of Staff.

700 Caribbean Defense Command (3)

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AAG/610
Air 400 ORG (3)

2/13

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AAF/A-4
MFS/mhh
(Written Nov. 6, 1941)

Subject: Air Corps Supply for Puerto Rico and Trinidad.

4th Ind. NOV 18 1941

War Department, Headquarters Army Air Forces, Washington, D. C.
To: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone, THRU: The Adjutant General.

~~1. Noted.~~

400 Cert. Air Command (1)

Dispatched
NOV 13 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	
	JRC										

DECLASSIFIED

AAF-39

~~CONFIDENTIAL~~

400

HEADQUARTERS CARIBBEAN AIR FORCE
Office of the Commanding General

F-1/vd

Albrook Field, Canal Zone

VIA AIR MAIL

May 16, 1941

SUBJECT: Air Corps Supply for Puerto Rico and Trinidad.

TO: The Chief of the Air Corps, Washington, D. C.

Request this headquarters be furnished information at earliest practicable date as to the plans for Air Corps supply for units assigned to or operating in the Puerto Rico - Trinidad - Georgetown area. Information is especially desired as to the planned Air Corps depots, sub-depots, or mobile depot units for the Puerto Rican and Panama Canal Department territory now included within the Caribbean Defense Command.

For the Commanding General:

FRANCIS M. BRADY,
Colonel, Air Corps,
Acting Chief of Staff.

Subject: Supply of Fuel in Caribbean Area

1st Ind. (4-C)

War Department, Office, Chief of the Air Corps, Washington, D.C.
To: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone

1. General information as to Air Corps Depots, Sub-depots, and Air Depot Groups in connection with the Maintenance Command was discussed in a letter dated June 11, 1941 from this office to Major General F. M. Andrews. A representative of the Maintenance Command recently visited your Headquarters to discuss in further detail these matters. It is the opinion of this office that plans for Air Corps Supply and initiation of necessary action for accomplishing Air Corps Supply for units assigned to or operating in the Puerto Rico-Trinidad-Georgetown Area is the responsibility of the Caribbean Air Force. However, such requirements as cannot be met from existing stocks, equipment and facilities should be referred to the Chief of the Maintenance Command for necessary action.

2. In connection with the foregoing the following examples are cited as indicating what is considered to be the proper procedure:

a. No action was taken by this office to furnish equipment or supplies for the Bombardment Squadron ordered from your Department to Trinidad. It was considered that all arrangements in this case should be made by your Headquarters and any additional supplies or assistance which might be required would be made known by your Headquarters to the Maintenance Command or this office.

b. In the case of the Air Corps Detachment for Brown, action is being taken by this office to provide the initial equipment and sixty days' maintenance supplies, since this unit is being transferred from the United States. Although 8,000 gallons of oil, refueling pumps and one type F2 fuel servicing truck are included in the supplies and equipment being furnished, no aviation fuel was included in the shipment, as it was believed that fuel could be procured locally in the same manner as it is obtained at other South American points until such time as installation of the gasoline storage system has been completed. However, as a result of letter from your Headquarters to Maintenance Command, Wright Field, arrangements have been made to ship 10,000 gallons of fuel and 500 gallons of lubrication oil to each of the following destinations, leaving New York approximately July 9:

Antigua
St. Lucia
Hyde Park

If your Headquarters considers it desirable to ship an additional supply of fuel in drums, this action will be taken upon radio request from your Headquarters.

3. For your information the Buildings and Grounds Division and Corps of Engineers are preparing to make installation of gasoline storage facilities

463 2nd Ind. -vd

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, C. Z. August 1, 1941.
TO: Chief of the Air Corps, Washington, D. C.

1. In view of the foregoing 1st Indorsement, it is recommended that steps be taken for immediate action as follows:

a. Establish Air Depots or refilling points at Puerto Rico and Trinidad.

b. Provide water transportation between Puerto Rico - Jamaica, St. Croix, Antigua and St. Thomas.

c. Provide water transportation (shallow draft) between Trinidad, St. Lucia and Hyde Park, British Guiana.

d. Provide regular air transport service for the points enumerated in paragraph b and for the points noted in c above.

e. Provide aviation gasoline in drums and aviation oil in five gallon, one-time containers pending the construction and installation of permanent storage and distribution systems.

(1) Normal quantities of aviation gasoline recommended are as follows:

Saint Croix . . . . . 100,000 gallons

Antigua . . . . . 100,000 gallons

Saint Lucia . . . . . 100,000 gallons

Hyde Park. . . . . 100,000 gallons

2. Until the provisions of paragraph 1 are carried out, it will be necessary to supply units at Trinidad, Hyde Park and Saint Lucia with Air Corps items by air transport provided by the 20th Transport Squadron and by means of a boat in the hands of the Base Commander at Trinidad and a boat in the hands of the District Engineer. Shipments to Trinidad can be provided by air transport (commercial and 20th Transport Squadron) and every two weeks by Netherlands Steamship Line steamers.

3. A further pressing need is for a shallow draft transport with a maximum draft of 15 feet, capable of transporting the ground echelon of a combat squadron to and from the bases in the Caribbean area, including the Panama Canal Department. It is contemplated that bases in Georgetown, St. Lucia, Antigua, St. Croix, St. Thomas and the Bahamas will be occupied in rotation by Air Corps combat units in the Caribbean for familiarization and training. This transport, as stated above,

must not draw more than 15 feet of water and must be seaworthy in the Caribbean Sea. It must have space for a minimum of 250 men, troop class, fifty officers, their baggage and for about 150 tons by weight of other supplies. This transport should be procured by purchase or charter at the earliest possible moment and put at the disposal of the Commanding General, Caribbean Air Force. This transport would also make the use of the Netherlands Steamship Line steamers unnecessary.

FRANK M. ANDREWS,
Major General, U. S. Army,
Commanding.

Subject: Air Corps Supply for Puerto Rico and Trinidad.

3d Ind. (4-G)

War Department, Office, Chief of the Air Corps, Washington, D.C.
TO: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone,
THRU: Chief of the Army Air Forces.

1. As indicated in radio communications with your headquarters it is understood that the 100-foot utility boats, which have been designed and are being procured by the Quartermaster General for the Air Corps, will meet the requirements of paragraphs 1b and c of preceding indorsement. However, at this time funds are sufficient only for the procurement of two boats for the Caribbean Air Force, one of which is set up for Puerto Rico and the other for the Canal Zone. Additional funds have been requested in F.Y. 1943 estimates to meet the additional requirements for this type of boat for the Caribbean Air Force.

2. With reference to paragraph 3, preceding indorsement, in response to a request for procurement or charter of such a boat the Quartermaster General's office advises as follows:

> "On September 9, 1941 the Steamer Columbia was chartered and it is now being converted to meet all the needs of the Caribbean Area. This vessel is now undergoing conversion at Mobile, Alabama, and will be ready for service on or about November 12, 1941. It will be immediately forwarded to Trinidad Base Command by way of Panama for assignment at T.B.C. This vessel will accommodate 90 first and second class passengers, 258 troops, and has 42,000 cu. ft. of cargo space, 10,000 cu. ft. of reefer space and 10,000 cu. ft. of chilled space."

3d Ind. (cont'd)

3. The following quantities of grade 100 fuel in drums and grade 120 oil in five gallon cans have been shipped to the following points:

St. Croix, B.W.I.	-	100,000 gals. fuel
		2,000 gals. oil
Antigua, B.W.I.	-	110,000 gals. fuel
		2,500 gals. oil
St. Lucia, B.W.I.	-	110,000 gals. fuel
		2,500 gals. oil
Hyde Park, B.G.	-	110,000 gals. fuel
		2,500 gals. oil

4. For your information the following changes have been made in the planned storage capacities referred to in paragraph 3 of 1st indorsement:

Bahamas	Elimiated
Jamaica	900,000 gallons
Antigua	450,000 "
St. Lucia	450,000 "
British Guiana (35 mi. from Georgetown)	450,000 "
Bermuda	700,000 "
Trinidad	2,000,000 "

5. The question of establishment of Air Depots referred to in preceding indorsement is under study by the Air Staff. It appears probable that an Air Depot Group will be assigned to Puerto Rico and to Trinidad. In addition to providing regular transport service to the Canal Zone, the Maintenance Command has also established an air transport service to Puerto Rico. Air transport service within the Caribbean area should be established from the means at the disposal of the Caribbean Air Force.

For the Chief of the Air Corps:

MERVIN E. GROSS,
Lieut. Colonel, Air Corps,
Assistant Executive.

Subject: Supply of Fuel in Caribbean Area
1st Ind. to C.G. Caribbean Air Force, continued

in the Caribbean area as follows:

Bahamas	450,000	gallons
Jamaica	"	"
Antigua	"	"
St. Lucia	"	"
British Guiana (35 miles from Georgetown)	"	"
Bermuda	700,000	"
Trinidad	1,500,000	"

Present plans contemplate that the Maintenance Command will contract for supply of fuel in bulk to the above points, as well as to Panama and Puerto Rico. The supply of fuel in bulk should be automatic, but can be supplemented by such additional emergency requirements as may be indicated by your Headquarters. This office, for the past year, has been attempting to obtain approval of higher authority for procurement of 5 large tankers of from 550,000 gallons to 2,000,000 gallons capacity to insure the availability to the Air Corps of tankers for supplying fuel to overseas possessions, but procurement has not yet been authorized. Therefore it is possible to visualize situations where it may be necessary to utilize to this purpose the gasoline barges recently furnished you for use in the Canal Zone Area.

4. It is expected that your Headquarters will continue to make arrangements for the supply of fuel F.O.B. airplanes at airports throughout the South and Central Americas and the Caribbean area. As indicated in radiogram 4G-577, dated June 4, 1941, this office is endeavoring to obtain approval of the War Department for lifting the restriction of the "Buy American Act" requiring procurement of American produced fuel. If this is accomplished it may be desirable for you to procure fuel in bulk for delivery to certain of the above named points.

5. Your comments and recommendations on the foregoing are requested.

H. A. Dargue,
Brig. General, Air Corps.
Acting Chief of the Air Corps.

Subject: Air Corps Supply for Puerto Rico and Trinidad.

3d Ind. (4-6)

War Department, Office, Chief of the Air Corps, Washington, D.C. OCT 27 1941
TO: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone.
THRU: Chief of the Army Air Forces.

1. As indicated in radio communications with your headquarters it is understood that the 100-foot utility boats, which have been designed and are being procured by the Quartermaster General for the Air Corps, will meet the requirements of paragraphs 1h and 2 of preceding indorsement. However, at this time funds are sufficient only for the procurement of two boats for the Caribbean Air Force, one of which is set up for Puerto Rico and the other for the Canal Zone. Additional funds have been requested in F.Y. 1943 estimates to meet the additional requirements for this type of boat for the Caribbean Air Force.

2. With reference to paragraph 3, preceding indorsement, in response to a request for procurement or charter of such a boat the Quartermaster General's office advises as follows:

> "On September 9, 1941 the Steamer Columbia was chartered and it is now being converted to meet all the needs of the Caribbean Area. This vessel is now undergoing conversion at Mobile, Alabama, and will be ready for service on or about November 12, 1941. It will be immediately forwarded to Trinidad Base Command by way of Panama for assignment at T.B.C. This vessel will accommodate 90 first and second class passengers, 258 troops, and has 42,000 cu. ft. of cargo space, 10,000 cu. ft. of reefer space and 10,000 cu. ft. of chilled space."

34 Ind. (cont'd)

~~CONFIDENTIAL~~ RECLASS

3. The following quantities of grade 100 fuel in drums and grade 120 oil in five gallon cans have been shipped to the following points:

St. Croix, B.W.I.	-	100,000 gals. fuel
		2,000 gals. oil
Antigua, B.W.I.	-	110,000 gals. fuel
		2,500 gals. oil
St. Lucia, B.W.I.	-	110,000 gals. fuel
		2,500 gals. oil
Hyde Park, B.G.	-	110,000 gals. fuel
		2,500 gals. oil

4. For your information the following changes have been made in the planned storage capacities referred to in paragraph 3 of 1st indorsement:

Bahamas	Eliminated
Jamaica	900,000 gallons
Antigua	450,000 "
St. Lucia	450,000 "
British Guiana (35 mi. from Georgetown)	450,000 "
Bermuda	700,000 "
Trinidad	2,000,000 "

5. The question of establishment of Air Depots referred to in preceding indorsement is under study by the Air Staff. It appears probable that an Air Depot Group will be assigned to Puerto Rico and to Trinidad. In addition to providing regular transport service to the Canal Zone, the Maintenance Command has also established an air transport service to Puerto Rico. Air transport service within the Caribbean area should be established from the means at the disposal of the Caribbean Air Force.

For the Chief of the Air Corps:

[illegible], Colonel, Air Corps,
Assistant Executive.

LPW:msf

To Mail & Record Room
DATE
EXECUTIVE
ADMINISTRATIVE
BAC
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

Cover letter for [illegible] May 15, [illegible]
Same subject

~~CONFIDENTIAL~~

an attach [illegible] Def Comm. (1)

GPO 16—9970

2nd Ind. -vd

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, C. Z. August 1, 1941.
TO: Chief of the Air Corps, Washington, D. C.

1. In view of the foregoing 1st Indorsement, it is recommended that steps be taken for immediate action as follows:

a. Establish Air Depots or refilling points at Puerto Rico and Trinidad.

b. Provide water transportation between Puerto Rico - Jamaica, St. Croix, Antigua and St. Thomas.

c. Provide water transportation (shallow draft) between Trinidad, St. Lucia and Hyde Park, British Guiana.

d. Provide regular air transport service for the points enumerated in paragraph b and for the points noted in c above.

e. Provide aviation gasoline in drums and aviation oil in five gallon, one-time containers pending the construction and installation of permanent storage and distribution systems.

(1) Normal quantities of aviation gasoline recommended are as follows:

Saint Croix . . . . . 100,000 gallons

Antigua . . . . . 100,000 gallons

Saint Lucia . . . . . 100,000 gallons

Hyde Park . . . . . 100,000 gallons

2. Until the provisions of paragraph 1 are carried out, it will be necessary to supply units at Trinidad, Hyde Park and Saint Lucia with Air Corps items by air transport provided by the 20th Transport Squadron and by means of a boat in the hands of the Base Commander at Trinidad and a boat in the hands of the District Engineer. Shipments to Trinidad can be provided by air transport (commercial and 20th Transport Squadron) and every two weeks by Netherlands Steamship Line steamers.

3. A further pressing need is for a shallow draft transport with a maximum draft of 15 feet, capable of transporting the ground echelon of a combat squadron to and from the bases in the Caribbean area, including the Panama Canal Department. It is contemplated that bases in Georgetown, St. Lucia, Antigua, St. Croix, St. Thomas and the Bahamas will be occupied in rotation by Air Corps combat units in the Caribbean for familiarization and training. This transport, as stated above,

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must not draw more than 15 feet of water and must be seaworthy in the Caribbean Sea. It must have space for a minimum of 250 men, troop class, fifty officers, their baggage and for about 150 tons by weight of other supplies. This transport should be procured by purchase or charter at the earliest possible moment and put at the disposal of the Commanding General, Caribbean Air Force. This transport would also make the use of the Netherlands Steamship Line steamers unnecessary.

FRANK M. ANDREWS,
Major General, U. S. Army,
Commanding.

IMMEDIATE ACTION

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By BLN/PKC, NG, Date 11-14-75

DECLASSIFIED
~~CONFIDENTIAL~~

IN REPLY REFER TO

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

OCT 6 1941

SUBJECT: Water Transportation for Caribbean Air Force.

TO: The Quartermaster General.

1. In connection with the supply and maintenance of air units and facilities being established at the several Caribbean air bases, the Commanding General, Caribbean Air Force, at Albrook Field has requested that immediate action be taken to provide the following equipment:

a. Water transportation between Puerto Rico, Jamaica, St. Croix, Antigua, and St. Thomas.

b. Water transportation (shallow draft) between Trinidad, St. Lucia, and Hyde Park, British Guiana.

c. A shallow-draft transport capable of transporting the ground echelon of a combat squadron to and from the bases in the Caribbean area including the Panama Canal Department. This transport must not draw more than fifteen feet of water and must be seaworthy in the Caribbean Sea. It must have space for a minimum of fifty officers, 250 men, troop class, their baggage, and about 150 tons by weight of other supplies. This transport is required in connection with the movement of complete Air Corps combat units as it is intended that air bases in Georgetown, St. Lucia, Antigua, St. Croix, St. Thomas, and Jamaica will be occupied in rotation by such units in the Caribbean for their familiarization and training.

2. The foregoing requirements were taken up with the Commanding General, Caribbean Air Force, and it has been determined that the water transportation requirements referred to in a and b above would be met by a boat similar to the 100-foot utility boat which was recently designed for the Air Corps, four of which are now under procurement.

Q. M. C. Form 356 (Old Form 402)
Approved December 1, 1922

DECLASSIFIED
~~CONFIDENTIAL~~

IMMEDIATE ACTION

The Quartermaster General. DECLASSIFIED ~~CONFIDENTIAL~~

As regards the shallow-draft transport referred to in g above, at the suggestion of your office the Commanding General, Caribbean Air Force, was requested to investigate a boat named Leisenring (then enroute to the Canal Zone) to determine whether it would be suitable, and he has replied as follows:

> "Further reference urrad 4-G 77 and our preliminary radio dated August thirty, transport Leisenring is a Puget Sound ferry boat slightly modified. It will not be adaptable for transportation of ground echelon of tactical squadron from Canal Zone to Caribbean bases however it will be satisfactory for trips from Puerto Rico or Trinidad to Caribbean bases with personnel and freight which can be handled by hand only since Leisenring not equipped with cargo boom or power winch. Requires additional drinking water supply for troop capacity for five days and life raft equipment for troop capacity. Special barge or docks should be provided to load freight into eight by nine foot door in bow which provides access to freight deck four feet or less above water line at each port of boarding and unloading. Signed Andrews".

3. The Commanding General has further stated that a shallow-draft transport should be provided at the earliest possible moment to meet a pressing need. Since, as indicated above, the Leisenring will not meet the requirements outlined in paragraph 1 g, it is requested that action be taken immediately to procure by purchase or charter a boat possessing the desired characteristics and to place same at the disposal of the Commanding General, Caribbean Air Force.

For the Chief of the Air Corps

D. F. Fritch,
Lt. Col., Air Corps,
Asst. Executive, Mat. Div.

IMMEDIATE ACTION

~~CONFIDENTIAL~~

QM 565.4 T-W-H Caribbean 1st Ind.
War Department, OQMG, Washington, October 13, 1941. To Chief of The Air Corps, Washington, D. C.

1. Reference is made to Paragraph 1c basic communication in which it is requested that immediate action be taken to provide a shallow-draft transport capable of transporting the ground echelon of a combat squadron to and from the bases in the Caribbean area including the Panama Canal Department.

2. On September 9, 1941 the Steamer COLUMBIA was chartered and it is now being converted to meet all the needs of the Caribbean Area. This vessel is now undergoing conversion at Mobile, Alabama, and will be ready for service on or about November 12, 1941. It will be immediately forwarded to Trinidad Base Command by way of Panama for assignment at T. B. C.

3. This vessel will accommodate 90 first and second class passengers, 258 troops, and has 42,000 cu. ft. of cargo space, 10,000 cu. ft. of reefer space and 10,000 cu. ft. of chilled space.

For The Quartermaster General:

C. H. Kells

C. H. KELLS,
Lt. Colonel, Q. M. C.
Assistant.

~~CONFIDENTIAL~~

IMMEDIATE ACTION

P&C
~~OUT~~

EXECUTIVE
OFFICE

1941 OCT 15 PM 12 51

MATERIEL DIVISION
AIR CORPS. WAR DEPT.
WASHINGTON. D.C.

RECEIVED
OCT 15 1941
MAINTENANCE SECTION
O. C. A. C.

(RRR)

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

100-WVL

September 8th 1941

812PM M.

From Quarry Heights CZ

To Chief of Air Corps.

Copies furnished as noted:

No. 143 Sept 8th. 320PM

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~~CONFIDENTIAL~~

43-77

CAFC DASH FIVE SEVEN. FURTHER REFERENCE URRAD FOUR G SEVEN SEVEN AND OUR PRELIMINARY RADIO DATED AUGUST THIRTY, TRANSPORT LEISENRING IS A PUGET SOUND FERRY BOAT SLIGHTLY MODIFIED. IT WILL NOT BE ADAPTABLE FOR TRANSPORTATION OF GROUND ECHELON OF TACTICAL SQUADRON FROM CANAL ZONE TO CARIBBEAN BASES HOWEVER IT WILL BE SATISFACTORY FOR TRIPS FROM PUERTO RICO OR TRINIDAD TO CARIBBEAN BASES WITH PERSONNEL AND FREIGHT WHICH CAN BE HANDLED BY HAND ONLY SINCE LEISENRING NOT EQUIPPED WITH CARGO BOOM OR POWER WINCH.REQUIRES ADDITIONAL DRINKING WATER SUPPLY FOR TROOP CAPACITY FOR FIVE DAYS AND LIFE RAFT EQUIPMENT FOR TROOP CAPACITY. SPECIAL BARGE OR DOCKS SHOULD BE PROVIDED TO LOAD FREIGHT INTO EIGHT BY NINE FOOT DOOR IN BOW WHICH PROVIDES ACCESS TO FREIGHT DECK FOUR FEET OR LESS ABOVE WATER LINE AT EACH PORT OF BOARDING AND UN-LOADING.

ANDREWS.

Action Copy

Recd 10:10 a.m. C.M.
AG-9/(6-8) 9-9-41

4 WVL

DJ

1007 A 2nd

RADIOGRAM

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

SEPT. 2, 1941

~~CONFIDENTIAL~~ 1045 A M.

DECLASSIFIED

From PANAMA

To CHIEF OF THE AIR CORPS

Copies furnished as noted:

No. 120 Sept. 2nd.

CAFC DASH FIVE THREE REURAD FOUR G SEVEN SEVEN AUGUST TWENTY SEVENTH. WATER TRANSPORTATION REQUESTED IN SECOND INDORSEMENT AUGUST FIRST IS REQUIRED FOR TRANSPORTATION OF ITEMS AIR CORPS SUPPLY AND OTHER ITEMS WHEN NECESSARY FROM PUERTO RICO TO AIRDROMES AT JAMAICA, ST CROIX, AND ANTIGUA. UTILITY BOATS ONE HUNDRED FEET LONG CAPACITY ONE HUNDRED SIXTY TONS, DRAFT EIGHT FEET SHOULD MEET NORMAL REQUIREMENTS IN PUERTO RICO REGION AND TRINIDAD. REFERENCE BOAT NAMED LEISENRING DESCRIPTION INDICATES IT WOULD PROBABLY BE ADEQUATE FOR TRANSPORT PURPOSES REQUESTED HOWEVER IT WILL BE INSPECTED UPON ARRIVAL TO DETERMINE THIS DEFINITELY.

ANDREWS

~~CONFIDENTIAL~~ DECLASSIFIED

Recd Classified mo
9-2-41 12:27 P
JCW

Action Copy

A 9-2 (19-A)

August 28, 1941

Maintenance Section,
Materiel Division,
Washington, D.C.

Supply of Fuel in Caribbean Area.

1. Reference is made to copies of correspondence from the Headquarters Caribbean Air Force on the general subject of Air Corps Supply for Puerto Rico and Trinidad, which was forwarded to this office for comment with respect to Paragraphs 1. a., d., and e., 2nd Indorsement, in your memorandum, dated August 12, 1941.

2. For your information and in response to Paragraph 1. e., 2nd Ind., action is being taken to supply Grade 100 fuel in drums and Grade 120 oil in 5-gallon cans to the following points:

St. Croix, B.W.I.	-	100,000 gals. fuel
		2,000 gals. oil
Antigua, B.W.I.	-	100,000 gals. fuel
		2,000 gals. oil
St. Lucia, B.W.I.	-	100,000 gals. fuel
		2,000 gals. oil
Hyde Park, British Guiana	-	100,000 gals. fuel
		2,000 gals. oil

Drum fuel taken from current contract is immediately available. Delivery to the above bases depends on obtaining water transportation from a New York or Gulf Port. The oil is available in Depot stock.

3. With respect to Paragraphs 1. a. and d., it is the opinion of this office that the specific questions asked cannot be answered satisfactorily at this time inasmuch as it is understood that the Caribbean Defense Command will be responsible for its own Service Command but will be supported from the Continental limits of the United States. If this assumption is correct, then the detailed plans for the organization of the Service Command in the Caribbean Area should be prepared at the Headquarters of the Caribbean Air Force. If such is done, the location of Depots and Advance Depots can be accomplished either by the Caribbean Command or by the means available in the United States.

42-1457

Memo for: Maintenance Section, Materiel Division, Washington, D.C.
August 26, 1941

4. It is the understanding of this office that an Air Depot is being built at Puerto Rico. Any extension of the Puerto Rican Depot to Trinidad, or other places, should take the form of an Advance Depot. If sufficient troops are available in the Caribbean Air Force to accomplish this, this organization should then be set up by the Air Force Commander. If sufficient personnel and equipment are not available, then it is reasonable to expect that an Air Depot Group should be made available for the Caribbean Air Force. Apparently, these plans and instructions have not been issued and accordingly this office is in doubt. Similarly, the specific point raised in Paragraph 1. d., relating to air transport service: such service between the points mentioned in the Caribbean Area should be arranged by the Caribbean Air Force from the equipment and personnel available to that Command.

5. All of the foregoing indicates clearly that there is need for a definite determination in the near future of the question of a service command for the Caribbean Air Force. This question was discussed in general terms in a letter from the C.A.C., dated June 11, referred to in 1st Ind. The discussion being general has produced no specific recommendations. It is, therefore recommended at this time that the Commanding General, Caribbean Air Force be called upon to submit his recommended plan for the organization of a Service Command in the Caribbean Area. It is believed there is sufficient authority for this recommendation in the provisions of AR 95-5, Paragraph 3.b., which assigns to the Chief of the Army Air Forces the duty of preparing plans for the development, organization, etc., of overseas garrisons.

HENRY J. F. MILLER,
Brig. General, U.S.Army,
Chief, Maintenance Command, Air Corps.

42-1457

SAS 400
China

His Excellency
The Generalissimo Chiang Kai-shek
President of the Republic of China
Chungking, China

My dear Generalissimo:

Your letter of 18 March has just reached me here in Berlin. I regret very much that due to my illness in the early part of the year and to my successive trips to The European Theater, the Pacific Theater and now to Potsdam, with only brief intervening stays in Washington, General Mow was unable to deliver it personally and discuss its contents with me. I am, however, looking forward, on my return to Washington, to an early visit from General Mow who so ably represents the Chinese Air Force.

It has always been my desire that the Chinese Air Force, as agreed at the Sextant Conferences, should play an important part in the defeat of Japan, and my Headquarters in Washington has made every effort to assure that the CAF cadets are thoroughly trained in modern air warfare before being returned to you. The fortitude of your airmen, with the experience gained in this training, is well known to the Japanese.

I sincerely hope that developments in the near future will reduce present difficulties of getting to you the necessary aircraft, equipment and supplies for the Chinese Air Force and make possible more intensive and devastating air assaults on our enemy.

As your last letter reached me in Berlin, let us hope that your next will be delivered in Tokyo in the not too distant future.

Sincerely yours,

H. H. ARNOLD
Commanding General, Army Air Forces

Disp from Potsdam per Mrs Bentley

as Hurtler

902 4ro China (20)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir 5200.9
8 Aug. & 26 June 1974
By: AIA/JBC NC, Date 11-10-75

Land Lease Policy for China

To: ACAS, Plans - ACAS, M&S IN TURN

7/16/45
Comment No. 1
MAL/oa/3373

From: Deputy Commander, AAF

Attached is a copy of a personal letter just received by General Arnold from the Generalissimo. This translation, along with the original letter, will be sent to General Arnold by pouch for his information. It is considered proper that an appropriate reply be prepared which General Arnold can sign and transmit to Chiang Kai-shek.

Accordingly, it is desired that your Division prepare appropriate remarks and data which could be placed in such a letter from General Arnold to the Generalissimo.

1 Incl
Cy Ltr to Gen Arnold
fr Chiang Kai-shek

M. A. LIBBY
Colonel, G. S. C.
Executive, Deputy Commander, AAF

Office of the CAS

To: Deputy Commander, AAF

Date: JUL 1945
Comment No. 2
GOC/cd/72279

From: ACAS, Plans, Operational Plans Division

As per telephone conversation with Colonel Libby, the proposed reply to the basic communication is being returned without being routed through ACAS, M&S, as there are no commitments of supplies and material involved.

2 Incls:
Cy Ltr to General Arnold
fr Chiang Kai-shek
Proposed reply to Chiang
Kai-shek fr Gen Arnold

WALTER E. TODD
Brigadier General, U.S.A.
Chief, Operational Plans Division

DECLASSIFIED

~~SECRET~~

NL2 Hoo Chenie

His Excellency
The Generalissimo Chiang Kai-shek
President of the Republic of China
Chungking, China

My dear Generalissimo:

Your kind letter of March 18, 1945, has just reached me. Apparently your courier made every effort to deliver it to me in person but, due to my recent trips to Europe, the Pacific, and back to Europe again, he was unable to do so and has forwarded it to me here in Berlin.

It has always been my desire that the Chinese Air Force, as agreed to at the Sextant Conferences, should play an important part in the defeat of Japan and my Headquarters in Washington has made every effort to be sure that the CAF cadets are thoroughly trained in modern air war before being returned to you. The fortitude of your airmen, with experience gained in this training, is well known to the enemy.

I sincerely hope that the opening of a sea port in China in the near future will eliminate the present difficulties of getting to you the necessary aircraft equipment and supplies which are constantly being held in reserve in India-Burma for the Chinese Air Force.

On my return to Washington, I am looking forward to a visit from General Mow who so ably represents the Chinese Air Force and, as your last letter reached me in Berlin, let us hope that your next will be delivered in Tokio in the not too distant future.

Sincerely yours,

Rerouted in Gen Arnold's Off - 7/23/45

DECLASSIFIED

COPY OF TRANSLATION

DECLASSIFIED
DOD Rts.
8 Jan. & 20 June 1974
By ALN/PRC NC. Date 11-10-75

COPY

HEADQUARTERS OF THE GENERALISSIMO

CHINA

March 18, 1945
Chungking, China

General H. H. Arnold
Commanding General
U. S. Army Air Forces

Dear General Arnold:

During his recent home furlough General P. T. Mow, Deputy Director of the Commission on Aeronautical Affairs, reported to me about your valuable assistance to the Chinese Air Force, especially in the field of training the CAF cadets in the United States. For this we are very much obliged to you.

The collapse of the Japanese military power is now in sight. The Chinese Air Force is ready to contribute its share in bringing about an early victory. But to accomplish this end, we are in need of large quantities of equipment and supplies. I hope that you would kindly help us in obtaining the much needed material in order that our common enemy may be defeated and peace re-established at an early date.

General Mow will tell you on my behalf other particulars not stated above.

Yours sincerely,

(signed)
Chiang Kai-shek

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~~SECRET~~

DECLASSIFIED

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DOD Dir's
8 Jan. & 30 June 1974
By BUN/PAC HQ. Date 11-18-75

3/1/46

AFIAM-PE

31 MAR 1946

MEMORANDUM FOR: DEPUTY COMMANDER, ARMY AIR FORCES

SUBJECT: Comparison of Suitability of Ports for Allied Landing of Supplies for the Chinese Army.

The following paragraphs compare the qualities of various ports on the South China Coast with respect to a possible Allied landing with the intention of furnishing supplies to the Chinese forces.

1. Hongkong-Canton

a. Harbor - The excellent deep water harbor of Hongkong would hold the entire U.S. merchant fleet if necessary. Dock facilities are damaged, but some would be available.

b. LOC to Free China - A navigable river flows from Canton to Hongkong; and small boats and sampans ply the branches of the West River as far as Nanning and a point near Linchow. A motor road, completed by the Japanese, roughly parallels this river and eventually links up with the road net of Free China. A railroad also runs from Hongkong to Canton where it continues a short distance to the west and to the north. This northern line once ran to Hankow, but much of it is now destroyed. A poor motor road parallels that entire line.

c. Garrison - The present defense forces of the enemy are estimated at 3 divisions plus 4 brigades guarding the general coastal area from Swatow through Canton to Nanning. The Swatow units are now withdrawing to the Canton area, and the Theater believes the troops defending the West River may also retire toward Canton. If this is true there may soon be an isolated pocket of enemy territory at Canton-Hongkong probably connected by a land corridor to Hankow. It is expected that this pocket will contain about 4 Japanese divisions.

Conclusion - The long transportation route to Free China would militate against a landing at Hongkong and a large defending force will almost certainly be stationed there.

2. Haiphong, French Indo-China

a. Harbor - The port of Haiphong, which supplies berth and anchorage space for only about 20 small cargo vessels, is located 18 miles from the coast on a river. It is usually accessible only to ships drawing less than 18 feet and less than 450 feet long.

SAS 400 China (36)

DECLASSIFIED

~~SECRET~~ 400 China (36)

b. LOC to Free China - The city is connected by narrow gauge railway through Hanoi to the Chinese border 300 miles away. This line originally ran all the way to Kunming but tracks have been taken up for a stretch on the Chinese side of the border. Bridges and tunnels are generally intact and it would not be difficult to repair this section. Two reparable motor roads also run from northern Indo-China into Kwangsi Province and connect with the road net of Free China at Liuchow.

c. Garrison - One or two Japanese divisions now controlling this Hanoi area and northern Indo-China are expected to remain there to defend it. They may possibly also be reinforced by troops from Burma.

Conclusion - The railroad from Haiphong to Free China affords the best transportation line for supplying Chinese troops in the interior. However, this line is now in bad condition from American bombings and would probably be vigorously defended by the enemy.

3. Coastline - Between Hongkong and Haiphong anchorages are of the poorest. Much of the shoreline is tidal mud-flat with cities accessible only at high tide and by boats drawing less than 5 feet. The small port of Kwangchowwan is connected with the interior by foot paths only.

4. Swatow, Amoy, Foochow and Wenchow

a. Harbors - Swatow at low water is accessible only to vessels drawing less than 13 feet and has room for about 30 coasting vessels to anchor. Amoy has a capacious deep-water harbor. Before the war Foochow (Pagoda Anchorage) admitted vessels of but 10½ feet at low water. The channel has now been blocked with a sunken barrier which stops all but small craft. Here also there is room for only a small number of vessels. Wenchow has the poorest harbor of these four, being available only to vessels up to 11 feet draft. Dock facilities there are now of negligible value.

b. LOC to Free China - All of these ports have the same disadvantage: they are connected with the interior only by footpaths. Old motor roads would have to be completely rebuilt before trucks could carry materiel inland.

c. Garrison - Foochow is now free of Japanese, and it is believed that they may soon also withdraw from Wenchow and Swatow. Amoy has an isolated garrison of about 6,000 men.

Conclusion - Though these ports might be reached by small Allied freighters the supplies thus provided would probably be merely of token assistance. However, even this might be of some value in improving Chinese morale and military strength in local areas and a training program in this area might be adequately supplied by sea.

5. Samsa Inlet and the Choushan Islands - These are both excellent anchorages but have no sizeable cities or communications inland. The Choushan Islands are heavily garrisoned by the Japanese Navy.

31 MAY 1945

6. Ningpo and Hangchow Bay

a. Harbors - Anchorages in this area are so poor as to be of almost no value.

b. LOC to Free China - Ningpo is connected by railway with Hangchow, Kinhwa and Shanghai. Beyond Kinhwa only footpaths are available for transportation into the interior.

c. Garrison - The enemy appears to intend to defend at least Hangchow with considerable force.

Conclusion - There appears to be no good reason for selecting this area as a base for bringing in supplies for the Chinese.

General Conclusion

The Japanese are evidently following the tactic of the Germans on the French coast of using strong, isolated pockets of defenders to deny us the use of good ports. Haiphong and Hongkong are believed to be the best choices for a landing to supply the Chinese in western China. But both of these would require heavy fighting by Allied troops before they and the transportation routes behind these ports could be cleared.

JAMES P. HODGES
Major [illegible], U. S. Army
Assistant [illegible] of Air Staff
Intelligence

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By AUN/PXC, NC, Date 12-10-75

10 April 1945

Major General C. L. Chennault
Headquarters, 14th Air Force
A.P.O. 627, c/o Postmaster
New York, New York

Dear Claire:

Your letter of 23 March 1945, addressed to Barney Giles, concerning supply procedures for the Chinese American Composite Wing raises a possible question as to the policy of continuing the present basis of accounting and supply.

In anticipation of the arrival of the letter from Headquarters, U.S. Forces, China Theater with complete inclosures a draft of which you forwarded, we will attempt to secure a decision as to the status of the CACW for the future. This Unit could be picked up on troop basis and equipped under a T.O.& E. or there could be an amendment or change to the Consolidated Special List of Equipment for Theater Overhead which would provide necessary equipment. Replacement would be automatic and initial equipment might come either from the Zone of Interior or available theater stocks. Upon arrival of the letter from Headquarters, U.S. Forces, China Theater with the proposed suggestions of supply needs for this Unit, we will direct that a study be made to determine what supply procedure would be most appropriate and satisfactory for the need. The accounting procedures applicable to various items of equipment, both initial and maintenance and for aircraft and other supplies will be clarified so that you may be completely informed.

The 1 December 1944 letter from Headquarters, Army Air Forces to Commanding General, 14th Air Force, Subject: "Transfer of Aircraft to the Chinese Air Force", was not intended as a change in direction with respect to lend lease charges for transfers to CACW, or to change the existing procedures, but was merely a request for information.

Sincerely yours,

Signed

L. S. KUTER
Major General, U. S. Army
Acting Chief of the ~~Air Staff~~

DEPATCHED
10 APR 1945
AFSA

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~~SECRET~~

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DECLASSIFIED
DOD DIR 5
E.O. 11652 Sec. 3(E) and 5(D)
By ALN/PRC NARS Date 11-10-75

AFDMA-3A
Maj.N.H.Rhoades/os
Extension 6767
(Written: 6 April'45)

Major General C. L. Chennault
Headquarters, 14th Air Force
A.P.O. 627, c/o Postmaster
New York, New York

Dear Claire:

Your letter of 23 March 1945 concerning supply procedures for the Chinese American Composite Wing raises a possible question as to the policy of continuing the present basis of accounting and supply.

In anticipation of the arrival of the letter from Headquarters, U.S. Forces, China Theater with complete inclosures a draft of which you forwarded, I will attempt to secure a decision as to the status of the CACW for the future. This Unit could be picked up on troop basis and equipped under a T.O.& E. or there could be an amendment or change to the Consolidated Special List of Equipment for Theater Overhead which would provide necessary equipment. Replacement would be automatic and initial equipment might come either from the Zone of Interior or available theater stocks. Upon arrival of the letter from Headquarters, U.S. Forces, China Theater with the proposed suggestions of supply needs for this Unit, I will direct that a study be made to determine what supply procedure would be most appropriate and satisfactory for the need. The accounting procedures applicable to various items of equipment, both initial and maintenance and for aircraft and other supplies will be clarified so that you may be completely informed.

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Sincerely yours,

Ben Giles

Lt. Gen. B. M. GILES

Copy for AFRAC

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SAS 400 China 23

~~SECRET~~

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DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1954
By AAI/PAC to Date 11-10-75

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
13 Nov 44 GDS
Date Initials

Effect of Supply on Operations of the 14th Air Force.

10 Nov 44

Deputy Chief of Air Staff
Attention: Brig. General Smith
Management Control, Statistical Control Division

18 NOV 1944

1

MRB/hhh 73891

1. Attached is a copy of a study prepared for Colonel G. G. Carey, Plans Division, analyzing the effect of supply on the operations of the 14th Air Force. It is forwarded for your information. Pertinent conclusions resulting from this study are outlined in the following paragraphs.

2. The analysis is a graphic and tabular presentation of data covering operations during 1944 from which suggested planning rates were derived for future activity. A planning chart for computing tonnage requirements for the 14th A.F. is included in the study. It is a visual means of computing combat and total tonnage requirements for any level of H/B, M/B and Fighter activity.

3. During March, April, May and September the air force consumption exceeded the deliveries from India, requiring withdrawals from the theater stockpiles. In general, activity is closely correlated with supply.

4. 17,000 tons of supplies for combat, housekeeping, etc., must be delivered "over the Hump" monthly to sustain a reasonably high level of activity such as the following example:

	H/B	M/B	Fighter
Total Sorties Per Month	336	576	4,770
Sortie Rate per U.E.	7	12	15

(September operations were comparable to the above rates.)

5. 9,000 of the above 17,000 tons are consumed per month in housekeeping, non-combat activity and allocations to dependent forces.

(a)	Housekeeping	4,000
(b)	Gasoline for Troop Carrier and Photo Activity	1,250
(c)	Chinese Air Force Allocation	850
(d)	Chinese American Composite Wing Allocation	1,800
(e)	Fixed Reserves, Unknown Consumption or Losses	1,100
	TOTAL	9,000

6. a. Total combat potentialities of the H/B in China appear to be around 8 sorties per month per U.E. which requires 2,880 tons of gasoline, bombs and ammunition. Activity has been restricted to 6 combat sorties since only 2,200 tons weremade available for H/B use by the CG, 14th A.F. This was probably due to the 14th Air Force effort to save the East China Fields.

400 China (16)

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~~SECRET~~

SAS 400 China (16)

Effect of Supply on Operations of the 14th Air Force.

13 NOV 1944

~~10 Nov 44~~

Deputy Chief of Air Staff
Attn: Brig. Gen. Smith
Management Control, Statistical Control Division

1 con't.

b. It is estimated that the 308th Bomb Group (H) could have increased its average rate of effort from 6 combat sorties to 7 if it partially supplied itself during the time it was grounded by supply shortages.

1 Incl.
SC-SS-299
Copy No. 9

CHARLES B. THORNTON
Colonel, Air Corps
Chief, Statistical Control Division

DECLASSIFIED
~~SECRET~~

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By BLN/PAC NC. Date 11-10-75

Chinese-American Composite Wing

AC/AS, MMSD

10 Feb 44

Deputy Chief of Air Staff

4

WMX/nj/72487

The accounting and control of such equipment for the Chinese-American Composite Wing should continue to be held by the Commanding General, China-Burma-India Theater in accordance with the policy decision of OPD.

EDWIN S. PERRIN
Brigadier General, U.S.A.
Deputy Chief of Air Staff

DECLASSIFIED
~~SECRET~~

Air Asst to Chief of Staff

Chinese-American Composite Wing

Chief of the Air Staff
(Attn: Brig. Gen. Edwin S. Perrin)
AC/AS, MM&D

26 Jan 1944

3
AFDMA-4B WWR:mch 5385

1. In connection with comment number 1 in this R and R, there was initiated, prior to the preparation thereof, a request directed to Operations Division, War Department General Staff, requesting a decision on this matter, since that office was initially responsible for the directives and plans leading up to the formulation of and furnishing equipment for the subject Chinese-American Composite Wing.

2. For your information, there is attached hereto copies of correspondence exchanged between this office and OPD, WDGS, in this respect, and as will be noted, the policy decision of OPD indicates that the Theater Commander is to continue to account for the equipment so furnished under this project in the manner originally directed--in direct contrast to the opinion rendered in this connection in comment number 1 of this R and R to the effect that this equipment should be transferred to the Chinese Government and accounted for under Lend-Lease procedure.

3. In view of the conflict in these two directives from the Operational Division, WDGS, and the Air Judge Advocate, it is requested that a decision be rendered to this office, outlining which action is to be followed, in order that the Theater Commander may be so informed as to what action to take in connection with accounting for the issuance of this equipment, i.e., whether it is recommended that such issues be considered Lend-Lease and charged against the Chinese Government or whether accounting and control of such equipment should continue to be held by the Commanding General, C.B.I. Theater.

Incl: n/c w/4 added:
Disp. Form, dtd 22 Jan 44
w/3 incls.

O. P. ECHOLS
Maj. Gen., U.S.Army

1/26

Chinese-American Composite Wing.

AC/AS, MMAD.

21 Jan '44

Deputy Chief of the Air Staff.

2

WMX/cmc/6371

1. For necessary action in accordance with paragraph #6 of Comment No. 1.

Dispatched
24 JAN 1944
AAG

EDWIN S. PERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: n/c.

AAG 400 China (12)

Air A.G. 400 China (12)

AKF GGC:jrl 6114
9/8/43

8 September 1943

Dear Dr. Soong:

I am writing in reply to your letter of September 6, in which you request information as to the reasons why the two fighter squadrons and the two medium bomb squadrons of the 10th Air Force have not been transferred to the 14th Air Force.

As you know, the transfer of the two fighter squadrons has always been contingent on two things, one, the arrival of the 80th group in Assam and two, the capability of ATC hump tonnage to support them in China.

The transfer of the two medium bomb squadrons of the 341st Group is contingent on hump tonnage being able to support them. General Arnold cabled General Stratemeyer for his opinion on the feasibility of making the transfer. General Stratemeyer, in his reply, stated that all details had been completed for the transfer of the four squadrons, but that actual movement was being held in abeyance pending the effect recent developments might have on the logistic support of them in China.

It is sincerely hoped, however, that recent improvements will permit the transfer shortly of both the fighter, and medium bomber squadrons on call to General Chennault.

Yours sincerely

Signed

Dr. T. V. Soong
Minister of Foreign Affairs
Republic of China

BARNEY M. GILES,
Major General, U.S. Army,
Chief of the Air Staff.

Copy for C/AS

AAG 400 China (1) B

6 SEP 1943

His Excellency Dr. T. V. Soong
Chinese Minister of Foreign Affairs
2311 Massachusetts Avenue, N. W.
Washington, D. C.

My dear Dr. Soong:

Your contemplated early departure for a trip to China offers the opportunity to provide the Generalissimo with information, which I am sure he is very anxious to receive, in regard to our objectives in the transportation of supplies by air from the Assam Area in India to China. In the temporary absence of General Arnold, I assure you he would be pleased if you would present to the Generalissimo the following statement of our objectives:

India-China Air Transport.

The objective is to transport supplies by air at the rate of 10,000 tons per month from the Assam Area in India to the Kunming Area in China. Of this tonnage, 7,000 tons monthly will consist of aviation supplies, under present plans. 4,700 of the interim objective of 7,000 tons were aviation supplies.

India-China Pipe Line.

This is a separate and distinct project which is not to interfere with the above, the objective being to provide the necessary means for transportation of pipe line materials and personnel to a number of locations between India and China so as to permit simultaneous construction at these several points.

O.S.S. Project, J.C.S. 245.

The objective is to transport 150 tons of supplies per month from India for the Saco Project (Captain Miles, U.S.N.) in China.

COPY FOR CHIEF OF AIR STAFF FILES

10

Undoubtedly, during your trip to China you will observe the difficulties under which these operations are conducted. Particular factors effecting these operations are the extremely high terrain and adverse climatic conditions, over-taxed ground transportation facilities, incompletely developed communications, inadequate facilities and living conditions which affect the health of our personnel. In addition, the Curtiss C-46, which is being depended upon principally for the accomplishment of these objectives, has been developing many mechanical difficulties which normally could not have been anticipated, but which are seriously retarding progress. Of course, we are making an intensive effort to overcome the many difficulties being encountered; special equipment and expert technical personnel have been sent to India by air to assist in solving local maintenance and repair problems and every effort is being made to effect necessary technical changes in the C-46 in the factory production line.

We are applying all available resources and personnel and making an extreme effort to attain the tonnage rates which have been established for these "over the hump" operations. In addition, a very important consideration is the fact that the overburdened lines of communication from Indian ports to Assam constitute the limiting factor in the ultimate effort that can be put into the "over the hump" operations and the timing of any increases in the present outlay in Assam for this effort. These lines of communication are strained by current requirements for planned operations and the hump operations now in existence. Any increase in means for the hump effort will, therefore, seriously conflict with Allied operations planned in this Theater.

Your assistance in these matters is greatly appreciated, and the above information together with your observations enroute to China should promote a better understanding of our mutual problems.

Sincerely yours

Signed

Dispatched
6 Sep 1945
AAG

BARNEY M. GILES
Major General, U.S.A.
Chief of the Air Staff

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
By AUNT Pat NO. Date 11-18-75

AFADS
MH/gwd
Ext. 5516

February 20, 1945.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Expediting of Movement of Air Force Supplies on Air Transport Routes.

1. In order to assist in expediting the movement of Air Force supplies along the Air Transport route from Hialeah to the China-Burma-India Theater, you are directed to place officers at such points as you consider necessary along this route.

2. These officers will be experienced in the handling of air freight, and should be familiar with the procedure in the overseas shipment of supplies. They will:

a. Inventory and segregate Air Force supplies at all points along the Air Transport routes.

b. Determine the order of urgency of Air Force items to be forwarded, and establish priorities on these items.

c. Take the necessary action, in conjunction with the Priorities Officers of the Air Transport Command, to expedite the forwarding of Air Force supplies.

d. Maintain liaison with Headquarters, Air Service Command.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 21 1945
AAG

GEORGE E. STRATEMEYER,
Major General, U.S.A.,
Chief of the Air Staff

Copy to: General Arnold
General George
Director of Military Requirements

air ag gen China (9)

~~SECRET~~

DECLASSIFIED

Copy for General Arnold
file 110 401 China (9)

SECRET
DECLASSIFIED

IMMEDIATE ACTION
DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1954
By RUN/PRT NO. Date 8-18-75

AFADS/
MMF/mhh

October 14, 1942.

MEMORANDUM FOR THE DIRECTOR OF BASE SERVICES: (Attention - Transportation Division).

Subject: Cable #1269, Dated 10/13/42 From Chungking.

1. Reference is made to Cable #1269 dated October 13, 1942, from Chungking.

2. It is directed that immediate investigation be made and corrective measures taken. Furnish this division with complete report of your investigation.

By command of Lieutenant General ARNOLD:

Hq. Army Air Forces
OCT 14 1942
AAG Received

RICHARD N. BALLARD,
Colonel, G. S. C.,
Acting Assistant Chief of Air Staff, A-4.

Incl.
Cy. Inf. Secret
#1269, 10/13/42.

Distribution:
Copy to the CG/ASC

NMA
S/AS

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~~SECRET~~

2-467

China (8)
Cy for Sec. Air Staff

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SECRET

COPY
SECRET

INCOMING MESSAGE
WAR DEPARTMENT

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By AUN/PAC NC, Date 11-18-75

CCWD
October 13, 1942
1302Z

PRIORITY

From: Chungking

To: AGWAR

No 1269 October 13, 1942.

Large consignments of supplies for project "Heath" are arriving at Kunming, China. For Arnold. No information here regarding "Heath" project. Request instructions for disposition these supplies.

Stilwell

Action copy CG AAF

Info. copy OPD SOS-TAG

DECLASSIFIED

COPY

Receipt is acknowledged of a SECRET letter from Lieutenant General H. H. Arnold addressed to Dr. T. V. Soong, Chinese Minister of Foreign Affairs, dated 5/22/42.

NAME _____

RANK _____

Please accomplish and return to
Lieutenant General H. H. Arnold
Room 2018
Munitions Building
Washington, D. C.

COPY FOR COLONEL CRAIG

Sent out 5/23 A.M.
by officer courier
to 1601 V St. N.W.

400 China (7)

Air Ab 400 China (7)

Date_____

RECEIPT

Receipt is acknowledged of Ltr for Dr. Soong, _____ for the Chinese Minister of Foreign Affairs, Wash., D.C. _____, subject Air Transport Route from India to China. _____

Dated_____.

_____
Officer Rank

_____
Office

NOTE: To be accomplished and returned to the Air Adjutant General.

Date_____

RECEIPT

Receipt is acknowledged of Liu Fan Dr. Soong for the Chinese Minister of Foreign Affairs, Wash., D.C., subject Air Transport Route from India to China.

Dated_____.

_____
Officer Rank

_____
Office

NOTE: To be accomplished and returned to the Air Adjutant General.

May 22, 1942

His Excellency,
Dr. T. V. Soong,
Chinese Minister of Foreign Affairs,
Washington, D. C.

My dear Dr. Soong:

This is in reply to your letter of May 19th, which I assume was written prior to your visit to my office on that day.

I want again to reassure you that everything is being done that possibly can be done to transport key military supplies from India to the interior of China. Also, I assure you that we shall continue our efforts by every possible means to meet the difficult problems of terrain, weather, and absence of normal means of communication in that part of the world.

I can also appreciate your apprehension concerning the existing situation. I too realize its portent but feel that we shall successfully meet this challenge.

Sincerely yours,

H. H. ARNOLD,
Lieutenant General, U.S.A.
Commanding General, Army Air Forces.

AAG/2888
Air Abroad China (7)

May 22, 1942

~~SECRET~~

His Excellency,
Dr. T. V. Soong,
Chinese Minister of Foreign Affairs,
Washington, D. C.

My dear Dr. Soong:

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Sincerely yours,

H. H. ARNOLD,
Lieutenant General, U.S.A.
Commanding General, Army Air Forces

Retained

~~SECRET~~ AAG/[illegible]
Cus Abs [illegible] China

115

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

The following item(s) have been removed from the collections because they contain security classified information:

Series: Decimal

Folder Title: 400 China (7)

Item(s) and Security Classification:

1. Letter, Soong to Arnold, 5/19/42, 2p. S. 2 copies
   FGI: China

PK /ALN 1994 /11.10.75

Reviewer Date

85-57 (rev 4/90

~~CONFIDENTIAL~~
DECLASSIFIED

AF/WC-8 3
NM 4Oct

DECLASSIFIED
DOD Dir.
8 Nov. & 30 June 1964
By ALN/PRC.NC Date 11-10-75

May 21, 1942

Air Marshal D. C. S. Evill
Royal Air Force Delegation
Public Health Building, 3rd Floor
Washington, D. C.

Dear Air Marshal Evill:

I was shocked to learn that a recent survey disclosed that there was stored in depots in this country nine thousand and five hundred (9,500) cases of spares awaiting British shipping instructions. This includes the following: 1,050 cases of P-51 parts; over 1,000 Allison engine parts; 430 cases A-29 parts; 185 cases AB-7 parts; 977 cases of Wright engine parts, and so on with other types.

We are all thoroughly conscious of the critical situation in regard to spares, and the Air Force is exerting great pressure on the aircraft and engine manufacturers to accelerate spare parts production. Of recent date, we had an urgent British complaint that P-51's were on the ground because of lack of spare parts.

The storage of these spare parts, in the light of existing conditions, is believed to be untenable. Unless some action is taken to immediately make these spares available to the British operating units, I feel that it will be incumbent upon the Army Air Force to immediately take possession of such of these spares that can be used in our operating units.

My kindest regards.

Sincerely,

BENNETT E. MEYER
Brig. General, U. S. A.
Executive, Material Command

CC: General Arnold
Mr. Lovett
General Harmon
General Sidney Spaulding
General Burns

File 25/25/42

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~~CONFIDENTIAL~~

452.11 (18)

Air Ass 452.11 (1-9)

DECLASSIFIED

~~SECRET~~

AAF/A-4/165

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By ALN/PXC NG, Date 11-10-75

AAF/A-4
DPG/emd

FEB 15 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:
(Attention: Assistant Chief, Air Service Command)

Subject: Shipment of Equipment to Rangoon.

1. Reference your memorandum, same subject, dated January 31, and memorandum, this office, same subject, dated February 11, 1941, the following additional information is furnished.

2. The Chief of the Army Air Forces has approved the diversion of spare parts for the AVG even to the extent of putting out of commission twenty-five (25) P-40's to obtain brakes, master cylinders, and other necessary parts.

3. The airplanes so put out of commission must not be taken from the Eastern or Western Defense Commands.

For the Chief of the Air Staff:

F. S. BORUM,
Colonel, Air Corps,
Acting Assistant Chief of Air Staff, A-4.

Dispatched
FEB 17 1942
AAG

Hq. Army Air Forces
FEB 16 1942
AAG RECEIVED

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

~~SECRET~~

DECLASSIFIED

Air 168/416 Stack (5)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By ALN/PKC NG Date 11-10-75

RECEIPT

DATE _____

SUBJECT: Shipment of Equipment to Rangoon.

Received from Headquarters Army Air Forces, Memorandum above subject,

_____
Officer Rank

_____
Office

DECLASSIFIED
SECRET

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

DECLASSIFIED DOD DIR 5200.9 8 Jan. & 30 June 1974 By RLN/PAC, JC, Date 11-10-78

~~SECRET~~ DECLASS

SECRET
By Authority of the Chief of the Air Corps
JAN 31 1942
Date Initials

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

January 31, 1942

MEMORANDUM FOR The Chief of the Army Air Forces
Attention: A-4

SUBJECT: Shipment of Equipment to Rangoon

1. Reference is made to verbal instructions, January 30th, relative to loading of spare parts on boat leaving Newport News for Calcutta and Rangoon, and informing your office as to the equipment which was loaded.

2. Arrangements were made early in January by this office with the China Defense Supplies, Inc., for space on the "S.S. Dona Anaceta" and on the "S.S. Bering" for the shipment of spares for the fifty P-40E airplanes being sent to the AVG in China and also for shipment of supplies and equipment requested for the Halpro Project.

3. The following tabulation indicates the weight and cubage of supplies loaded on the above named vessels for these two projects:

	Project 51-B		Project Halpro	
	Weight	Cubage	Weight	Cubage
Air Corps Supplies	222,000	22,200	115,000	11,100
Signal Supplies	3,000	120	7,200	240
*Ammunition	400,000	8,400		
*Bombs			320,000	5,066
Medical Supplies			1,500	250
QMC Supplies			10,000	2,500
Total	625,000	30,760	453,700	19,156

*Bombs and Ammunition were placed on the "Bering" only.

4. The Air Corps supplies for Project 51B consist of the normal complement of spare engines and spare parts for the aircraft involved and amount approximately to 25%. The Air Corps supplies shipped for the Halpro Project consist of items requested by the Project Officer as shown on the attached list, plus additional essential items added by the Air Service Command. Arrangements for the Signal Supplies, QM Supplies, Ammunition and Bombs were made by personnel of the A-4 Section. Medical supplies were arranged for by this office.

DO NOT 490 Chief

DECLASSIFIED
~~SECRET~~

acc-17 a

~~SECRET~~
DECLASSIFIED

Memo for The Chief of the Army Air Forces,
Attention: A-4
Subject: Shipment of Equipment to Rangoon

5. It is not possible to load additional supplies on these boats, as information was obtained that these boats were loaded and ready to sail yesterday.

6. Additional supplies for maintaining the aircraft to be operated in the Halpro Project are being assembled for shipment together with the personnel and equipment of an Air Depot Group. As of this date, however, no decision has been received from the Air Staff as to the Depot Group to be selected or the approximate date of sailing. 3rd A.D. Gp Selected 1/13/42 Gen H Henlen

7. Equipment and supplies for the airplanes operated by the AVG in China are procured and shipped by the Defense Aid Organization and instructions have been issued to expedite to the greatest extent possible the shipment of needed equipment and supplies. Such equipment as can be made available from Air Corps stocks will be furnished. However, practically no equipment can be supplied from Air Corps stocks without grounding our own aircraft. AWPD recommended to CMAC that AVG crews be supplied even tho it meant grounding our own aircraft 2/4 Col Whitten

For the Chief of the Air Corps:

Memo to Col Whitten with info on Par 6 + 7 2/11/42 [illegible]

L. P. Whitten

L. P. WHITTEN,
Lt. Col., Air Corps,
Assistant to the Chief,
Air Service Command

1 Incl.
Cy Teletype HASC-723C,
dated 1-12-42.

DECLASSIFIED

asc-17

~~SECRET~~

Air AG 400 China

HASC-723C 1/12/42

AIR SERVICE COMMAND

ATTENTION COL. HICKS

E X T R A P R I O R I T Y

REMOVE ALL COPIES FROM TELETYPE RECORDS

REFERENCE TELEPHONE CONVERSATION BETWEEN COL. HICKS AND COL. WHITTEN

THE FOLLOWING LIST IS FORWARDED

1. - FOUR ENGINES COMPLETE WITH ACCESSORIES AND MOUNTS.
2. - FOUR SUPER-CHARGER ASSEMBLIES.
3. - THREE SETS OF WHEELS COMPLETE /TIRES, TUBES, ETC./
4. - TWELVE HUNDRED SPARKPLUGS
5. - THREE COMPLETE SETS INSTRUMENTS /ENGINE AND INSTRUMENT PANEL/
6. - TWELVE EACH OIL COOLERS.
7. - TWO SETS OF MAIN LANDING GEAR AND NOSE WHEEL JACKS. FOR B-24-D'S. /FOR RAISING AIRPLANE/
8. - FOUR PROPELLER GOVERNORS.
9. - FOUR PROPELLERS ASSEMBLY.
10.- RECTIFIER FOR CHARGING BATTERIES.
11.- NINE ELECTRIC BOOSTER PUMPS FUEL
12.- THREE ELECTRIC HYDRAULIC BOOSTER PUMPS
13.- THREE BRAKE CONTROL VALVES
14.- FOUR BRAKE MASTER CYLINDERS
15.- TWELVE SETS PACKING FOR BRAKE MASTER CYLINDERS
16.- SIX SETS PACKING FOR BRAKE CONTROL VALVES
17.- FOUR COMPLETE SETS OF AUTOSYN INSTRUMENTS AND THEIR TRANSMITTERS
18.- TWELVE GENERATOR CONTROL PANELS
19.- SIX SETS PACKING - LANDING GEAR RETRACTING CYLINDERS
20.- THREE SETS PACKING - NOSE WHEEL RETRACTING CYLINDERS
21.- THREE SETS PACKING - FLAP ACTUATING CYLINDERS
22.- TWELVE SETS PACKING - BRAKE ASSEMBLIES
23.- TWO HUNDRED FEET HIGH TENSION IGNITION WIRING
24.- FIVE HUNDRED FEET ELECTRICAL WIRING SIZE NUMBER 12, 14,AND 16.
25.- THREE HYDRAULIC PUMPS-ENGINE DRIVEN.
26.- SHEET METAL- 10, 15 AND 25 THOUSANDS THICKNESS
27.- MISCELLANEIOUS TYPES AND SIZES OF RIVETS FOR SHEET METAL WORK.
28.- TWELVE BATTERIES FOR B-24-D AIRPLANE
29.- TUBING - 1-1/2", 1-1/4", 1", 3/4", 5/8", 1/2", AND 1/4",

36.- FOUR MAGNETO ASSEMBLIES, SCINTILLA

37.- TWELVE PUMP ASSEMBLIES, FUEL

38.- TWO GAUGE ASSEMBLIES, LANDING GEAR AND HYDRAULIC SYSTEM, PRESSURE 0 TO 2000 LBS. ANY A. C. STANDARD HIGH PRESSURE GAUGE AVAILABLE.

39.- TWELVE INVERTER VIBRATORS.

40.- TWENTY-FOUR LAMPS, FLUORESCENT.

41.- FOUR SETS BULBS TO CONTAIN

4 EACH BULB, LANDING LIGHT 24-VOLT.
SINGLE CONTACT.

10 EACH BULB, RUNNING LIGHT, 28 VOLT.
SINGLE CONTACT.

1 K EACH BULB, PASSING LIGHT 28 VOLT,
SINGLE CONTACT.

42.- TWO PORTABLE AIR COMPRESSORS-GASOLØINE ENGINE DRIVEN.

43.- TWO WELDING KITS COMPLETE WITH FLUX AND RODS.

44.- OXYGEN

45.- FIVE HUNDRED GALLONS HYDRAULIC FLUID

46.- THREE HUNDRED GALLONS ANTI-ICING FLUID FOR PROPELLERS.

47.- FIVE HUNDRED ØØZK POUNDS OF RAGS.

48.- FOUR COMPLETE SETS OF EXHAUST MANIFOLDS

49.- FOUR REGULATOR ASSEMBLIES FOR SUPER-CHARGERS

50.- TOOLS

A. TWO INSTRUMENT MECHANIC TOOL KITS.
B. TWO PROPELLER " " "
C. THREE AIRPLANE " " "
D. FOUR ENGINE " " "
E. FIVE ARMORER " " "
F. THREE RADIO " " "

51.- SPRAY GUN FOR PAINTING.

52.- SIX SPRAY GUNS GASOLINE FOR WASHING DOWN ENGINES

53.- MISCELLANEOUS SUPPLIES

A. FRICTION TAPE
B. SAFETY WIRE
C. COTTER PINS / ALL SIZES/
D. NUTS AND BOLTS / ALL SIZES/
E. GASKETS, COPPER, ASBESTOS. / ALL SIZES/
F. GASKET MATERIAL / LARGE QUANTITY/
G. GASKET PASTE

54.- THREE CAMERAS AND ACCESSORIES FOR TAKING VERTICALS.

55.- PORTABLE DEVELOPING OUTFIT AND FILM.

56.- THREE LARGE VICES.

REQUEST THIS LIST BE AUGMENTED BY ANY ESSENTIAL ITEMS CONSIDERED NECESSARY TO MAINTAIN THESE B-24D AIRPLANES.

HQ. AIR SERVICE COMMAND

DK

6 00 PM

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

~~SECRET~~
DECLASSIFIED
DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/PKC JC; Date 11-10-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

February 6, 1942.

SUBJECT: Additional Request for CDS.

TO: The Chief of the Army Air Forces
Att: Colonel Hanley

1. In connection with the request in Comment No. 1 of the attached R&R sheet and in the attached letter from Mr. Currie to Colonel Hanley, dated February 2, 1942, inclosing cablegram from Colonel Chennault, dated January 31, 1942, this is to advise that piston rings of the types requested in Colonel Chennault's cablegram and in greater quantities were shipped on December 11, 1941 to the Far East.

2. It is understood that China Defense Supplies, Inc. is in possession of detailed information in connection with this shipment.

For the Chief of the Air Corps:

H. W. Bowman

H. W. BOWMAN,
Lieut. Colonel, Air Corps,
Assistant Executive

2 Incls.
1 - R&R sheet
2 - Ltr fr Mr. Currie to Col. Hanley, 2-2-42 with inc.

400 China (2)

No further action appears necessary

DECLASSIFIED
~~SECRET~~
AG 400 China (3)

HEADQUARTERS ARMY AIR FORCES

[redacted] CLASSIFIED

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr
8 Jan. & 30 June 1954
By AUN/PKC NC. Date 11-10-75

Note.--A line will be drawn across sheet after each comment.

File No.

Tally No. AAF

SUBJECT: Additional Request for CDS.

NO	FROM	TO	DATE	COMMENTS
1.	AAF A-4	OCAC (Defense Aid-Col. Paige)	1942 2-2	AAF/A-4 TJH/gwd In accordance with telephone conversation between Colonel Hanley and Colonel Paige, the attached are forwarded for action and report. Incl.: Ltr.to Col.Hanley frm. Mr. Currie,2/2/42,w/cy. cable frm.Chennault. C/A-4
2	Mat. Div. (4-L) OCAC	AAF (4-A) Att'n: Colonel Hanley Thru: OCAC	1942 2-3	1. In connection with the request in Comment No. 1 above and in the attached letter from Mr. Currie to Colonel Hanley, dated February 2, 1942, inclosing cablegram from Colonel Chennault, dated January 31, 1942, this is to advise that piston rings of the types requested in Colonel Chennault's cablegram and in greater quantities were shipped on December 11, 1941 to the Far East. 2. It is understood that China Defense Supplies, Inc. is in possession of detailed information in connection with this shipment. O. P. E. Ass't. for Procurement Services Incl: Ltr fr Mr. Currie to Col. Hanley, 2-2-42 with inc.

[redacted] DECLASSIFIED

(Do not use reverse side)

W-4071, AC.Rev.8/14/41

Page No.

TEMPORARY

RECEIVED

FEB-15 1942 PM

TEMPORARY

2	Mat. Div. (h-L) OCAC	AAF (h-A) Att'n: Colonel Hanley Thru: OCAC	1942 2-3	1. In connection with the request in Comment No. 1 above and in the attached letter from Mr. Currie to Colonel Hanley, dated February 2, 1942, inclosing cablegram from Colonel Chennault, dated January 31, 1942, this is to advise that piston rings of the types requested in Colonel Chennault's cablegram and in greater quantities were shipped on December 11, 1941 to the Far East. 2. It is understood that China Defense Supplies, Inc. is in possession of detailed information in connection with this shipment. O. P. H. Ass't. for Procurement Services Encl: Ltr fr Mr. Currie to Col. Hanley, 2-3-42 with inc.

60

SECRET

THE WHITE HOUSE
WASHINGTON

February 2, 1942.

Dear Colonel Hanley:

This is the additional request I mentioned to you over the phone.

It should be attached to the list of parts I sent to General Arnold on the 27th.

Sincerely yours,

Lauchlin Currie
Administrative Assistant
to the President.

Colonel Thomas J. Hanley,
War Department,
Room 3125 Munitions Building,
Washington, D. C.

SECRET

60

SECRET DECLASSIFIED

DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1954
By ALN/DKC NC, Date 11-10-75

Chungking, January 31, 1942.

TO CURRIE

IN ADDITION TO THE LIST OF URGENT PARTS WE ALSO NEED 800 EACH OF PISTON RINGS NO. 37778, 34136, and ~~34136~~. THESE ARE FOR THE ALLISON ENGINE NUMBER V1620-C15-21.

CHENNAULT

60

SECRET DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
DOD INS.
8 Jan. & 30 June 1974
By ALN/PXC, JC. Date 11-18-75

(Air AG)

A C _____

January 3, 1942

SUBJECT: Spare Parts for A.V.G. in China

TO : The Chief of the Air Corps

1. It is desired that arrangements be made to furnish spare parts to the A.V.G. in China as indicated on the attached list. Some of these spare parts, as indicated on the list, have been completed on contracts awarded by the Universal Trading Corporation, but require Army clearance. Other parts on the list are in transit or awaiting shipment. It is desired that shipments be made by the most rapid means possible, utilizing air transport to the fullest extent. The above instructions confirm verbal arrangements made between Colonel Paige and Colonel Dunn.

2. The transformation of the A.V.G. into a U.S. Air Force Unit, prior to the completion of the action required by paragraph 1 above, will not affect the instructions contained in that paragraph.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt.Col., A.G.D.
Assistant Air Adjutant General.

1 Incl. list of spare parts for China
(Incl. in possession of Materiel Div.)

COPY FOR: S/AS (Col.Dunn) re his memo to AAF/Air AG 1-2-42
A-4
AWPD

400 China

AAG

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Statistics	
	✓	MC									
							DECLASSIFIED				

AAF 39

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
~~CONFIDENTIAL~~

DECLASSIFIED
DOD Ltr. 8 Jan. & 20 June 1974
By AUN/PKC NG. Date 11-18-75

Note.-- A line will be drawn across sheet after each comment.

File No. . . . . .

Tally No. AAF . . . . .

SUBJECT: Request for issuance of Directive to the Chief of the Air Corps.

NO.	FROM	TO	DATE	COMMENTS
1	S/AS	AAF/ Air AG	1942 1-2	1. It is requested that a directive be issued as follows to the Chief of the Air Corps: "In accordance with the verbal arrangements made between Colonel Paige and Colonel Dunn, it is directed that arrangements be made to furnish spare parts to the A. V. G. in China as indicated on the attached list. Some of these spares, as noted on the attached list, have been completed or contracts awarded by the Universal Trading Corporation, but require Army clearance. Other spares on the list are in transit or awaiting shipment. It is desired that shipments be made by the most rapid means possible, utilizing air transport to the fullest extent. "If, prior to the completion of the action as directed, the A. V. G. is transformed into a U. S. Air Force Unit it will make no difference in the instructions as herewith issued." R. A. D. Note: The list referred to is now in the hands of the Materiel Division, as it was necessary to give it to them so that they could start action prior to the receipt of the directive. List as one inclosure on the directive, "List of Spare Parts for Shipment to China". Copy of this directive less inclosure should be furnished A-4 and AWP.

DECLASSIFIED

(Do not use reverse side) (4071, AC, Rev. 8/14/41)

C1-16

Page No. _____ ~~CONFIDENTIAL~~

SAS 400
England

Teletype Conversation 2-2-44

Assistant Chief of Air Staff, Material, Maintenance and Distribution — 2-2-44

Chief of the Air Staff — 1

WEN:JMT 5246

The following transcript from a teletype conversation between General Spaatz and me this morning is furnished for your information and action:

Gen. Spaatz: Supply support of Air Force Requirement is too slow and ineffectual because of close adherence to paper work justification for requisitions and issues. Suggest consideration at service conference of proposal to surcharge all SOS supplies and equipment with exception of food and clothing as Air Force property prior to shipment from United States. Also that requirements of theatre Air Forces be satisfied in bulk from zone of interior without review by SOS theatre agencies.

Dispatched
3 FEB 1944
AAG

BARNEY M. GILES,
Major General, U.S.A.,
Chief of the Air Staff.

Air Off HQs Engineer (19)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALM/PRC NC, Date 11-10-75

Personnel and Equipment for ABEE School in U.K.

Chief of the Air Staff — ACAS/Personnel (Civilian Personnel Division) — April 16, 1943

THRU:
XXXXX ACAS/OCAR (Movement and Operations Division)
ACAS/MMAD (Transportation Division)

1
CMK:dmr:74986

FROM: ACAS/Training, Unit Trng. Div., Bomb. Branch.

6. Request that authority be granted to move personnel and equipment listed in preceding paragraphs by military air transportation from the Wold-Chamberlain Airport, Minneapolis, Minnesota to the U.K.

ROBERT W. HARPER,
Brigadier General, U. S. Army,
Asst. Chief of Air Staff, Training.

TO: Assistant Chief of Air Staff, Training

COMMENT NO. 2
DATE April 18, 1943
NAL: JT 5265

FROM: Deputy Chief of the Air Staff

1. The Acting Chief of the Air Staff approves the foregoing except for the method of transportation. Both the personnel and their equipment should be shipped via boat. Air transportation is not indicated either by the urgency of the situation or the importance of the mission.

2. For necessary action in connection with the foregoing.

Dispatched
APR 18 1943
AAG

MILLARD A. LIBEY,
Colonel, G. S. C.,
Secretary, Air Staff

DECLASSIFIED
~~SECRET~~

Air Abs 400 England (12)

HEADQUARTERS ARMY AIR ~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED

DECLASSIFIED DOD Ltr. 8 Jan. & 20 June 1974 By ALN/PRC JC. Date 11-10-75

TALLY NO.	
FILE NO.	740

SUBJECT: Cable No. 878 from London

TO: Chief of Air Staff

DATE Feb. 3, 1943

FROM: Assistant Chief of Air Staff, A-4

COMMENT NO. 1
WMK/fmv 74380

1. Reference is made to cable No. 878 dated January 31 from London and attached memorandum from your office.

2. Solenoid assemblies and adaptors arrived at Newark on February 2 and will leave on the first available fast boat to London which is scheduled to sail ~~on~~ about February 5.

3. The 8th Air Force has been notified of this shipment by cable direct from Air Service Command, Patterson Field, copy of which will be forwarded to your office as soon as it arrives in this Headquarters.

memo

RICHARD H. BALLARD
Colonel, G. S. C.

1 Incl.
~~memo 2-1 from cable sec.~~

withdrawn by Cable Secy

noted

File

~~SECRET~~ DECLASSIFIED

5-93

PAGE 1

air ob rad England (9)

3-1109 A F.

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir.
By BLN/PKC NO. Date 11-10-75

Cable No. 878 from London

Chief of Air Staff

Assistant Chief of Air Staff, A-4

Feb. 3, 1943

1

WMK/fmv 74380

1. Reference is made to cable No. 878 dated January 31 from London and attached memorandum from your office.

2. Solenoid assemblies and adaptors arrived at Newark on February 2 and will leave on the first available fast boat to London which is scheduled to sail on about February 5.

3. The 8th Air Force has been notified of this shipment by cable direct from Air Service Command, Patterson Field, copy of which will be forwarded to your office as soon as it arrives in this Headquarters.

1 Incl.
memo 2-1
frm cable sec.

RICHARD N. BALLARD
Colonel, G. S. C.

air ass'd Eng. England (4)

File
WK
2/6/43

DECLASSIFIED

~~SECRET~~

air ass'd England (4)

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
Sep. & 30 June 1979
By RIA/DRE, Date 11-10-75

HEADQUARTERS EIGHTH AIR FORCE
Bolling Field Echelon
Bolling Field, D. C.

May 12, 1942.

SUBJECT: Table III Supplies - "Bolero"

TO : Commanding General, Air Services Command, Washington, D. C.

1. To provide TBA equipment, accessories, and parts required to maintain Air Corps organic equipment in the hands of tactical units operating in Bolero, it is requested that you issue immediately such instructions as will assure first priority action to accomplish the assembly, preparation and shipment of the following:

2. All items based on the monthly maintenance factor applied to organization equipment enumerated in Table III, as prepared by the Over-Seas Group, Supply Branch, Field Service Section. These replacements are required for five (5) Bombardment Squadrons (H) and eight (8) Pursuit Squadrons (Fighter). However, the "Monthly Maintenance Factor" referred to under each classification is obviously lower than that we will experience under combat conditions. It is essential, therefore that this maintenance factor be multiplied by four (4) to thus establish a more reasonable factor for war conditions we will experience inour theater. To provide an adequate supply for a period of ninety (90) days it is necessary that the monthly value be multiplied by three (3).

3. It is further requested that your office furnish two (2) copies of all Packing Lists covering all consignments made under this automatic supply plan to Major General Carl Spaatz, Bolling Field, D. C.

By command of Lieutenant General ARNOLD

Not signed

MILLARD F. HARMON,
Major General, U. S. Army,
Chief of the Air Staff.

File

H00 England (6)

DECLASSIFIED

a 05/134

COPY FOR GEN. KUTER, AFDAS

Equipment for Bolero Staging Points.

AFADS
WAB/mhh

1. AFADS AFRBS 1942
5/18

1. Transient housing facilities for year-round use are being constructed adjacent to the airfields at Northwest River, Bluie West 1, Bluie West 8 and Indigo to accommodate one hundred (100) officers and two hundred (200) enlisted men at each location.

2. It is desired that beds, bedding, kitchen and miscellaneous equipment for these housing projects in amounts consistent with their requirements be supplied.

TJH, JR.,
C/A-4

400 Eng

Letter file
BCC

Ag Ab 400 Eng. (5) 8

~~SECRET~~

DECLASSIFIED

DECLASS. COPY FOR: GEN.KUTER - AFDAS

DOD Dir 5200.9 (Sec. 4 & 20) (see AFR)

By ALNIPAC NO. Date 11-10-75

a 05/736

Housing Facilities, Bolero Staging Points.

AFADS
WMB/mhh

1. AFADS AFRBS 1942
ATT.LT.COL. 5/18
WOOLEY

1. It is desired that facilities for year-round housing and messing to accommodate 100 officers and 200 enlisted men be constructed adjacent to the airfield at the following staging points on the Bolero Route:

a. Northwest River, Labrador.

b. Bluie West 1.

c. Bluie West 8.

d. Indigo.

2. Construction to begin at once.

3. These facilities are for transient use in connection with Bolero project and are in addition to those normally provided for the Ferry Command.

H00 6mg (5)

TJH, JR.,
C/A-4

Noted file
TC

DECLASSIFIED

~~SECRET~~

Au: 11420 Eng. (5)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD 5200.10
Effective 20 June 1974
By OSD/ISP Date 11-14-75

Note -- A line will be drawn across sheet after each comment.

File No. _____

Tally No. AAF _____

SUBJECT: Representative of Overseas Division

NO.	FROM	TO	DATE	COMMENTS (AFASC) DAR:al
1.	AFASC MA 15 942	AFCAS	5-14 1942	1. Basic memorandum complied with. H. J. F. M. CG/ASC
				Noted & file EPL

4 to England (3) B

(Do not exceed this size) DECLASSIFIED F-4071, AF. Rev. 8/14/41

~~SECRET~~

Page No. -1-

Air ac 400 England (3) B

Rec'd 3 942

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir 5
6 Jan & 30 June 1954
By BLN/JDC, JC Date 11-16-72

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

May 9, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Representative of Overseas Division.

1. It is directed that you confer with General Lee with reference to the assignment of Colonel Dunn on his staff as the representative of the Overseas Division of Air Service Command. General Arnold has stressed the necessity for the prompt and effective receipt and distribution of Air Force supplies in the U.K. by this Command. It will be necessary that Colonel Dunn be initially supplied with four or five assistants in order to properly carry out his functions on General Lee's staff. General Spaatz has been advised of this contemplated assignment.

2. The initiation of necessary orders after your conferences with General Lee to accomplish the above, is placed in your hands.

M. F. HARMON,
Major General, U. S. A.
Chief of the Air Staff.

DECLASSIFIED
~~SECRET~~

AAG/2748
Air AG 400 England (3) R

May 9, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Representative of Overseas Division.

1. It is directed that you confer with General Lee with reference to the assignment of Colonel Dunn on his staff as the representative of the Overseas Division of Air Service Command. General Arnold has stressed the necessity for the prompt and effective receipt and distribution of Air Force supplies in the U.K. by this Command. It will be necessary that Colonel Dunn be initially supplied with four or five assistants in order to properly carry out his functions on General Lee's staff. General Spaatz has been advised of this contemplated assignment.

2. The initiation of necessary orders after your conferences with General Lee to accomplish the above, is placed in your hands.

M. F. HARMON,
Major General, U. S. A.
Chief of the Air Staff.

Hq. Army Air Forces
MAY 11 1942
AAG Received 10:00 pm

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat.	

AAF 19

Air Service Eng. 5.03

100 Engineers (3)

AFCAS
MFH/hd

May 9, 1942

MEMORANDUM FOR GENERAL SPAATZ:

1. It is my understanding that you and your staff are in conference with General Lee who has been designated as the Services of Supply Commander in U. K. in regard to the requirements of the Air Forces. General Arnold desires that it be stressed that this service must be effective and prompt, and in order that General Lee may be provided with the means as well as the responsibility, he desires that Colonel Dunn be designated as the U. K. representative of the Overseas Division of the Service Command on General Lee's staff.

2. The above is for your information.

M. F. HARMON,
Major General, U. S. A.,
Chief of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-Insp.	Budget	Statistics

AAF-39

G-96

May 2, 1942.

SUBJECT: B17E Spares "Bolero" Depot.

TO : Commanding General, Air Service Command, Washington, D. C.

Supplementing letters from this office, this date, (copies attached) there is enclosed Table II B17E airplane covering spares required for approximately 30 airplanes for a 60 day period in "Bolero"

It is requested that first priority action be taken to prepare and forward to the Port of Embarkation at the earliest possible date those quantities indicated by red check.

By command of Lieutenant General ARNOLD

W. D. [illegible]
Lt. Col., Air Corps,
Secretary of the Air Staff
for MILLARD F. HARMON,
Major General, U. S. Army,
Chief of the Air Staff.

H00 England (1)

3 Incls-
Incl 1 - Ltr. 5/2 Sub: Depot "Bolero"
Incl 2 - Ltr. 5/2 Sub: Supplies P39D and P38F "Bolero"
Incl 3 - Table II B17E Airplane.

Dispatched
MAY 2 1942
AAG

~~SECRET~~

IMMEDIATE ACTION

IMMEDIATE ACTION

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington, D. C.

~~SECRET~~

~~DECLASSIFIED~~
DOD Dir.
8 Jan. & 30 June 1974
By ____ I.C. Date ____

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By AFNPSC I.C. Date 11-10-75

May 2, 1942.

SUBJECT: Supplies - Depot "Bolero".

TO: The Commanding General, Air Service Command.

1. With the view to the establishment and stocking at the earliest possible date of an air depot in "Bolero", it is requested that your office make immediate arrangements for the quickest delivery to the Port of Embarkation of those supplies comprising the initial issue to a 400 unit depot and as enumerated in Table V pertaining thereto, as compiled by the Overseas Group, Supply Branch, at Wright Field.

2. It is further requested that your office initiate appropriate action to accomplish automatic reissue and shipment of Table V items in time to reach the Bolero depot prior to the expiration of the 60-day period. To enable corrections in quantities to be reissued, this office will issue instructions requiring the proper authority to make prompt report to your office as soon as it is ascertained that the initial quantities specified in Table V appear to be in excess of actual or anticipated requirements.

3. Two additional letters, copies attached, have been prepared and transmitted to you in which detailed requirements for maintenance supplies and spare parts for aircraft involved, are set forth.

4. First priority will be given the assembly, packing, and shipping of maintenance supplies and spare parts for aircraft and their related equipment, destined for Bolero.

By command of Lieutenant General ARNOLD:

Dispatched
May 2 1942
AAG

Lt. Col., Air Corps,
Secretary of the Air Staff
for MILTON F. HARMON,
Major General, U. S. Army,
Chief of the Air Staff.

2 Incls:
Incl #1-Cy Ltr-Supplies P39D 1 & P38F Bolero.
Incl #2-Cy Ltr-Subj: B-17E Spares-Bolero Depot.

~~SECRET~~ DECLASSIFIED

IMMEDIATE ACTION

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

May 2, 1942.

MEMORANDUM TO: The Commanding General, Army Air Forces, Washington, D.C.

It is recommended that the attached letters be forwarded to the Service Command for immediate and first priority action. These requests were broken down for the convenience of the Service Command, and to enable more expeditious action thereon.

CARL SPAATZ,
Major General, U.S. Army.

3 INCLS:
Incl #1-Ltr 5/2/42, "Supplies-Depot "Bolero".
Incl #2-Ltr 5/2/42, "Supplies-P-39D1 and P-38F "Bolero". no copy for AAF files. Gray
Incl #3-Ltr 5/2/42, "Supplies-B-17E Spares "Bolero" Depot.

400 England (1)

HENRY HARLEY ARNOLD

Box 115 Folder 2

MILITARY

Decimal

SAS 400
European theatre of operations -
(1-10)

Col. H. H. Tellman/fmv
5356 22 May 45 dem

Lieutenant General John K. Cannon
Commander in Chief
Mediterranean Allied Air Forces
A.P.O. 650
New York City, N. Y.

28 MAY 1945

Dear Joe:

Your letter of 8 May was received in due time and delayed in answering because I wanted to include the latest information on this subject. I am glad to note that you have taken action to double check all requisitions coded to be sent after VE Day.

Current instructions on property to be disposed of is contained in technical orders mentioned in your letter and further amplified in cable WARX 65926 of 10 April 1945 and cable WARX 85029 of 19 May 1945.

The problem of determining what to do with items, which are questionable as to their usability on airplanes listed in Technical Order 00-35A-37, is answered in WARX 85029 by placing such items in the inventory to be reported to the Air Technical Service Command for disposal. Items of low production cost, relatively rapid deterioration and expensive handling and shipping costs should be allowed easy access to the list of parts "obviously not usable." If prompt action is not forthcoming from the ATSC here on the necessary disposal action to be taken by you, please let me know.

In regard to the cost of items which are declared excess, this Headquarters has prepared a "Standard Average Cost List of AAF Aircraft." This list was sent to General Crawford's office approximately one week ago. No other cost lists have been prepared for use in disposal action, and prices used by you will have to be determined from standard stock lists and where no such information is available estimation of costs will have to be made.

I appreciated receiving your letter, and if there is anything further, please do not hesitate to write.

Sincerely yours,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

DECLASSIFIED

AFDBS-1 AFAMS AFCAS

DEPUTY
25 MAY 1945
AFSA

Copy for AFSAS
SS 400 ETO 4 MTO (1)

US Air Disposal Office SAS MTO ETO + MTO

~~CONFIDENTIAL~~

DECLASSIFIED

8 May 1945

Lieutenant General Ira C. Eaker, USA
Deputy Commander, Army Air Forces,
and Chief of Air Staff
Headquarters Army Air Forces
Washington 25, D. C.

Dear Ira:

When General Arnold was over here just recently, he was particularly anxious that we do everything possible to insure a stoppage of any unnecessary incoming shipments into this theater, and that we take such steps as would most quickly dispose of the supplies existing in this theater which are excess to our needs.

Needless to say, I concur very heartily in General Arnold's views on this matter and after checking on the subject, I find that we had, prior to General Arnold's visit, been working diligently on the closest possible requisitioning of supplies, consistent with the tactical situation up to the moment of the surrender of the German forces in Italy. Subsequent to the surrender, we requested the States for a blanket cancellation of all outstanding requisitions, other than those which are required for continuing activities and which had at the time of submission been prefixed by a code number indicating that shipment should be continued after V-E Day. Even those coded for shipment after V-E Day are being double-checked at this time to determine whether it is possible to cancel some of them, either in whole or in part.

I believe this action will take care of the maximum possible reduction of incoming tonnage. However, the rapidity with which we may dispose of our existing supplies, which are in excess of our anticipated future needs, and which will in turn determine the length of the time our supply people must remain in this theater, is a subject which is entirely dependent upon the rapidity with which the States give us disposition instructions for these supplies.

Current disposition instructions authorize the theater to dispose to local Quartermasters of any of the items which the States have found to be obsolete and which are listed on T.O. 00-35A-27. The theater is also authorized to return to the United States any of such items as are listed in T.O. 00-35A-32 and which are excess to our needs. Other items, if not capable of being utilized on the aircraft and equipment listed in T.O.

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By: [illegible] Date 11-10-75
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~~CONFIDENTIAL~~

00-35A-37, may be reported to the local Federal Economic Administration representative and disposed of in accordance with his instructions.

Those items which are capable of being utilized on the aircraft and equipment listed in T.O. 00-35A-37 must be reported to Wright Field and held in the theater pending disposition instructions from them. It is this category of supplies which is causing us the most concern, as the rapidity or slowness with which instructions are issued us by Wright Field for these items will determine the length of time our supply people must remain in the theater.

Unfortunately, this theater does not have complete information as to just which of our currently active items are capable of being used on the late models of airplanes and equipment listed in T.O. 00-35A-37. It will therefore be necessary that we furnish Wright Field an inventory of all our active items, except those which we have reason to know are not capable of being used on these late models of aircraft and equipment, and that Wright Field take expeditious action to inform us as to which of the items we report to them are, according to their records, definitely not capable of being used on these late models, so that we can take steps to promptly report such items to the local FEA representative. This notification from Wright Field must be followed up as expeditiously as possible, with complete disposition instructions on all those quantities reported to them which Wright Field determines are capable of being used on this late type equipment.

There appear to be only two feasible solutions to the problem of what to do with excess supplies existing within this theater. One of these solutions would be to attempt to compute the life-time spares required for the aircraft, scheduled to be used by the Occupational Air Forces and active theaters, with other theaters being authorized to dispose of any additional quantities which are excess to their needs during the period of redeployment. The other and probably wiser solution, assuming Dayton is in a position to give us prompt instructions, is the solution decided upon by Dayton and Oliver Echols' office.

There is another aspect of our disposal problem which is currently giving us some concern. This is the problem of including on all reports we make to the FEA representative the cost of the items reported. Complete cost information is not available in this theater and it is doubtful that any accurate cost information can ever be included by us, in view of the ramifications of cost-plus-a-fixed-fee contracts and the law

requiring contractors to return to the Government any excess profits on their production contracts, whether such contracts are fixed price or cost-plus-a-fixed-fee. This question will be taken up direct with General Echols' office, however, and it is not believed necessary that you particularly concern yourself with this aspect of our disposal problem. You may care to inquire into the matter but if you receive an answer to the effect that we are authorized to estimate prices, should price information not be available to us, I hope you will realize that any such estimation on the part of our people as to the cost to the Government of any item of equipment will not be even remotely accurate and that such estimations will not only be widely varied, depending upon the individual making the estimation, but that we believe it is imposing an unjust responsibility on people who are not qualified to make such estimates.

Sincerely,

JOHN K. CANNON,
Lieutenant General, USA
Commanding

File

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10 May 1945

SUBJECT: Air Force Logistics

TO: Commanding General, Army Air Forces

1. The outstanding logistic lesson of the air war in the ETO has been that the Air Arm must have an integrated supply and maintenance system of its own. Such should embrace every item utilized in its operations, - with the possible exception of food. Although the Air won its war handily, it had to do it the hard way, hampered at crucial times by its dependence upon the Army Service Forces for items of "common usage".

The fundamental fault lies in the attempt to integrate Air Force and Ground Force supply systems for the supply of common user items. This has meant Air Force dependence upon a system geared to Ground Force experience, requirements, and tempo of operation. Time and space factors alone of an Air War preclude dependence upon such a system. Resulting therefrom has come failure to appreciate and anticipate the requirements of the Air War; weakness in the system used for computation of requirements; and deficiencies in the distribution of procured supplies. Contrarily, where supplies have been under Air Force control from their source in the Zone of Interior to the using unit in the Theater, our supply system has proven to be completely effective. The solution to this problem rests in providing the Air Force with a self-sufficient supply system. This organization should, except in the case of unspecialized items of food, determine the supply requirements of the Air Force and take title thereto in Zone of the Interior establishments of its own, those of a procuring service, or those of a central procurement agency serving Army, Navy and Air. This organization must also participate in control of the means for distributing these supplies to the consuming Air Force unit. Such a system will require the establishment of:

a. A joint procurement control agency for the planning of production facilities to meet the requirements of the Army, Navy and Air Forces. This agency to have control of priorities where facilities are inadequate to meet all needs. It would further have to coordinate the use of facilities by Army, Navy and Air Forces to insure maximum utilization of all facilities.

b. A joint Transportation Control Agency for the allocation of available transport facility and control of priorities when the means are inadequate to meet all requirements.

c. Abandon the archaic device of tables of organization and tables of equipment and establish the use of manning tables calling for supplies and equipment based on the individual aircraft and individual man.

2. Aside from the unrealistic appraisal of Air Force requirements for supplies, other than those procured and supplied by the Air Forces themselves, the chief difficulty has rested in a system geared to tables of organization, tables of basic allowances and tables of equipment for the issue of supplies and equipment. Such tables are useful only as a device for estimating wartime needs. These tables of basic allowances and tables of equipment cannot, quite naturally, foresee all wartime requirements. Revisions are necessary as a result of field experience. Obviously, the revision of these tables in the War Department follows considerably the establishment of the initial requirement. As a consequence the Air Forces in ETO, as late as 1945, have been in an exceedingly difficult position because ASF equipment was not supplied when requisitioned for the reason that it was not authorized in an existing table. The ensuing explanations in some cases have consumed months. These explanations, when submitted, generally had to take the form of voluminous reports listing types of units, strength of units, functions of units, material authorized, material on hand and other information connected with operational details, which in the final analysis the reviewing authority was not competent to analyze.

This has not been true of Air Force supplies and equipment because material in excess of table allowances has been promptly supplied in bulk on the statement from the Air Force in the theater that the items were required for combat operations. The tables were used as a guide. Maintenance of stock levels based on consumption did the rest. Final requirements were left to the discretion of the Air Force Commander. The result was economy in supplies and equipment asked for.

The use of the tables of organization and tables of equipment for Air Forces in a theater has proven of limited application both from the standpoint of supply procurement and its utilization in the field. So many non-standard and unusual requirements arise as the result of rapidly changing circumstances in an Air War that use must be made of special manning tables and provisional units with personnel supplied by bulk allotment. These activities include base depots (the requirements for which vary by Theater and Locality), aircraft assembly depots, experimental stations, in-transit depots, stations for higher headquarters, rest camps, air transport stations, miscellaneous headquarters, bomb survey boards, Disarmament Commands, Post Hostilities Activities, etc., for which equipment must be provided. The tables of organization and tables of equipment are a convenient

and simple means for a Staff agency in the United States to do its job easily but they place the people in the Theater of War in a straight jacket.

3. Some illustrative examples of difficulties encountered follow. These are noted in considerable detail in an effort to present a picture of conditions as they existed, and not as a critical statement.

a. When it became necessary to establish bases in Russia for shuttle bombing operations, it was necessary to dispatch non-standard units. It was essential that we keep the size of the organization to an absolute minimum by use of Russian labor and to use special equipment including personal equipment suitable to the climate. No standard table of organization and table of equipment was applicable. Whereas the Air Force procured items of supply and equipment were authorized for this project without delay or difficulty, including items of equipment which had to be procured from the United States, Army Service Forces procured supplies and equipment required lengthy negotiations and detailed explanations before they could be authorized and issued. Part of one convoy was missed as a result.

b. For the past year, meteorological supplies have been in extremely critical supply in WTO. Although repeated requisitions were placed on Communications Zone, sufficient stocks were not available and as a result, weather operations have been curtailed to a considerable extent from time to time. In December 1944 the lack of supplies became so critical that the entire upper air program in the United Kingdom and on the Continent threatened to collapse, unless adequate supplies were made available. To alleviate this critical condition a conference was held on 27 December 1944, at Communications Zone to discuss this matter and initiate action to secure an adequate supply of required supplies. Although subsequent arrangements made with Communications Zone regarding issues of Meteorological supplies, and action by Communications Zone with the Zone of Interior, have resulted in increased issued of required supplies to the Air Forces, the time consumed through endless explanation was almost disastrous.

c. On 7 October 1944, requisition covering 10 each facsimile Transceivers RC-120 (AN/TXC-1) large drum (12" x 18") and other items, was placed on Communications Zone by Base Air Depot Area, with a request that the first two Transceivers be shipped by air priority 1 at the earliest possible date, if not available in the Theater, with the remaining 8 to be shipped by fast vessel. The above two transceivers, to be shipped by air priority one, were received by the 18th Weather Squadron on approximately 22 January 1945, however, these machines were not the type specified. Instead of being large drum (12" x 18") they were small drum (6" x 9"). The 18th Weather Squadron accepted these two transceivers to be used on a loan basis until the correct type machines could be secured. At the time these transceivers were requisitioned it was the understanding of USSTAF and Communications Zone that this was an item of common supply, however,

information was received in January 1945, that the AN/TXC-1 Facsimile Transceiver was a peculiar item and accordingly, on 27 January 1945, requisition was forwarded through air channels to the United States by Base Air Depot Area for ten each AN/TXC-1 Facsimile Transceivers. All ten of these transceivers were received expeditiously. This instance also illustrated the disadvantage in having two sources of supply because of the difficulty of determining in the field the proper source. Lists have recently been published supporting to delineate between the two types of supplies. However, these lists are constantly in the process of revision. Pending such revision, supply personnel in the field are, of course, unaware of the changes which have been made and delays, such as the one illustrated above, occur not infrequently. In a fast moving Air War such delays cost lives.

d. Ordnance equipment has never been allocated by Headquarters, Communications Zone, in sufficient quantities to fill all shortages existing in the Air Force at any time. This condition is not confined to individual instances, but has existed for the period of nearly three years that the Air Forces have operated in the ETO. If T/E equipment and adequate replacement for T/E equipment has been shipped to the Theater on approved War Department T/E basis, (which would be the normal basis for such shipments) Headquarters, Communications Zone has failed to allocate and supply the Air Forces their full quota. In addition, the rate of replacement of wornout equipment and battle losses, of Ordnance equipment, has never been sufficient to meet requirements. Whenever special operational requirements have arisen, sufficient equipment to meet these requirements has seldom been released from Theater stocks. Supply has been delayed awaiting arrival of equipment from the Zone of Interior.

e. On 26 August 1943, the Eighth Air Force requested authorization for approximately 3900 vehicles over and above current TBA and TE allowances, which were considered essential to combat operations. As requested by Communications Zone, voluminous detailed data were submitted listing the units for which the vehicles were required, function of the units, the reasons for the requirements. Over five months later, on 4 February 1944, USSTAF was informed by Communications Zone that it was not considered advisable to approve the requirement, and further stated that efforts would be made to furnish vehicles on an individual requisition basis, where the need was fully substantiated and the availability of vehicles permitted. It was the opinion of USSTAF that such information had already been furnished in sufficiently great detail for the overall requirement. The lack of this equipment compelled revision of operational plans.

f. Late in January 1944, USSTAF requested immediate release of one hundred 2-1/2 ton cargo trucks to handle urgent shipments of ammunition to combat stations. The trucks were released after considerable discussion and only upon the understanding that the trucks were charged against allocations of the Ninth Air Force. USSTAF had indicated that the

Eighth Air Force was short 2-1/2 ton trucks but according to Communications Zone records, the Eighth Air Force had more than were authorized. Upon release of the trucks Communications Zone also demanded complete status of authorized and on hand 1-1/2 ton and 2-1/2 ton cargo trucks in the Eighth and Ninth Air Forces. The records on the status of these vehicles as furnished to Communications Zone by USSTAF clearly indicated their current status but a complete separate report was nevertheless demanded.

g. On 2 February 1944, the Ninth Air Service Command forwarded a request to Communications Zone for vehicles required by a provisional unit. Although the Ninth Air Force was short almost every type of vehicle, of which fact Communications Zone must have been aware, the request was returned by Communications Zone through USSTAF, stating that any supplies required by provisional units must be furnished from supplies under control of the Commander organizing such units. A WD circular was quoted as authority for the disapproval. Again it is emphasized that units in combat must be furnished supplies on a basis of need and that references to regulations in reply to requests for supplies represents evasions which do not help combat units. Such a system of supply has not kept up with the demands of modern warfare.

h. On 5 February 1944, USSTAF requested the Commanding General, ETOUSA, to furnish fourteen 2-1/2 ton, 6 x 6, tank gasoline, 750 gallon, for reissue to QM Truck Battalions. The requested gasoline trucks were authorized as a substitute for 2-1/2 ton cargo trucks by T/O and E 10-56 18 August 1943. The necessity for such vehicles as insurance against any delay in combat operations, was clearly indicated in the correspondence. On 12 February 1944, the request was returned with Communications Zone disapproved. Disapproval was based on the statement that all production of the subject vehicle would be absorbed to the fall of 1944. It was not apparent that any special effort had been made to procure the vehicles, even though it might have involved a request to the United States for a very small change in production schedules in the United States.

i. On 10 February 1944, as a direct result of an urgent request for forty-six sedans from the Eighth Air Force, Communications Zone was requested to furnish one hundred seventeen passenger vehicles. Background for requesting one hundred seventeen sedans was that on 7 July 1943, Communications Zone had approved the issue of two hundred sixty sedans over and above T/BA at the rate of fifty per month. Only one hundred forty-three sedans had been received. The request for one hundred seventeen represented the balance of the previous Communications Zone approval and not an additional request. In reply to the request USSTAF was advised that the procurement of sedans was difficult and the present supply limited, but that action was being taken to supply forty-six vehicles within the limitations of procurement against authorized allowances of T/O units.

Throughout the war in Europe the dependence of the Air Forces upon the Ordnance Department for automotive equipment has constituted

a major difficulty. In view of the fact that the Air Forces have been able to reduce the number of aircraft on the ground for lack of parts to less than 1-½ percent, it is not understandable why a far less complicated problem should not have been easily solvable. If the Air Force had been able to apply the same methods used in aircraft supply and maintenance to all automotive equipment required for its operations, the unsatisfactory situation noted would not have existed.

j. During the past winter, it became necessary for the Air Forces to withdraw allowances of blankets and overshoes for use by ground forces. When the theater issued instructions covering the turn-in of the above items, it was directed that they be turned in by "all troops in the United Kingdom", as such items were urgently needed by front line troops. While the Air Force has never seriously complained over giving up items which were needed more by combat infantry troops, the Air Forces did object to preferential treatment being given to ground combat personnel while Air Force combat personnel were likewise operating under the same or worse conditions. After voicing this objection the Air Force was able to obtain permission to retain their full allowance of blankets for combat men and also a small percentage of overshoes for guards, mechanics, and certain personnel working under cold muddy conditions. The main objection here is that the Army Service Forces think in terms of armies, divisions and combat infantry men, and seldom in terms of Air Forces, groups, and combat flying personnel. This situation has occurred in several instances and has required strenuous action to correct.

k. Another problem facing the Air Forces has been the insufficient allowance (2 suits) of work coveralls for mechanics. This was not the case when the Air Forces procured and supplied these coveralls. A large number of Air Force mechanics must work around grease and oil and it is unavoidable that in a short time coveralls become extremely dirty and greasy. Combined with very slow laundry service in the Theater, this creates an intolerable situation. General Eisenhower during an inspection of Burtonwood Air Depot in the spring of 1944 recognized our need and directed the issue of four coveralls per mechanic. In spite of this, requisitions for additional suits were disapproved by the ASF and the intolerable situation continued. Work under these conditions is bound to affect the morale and efficiency of mechanics, as well as creating a bad impression of Air Force standards.

l. On 3 June 1943, requisition was placed by Eighth Air Force on Communications Zone for fifty teletypewriter sets TG-19 and ten reperforator sets TG-13. The items were requested under the highest possible priority in order to adequately equip headquarters installations throughout the Eighth Air Force. The equipment was set up for shipment to NTO on 17 July 1943. Later Communications Zone advised that due to unavailability the shipment was scheduled for 26 October 1943. The shipping date was changed again and Communications Zone advised that the United States would

would ship twenty-five TG-19s the end of December and the remaining TG-19s the end of January 1944. On 15 February, Communications Zone advised that the twenty-five TG-19s were not shipped at the end of December and that Communications Zone was again checking by cable to ascertain a definite shipment date. The ten reperforator sets TG-13 were received on 13 January 1944. Failure to receive fifty teletypewriter sets TG-19 over an eight month period and the delay in furnishing the reperforators prohibited the installation of required teletypewriters in the Eighth Air Force and prevented the Royal Air Force from meeting their own requirements since the Eighth Air Force was forced to continue to use Creed machines borrowed from them. The absence of this equipment had a direct effect on combat operations.

m. On 19 June 1943, requisition was placed by Eighth Air Force on Communications Zone for sixty spare part groups for teletypewriter machines. Communications Zone was asked to furnish twenty-three groups immediately, the next seventeen by the end of 1943, and the remaining twenty in 1944. On 6 November, Communications Zone furnished thirty substitute groups. The substitute kits were short a considerable number of critical items and Communications Zone was requested to promptly fill these shortages. On 9 January 1944, a teletype was sent to Communications Zone asking immediate shipment of certain critical teletype spare parts and requesting that if these items could not be furnished immediately, permission be given to request the items direct from the U.S. Air Service Command. Communications Zone stated parts were not available but that they would cable the United States for them if desired. Request for authority to contact U.S. Air Service Command was repeated and finally granted by the Signal Division, Communications Zone. And Air Priority one shipment of the parts was received in ETO two weeks from time of demand on U.S. Air Service Command.

n. On 23 July 1943, requisition was placed by Eighth Air Force on Communications Zone for one hundred tool kits for GNE maintenance. Shipment was requested in monthly increments to be completed on 15 December 1943. In December 1943, Communications Zone advised that tool kits would be shipped when available.

o. Until the winter of 1943, quantities of HE bombs on hand in ETO were adequate. At this time, the rate of operations was stepped up considerably and demands for additional bombs to meet these increased operational rates were submitted direct to Headquarters, Army Air Forces by Eighth Air Force Headquarters and later by USSTAF Headquarters. First demands were submitted in December 1943. These demands were not satisfied and as of April 1945 we reached the point where operations were definitely curtailed because HE bombs had not arrived in adequate quantities.

Reasons given by the War Department for not furnishing bombs in quantities demanded were:

(1) One 2-1/2 months' stocks of bombs were authorized for this theater. This 2-1/2 months' stock was determined by multiplying the average monthly expenditure in tons by 2 1/2. For example, if we dropped 50,000 tons per month, our authorized level was to be 125,000 tons. Since there are many types of bombs, the 125,000 tons must be divided among these many types. The result was to have only a comparatively small quantity of each type at each operational field and as a consequence we are unable to operate steadily with the most effective bomb for the day's target.

(2) Production facilities in the United States have been taxed to such an extent that the United States is unable to produce the bombs in the quantities by type demanded by us for theater stock. It was also stated that types desired could be furnished within current production capabilities only if USSTAF would predict at least six months in advance the exact quantity type which would be expended each month. This headquarters replied that such predictions could not be made since the quantity and type depended upon targets attacked and targets were not known this far in advance. The reply to this was that we must accept tonnage regardless of type. Consequently we were forced to drop 2000 lb. bombs on targets calling for 500 pounders in some areas and vice versa. The "versa" did little damage.

p. But limited success has attended Air Force efforts to obtain allocations of shipping to the Air Forces so that ships could be loaded to meet Air Force requirements and routed to ports where facilities were available for unloading and the supplies needed. The principal reason advanced against this is that Air Corps cargo is "balloon" cargo and a ship cannot be unit loaded with this type cargo.

The successful delivery of five ship loads of cargo, including equipment, ammunition and bombs, construction materials, initial supplies and POL to the Russian bases for shuttle bombing operations is a good example of the successful independent shipment of Air Force requirements. The "balloon" cargo problem was easily solved in this shipment.

q. The unloading of Air Cargo, including aircraft at places where it is extremely difficult to assemble and process has been a serious problem. Personnel frequently found themselves in the hopeless position of

being separated from equipment. Any possible economy in vessel turn-around time was offset by the time lost in preparing the equipment and units so that they could be used after they arrived.

Air Force organizations have frequently arrived in Theaters and have, for months, been a burden rather than an aid in the prosecution of the war due to the refusal to ship units and equipment in the same convoys because of loss in turnaround time. What loss in time might result was not properly weighed against the saving accrued by landing an outfit ready for work. That situation still exists in the current redeployment plans.

4. Recommendation.

It is recommended that a suitable agency in Headquarters AAF undertake a study of the logistic requirements of Air Warfare in the light of current war experience with a view to creating a self-contained supply and maintenance system capable of exploiting to the maximum the time and space factors peculiar to war in the air.

HUGH J. KNERR
Major General, U.S. Army
Deputy Commanding General for
Administration
USSTAF

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DECLASSIFIED
DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1954
By PLAT/PAC JC, Date 11-10-75

Air Force Logistics

IN TURN AC/AS, Plans
AC/AS, Materiel & Services
Special Projects

Chief of the Air Staff

21 May 45

1

PWT/eva/5265

For comment and return to Chief of Air Staff.

1 Incl
Ltr to CG, AAF frm
Gen.Knerr dtd 10 May
above subj.

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

DISPATCHED
21 MAY 1945
AFSAS

SAS 400 ETO (2)

Copy for SAS

SAS 400 ETO (2)

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DECLASSIFIED
DECLASSIFIED
DOD 1175
8 Jan. & 20 June 1974
By ALN/PRC NC. Date 11-10-75

Supply by Air

AC/AS, Operations, Commitments & Requirements — 7 June 45

Chief of Air Staff — PWT/eva/5265[5]

1. The Chief of the Air Staff has approved Comment No. 3. He feels, however, that AC/AS, OC&R should monitor the representatives of AC/AS, Plans, AC/AS, OC&R, and AC/AS, M&S in the preparation of the plan. When the plan is prepared and approved by the Chief of Air Staff, AC/AS, OC&R will be the office of primary interest to implement the approved plan.

2. It is desired that preparation of this plan be initiated as soon as practicable.

Signed

Incl
n/c

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

RECEIVED
8 JUN 945
AFSAC

DECLASSIFIED
Per SOS.
SB - 400 FTS (87)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ALN/PKC NARS, Date 11-10-75

Supply by Air

IN TURN AC/AS, Plans
AC/AS, Operations, Commitments & Requirements
AC/AS, Materiel & Services

21 May 45

1

Chief of Air Staff

PWT/eva/5265

1. For comment and return to Chief of Air Staff.

2. Comments should include the advisability of appointing a committee of representatives of the above offices in order to study the implications involved in introducing the ideas set forth in the attached paper with a view of controlling supply and resupply by air in the war against Japan.

1 Incl
Ltr to CG, AAF frm
Gen. Knerr dtd 10 May
w/1 incl above subj.

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 400 E70 (8)

DISPATCHED
21 MAY 45
AFOAS

File

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Copy for SAS

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SAS 400 8 70 (8)

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DECLASSIFIED
DOD Dir. 5200.9
E.O. 10501 as amd. & 20 June 1974
By ALNPAC NC Date 11-18-75

4 May 1945

MEMORANDUM FOR: The Chief of Air Staff

SUBJECT: Termination of Shipments of Materiel to ETO and MTO ~~SECRET~~

1. The following is a recapitulation of actions taken by or through the Central M&S VE-Day Committee with respect to materiel demobilization and movement of supplies and equipment within the last week. This committee is an overall monitoring agency consisting of representatives from all divisions and offices within M&S which are involved in the various phases of redeployment and materiel demobilization.

a. On 26 April a directive was dispatched to the Air Technical Service Command advising that command to implement the WX-9 for airplanes, excepting certain airplanes as directed by the Chief of Air Staff, and the complementary spare parts, organizational equipment and supply schedules. This action has the effect of placing AAF production procurement on a One-Front War basis.

b. On 2 May the Air Technical Service Command was notified by telephone to send in the officers previously chosen to sit, along with representatives from the M&S Traffic Division, as AAF members of the Transportation Corps Railroad Shipping Committee, which is a central War Department committee charged with notifying railroads of War Department instructions concerning the stoppage or diversion of materiel en route to ports for shipment overseas.

c. At approximately 2200 hours, 2 May, instructions were issued to the Air Transport Command to apply the previously arranged embargo plan to all materiel being carried by the Air Transport Command to the MTO. This action was consistent with instructions by OPD.

d. On 3 May at approximately 830 hours the Director, Air Technical Service Command, was orally notified to implement immediately the sections of the AAF materiel demobilization plan covering movement of materiel to both the ETO and MTO. This order had the effect of stopping at source all Air Corps supplies and equipment to ETO and MTO, except emergency requisitions, materiel needed in redeployment, and materiel requisitioned for ATC, AACS and AAF Weather Service bases and activities.

e. On 3 May at approximately 1600 prepared cable to the Commanding General, ETO from the Commanding General, AAF - signed Marshall - notifying that theater that pending notification from the ETO of any requirements necessitating different action, all materiel for Air Forces in ETO and MTO, except emergency requisitions, materiel required in redeployment, and items requisitioned for ATC, AACS and AAF Weather Service bases and activities was stopped.

f. After advice, at approximately 1045 hours on 4 May, that the above cable which had been coordinated with OPD (General Craig and

~~SECRET~~ DECLASSIFIED

Tansy) was being dispatched by the Message Center took the following action:

(1) Orally notified General Lutes, ASF Headquarters, so that ASF agencies would be consistently advised concerning ASF materiel for Air Force units.

(2) Orally notified Transportation Corps "Action 28 Committee" (this committee stops and reroutes, where necessary, materiel in ships at sea).

(3) Orally notified Transportation Corps Railroad Shipping Committee, referred to above, so that "stop orders" would be issued on materiel for ETO not marked "Ship" which was en route by rail.

(4) Orally notified ATC to apply the embargo to shipments of materiel not marked "Ship" to ETO as well as MTO.

(5) Dispatched confirming teletypes to ATC and ATSC.

2. As a result of the foregoing actions all instructions necessary to be issued to AAF and ASF organizations to terminate shipments of materiel for active air war in ETO and MTO have been issued.

3. A copy of this memorandum is being sent to the AC/AS, OC&R so that any notification of the actions described above which is necessary to be given to other agencies of the Air Staff may be accomplished by the OC&R Redeployment Control Center.

Signed

cc: AC/AS, OC&R

E. M. POWERS
Brig. General, U. S. A.
Actg. Asst. Chief of Air Staff
Materiel & Services

SPS 400 ETO (6)

TO: AC/AS, Materiel & Services
Attn: COLONEL BONNER

DATE 19 January 45

COMMENT NO. 2
WMK/eva/5458

FROM: Chief of the Air Staff

Attached surplus property report by General Frank is being forwarded for immediate action. It is suggested that you collaborate with Lt. Colonel Clements in the interpretation of this report.

Inform me of the action taken by February 1.

Signed

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

[illegible]
19 JAN 1945
AAG

SAS 400 ETO (2)

SECRET DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 Sep. & 30 June 1979
By AIN/PKC JC Date 11-10-75

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
COLONEL JOHN S. FISHER/cip/4300
AFDRS-4
Wrtn 21 Jan 1944 INITIALS

21 JAN 1944

MEMORANDUM FOR THE CHIEF OF STAFF: (Attention: G-3 Division and G-4 Division IN TURN)

Subject: Organizational Equipment for Certain Non Standard Organizations in the United Kingdom

I. Discussion

1. The units covered by the attached Tables of Equipment are non standard organizations set up under Manning Tables in accordance with the "Air Force Augmentation Plan for the European Theatre of Operations". These units have been, and are being, activated in the European Theatre of Operations according to the flow chart specifying such activations for the period of October 1943 to June 1944. Organizational equipment to completely equip these units is not available in the United Kingdom; furthermore, the Arms and Services concerned have not taken steps to ship the required equipment from the Zone of the Interior because no Tables of Basic Allowances or Tables of Equipment existed on which to base such shipment.

2. Attached are proposed Tables of Equipment for the organizations in question. They have been prepared by the Air Forces concerned and forwarded to Headquarters, Army Air Forces, for formal processing. These Tables have been requested by the Commanding General, European Theatre of Operations, and are considered reasonable.

3. In order to complete the formal processing of a Table, a long period of time, usually not less than 30 days, is required.

II. Action recommended

The Secretary of War directs, pending approval of formal Tables of Equipment, that necessary action be taken to adjust preshipment schedules for European Theatre of Operations units based on the attached proposed Tables of Equipment.

For the Commanding General, Army Air Forces:

Signed
EDWIN S. PERRIN
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

Dispatched
26 Attachs
Proposed T/Es

Carrie Ray Offer

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COPY FOR GENERAL GILES

Air de 400 ETO

SAS 400
ETO

SECRET

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NC; Date 11-10-75

14 March 1945

MEMORANDUM FOR GENERAL ARNOLD:

Subject: General Frank's Report of Surplus Property

1. To improve AAF procedures for the determination of excess property and the segregation and reporting of such excess to the designated disposal agency in accordance with General Frank's recommendations, the following action has been taken:

a. The two-month delay in Headquarters, AAF and MAC (Air) in processing reports of excess aircraft from the theaters of operation has been reduced to three or four weeks.

b. As a result of a cable, MTO published Circular 14 on 25 January which gave definite instructions and procedures relative to theater stock levels and reporting of surplus property.

c. General Frank now is covering the Pacific Ocean Area and the Southwest Pacific, and will soon visit CBI. He intends to introduce the reporting procedures presently set up in ETO in an effort to have all theater commanders follow one standard procedure.

2. The following recommendations for establishment by the disposal agency of organizations and procedures sufficient to handle the problem were submitted to the Special Representative of the Under Secretary of War and FEA on 23 January:

a. To relieve theater commanders of the responsibility of storing and guarding surplus property indefinitely, that immediate action be taken by the disposal agency to build up the necessary organization to accomplish speedy disposals;

b. That all aircraft surpluses within theaters of operation be reportable to one disposal office in the theater which should be located in the vicinity of the Headquarters of the AAF Chief of Supply;

c. That the disposal agency make plans to take over as soon as possible the Army warehouses storing surplus property;

d. That in the sale of machine tools and production equipment priority be given to countries which have been stripped of equipment by the enemy;

e. That action be taken to develop a national policy covering the currencies that may be accepted in the sale of surplus property. At present FEA regulations require payment only in U.S. dollars whereas U.K. will not release dollars for this purpose.

Signed DECLASSIFIED
PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NC, Date 1/10/75

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DECLASSIFIED

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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SHS 400 ETO

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION:

~~SECRET~~ DECLASSIFIED

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: LC; Date 11-12-75

15 January 1944

MEMORANDUM FOR GENERAL H. H. ARNOLD:

Subject: European Theater Surplus Property Survey.

1. Attached hereto is a copy of report on surplus property and surplus bases in the ETO and the MTO. During the trip covered in this report, conferences were held with the Air Force Commander in the ETO, his Deputy for Administration and Supply and with various Air Force Supply and Maintenance Staff in Paris, London, Burtonwood and Warton. In addition there were conferences in London with Mr. William Brinckerhoff, Chief of Aviation Division of FEA in Washington; Mr. Francis Jarvis, Chief of the Aviation Division, State Department, and the FEA representatives in London, including Colonel Joseph Green. Also a conference was held with members of General Wayne Allen's staff of Theater Communications Zone Headquarters, which staff is handling surplus property problems for the Theater Commander.

2. In the Mediterranean Theater, conferences were held with the Air Force Commander, with his Air Service Commander and with various members of the Air Service Command Staff in charge of surplus property administration. Also there was a conference with General McNarney, Theater Commander and members of his G-4 staff who were handling surplus property regulations.

3. The surplus property problem in the European Theater seems to have been planned and is being handled efficiently. The main difficulties are:

a. Inadequate organization of the disposal agency.

b. Difficulties in payment on sales of surplus property due to present regulations requiring payment in dollars.

c. The delay by Headquarters, Army Air Forces in Washington, in processing Theater reports of excess aircraft.

In the MTO, all of the above problems exist and in addition:

a. The reporting of surplus property to the disposal agency is more difficult as the only FEA representative in the Theater is located in Algiers. I am advised that this soon will be remedied by the placing in Naples of an FEA aircraft representative with adequate instructions to act.

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3. Although scrap and salvaged materials are being sold in Italy, it is impossible for the purchaser to remove such materials since he has no transportation and the Air Force has none available with which to make delivery.

4. There seems to be a policy, not only in England, but also in France, Italy and the North African Theater that the English are to be favored as the recipient on either a sale or Lend-Lease basis for United States excess and surplus property. It is believed that more advantageous disposal can be accomplished to neutral countries like Sweden, Turkey and Portugal than to England and it is suggested that this source of outlet be exploited to a greater extent. German occupied countries like France, Belgium, Holland and Italy have been thoroughly stripped of raw materials and machinery. The employment of Nationals in these countries as protection against uprising is considered an international problem and it is my opinion that any contribution through our surplus property disposal that could be made by making the usable surplus available for raw material purposes would be to the advantage of the United States Army and the American people as it would, by that much, create employment and thus help protect the international situation.

5. It must be realized by agencies handling this surplus property that most of it is not worth in real value the money being spent on it for guard, warehousing, stockkeeping and transportation. And the sooner it is disposed of, and giving it away would be an economical, profitable act in most cases, the sooner the Government will cease paying for a dead horse - and the sooner surplus property will cease being a liability to the Armed Forces and the Tax payer.

The Air Force has done more toward disposal of surplus property in ETO than any other supply service. Procedures have been established and property segregated so that, given the necessary authority from the disposal agency, decisive action can and will be taken promptly.

6. Attention has been called in this report to the fact that proper procedures have been adopted by Air Forces on the question of surplus and excess stocks. Attention has also been called to the fact that until the FEA has the proper organization it will not be possible to sell much of this surplus. Again, attention is called to the fact that Air Service Commands should act more promptly in the disposition and transfer of surplus at stations which are to be abandoned. This will allow more prompt relief of detachments charged with handling these supplies.

W. H. Frank

WALTER H. FRANK
Major General, U. S. Army

1 Incl.
Report

HEADQUARTERS ARMY AIR FORCES ~~SECRET~~

ROUTING AND RECORD SHEET DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Report of Surplus Property in MTO and ETO

TO: Chief of the Air Staff

DATE 25 Jan 1945

FROM: AC/AS, Materiel & Services

DECLASSIFIED DOD ltrs. 8 Jan & 20 June 1974 By [illegible] NLC: Date 11-20-75

COMMENT NO. 3
JHS:sc:3380

1. The recommendations contained in the subject report fall into two general classifications:

a. Improvements in AAF and War Department procedures for the determination of excess property and the segregation and reporting of such excesses to the designated agency as surplus.

b. The expeditious establishment of a disposal agency organization and procedures sufficient to handle the varied types of surplus property which the Air Forces are now declaring to it and in the volume which will multiply many times on V-E day.

2. There are listed below the recommendations pertaining to intra-AAF or War Department procedures and operations, together with actions initiated to implement the recommendations:

a. (1) Recommendation (Part 1, page 15, paragraph 3)

(a) It is recommended that Headquarters, Army Air Forces, review its procedure for the processing of aircraft reported excess to it so that such processing time may be cut down, thereby relieving the theater of a considerable burden in the storage and maintenance of excess aircraft.

(2) Action

(a) The above recommendation was submitted as a result of a complaint made by ETO respecting the length of time required by Headquarters AAF to process and issue disposition instructions on their excess aircraft report dated 4 November 1944.

(b) An investigation revealed that approximately two (2) months elapsed before Headquarters AAF issued disposition instructions to ETO in reply to their letter of 4 November 1944. The cause for this unusual delay in processing these excess aircraft is as follows: Since the Air Staff had been operating upon the policy that no aircraft were to be returned to the United States from overseas theaters, action was initiated on 16 November to declare these fifty-one (51) aircraft as excess to military requirements. However, in view of the prospective shortage of heavy bombers which

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3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Report of Surplus Property in MTO and ETO

TO:

DATE

FROM: (Continued)

COMMENT NO. 3

was expected to develop during 1945 should the two-front war continue, the Chief of Air Staff, on 12 December, approved the return of certain aircraft to meet urgent requirements. After an investigation revealed that the heavy bombers would not be used in connection with the Weary Willie Project, instructions were issued to return to the United States thirty-four (34) heavy bombers and the remainder were declared excess to AAF requirements.

In the meantime, the theater had been requested to return three (3) P-47's and action was continued to process the remaining fighters as excess to military requirements. Final disposition instructions have now been furnished on all aircraft reported in ETO's letter of 4 November.

(c) It is believed that the delay experienced in this particular instance is an exceptional one and normally the time lapse from the date an excess report is received from a theater to the date disposition instructions are furnished the theater will be approximately three (3) or four (4) weeks, which is not excessive since excess reports must be processed through the MAC (Air) prior to declaration as surplus to the War Department. This matter is being taken up with MAC (Air) with the view of reducing time of processing through that Committee.

b. (1) Recommendation (Part 2, page 13, paragraph 2)

(a) Urge the MTO Commander to issue as quickly as possible a directive defining stock levels above which items may be considered excess, and procedures for reporting as surplus the various types of Air Force property.

(2) Action

(a) The following paraphrased cable was sent to Commanding General, Air Service Command, Naples, Italy: GENERAL FRANK'S REPORT ON MTO SHOWS THAT THEATER COMMANDER HAS NOT ISSUED DIRECTIVES SETTING FORTH PROCEDURES FOR DISPOSITION OF SURPLUS PROPERTY AND ENABLING AUTHORIZATIONS FOR AIR FORCE COMMANDER TO PROCEED THEREWITH. ACCORDING TO REPORT THESE DIRECTIVES WERE BEING PREPARED WHEN GENERAL FRANK WAS IN MTO. ADVISE THIS HEADQUARTERS IF DIRECTIVES HAVE BEEN ISSUED NOW AND IF SUFFICIENT AUTHORITY IS

DECLASSIFIED

3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET ~~SECRET~~ DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Report of Surplus Property in MTO and ETO

TO: DATE

FROM: (Continued) COMMENT NO. 3

THEREIN GRANTED TO PERMIT SPEEDY REPORT OF SURPLUS SUPPLIES AND TO BACK UP SALVAGE OF COMBAT AIRCRAFT COMPONENTS BY AIR FORCE COMMANDER IF DIRECTED TO DO SO BY DISPOSAL AGENCY. FEA WASHINGTON STATES THAT ITS REPRESENTATIVE EDMUNDS WILL PROCEED SHORTLY TO MTO.

At the present time no reply has been received from this cable. However, on receipt of reply you will be advised by supplement to this R & R.

c. (1) Recommendation (Part 1, page 14, paragraph 2)

(a) It is recommended that the intra-Army Air Forces procedures for the reporting and segregation of excess property now in the European Theater of Operations be adopted as standard in all theaters with such variations as may be necessary.

(2) Action

(a) Since General Frank is leaving within the next few weeks for the Pacific Ocean Area, the Southwest Pacific Area, the India-Burma Theater, and the China Theater, it is recommended that he, in his visits, explain the ETO and MTO procedures for intra-AAF reporting and segregation of excess supplies and suggest that similar procedures be adopted in all theaters, with the variations necessary because of local conditions.

3. There is attached a memorandum to the Special Representative of the Under Secretary of War containing recommendations pertaining to organization, problems and suggested procedures for the guidance of the designated Disposal Agency. Since the submission of this report, the Director of War Mobilization has authorized the War and Navy Departments to dispose of their own surpluses in foreign theaters. This has been implemented by the Secretary of War and Navy by the creation of a Joint Army Navy Liquidation Commission, which will in the near future, take over the disposal functions formerly assigned to the Foreign Economic Administration. It is contemplated that the Liquidating Commission will also take over the organization of the Aircraft Division, FEA, which will handle through Theater Liquidating Commissions the disposal of surplus aircraft, aircraft components and certain other AAF aircraft supplies and ground equipment.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Report of Surplus Property in MTO and ETO

TO:

DATE

FROM: (Continued)

COMMENT NO._____

It is understood that the Special Representative of the Under Secretary of War has forwarded this memorandum with his comments to the Deputy Commissioner of the Joint Army Navy Liquidating Commission.

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

Incls.
Incl. 1 - n/c
Incl. 2 - Memo from Spec. Rep. of Under Sec. of War

~~SECRET~~ DECLASSIFIED

AS400820 (2)

PAGE _____

3-1109 A.F.

23 January 1945

MEMORANDUM FOR: Special Representative of the Under Secretary of War

SUBJECT: Recommendations to Assist in Disposal of Surplus Property in Overseas Theaters

1. In a report recently submitted by Major General Walter H. Frank, following his visit to the European Theater of Operations and the Mediterranean Theater of Operations, certain recommendations were made to improve procedures and operations of FEA in the disposal of surplus AAF supplies and equipment in those theaters.

2. Since it is understood that the surplus disposal activities of FEA will shortly be assumed by the Joint Army-Navy Liquidating Commission, it is suggested that these recommendations together with your comments be forwarded to the Commission for its guidance.

3. Recommendations:

a. So that Theater Commanders may be relieved of the responsibility of guarding and storing for an unnecessarily long time surplus property reported to the Disposal Agency and to allow Theater Commanders to make the most efficient use of manpower for the prosecution of the war, it is recommended that the Joint Army-Navy Liquidating Commission take steps as quickly as possible to build up an organization in each theater for the expeditious disposal of property reported to it.

b. Since all AAF excess supplies and equipment located in any one theater of operations are reported by the using organization through supply channels to the AAF Chief of Supply for the Theater, who determines what portion is excess to his requirements, it is recommended that there be established one (1) Liquidating Commissioner for each theater to whom surplus property may be reported. It is further recommended that the division of his office charged with the disposal of surplus aircraft, components, and aeronautical equipment be located as near as possible to the office of the AAF Chief of Supply.

c. In order that depot personnel, now occupied in guarding and storekeeping surplus property, may be free for redeployment as hostilities terminate in any theater, it is recommended that the Joint Army-Navy Liquidating Commission make plans to acquire personnel capable of taking over the operation of surplus storage depots. The AAF Commanders in the European

Incl. #2

Theater of Operations and the Mediterranean Theater of Operations have indicated a willingness to turn over to the Joint Army-Navy Liquidating Commission such civilian and military personnel as may be necessary for a limited period, upon assumption of such responsibility by Joint Army-Navy Liquidating Commission pending the acquisition of an adequate organization by the Disposal Agency.

d. In the disposal of surplus property, particularly machine tools and other production equipment, in the European Theater of Operations, it is recommended that priority be given to those countries which have been occupied and stripped of such equipment by the Germans, and that sales within the United Kingdom be made only when the requirements of occupied nations have been satisfied. Even though surplus supplies and equipment are physically located in the United Kingdom, there are possibilities of sales to other countries at the present, notably Sweden, which has indicated an interest in the acquisition of such property and which has transportation facilities available to remove the property.

e. At the present time, FEA representatives in the European Theater of Operations and the Mediterranean Theater of Operations are authorized to consummate sales of surplus property only for dollars. This precludes almost all sales in the United Kingdom, as it is the present position of the British Government that dollars will not be released for the purchase of surplus property not needed for essential civilian use. In Italy the situation is even more aggravated as the Italian government and nationals have no dollars and in fact have, in most cases, only the lira printed and given to the Italian government by the Allied Commission.

It is recommended therefore that the Joint Army-Navy Liquidating Commission make an immediate survey of this problem, as disposal in both these countries will be almost non-existent until some solution of this problem is found.

For the Commanding General, Army Air Forces:

FREDERICK M. HOPKINS, JR.
Brigadier General, U.S.A.
Redistribution & Salvage Officer
Army Air Forces

AFDRE-4

R.A.Clements
Lt.Col. AC/sc

Ltr 600 ETO

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Report of Surplus Property in MTO & ETO.

TO: General Timberlake

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: [illegible] LC; Date [illegible]

DATE 15 Jan. 1945

FROM: General Arnold

COMMENT NO. 1

It is desired that you read this report over very carefully to determine what action must be taken to provide for complete settlement of all supplies, equipment, and fixtures in the European Theater when the war is over.

It is believed that as much of this action as is possible should be taken in advance so as to relieve responsible officers in this theater from any unnecessary worry, thus eliminating all unnecessary correspondence on this subject.

Incl.
Report to Gen. Arnold
1/15/45 from Gen. Frank.

H.H.A.

TO: AC/AS, Materiel & Services
Attn: ~~COLONEL BONNER~~ TRV

DATE 19 January 45

COMMENT NO. 2
WMK/eva/5458

FROM: Chief of the Air Staff

Attached surplus property report by General Frank is [redacted] forwarded for immediate action. It is suggested that you collaborate with Lt. Colonel Clements in the interpretation of this report.

Inform me of the action taken by February 1.

PWT

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SECRET DECLASSIFIED

PAGE 1 SAS 400 ETO (2) 3-1109 A.F.

AF HQ-12

HEADQUARTERS AAF

ROUTING SLIP

TO ➡ OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Col Fitzpatrick	19 APR 1945
2. SAS	
3.	
4.	
5.	

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

	COORDINATION		NOTE AND RETURN		INFORMATION
	NECESSARY ACTION		RECOMMENDATION	X	FILE
	SEE OR PHONE ME		APPROVAL		SIGNATURE

COMMENT

Thanks

Capt Wright

FROM ➡	OFFICE & INDIVIDUAL	PHONE
	AF Dmc	3930

3-210. AF Rev. 1 Aug 1944

HQ. A A F

20 APR 1945

CLASSIFIED MAIL SECTION

APR 20 '45 PM

IN

SECRETARY, AIR STAFF

AF HQ-32

HEADQUARTERS AAF

ROUTING SLIP

TO → OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Col Lane	For Mr
2.	
3.	
4.	
5.	

FOR → FOLLOWING ACTION(S) AS CHECKED

COORDINATION	NOTE AND RETURN	INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE OR PHONE ME	APPROVAL	SIGNATURE

COMMENT

See attached note
re delay there

DC

FROM →	OFFICE & INDIVIDUAL	PHONE
	T. A. FITZPATRICK Colonel, G.S.C. ~~Secretary of AF Staff~~	5789

S-210, AF Rev. 1 Aug 1944

AF HQ-12

HEADQUARTERS AAF

ROUTING SLIP

TO ➡ OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Maximum Center	31 Mar
2. (Col. Wood)	
3.	
4.	
5.	

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

COORDINATION	NOTE AND RETURN	INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE OR PHONE ME	APPROVAL	SIGNATURE

COMMENT

This to you might be interested in Sec'l Arnold's activities. Please note & return to this office

TAF

FROM ➡	OFFICE & INDIVIDUAL	PHONE
	T. A. FITZPATRICK Colonel, G.S.C. Secretary of Air Staff	5790

3-238, AF Rev. 1 Aug 1944

Miss Ingram

There will be other reports covering all theaters — All should be filed together —

We may need this at a later date — Can we be sure Central Files has it where we can get it easily?

Vernice

AF NO-12

HEADQUARTERS AAF

ROUTING SLIP

TO ➔ OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Gen Twiss Recleade	
2.	
3.	
4.	
5.	

FOR ➔ FOLLOWING ACTION(S) AS CHECKED

	COORDINATION		NOTE AND RETURN		INFORMATION
	NECESSARY ACTION		RECOMMENDATION		FILE
	SEE OR PHONE ME		APPROVAL		SIGNATURE

COMMENT

FROM ➔	OFFICE & INDIVIDUAL	PHONE
	Dan	

S-218, AF Rev. 1 Aug 1944

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REPORT TO GENERAL ARNOLD

SUBJECT: Disposition of Surplus Property in the European Theater of Operations and the Mediterranean Theater of Operations.

In compliance with a directive from General ARNOLD to Major General WALTER H. FRANK, dated 3 October 1944, copy of which is attached hereto, and marked Exhibit "A", I departed the United States for the European Theater of Operations and the Mediterranean Theater of Operations, 14 December 1944. In addition to the crew of the airplane assigned to me, there were in the party:

Brigadier General	LELAND W. MILLER
Colonel	HOWARD C. SMITH
Lt. Colonel	ROBERT M. CLEMENTS
1st Lieutenant	JAMES L. MURPHY, Jr.

On 30 December 1944, we were joined in London by Brigadier General ROBERT E. WOOD (Retired), who was with us for the remainder of the trip. We were also met in London by WILLIAM BRINCKERHOFF, Chief Aviation Division, Foreign Economic Administration, and FRANCIS JARVIS, Chief Aviation Division, State Department, for conferences relative to the disposition of aircraft, components, and supplies, in the United Kingdom.

In both the European Theater of Operations and the Mediterranean Theater of Operations, we met with the Air Force commanders and with the appropriate Air Force supply officers. The report of findings follows with those covering the European Theater of Operations designated as Part I, and those covering the Mediterranean Theater of Operations as Part II. The Log of the journey is attached as Exhibit "B".

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PART I

Contents

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PART I

A. GENERAL:

In the European Theater of Operations, the disposal of excess Army Air Force installations, equipment and supplies does not constitute a major problem. Since installations have, in almost every case, been procured on a reciprocal aid basis, the problem of their disposition, when they become excess, is comparatively simple as it is necessary only to remove equipment and supplies and to turn the facility over to the owning nation. Some depots will, however, have to be retained until all Army Air Force supplies and equipment have been disposed of. Insofar as equipment and supplies are concerned, the continuation of the war in Europe has made possible the usage of a sizeable portion of the stocks which, at one time, were thought to be excess.

B. SUPPLIES AND EQUIPMENT ON HAND:

Based upon the assumption made earlier in the year that VE-Day would occur on or about 1 October 1944, action was taken by the Base Air Depot Area stock control to determine those items of Air Force supply which could immediately be declared excess to requirements. These assumed excesses were then ordered packed for water shipment and directed to certain holding depots to await final disposal instructions. The amounts were substantial because the Theater stock level was over that authorized by the McNarney Directive.

Circumstances have now changed. The operational requirements were greater in November than at any other time in the history of the Base Air Depot Area. Supplies previously considered excess and placed in holding depots are being drawn back into active supply channels for issue. The stock control system established early in 1944 is functioning reasonably well.

Consumption data is reasonably accurate. Present requisitioning is based on consumption data. If it is now assumed that VE-Day will occur on or about 30 June 1945, the Theater stock level at that time will be reasonably normal and the present apparent excesses reduced, always excepting excesses occurring as a result of theater obsolescence.

The chart following is an estimate, made by General SPAATZ's Staff, of the supplies which will be on hand in the Theater as of 30 June 1945, requiring disposal action. Column 1 represents Air Force supplies now in this Theater. Column 2 indicates that quantity of supplies which is now in excess of authorized Theater level and which, from present indications, will be consumed by issues to operating units between now and 30 June 1945. Column 3 represents one year's requirements for an Occupational Air Force and the Air Transport Command. Column 4 represents requirements for redeployed units. Column 5 is that property which will be returned to the United States under authority of Technical Order CO-35A-32. For the purposes of this estimate, the amount is assumed to be zero for the reason that the items authorized for return under this Technical Order are in critical and short supply in the States and in this Theater. Therefore, it is presumed that for all practical purposes, any of such items existing in this Theater will be needed in the building of the stock level for the Occupational Air Force, the Air Transport Command and redeployed units. Column 6 is an estimate of the supplies which would be returned to the United States if Technical Order CO-35A-32 is amended in accordance with General KNERR's recommendation to the effect that certain supplies of a durable nature not peculiar to specific aircraft should be returned to the States for the use of the post-war

Air Force which will undoubtedly be placed in the position of having to operate under a greatly reduced appropriation. These recommendations were forwarded to the Commanding General, Army Air Forces, by letter Headquarters Air Service Command, United States Strategic Air Forces in Europe, dated 15 December 1944, file 400.703, Subject: Surplus Property. Column 7 represents an estimate of those supplies then remaining out of the normal Theater stock level on which disposal action must be taken. It is estimated that the 86,049 tons of property which will be excess on VE-Day will be constituted as follows:

1. Spares peculiar to combat aircraft ... 48,950 tons
   (Foreign Economic Administration has authority to instruct the Air Forces to salvage and scrap this material.)
2. Spares peculiar to transport and communication aircraft ..... 13,011 tons
   (Estimated excess on VE-Day and surplus if not needed elsewhere.)
3. General Army Air Forces supplies and equipment ..... 24,088 tons
   (All supplies such as stocks not in 1. and 2. preceding.)

It will be necessary for the disposal agency to set up an organization and facilities necessary to dispose of approximately 37,099 tons of material.

-1-		-2-	-3-	-4-	-5-	-6-	-7-		
AIR FORCE SUPPLIES IN ETO		REQUIRED FOR OPERATIONS*	ONE YEAR STOCK PILE FOR OAF AND ATC	FOR REDEPLOYED UNITS	TO BE RET'D TO U.S. UNDER AUTH. T.O. DO-35A-32	TO BE RET'D IF TO IS AMENDED	FOR DISPOSAL		
CLASS	QUANTITY						PECULIAR TO COMBAT A/C	SALEABLE AF SUPPLIES & EQUIPMENT	TOTAL
01	37,908	9,040	5,044	1,043		219			22,522
02	56,408	13,537	7,497	1,548		937			32,889
03	12,218	2,902	1,622	341		802			6,551
04	5,911	1,413	783	164		3,020			531
05	7,382	1,765	981	206		3,268			1,162
06	4,721	1,127	625	131		605			2,233
07	3,687	880	428	103		525			1,751
08	3,022	723	400	84		1,406			409
10	4,744	1,137	630	133		2,625			219
11	9,193	2,203	1,221	257		3,007			2,505
12	796	190	121	26		0			459
13	3,000	718	398	84		166			1,634
15	3,480	832	461	97		0			2,090
17	4,463	1,065	590	127		2,224			457
18	1,635	390	216	45		685			99
19	3,739	894	495	104		1,865			381
20	1,293	309	171	36		7			770
21	1,810	432	240	50		0			1,088
23	17,797	4,263	2,363	498		7,800			2,873
24	2,428	580	321	68		0			1,489
25	4,195	1,003	557	117		1,742			776
28	263	61	34	7		53			108
29	3,290	785	424	89		1,073			919
30	5,112	1,223	678	143		0			2,044
TOTAL:	198,495	47,582	26,300	5,501	0	32,029	48,950	37,099	86,049

* Represents that portion of supplies on hand in excess of the authorized Theater level which it is estimated will be consumed by operational requirements through 30 June 1945.

C. RETURN OF ARMY AIR FORCE INSTALLATIONS:

Procedure for the return to the British of all Air Force Installations in the United Kingdom is established by United States Strategic Air Forces in Europe Regulation. Briefly, this regulation provides that when such installations are no longer required, notice of intent to vacate shall be made to British Air Ministry, and United Kingdom Base Section Commander, the latter being responsible for the transfer to the British. At the "marching out" ceremonies, which are under the supervision of the appropriate Base Section commander, receipts for initial issue of post, camp, or station property, and Condition Reports are exchanged by the Station Commander and the Royal Air Force Equipment Officer, copies being transmitted to the Chief Engineer, European Theater of Operations, who is responsible for making any necessary adjustments for shortages in the Summary Report under Reciprocal Aid.

No procedure has been established by Supreme Headquarters Allied Expeditionary Force for the return of abandoned installations on the Continent excepting in the case of airfields. The Deputy Supreme Commander, Allied Expeditionary Force, is responsible for the allocation and assignment of available airfields and provision is made in Supreme Headquarters Allied Expeditionary Force Air Staff Standard Operating Procedure, dated 24 November 1944, for notice to be given to that Headquarters when an airfield is no longer required by the American Air Forces. Further responsibility for such airfields rests with Supreme Headquarters Allied Expeditionary Force.

A list of Army Air Force Installations in the United Kingdom and on the Continent, with notation of those installations which have been returned or abandoned, is included herewith. To date, 153 stations have been returned to the British.

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SECTION A

AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF STATION	RY LINE	DISTS OF UK BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
* NoNo.	Burton Rough								9th AF	
101	High Wycombe (Camp Lynn)	Bucks	High Wycombe	Bucks	LNE	ED	PNT	High Wycombe 2100 (Pinetree)	8th AF	AF Hq; Hq,325th Photo Wg Rcn
102	Alconbury	Hunts	Huntingdon, N.	Hunts	LNE	ED	ALC	Huntingdon 535	8th AF	FC
103	Brampton Grange	Hunts	Huntingdon, N.	Hunts	LNE	ED	BMP	Huntingdon 441	8th AF	Hq,1st Bomb Div
104	Hardwick	Norfolk	Harleston	Norfolk	LNE	ED	HDK	Long Stratton 275	8th AF	2nd Bomb Div
105	Chelveston	Northants	Higham Ferrers	Northants	LMS	ED	CLV	Raunds 164, 167	8th AF	1st Bomb Div
106	Crafton Underwood	Northants	Cranford	Northants	LMS	ED	GUN	Cranford 254	8th AF	1st Bomb Div
107	Molesworth	Hunts	Kimbolton	Hunts	LMS	ED	MOL	Brythorne 241-4	8th AF	1st Bomb Div
108	Old Catton (Camp Thomas)	Norfolk	Norwick	Norfolk	LNE	ED	KHI	Norwich 20254, 20257	8th AF	
109	Podington	Beds	Irchester	Northants	LMS	ED	POD	Bedford 0711	8th AF	1st Bomb Div
110	Polebrook	Northants	Oundle	Northants	LMS	ED	PLK	Oundle 2230	8th AF	1st Bomb Div
111	Thurleigh	Beds	Sharnbrook	Beds	LMS	ED	THU	Bedford 0211	8th AF	1st Bomb Div
112	Bovingdon	Herts	Hazel Hempstead & Boxmoor	Herts	LMS	ED	BOV	Bovingdon 2296; Boxmoor 396	ED,ATC	
113	Cheddington	Bucks	Cheddington	Bucks	LMS	ED	CDD	Aston Abbotts 261	8th AF	FC
114	Hethel	Norfolk	Wymondham	Norfolk	LNE	ED	HET	Wymondham 2231	8th AF	2nd Bomb Div
115	Shipdham	Norfolk	Yaxham	Norfolk	LNE	ED	SHP	Shipdham 263; Dereham 100	8th AF	2nd Bomb Div
116	Elvedon Hall (Camp Blainey)	Suffolk	Thetford	Norfolk	LNE	ED	THE	Thetford Trk Sub-7; Newmarket 780; Bury St. Edmunds 1140-3	8th AF	Hq, 3rd Bomb Div
117	Kimbolton	Hunts	Kimbolton	Hunts	LMS	ED	KBM	Kimbolton 311	8th AF	1st Bomb Div
118	Wendling	Norfolk	Wendling	Norfolk	LNE	ED	SHP	Wendling 251	8th AF	2nd Bomb Div
119	Horham	Suffolk	Horham	Suffolk	LNE	ED	HHM	Diss 254	8th AF	3rd Bomb Div
120	Attlebridge	Norfolk	Lenwade	Norfolk	LNE	ED	ATB	Honingham 271	8th AF	2nd Bomb Div
121	Bassingbourne	Cambs	Royston	Herts	LNE	ED	BAS	Royston 2271	8th AF	1st Bomb Div
122	Steeple Morden	Cambs	Ashwell & Morden	Cambs	LNE	ED	STP	Steeple Morden 267	8th AF	2nd BD;65th Ftr Wg
123	Horsham St.Faith	Norfolk	Norwich Thorpe	Norfolk	LNE	ED	HSF	Norwich 20254	8th AF	2nd Bomb Div
124	Tibenham	Norfolk	Tivetshall	Norfolk	LNE	ED	TIB	Tivetshall 251	8th AF	2nd Bomb Div
125	Bungay	Suffolk	Bungay	Suffolk	LNE	ED	DUY	Bungay 92	8th AF	2nd Bomb Div
126	Rattlesden	Suffolk	Stowmarket	Suffolk	LNE	ED	RAT	Bildesdon 351;Stowmarket 367	8th AF	3rd Bomb Div
* 127	Little Staughton	Hunts	St. Neots	Hunts	LNE	ED	LTS	Colmworth 48	8th AF	

* - Abandoned or vacated

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	DISTS FROM BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
128	Deenethorpe	Northants	Geddington	Northants	LMS	ED	DPE	Benryfield 232	8th AF	1st Bomb Div
* 129	St. Eval	Cornwall	St.Columb Road	Cornwall	GW	SD	STE	Padstow 150	8th AF	
130	Glatton	Hunts	Holme	Hunts	LNE	ED	GLA	Peterborough 4056-9	8th AF	1st Bomb Div
131	Nuthampstead	Herts	Royston	Herts	LNE	ED	HUD	Barkway 211;Buntingford 144	8th AF	1st Bomb Div
* 132	Beccles	Suffolk	Beccles	Suffolk	LNE	ED	BUY	Beccles 2197	ASC	
133	East Wretham	Norfolk	Wretham & Hockham	Norfolk	LNE	ED	WRE	Thetford 2151	8th AF	1st BD;67th Ftr Wg
134	Eye	E.Suffolk	Eye (Freight) Mellis (Pers)	Suffolk	LNE	ED	EYE	Diss 295	8th AF	3rd Bomb Div
* 135	Hepworth	Norfolk	Thetford Bridge	Suffolk	LNE	ED	THE	Bury St. Edmunds 1111	8th AF	
136	Knettishall	Suffolk	Thetford	Norfolk	LNE	ED	KNE	Stanton 222; Thetford 3251	8th AF	3rd Bomb Div
137	Lavenham	Suffolk	Cockfield	Suffolk	LNE	ED	LAV	Bury St. Edmunds 1151	8th AF	3rd Bomb Div
138	Snetterton Heath	Norfolk	Eccles Rd.	Norfolk	LNE	ED	SNT	Attleborough 2163	8th AF	3rd Bomb Div
139	Thorpe Abbotts	Norfolk	Diss	Norfolk	LNE	ED	TAS	Diss 260; Dickleborough 248	8th AF	3rd Bomb Div
* 140	Winfarthing	Norfolk	Diss	Norfolk	LNE	ED		Bressingham 273	8th AF	
141	Bodney	Norfolk	Watton	Norfolk	LNE	ED	BDY	Great Cressingham 207; Swaffham 321	8th AF	1st BD;67th Ftr Wg
142	Deopham Green	Norfolk	Attleborough	Norfolk	LNE	ED	DEO	Attleborough 3156	8th AF	3rd Bomb Div
143	North Pickenham	Norfolk	Swaffham	Norfolk	LNE	ED	PIC	Holmhale 264	8th AF	2nd Bomb Div
144	Old-Buckenham	Norfolk	Attleborough	Norfolk	LNE	ED	BUC	Attleborough 3184	8th AF	2nd Bomb Div
145	Rackheath	Norfolk	Salhouse	Norfolk	LNE	ED	RKH	Norwich 25191	8th AF	2nd Bomb Div
146	Seething	Norfolk	Ditchingham	Norfolk	LNE	ED	SEG	Bungay 211	8th AF	2nd Bomb Div
147	Kettoringham Hall	Norfolk	Hethersett	Norfolk	LNE	ED	KHI	Norwich 26191	8th AF	Hq,2nd Bomb Div
* 148	Beaumont	Essex	Thorpe-Le-Soken	Essex	LNE	ED			8th AF	
* 149	Birch	Essex	Marks Tey	Essex	LNE	ED	THE	Marks Tey 255	IX TCC	IX TCC
150	Boxted	Essex	Ardleigh	Essex	LNE	ED	BXD	Colchester 4496	8th AF	2nd BD;65th Ftr Wg
* 151	Butley	Suffolk	Wickham Market	Suffolk	LNE	ED	MTS	Woodbridge 465	8th AF	
152	Debach	Suffolk	Woodbridge	Suffolk	LNE	ED	DEH	Charsfield 213	8th AF	3rd Bomb Div
153	Framlingham	Suffolk	Framlingham	Suffolk	LNE	ED	FRA	Saxmundham 244	8th AF	3rd Bomb Div
* 154	Gosfield	Essex	Halstead	Essex	LNE	ED		Halstead 300	9th AF	AFSC
155	Great Ashfield	Suffolk	Elmswell	Suffolk	LNE	ED	GAF	Elmswell 341	8th AF	3rd Bomb Div
156	Mendlesham	Suffolk	Mendlesham	Suffolk	LNE	ED	MAM	Stowmarket 420	8th AF	3rd Bomb Div
157	Raydon	Suffolk	Raydonwood	Essex	LNE	ED	RDN	Hadleigh 214 (Suffolk County)	8th AF	3rd BD;66th Ftr Wg
158	Sudbury	Derby	Sudbury	Derby	LMS	[illegible]	SGB	Burton-on-Trent Trk Sub-12; Tutbury (Derby) 6401	ASC	BADA

* - Abandoned or vacated

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	DISTS RR LINE	DISTS TWX SIGN	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
159	Wormingford	Suffolk	Chappel	Suffolk	LNE	ED	WOD	Colchester 3982	8th AF	3rd BD;66th Ftr Wg
160	Marks Hall	Essex	Kelvedon	Essex	LNE	ED	SJB	Colchester Trk Sub-12-16	9th AF	
161	Boreham	Essex	Chelmsford	Essex	LNE	ED		Braintree 745; Chelmsford 3423	ADC	2nd CCRC; 4th CCRC
162	Chipping Ongar	Essex	Ongar	Essex	LNE	ED	Ongar	230	ADC	1st CCRC; 3rd CCRC
* 163	Cold Norton	Essex	Cold Norton	Essex	LNE	ED	SJB		8th AF	
* 164	Great Dunmow	Essex	Dunmow	Essex	LNE	ED		Great Dunmow 250; Bishop Stortford 1121	9th AF	
165	Little Walden	Essex	Linton	Essex	LNE	ED	HAK	Saffron Walden 3382	8th AF	2nd BD;65th Ftr Wg
* 166	Matching	Essex	Sawbridgeworth	Essex	LNE	ED	MAG	Bishop Stortford 1016	9th AF	AFSC
167	Ridgewell	Essex	Yeldham	Essex	LNE	ED	RIG	Great Yeldham 272	8th AF	1st Bomb Div
* 168	Rivenhall	Essex	Kelvedon	Essex	LNE	ED	RIV	Braintree 321	9th AF	
169	Stansted	Essex	Stansted(Engr Sup) Bishops Stortford (A/C Supp)	Essex	LNE	ED	SMF	Bishop Stortford 1150,1127 (Generate)	ASC	BADA
* 170	Wethersfield	Essex	Thaxted	Essex	LNE	ED		Hedingham 160	9th AF	AFSC
* 171	Stisted Hall	Essex	Braintree	Essex	LNE	ED			8th AF	
172	Snethisham	Norfolk	Snettisham	Norfolk	LNE	ED	SEH	Hunstanton 304-6	8th AF	FC
* 173	Dunkeswell	Devon	Honiton	Devon	SR	SD	DKL	Luppitt 51; Honiton 317	9th AF	
174	Sudbury	Suffolk	Sudbury	Suffolk	LNE	ED	SDY	Sudbury 2273 (Suffolk)	8th AF	3rd Bomb Div
* 175	Mousehole	Cornwall	Penzance	Cornwall	GW	SD		Mousehole 259	8th AF	
* 176	Narborough	Norfolk	Narborough & Pentney	Norfolk	LNS	ED			8th AF	
* 177	Ludham	Norfolk	Wroxham	Norfolk	LNE	ED	CHL	Potter Heigham 296	8th AF	
* 178	Matlask	Norfolk	Corpustry & Saxthorpe Sta.	Norfolk	GN	ED		Matlask 263	9th AF	
179	Harrington	Northants	Kelmarsh	Northants	LMS	ED	HAJ	Maidwell 251; Northampton 4691	8th AF	FC
* 231	Kircassock House	N.Ireland	Lurgan	N.Ireland	GN	WD		Lurgan 67	8th AF	
* 232	Long Kesh	N.Ireland	Lisburn	N.Ireland	GN	WD	LKH	Hillsborough 276	8th AF	
* 233	Belfast (Victoria Brks)	N.Ireland	Belfast	N.Ireland	BCD	WD	DSC	Belfast 28171-5	8th AF	
234	Mount Farm	Oxon	Culham	Oxon	GW	SD	MFM	Clifton Hampden 47; Nuneham Courtney 230	8th AF	325th Photo Wg Rcn

* - Abandoned or vacated

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	DISTS OF UK BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
* 235	Nutts Corner	N.Ireland	Crumlin	N.Ireland	GN	WD	NCN	Crumlin 284	1404th AAF Base Unit, ED, A	
* 236	Toome	N.Ireland	Toome	N.Ireland	LMS	WD	TOO	Magherfelt 102	ASC	
237	Greencastle	N.Ireland	Warrenpoint	N.Ireland	GN	WD	GEC	Kilkeel 295; Newry 453	ASC	DADA
* 238	Cluntoe	N.Ireland	Cookstown	N.Ireland	LMS	WD	TOE	Drummany 218	ASC	
* 239	Maghaberry	N.Ireland	Moira	N.Ireland	GN	WD		Maze 238	ASC	
* 240	Mullaghmore	N.Ireland	Galleymoney	N.Ireland	LMS	WD		Aghadowey 212	8th AF	
341	Bushey Hall	Herts	Watford Jct	Herts	LMS	ED		Colindale 6565; Watford 6633; (Ajax)	8th AF	FC Hq
342	Atcham	Shrops	Shrewsbury	Salop	GW	WD	CDD	Shrewsbury 4483	8th AF	FC
343	Biggin Hill	Kent	Hayes	Kent	SR	SD	BIG	Ravensbourne 0194	9th AF	
* 344	Eglinton	N.Ireland	Eglinton	N.Ireland	LMS	WD		Eglinton 225	8th AF	
345	Goxhill	Lincs	Goxhill	Lincs	LNE	ED	GOX	Barrow-on-Humber 321	8th AF	FC
* 346	High Ercall	Shrops	Crudgington	Salop	GW	WD		Wellington 710	8th AF	
* 347	Ibsley	Hants	Ringwood	Hants	SR	SD		Ringwood 540	9th AF	
* 348	Kenley	Surrey	Upper Warlingham	Surrey	SR	SD	KEN	Uplands 1191	8th AF	
* 349	Kirton-in-Lindsey	Lincs	Kirton Lindsey	Lincs	LNE	ED	KIR	Kirton-in-Lindsey 341	8th AF	
* 350	Lurgan	N.Ireland	Lurgan	N.Ireland	GN	WD			8th AF	
* 351	Merston	W.Sussex	Chichester	Sussex	SR	SD		Chichester 3261	8th AF	
* 352	West Hampnett	Sussex	Chichester	Sussex	SR	SD	TAN	Chichester 3255	8th AF	
* 353	Colerne	Wilts	Box	Wilts	GW	SD	COL	Chippenham 2737	9th AF	
* 354	Iceland									
* 355	Coltishall	Norfolk	Coltishall	Norfolk	LNE	ED	CHL	Coltishall 311	8th AF	
356	Debden	Essex	Newport	Essex	LNE	ED	DEB	Saffron Walden 3164	8th AF	2nd BD;65th Ftr Wg
357	Duxford	Cambs	Whittlesford	Cambs	LNE	ED	DUX	Royston 2291	8th AF	3rd BD;66th Ftr Wg
* 358	Earls Colne	Essex	Earls Colne	Essex	LNE	ED		Earls Colne 331	ASC	
* 359	Great Sampford	Essex	Saffron Walden	Essex	LNE	ED	SFW	Radwinter 61	8th AF	
* 360	Ouston	Durham	Stocksfield	Northumberland	LNE	ED	OUS	Stanfordham 261	8th AF	
* 361	Snailwell	Suffolk	New Market	Suffolk	LNE	ED	SNL	Newmarket 767	9th AF	
* 362	Ford	Sussex	Ford	Sussex	SR	SD	FNR	Littlehampton 720	8th AF	
* 363	Tangmere	Sussex	Chichester	Sussex	SR	SD	TAN	Chichester 2643	8th AF	
* 364	Gloucester	Glos	Gloucester	Glos	GW/LMS	[illegible]	GLC	Springwell 2000	8th AF	
365	Halesworth	Suffolk	Halesworth(Pass) Brampton (Supp)	Suffolk	LNE	ED	HWT	Halesworth 183	8th AF	2nd Bomb Div

* - Abandoned or Vacated

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AAF I.C.	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	LMS	DISTS UK BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
366	Metfield	Suffolk	Harleston	Norfolk	LNE	ED	MFL	Hailsworth 187; Linstead 241	ED, ATC	
367	Kings Cliffe	Northants	Kings Cliffe	Northants	LMS	ED	KNG	Wansford 333	8th AF	1st BD; 67th Ftr Wg
368	Wittering	Northants	Wansford	Northants	LMS	ED	WIT	Stamford 2251	8th AF	1st BD; 67th Ftr Wg
369	Martlesham	Suffolk	Woodbridge	Suffolk	LNE	ED	MTS	Kesgrave 71	8th AF	1st BD; 67th Ftr Wg
370	Saffron Walden	Essex	Newport	Essex	LNE	ED	SFW	Saffron Walden 3161	8th AF	2nd BD; 65th Ftr Wg
371	Sawston Village	Cambs	Whittlesford	Cambs	LNE	ED	SAS	Sawston 180	8th AF	3rd BD; 66th Ftr Wg
372	Walcot Hall	Northants	Wansford	Northants	LMS	ED	WTH	Stamford 2051	8th AF	1st BD; 67th Ftr Wg
373	Leiston	Suffolk	Leiston	Suffolk	LNE	ED	LES	Saxmundham 94	8th AF	3rd BD; 66th Ftr Wg
374	Bottisham	Cambs	Bottisham & Lode	Cambs	LNE	ED	BTM	Bottisham 291	8th AF	
375	Honington	Suffolk	Barnham	Suffolk	LNE	ED	HON	Bury St. Edmunds 1185	8th AF	1st BD; 67th Ftr Wg
376	Watton	Norfolk	Watton	Norfolk	LNE	ED	WAN	Watton 321	8th AF	325th Photo Wg Recn
377	Wattisham	Suffolk	Stowmarket	Suffolk	LNE	ED	WTM	Bildeston 216, Ext 104; Hadleigh 201	8th AF	2nd BD; 65th Ftr Wg
378	Fowlmere	Cambs	Shepreth	Cambs	LNE	ED	FER	Royston 2303	8th AF	3rd BD; 66th Ftr Wg
379	St. Germain	France					AEW	Wildewing (Main) 130	USSTAF	Hq, USSTAF (Main) Hq, ASC USSTAF (Main)
• 380	Bath	Somerset	Bath	Somerset	GW/LMS	SD			ASC	
381	Paris (45 Sharron)	France							ASC	
382	Sudbury (Constitution Hill)	Suffolk	Sudbury	Suffolk	LNE	ED			ASC	BADA
383	Bolleville	France							ASC	302nd Transport Wg
384	Toussus le Noble	France						A-46 on SHAEF Board	ASC	302nd Transport Wg
385	Le Bourget	France							ASC	302nd Transport Wg
386	Paris (Rue de Tillsitt at Champs Elysees)	France							ASC	302nd Transport Wg
387	Northolt	Middlesex	Ruislip	Middlesex	GW	ED		Ruislip 3022	ASC	302nd Transport Wg
388	Marseille	France							ASC	BADA
• 401	Haseley Court	Oxon	Tiddington	Oxon	GW	SD	HAX	Oxford 48444-7	9th AF	AFSC
• 402	Arborfield Cross	Berks	Reading	Berks	GW/SR	SD		Arborfield Cross 363	9th AF	
• 403	Kingston Bagpuize	Berks	Oxford	Oxon	GW	SD		Abingdon 750 (Glamour)	9th AF	
404	Chilbolton	Hants	Stockbridge	Hants	SR	SD		Andover 2287, 9 (Girlfriend)	IX TCC	IX TCC
• 405	Hamstead Borough (Elsworth Rd; Wadham Gardens)	Middlesex	Euston Station	Middlesex	LMS	CD		Primrose 5103, 5110; Gulliver 5633	9th AF	

389 Compiegn
390 Bryanston Square
391 Ognon, France
392 Chateau Rothchild, Boulogne, France
393 Hotel Bellevue, Verdun, France
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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	DISTS OF UK BASE	TWO CAL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
* 406	Andover	Hants	Andover	Hants		SD		Andover 2371, Ext. 55	9th AF	
* 407	Thruxton	Hants	Weyhill	Hants	GW	SD	TXN	Lambourne 3162	9th AF	
* 408	Beaulieu	Hants	Beaulieu Rd	Hants	SR	SD		Beaulieu 262, 3; Brockenhurst 3251-2	9th AF	
* 409	Uxbridge	Bucks	Uxbridge	Middlesex	SR	ED		Uxbridge 2073	9th AF	
* 410	Lashenden	Kent	Headcorn	Kent	SR	SD		Headcorn 281	9th AF	
* 411	High Halden	Kent	Headcorn	Kent	SR	SD		High Halden 318-9	9th AF	
* 412	Headcorn	Kent	Headcorn	Kent	SR	SD		Headcorn 326	9th AF	
* 413	Staplehurst	Kent	Headcorn	Kent	SR	SD		Staplehurst 284-5	9th AF	
* 414	Winkton	Hants	Christchurch	Hants	SR	SD		Belfast 27871	9th AF	
* 415	Bisterne	Hants	Ringwood	Hants	SR	SD		Ringwood 96-97, 331	9th AF	
* 416	Christchurch	Hants	Christchurch	Hants	SR	SD		Christchurch 1221-3	9th AF	
* 417	Ashford	Kent	Ashford	Kent	SR	SD	AIT	Ashford 870-3	9th AF	
* 418	Kingsnorth	Kent	Ashford	Kent	SR	SD		Ashford 629	9th AF	
* 419	Woodchurch	Kent	Ashford	Kent	SR	SD		Tenderton 198-9	9th AF	
* 420	Popham	Hants	Micheldever	Hants	SR	SD			9th AF	
* 421	Chapel Row	Berks	Midham	Berks	GW	SD	ADN		9th AF	
* 422	Gt. Barrington	Glos	Shipton	Glos	GW	SD		Gt. Barrington 221	9th AF	
* 423	Cokethorpe	Oxon	Witney	Oxon	GW	SD			9th AF	
* 424	Sole Common	Berks	Boxford	Berks	GW	SD		Newbury 1452	9th AF	
* 425	Scorton	Yorks	Catterick Br	Yorks	LNE	ED	SCO		9th AF	
* 426	Stanlake Park	Berks	Twyford	Berks	GW	SD		Twyford 175	9th AF	
* 427	Langton	Dorset	Blandford	Dorset	SR	SD			9th AF	
* 428	Coleby Grange	Lincs	Harmston	Lincs	LNE	ED	CGE	Wavenby 202, 247	9th AF	
429	Crookham Common	Berks	Newberry	Berks	GW	SD		Newberry 1414	IX TCC	IX TCC
* 430	Drems	E.Lothian	Drems	E.Lothian	LNE	ND	DRM		9th AF	
* 431	Dering Woods	Kent	Pluckley Sta	Kent	SR	SD		Headcorn 283	9th AF	
* 432	Charborough Park	Dorset	Bailey Gate	Dorset	SR	SD		Starminster Marshall 76	9th AF	
433	Bishopstrow	Wilts	Warminster	Wilts	GW	SD	GAP	Warminster 477-8	9th AF	
* 434	Chisledon	Wilts	Swindon	Wilts	GW	SD			9th AF	
* 435	Erle Stoke Village	Wilts	Edington	Wilts	GW	SD			9th AF	
* 436	Bois	Essex	Halstead	Essex		ED			9th AF	
* 437	Norman Court	Hants	Salisbury	Hants		SD			9th AF	

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RR LINE	DISTS IN UK	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
* 438	Brenzett	Kent	Appledore	Kent	SR	SD			9th AF	
* 439	Aldergrove	Antrim,NI	Crumlin	Antrim		WD	ALD		9th AF	
* 440	Breamore	Hants	Downton	Hants	SR	SD			9th AF	
* 441	Bruern Abbey	Oxon	Kingham,Shipton	Oxon	GW	SD			9th AF	
442	Totton	Hants	Totton	Hants	SR	SD			9th AF	
* 443	St. Mary's Hill	Glamorgan	Brigend	Glamorgan	GW	WD			9th AF	
* 444	Stallington Grange	Staffs	Blythe Bridge	Staffs	SR	WD		Blythe Bridge 3144	9th AF	
* 445	Stiffkey	Norfolk	Wighton	Norfolk	LNE	ED			9th AF	
* 446	Taunton	Somerset	Taunton	Somerset	GW	SD	TNB	Taunton 2651	9th AF	
* 447	Weston Zoyland	Somerset	Bridgwater	Somerset	GW	SD	WNZ	Bridgwater 2841 (Tollgate)	IX TCC	IX TCC
* 448	Start Point	Devon	Kingsbridge	Devon	GW	SD			9th AF	
* 449	Middle Wallop	Hants	Grateley	Hants	SR	SD		Salisbury Trk Sub 16-17; Andover Trk Sub 14; Wallop 344	9th AF	
* 450	Zeals	Wilts	Gillingham	Wilts	SR	SD	ZLS	Bourton 301	9th AF	
* 451	Rudloe Manor	Wilts	Corsham	Wilts	GW	SD	SWC	Hawthorne 500; Chippenham 2217, 2294	9th AF	
* 452	Stoney Cross	Hants	Lyndhurst Rd(Pass) Totton (Supp)	Hants	SR	SD		Lyndhurst 198	9th AF	
* 453	Tarrant Rushton	Dorset	Wimbourne	Dorset	SR	SD	TTR		9th AF	
* 454	Warmwell	Dorset	Moreton	Dorset	SR	SD		Warmwell 377	9th AF	
* 455	Holemsly South	Hants	Holemsly (Pass) Ringwood (Supp)	Hants	SR	SD	HSY	Christchurch 452	9th AF	
* 456	Eastcote	Middlesex	Eastcote	Middlesex	GW	CD	NUN		9th AF	
* 457	Fairford	Glos	Fairford	Glos	GW	SD	FFD	Fairford 94	9th AF	
* 458	Down Ampney	Glos	Cricklade	Wilts	GW	SD	DMP	Cricklade 314	9th AF	
* 459	Blakehill Farm	Wilts	Cricklade	Wilts	GW	SD	BFM		9th AF	
* 460	Winkleigh	Devon	Eggesford	Devon	SR	SD	WKL	Winkleigh 88	9th AF	
* 461	Church Stanton	Somerset	Taunton	Somerset	GW	SD	CHN	Glagdonhill 351	9th AF	
* 462	Upottery	Devon	Honiton	Devon	SR	SD		Newark 2091	IX TCC	IX TCC
* 463	Exeter	Devon	Broad Clyst	Devon	SR	SD	EXE		IX TCC	IX TCC
* 464	Merryfield	Somerset	Honiton	Devon	SR	SD		Ilminster 262	IX TCC	IX TCC
* 465	Chalgrove	Oxon	Tiddington	Oxon	GW	SD	NAL	Oxford Trk Sub 81	IX TCC	IX TCC
466	Membury	Berks	Lambourn	Berks	GW	SD	MEM	Marlborough 416 (Tranquil); (Gibraltar)	IX TCC	IX TCC

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	DISTS OF UK BASE	TOW CAL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
467	Aldermaston	Berks	Aldermaston	Berks	GW	SD	MAS	Reading 1600; Heath End 315 (Treetop)	IX TCC	IX TCC
468	Bury St. Edmunds	Suffolk	Bury St. Edmunds	Suffolk	LNE	ED	BSE	Bury St. Edmunds 1111	8th AF	3rd Bomb Div
469	Ramsbury	Wilts	Hungerford	Berks	GW	SD	RBY	Ramsbury 208; Marlborough 417 (Torpedo)	IX TCC	IX TCC
470	Hitcham	Suffolk	Lavenham	Suffolk	LNE	ED	WJK	Ipswich 14; Stowmarket 375; Needham Market 110, 2	8th AF	AFSC; 4th SAD
* 471	Keevil	Wilts	Seend	Wilts	GW	SD	NRV	Keevil 96; Trowbridge 795	9th AF	
472	Sunninghill (Ascot)	Berks	Ascot	Berks	SR	SD	SJD	Ascot 1195 (Midnight)	1st AAA	Hq, 1st AAA; Hq, IX TCC
473	Bristol	Glos	Bristol	Glos	GW	WD	CUF	Bristol 45078	ASC	DADA (CSW)
474	Welford	Berks	Newbury (Pass) Welford (Supp)	Berks	GW	SD	WLD	Newbury 1460 (Topmast) (Gadget)	IX TCC	IX TCC
475	Medmenham	Bucks	Marlow	Bucks	GW	ED	MEM	Marlow 710	8th AF	AF
* 476	Aldermaston Court	Berks	Aldermaston	Berks	GW	SD		Woolhampton 210	9th AF	
* 477	N.Luffenham	Rutland	Luffenham	Rutland	LMS	ED		N. Luffenham 242	9th AF	
* 478	Woolfox Lodge	Rutland	Stamford Little Bytham (stores)	Rutland	LNE/LMS LNE	ED	WOO		IX TCC	
479	North Witham	Lincs	Corby	Lincs	LNE	ED	NQR	Grantham 960	IX TCC	IX TC Sv Wg(Prov)
* 480	St. Vincents (Grantham Lodge)	Lincs	Grantham	Lincs	LNE	ED	SVC	Grantham 990	9th AF	
* 481	Bottesford	Leice	Bottesford	Leics	LNE	ED	BOK	Bottesford 326	9th AF	
* 482	Balderton	Notts	Newark	Notts	LNE/LMS	ED	SDB	Newark 2091	IX TCC	
483	Barkston Heath	Lincs	Ancaster	Lincs	LNE	ED	DQY	Ancaster 63 (Tomato)(Gallows)	IX TCC	IX TCC
484	Folkingham	Lincs	Grantham (Pass) Billingborough	Lincs	LNE	ED	FBO	Folkingham 245-7 (Tractor)	IX TCC	IX TCC
* 485	Great Saling (Andrews Field)	Essex	Rayne	Essex	LNE	ED		Braintree 765 (Glutton)	9th AF	9th Bomb Div
486	Greenham Common	Berks	Newbury	Berks	GW	SD	GRC	Newbury 1415 (Trojan) (Transfer)	IX TCC	IX TCC
* 487	Charmy Down	Somerset	Bath	Somerset	GW	SD		Batheaston 8531	IX TCC	
* 488	Fulbeck	Lincs	Leadenham	Lincs	LNE	ED	FBS	Fenton Claypole 63	IX TCC	

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RR LINE	RR BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
489	Cottesmore	Rutland	Oakham	Rutland	LMS	ED	CDQ	Cottesmore 241 (Geyser) (Tucker)	IX TCC	IX TCC
* 490	Langar	Notts	Harby & Stathern	Notts	LNE	ED	LGR	Harby (Notts) 281	9th AF	
* 491	Bray Court	Berks	Maidenhead	Berks	GW	SD	SJB	Maidenhead 2584	9th AF	
* 492	Hurn	Hants	Christchurch	Hants	SR	SD	HRN	Northbourne 221	9th AF	AFSC
493	Wakerly (Spanhoe)	Northants	Wakerly & Barrowden	Northants	LMS	ED	TCB	Marcot 241 (Taxiway)	IX TCC	IX TCC
494	Henley-on-Thames	Oxon	Henley-on-Thames	Oxon	GW	SD		Henley 693, 912	ASC	70th Repl Depot
495	Tiverton	Devon	Tiverton	Devon	GW	SD		Tiverton 2438	ASC	70th Repl Depot
496	Granville	France							ASC	
497	Querqueville	France					FTR	Wicket Advanced	ASC	302nd Transport Wg
498	Ebrington	Glos	Campden	Glos	GW	SD		Paxford 237	ASC	70th Repl Depot
499	Higham Heath	Suffolk	Newmarket	Suffolk	LNE	ED		Newmarket 833	ASC	
500	Prestwick	Ayrshire	Prestwick	Ayrshire	LMS	WD	PWK	Prestwick 7272	1403rd AAF Base Unit, ED, ATC	
501	Stowmarket	Suffolk	Stowmarket	Suffolk	LNE	ED	BSE	Stowmarket 425	8th AF	AFSC
502	Tostock	Suffolk	Elmswell	Suffolk	LNE	ED	TOS	Beyton 262, 296	ASC	BADA (CSW)
503	Romsey (Stanbridge Earls)	Hants	Romsey	Hants	SR	SD	ROM	Romsey 255	ASC	70th Repl Depot
* 504	Portreath	Cornwall	Redruth	Cornwall	GW	SD	PTR	Redruth 470	ASC	
505	Neaton	Norfolk	Watton	Norfolk	LNE	ED	WAN	Watton 321; Norwich 53, 54	8th AF	AFSC; 3rd SAD
506	Milton Ernest	Beds	Oakley	Beds	LMS	ED	MAY	Oakley 316	8th AF	AFSC Hq
* 507	Perham Downs	Wilts	Ludgershall	Wilts	GW	SD		Tidworth 238	ASC	
* 508	Hurst Park (Known as Hurst Park Site - AAF-536)	Surrey	Hampton Court	Middlesex	SR	SD	AMN	Molesey 3345; (Windmill)	ASC	
509	Stone (Duncan Hall)	Staffs	Stone	Staffs	LMS	WD	SMN	Stone 490	ASC	
* 510	Heston	Middlesex	Southall	Middlesex	GW	CD	HES	Hounslow 2345	ASC	
511	Moulsford Manor	Berks	Cholsey & Moulsford	Berks	GW	SD		Cholsey 84	ASC	70th Repl Depot
512	St. Mawgan	Cornwall	Newquay	Cornwall	GW	SD	MCE	Newquay 2328	1406th AAF Base Unit, ED, ATC	
513	Liverpool (PID #1)	Lancs	Gt. Howard St. Stn.	Lancs	LMS	WD	LER	Liverpool Central 5398, 5390	ASC	BADA
* 514	Kirkby (PID #2)	Lancs	Simonswood Sdg	Lancs	LMS	WD	GPO	Kirkby 2186	ASC	
* 515	Wapley Common (PID #3	Glos	Wapley Common (Near Chipping-Sodbury)	Glos	GW	WD	SAG	Chipping Sodbury 246	ASC	BADA

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	DISTS OF UK MSN	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
516	St. Mellons (FID #4)	Mon	Marshfield	Mon	GW	WD	SAG	St. Mellons 272	ASC	BADA
517	Barnham (Little Heath Site)	Suffolk	Barnham	Suffolk	LNE	ED	THE	Elvedon 63	ASC	BADA
518	Stone (Deatty Hall)	Staffs	Stone	Staffs	LMS	WD	SWN	Stone 491	ASC	
519	Grove	Berks	Wantage Road	Berks	LNE	SD	GAK	Wantage 290 (Gigantic)	ASC	302nd Transport W (Airdrome) BADA (Depot)
520	Melton Mowbray	Leics	Great Dalby	Leics	LMS	ED	MEL	Gaddesby 261-3	ASC	BADA (CSM)
521	Braybrook	Northants	Great Bowden Sdgs, Market Harboro	Northants	LMS	ED	DVK	Desborough 303; Market Harboro 2553	ASC	BADA
522	Smethwick	Staffs	Smethwick	Staffs	LMS	WD	SKA	Bearwood 2217-20	ASC	BADA
523	Shaftesbury (Coombe House Hotel)	Dorset	Semley	Wilts	SR	SD		Shaftesbury 130	ASC	70th Repl Depot
524	Southport	Lancs	Southport	Lancs	LMS	WD	SHC	Birkdale 66151	ASC	70th Repl Depot
525	Cranford (Meadowbank)	Middlesex	Southall	Middlesex	GW	CD	FTR	Hayes 1501 (Wicket)	ASC	Hq 302nd Transpor
526	Bures	Essex	White Colne	Essex	LNE	ED	DVR	Earls Colne 330, 386	9th AF	AFSC
527	Leicester	Leics	Aylestone Wharf, Leicester	Leics	LMS	ED	EKA	Leicester 32635	ASC	BADA
*528	Nether Wallop	Hants	Grately	Hants	SR	SD		Wallop 263	9th AF	
*529	Tetbury	Glos	Tetbury	Glos	GW	SD		Tetbury 175	9th AF	
530	Haydock	Lancs	Haydock	Lancs	LNE	WD	HFK	Ashton-in-Makerfield 7207	ASC	BADA
*531	Crishall	Cambs	Audley End	Cambs	LNE	ED		Royston 2291, Ext 203	9th AF	
*532	Ringshall	Suffolk	Needham	Suffolk	LNE	ED		Bildeston 286, Ext. 104	9th AF	
*533	Altrincham	Cheshire	Altrincham & Bowdon	Cheshire	MSJA	WD	AIM	Altrincham 3631	ASC	
*534	Cuddington	Cheshire	Cuddington	Cheshire	CLC	WD		Northwich 2345, Ext. 20	ASC	
*535	Hale	Cheshire	Hale	Cheshire	CLC	WD			ASC	
*536	Newcastle	Staffs	Newcastle	Staffs	LMS	WD		Silverdale 332	ASC	
*537	Trowbridge	Wilts	Trowbridge	Wilts	GW	[illegible]		Trowbridge 755	9th AF	
538	Saltby	Leics	Great Ponton	Lincs	LNE	[illegible]	SJA	Buckminster 271; Grantham 88 (Trench)	IX TCC	IX TCC

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* 539	Tilshead	Wilts	Lavington	Wilts	GW	SD		Shrewton 17	ASC	
* 540	Lydiard Tregoze	Wilts	Swindon	Wilts	GW	SD		Swindon 3436	ASC	
* 541	Riseley	Beds	Kimbolton	Hunts	LMS	ED	THU	Riseley 20, 21	ASC	BADA
* 542	Crewe	Cheshire	Crewe	Cheshire	LMS	WD	CS	Crewe 3242	ASC	
* 543	Kingham	Oxon	Kingham	Oxon	GW	SD	KGM		ASC	
* 544	Ashdown Park	Berks	Lambourn	Berks		SD		Lambourne 2122	9th AF	
545	Earsham	Norfolk	Earsham	Norfolk	LNE	ED		Bungay 131	ASC	BADA
* 546	Potters Hill	Yorks.	Sheffield (Pass) Wortley (Supp)	Yorks	LMS	ED	WOY	Highgreen 77, 88	ASC	
547	Abbots Ripton	Hunts	Abbots Ripton	Hunts	LNE	ED	AKL	Huntingdon 551-3; Peterborough 12, 13, 14	8th AF	AFSC; 2nd SAD
548	Eccles	Norfolk	Eccles Road	Norfolk	LNE	ED		Attleborough 3113	8th AF	
549	Watford	Herts	Watford	Herts	LMS	ED		Colindale 6511 (Searchlight)	ADC	Hq ADC; Hq VIII AFCC; Hq CSW (Prov)
550	Williamstrip	Glos	Watermoor	Glos	GW	SD		Coln St. Aldwyn 45	ASC	BADA (CSW)
* 551	Lymington	Hants	Lymington	Hants	SR	SD	LBA	Lymington 13	9th AF	
552	Huyton	Lancs	Huyton	Lancs	LMS	WD		Huyton 2354, Ext. 15	ASC	BADA (CSW)
553	Brigg	Lincs	Brigg	Lincs	LNE	ED	ELW	Brigg 2272, 2281	ASC	
554	Fersfield	Norfolk	Diss	Norfolk	LNE	ED	FBA	Diss 290	8th AF	
555	Shephords Grove	Suffolk	Thetford Bridge	Suffolk	LNE	ED	SGV	Stanton 209	ASC	
556	Alton	Hants	Alton	Hants	SR	SD		Alton 2371	ASC	70th Repl Depot
557	Pangbourne	Berks	Pangbourne	Berks	GWR	SD		Pangbourne 340, 341	ASC	70th Repl Depot
558	Walhampton	Hants	Lymington	Hants	SR	SD		Lymington 13	ASC	70th Repl Depot
562	Worcester	Worc	Worcester	Worc	GW/LMS	WD		Spetchley 214	ASC	70th Repl Depot
563	Kings Somborne	Hants	Stockbridge	Hants	SR	SD		Kings Somborne 262	ASC	70th Repl Depot
564	Egginton	Derby	Egginton	Derby	LMS/LNE	WD	EGG	Derby-Sub-Trk 21, Ext. 38, 108	ASC	BADA (CSW)
565	Preston	Rutland	Manton	Rutland	LMS	ED	GPI		ASC	
566	Tugby	Leics	East Norton	Leics	GN	ED		Tugby 233	ASC	70th Repl Depot
567	Witney	Oxon	Witney	Oxon	GW	SD		Witney 9	ASC	70th Repl Depot
568	Valley	Wales	Valley	Anglesy, Wales	LMS	WD	VLY	Holyhead 360, Ext. 166	1407th AAF Base Unit, ED, ATC	
569	Bamber Bridge	Lancs	Bamber Bridge	Lancs	LMS	WD	BAD	Bamber Bridge 85204	ASC	70th Repl Depot
* 570	Ayr	Ayrshire	Ayr	Ayrshire	LMS	WD	AYR	Ayr 2253	ASC	
571	Poynton	Cheshire	Poynton	Cheshire	LMS	WD	POY	Poynton 2281	ASC	BADA
559	Poltava, Russia									
560	Piryatin, Russia									
561	Kirgorod, Russia									

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572	Melchbourne	Beds	Irchester	Northants	LMS	ED	CLV	Risely 65; Raunds 164, Ext. 90	ASC	DADA
573	Stornoway	Ross & Crom	Stornoway	Ross & Crom	LMS	WD	SAT	Stornoway 256	1405th AAF Base Unit, ED, ATC	
* 574	Heath Row	Middlesex	Hendon	Middlesex	LMS	CD	HES		ASC	
* 575	Hendon	Middlesex	Hendon	Middlesex	LMS	CD	HEN	Colindale 6577	ASC	
576	London	Middlesex	London	Middlesex		CD	FAT	Regent 8484, Ext. 90 (ETOUSA)	ASC	302nd Transport Wg
* 577	Maghull	Lancs	Maghull	Lancs	LMS	WD		Maghull 1589	ASC	
* 578	Manchester	Lancs	Manchester	Lancs	LMS	WD	MER	Manchester East 0766	ASC	
579	Padgate	Lancs	Warrington	Lancs		WD	DUR	Warrington 1749	ASC	70th Repl Depot
580	Wellingborough	Northants	Wellingborough	Northants	LMS	ED	RSH	Wellingborough 3291	8th AF	1st Domb Div
581	Wortley	Yorks	Wortley	Yorks	LNE	ED	WOY	Penistone 251	ASC	DADA (CSW)
582	Warton	Lancs	Lytham	Lancs	LMS	WD	WNT	Preston 84411; Freckleton 314	ASC	2nd DAD
583	Sharnbrook	Beds	Sharnbrook	Beds	LMS	ED	THU	Bedford 3294	ASC	DADA
584	Thrapston	Northants	Thrapston	Northants	LMS	ED	MOL	Thrapston 199	8th AF	AFSC
585	Hull	Yorks (E.R.)	Hull	Yorks (E.R.)	LNE	ED	HUQ	Hull 47396	ASC	
* 586	Teddington (Camp Griffiss)	Middlesex	Teddington	Middlesex	SR	CD	AWW MUM	Kingston 7733 (Widewing)	ASC	Hq ASC (Rear) Hq USSTAF (Rear)
587	Barnham (Warren Wood Site)	Suffolk	Brandon	Suffolk	LNE	ED	BWD	Elvedon 55; Thetford 3263	ASC	DADA
* 588	Bowes Moor	Yorks	Bowes	Yorks	LNE	ED	NWI	Bowes 14	ASC	
* 589	Burton-on-Trent	Staffs	Burton-on-Trent	Staffs	LMS	WD		Burton-on-Trent 3791	ASC	
590	Burtonwood	Lancs	Burtonwood Sdgs, Sankey (Supp) Central Station,	Lancs Warrington (Pass)	CLC	WD	BUR	BAD, BWD: Warrington 2008 Canada Hall: Warrington 1446 Tinker Hall: Warrington 2320	ASC	1st DAD; Hq DADA
591	Chorley	Lancs	Chorley	Lancs	LMS	WD	CLY	Chorley 3081	ASC	70th Repl Depot
592	Groveley Wood	Wilts	Wylye	Wilts	GW	SD	GWD	Wylye 208 (Garand); Teffont 61	ASC	DADA (CSW)
593	Washington Hall	Lancs	Chorley	Lancs	LMS	WD		Chorley 3081	ASC	
594	Stone (Jefferson Hall)	Staffs	Stone	Staffs	LMS	WD	STN	Stone 490	ASC	Hq 70th Repl Depot
595	Troston	Suffolk	Barnham	Suffolk	LNE	ED	HAN	Bury 1251; Thetford 3127	8th AF	AFSC; 1st SAD
596	Kettering	Northants	Kettering	Northants	LMS	ED	PLK	Kettering 3154	ASC	
597	Langford Lodge	N. Ireland	Gortnagallon & Crumlin	N. Ireland	GN	WD	LNJ	Antrim 216; Crumlin 250; Belfast Trk Sub 21; (Neptune)	ASC	DADA
* 598	Lichfield	Staffs	Lichfield	Staffs	LMS		LFD	Lichfield 3071	ASC	

* - Abandoned or vacated

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AAF NO	STATION NAME	COUNTY	RAILWAY STATION	COUNTY OF RR STATION	RY LINE	OF UK BASE	TWX CALL SIGN	TELEPHONE NUMBER	COMMAND	SUB-COMMAND
* 595	Lords Bridge	Cambs	Lords Bridge	Cambs	LNE	ED	OAK	Cambridge 56805	ASC	
* 801	Bournemouth	Hants	Bournemouth Central	Hants	SR	SD	BCR	Bournemouth 7363	9th AF	
802	Baverstock	Wilts	Dinton	Wilts	SR	SD	DEP	Teffont 58; Wilton 207-8 (Glassware)	ASC	4th BAD
* 803	Filton	Glos	Filton Junction	Glos	GW	WD	FTN	Bristol 22184	9th AF	
* 925	Remenham	Berks	Henley-on-Thames	Berks	GW	SD		Henley 883	9th AF	

* - Abandoned or vacated.

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SECTION 5

STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO
Abbots Ripton	547	* Bisterne	415	Chalgrove	465	Duncan Hall	509	* Great Darrington	422
Alconbury	102	* Blakehill Farm	459	Chapel Row	421	* Dunkeswell	173	* Great Dunmow	164
* Aldergrove	439	Bodney	141	Charborough Park	432	Duxford	357	* Great Saling	465
Aldermaston	467	* Bois	436	Charmy Down	437	* Earls Colne	358	* Great Sampford	359
* Aldermaston Court	476	Bolleville (A-25C)	383	Cheddington	113	Earsham	545	Greencastle	239
Alton	556	Boreham	161	Chelveston	105	* Eastcote	456	Greenham Common	406
Altrincham	553	* Bottesford	481	Chilbolton	404	East Wretham	133	Grove	519
* Andover	406	Bottisham	374	Chipping Ongar	162	Ebrington	498	Grovely Wood	592
* Andrews Field	485	* Bournemouth	801	Chisledon	434	Eccles	548	* Hale	535
* Arborfield Cross	402	Bovingdon	112	Chorley	591	Egginton	564	Halesworth	365
Ascot	472	* Bowes Moor	588	Christchurch	416	* Eglinton	344	* Hamstead Borough	405
* Ashdown Park	544	Boxted	150	Church Stanton	461	Elvedon Hall	116	Hardwick	104
* Ashford	417	Brampton Grange	103	Cluntoe	238	* Erle Stoke Village	435	Harrington	179
Atcham	342	Braybrook	521	Cokethorpe	423	* Exeter	463	* Haseley Court	401
Attlebridge	120	* Bray Court	491	Cold Norton	163	Eye	134	Haydock	530
Aylesfield House	556	* Breamore	440	Coleby Grange	428	Eynsham Hall	567	* Headcorn	412
* Ayr	570	* Brenzett	438	Colerne	353	* Fairford	457	* Heath Row	574
* Balderton	482	Brigg	553	Coltishall	355	* Fersfield	554	* Hendon	575
Bamber Bridge	569	Bristol	473	Constitution Hill	382	* Filton	803	Henley-on-Thames	494
Barkston Heath	483	* Bruern Abbey	441	Coombe House Hotel	523	Folkingham	484	* Hepworth	135
Barnham(Little Heath)	517	Bucklands		Cottesmore	489	* Ford	362	* Heston	510
Barrham(Warren Wood)	587	(Moulsford Manor)	511	Cranford	525	Fowlmere	378	Hethel	114
Bassingbourne	121	Bungay	125	Crewe	542	Framlingham	153	Higham Heath	499
* Bath	380	Bures	526	Crishall	531	Fulbeck	488	* High Ercall	346
Baverstock	802	* Burton-on-Trent	589	Crookham Common	429	Furze Down House	563	* High Halden	411
Beatty Hall	518	Burtonwood	590	Cuddington	534	Glatton	130	High Wycombe	101
* Beaulieu	408	Bury St. Edmunds	468	Debach	152	* Gloucester	364	Hitcham	470
* Beaumont	148	Bushey Hall	351	Debden	356	* Gosfield	154	* Holensly South	455
* Beccles	132	* Butley	151	Deenethorpe	128	Goxhill	345	Honington	375
* Belfast	233	Camp Blainey	116	Deopham Green	142	Grafton Underwood	106	Horham	119
Biggin Hill	343	* Camp Griffiss	586	Dering Woods	431	* Grantham Lodge	480	Horsham St. Faith	123
* Birch	149	Camp Lynn	101	Down Ampney Dinton-802	458	Granville	496	Hull	585
Bishopstrow	433	Camp Thomas	108	Drems	430	Great Ashfield	155	* Hurn	492

* - Abandoned or vacated

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STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO
* Hurst Park	508	* Long Kesh	232	* Norman Court	437	Rivenhall	168	Steeple Morden	122
Huyton	552	* Lords Bridge	599	* Northolt	387	Roke Manor		* Stiffkey	445
* Ibsley	347	* Ludham	177	* N. Luffenham	477	(Stanbridge Earls)	503	* Stisted Hall	171
* Iceland	354	* Lurgan	350	North Pickenham	143	Romsey	503	Stone (Beatty Hall)	510
Jefferson Hall	594	* Lydiard Tregoze	540	North Witham	479	Rudloe Manor	451	Stone (Duncan Hall)	509
* Keevil	471	* Lymington	551	Nuthamstead	131	Saffron Walden	370	Stone (Jefferson Hall)	594
* Kenley	348	* Maghaberry	239	* Nutts Corner	235	Saltby	538	Stoney Cross	452
Kettering	596	* Maghull	577	Old Buckenham	144	Sawston Village	371	Stornoway	573
Ketteringham Hall	147	* Manchester	578	Old Catton	108	Scorton	425	Stowmarket	501
Keythorpe Hall	566	Marks Hall	160	* Ouston	360	Seething	146	Sudbury, Derby	158
Kimbolton	117	Marseille	388	Padgate	579	Shaftesbury	523	Sudbury, Suffolk	174
* Kingham	543	Martlesham	369	Palace Hotel	524	Sharnbrook	583	Sudbury, Suffolk	
Kings Cliffe	367	* Matching	166	Pangbourne	557	Shepherds Grove	555	(Constitution Hill)	382
* Kingsnorth	418	* Matlask	178	Paris (45 Sharron)	381	Shipdham	115	Sunninghill	472
Kings Somborne	563	Meadowbank	525	Paris (Rue de Tillsitt)	386	Smethwick	522	* Tangmere	363
* Kingston Bagpuize	403	Medmenham	475	* Perham Downs	507	Snailwell	361	* Tarrant Rushton	453
* Kirkassock House	231	Melchbourne	572	Phyllis Court	494	Snetterton Heath	138	* Taunton	446
* Kirkby	514	Melton Mowbray	520	Podington	109	Snettisham	172	* Teddington	586
* Kirton-in-Lindsey	349	Membury	466	Polebrook	110	Sole Common	424	* Tetbury	529
Knettishall	136	Mendlesham	156	* Popham	420	Southport	524	Thorpe Abbots	138
Knightshayes Court	495	* Merryfield	464	* Portreath	504	Spanhoe	493	Thrapston	584
* Langar	490	* Merston	351	* Potters Hill	546	Spetchley Park	562	* Thruxton	407
Langford Lodge	597	Metfield	366	Poynton	571	St. Eval	129	Thurleigh	111
* Langton	427	* Middle Wallop	449	Preston	565	St. Germain	379	Tibenham	124
* Lashenden	410	Milton Ernest	506	Prestwick	500	St. Mary's Hill	443	* Tilshead	539
Laverham	137	Molesworth	107	Querqueville (A-23C)	497	St. Mawgan	512	Tiverton	495
Le Bourget (A-54C)	385	Moulsford Manor	511	Rackheath	145	St. Mellons	516	* Toome	236
Leicester	527	Mount Farm	234	Ramsbury	469	St. Vincents	480	Tostock	502
Leiston	373	* Mousehole	175	Rattlesden	126	Stallington Grange	444	Totton	442
* Lichfield	598	* Mullaghmore	240	Raydon	157	Stanbridge Earls	503	Toussus le Noble (A-46)	384
* Little Staughton	127	* Narborough	176	* Remenham	925	Stanlake Park	426	Troston	595
Little Walden	165	Neaton	505	Ridgewell	167	Stansted	169	* Trowbridge	537
Liverpool	513	* Nether Wallop	528	* Ringshall	532	Staplehurst	413	Tugby	566
London	576	* Newcastle	536	Riseley	541	Start Point	448	* Upottery	462

* - Abandoned or vacated

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STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO	STATION NAME	AAF NO
• Uxbridge	409	• Wapley Commons	515	Welford	474	Williamstrip	550	• Wood Church	419
Valley	568	• Warmwell	454	Wellingborough	580	• Winfarthing	140	• Woolfox Lodge	478
• Victoria Brks	233	Warton	582	Wendling	118	• Winkleigh	460	Worcester	562
• Wadham Gardens	405	Washington Hall	593	• West Hampnett	352	• Winkton	414	Wormingford	159
Wakerly	493	Watford	549	• Weston Zoyland	447	Witney	567	Wortley	581
Walcot Hall	372	Wattisham	377	• Wethersfield	170	Wittering	368	• Zeals	450
Walhampton	558	Watton	376						

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SECTION C

CODE NO	STATION NAME	MAP COORD	CODE NO	STATION NAME	MAP COORD
ELS	Pouppeville	T433933	ELS	Avranches	T225091
* A-1	St. Pierre du Mont	T609931	A-34	Gorron	Y703857
* A-2	Criqueville	T571905	A-35	Lemans	V(K407295)
* A-3	Cardonville	T539890	A-36	St. Leonard	V(K295209)
* A-4	Deux Jumeaux	T591884	A-37	Lombron	V(V533704)
* A-5	Chippelle	T593767	A-38	Montreuil	Z400455
* A-6	Beuzeville	T364976	A-39	Chateaudun	V(W269590)
* A-7	Azeville	O-353045	A-40D	Chartres	V(R407033)
* A-8N	Picauville	T284951	A-41	Dreux	V(R313302)
* A-9D	LeMolay	T659787	A-42D	Villacoublay	V(R942333)
* A-10	Carentan	T440046	A-43	St. Marceau	Z379553
* A-11	St. Lambert	T502818	A-44	Peray	V(V536862)
* A-12	Lignerolles	T720688	A-45	Lonray	Z301079
* A-13	Tour en Bessin	T753014	A-46	Toussus le Noble (AAF-384)	V(R872321)
* A-14	Cretteville	T297085	A-47C	Orly	V(S075289)
* A-15	Maupertus	C-258233	A-48	Bretigny	V(S016147)
* A-16	Brucheville	T418916	A-49C	Beille	V(V643685)
* A-17	Meautis	T354826	A-50	Bricy	V(W547497)
* A-18	St. Jean de Daye	T453745	A-51C	Morlaix	R455190
* A-19	La Vieille	T564675	A-52C	Etampes/Mondesir	V(W813914)
* A-20	Lessay	T199741	A-53C	Issy-les-Moulineaux	V(R996404)
* A-21C	St. Lauren Sur Mer	T670900	A-54C	Le Bourget (AAF-365)	V(S124544)
* A-22C	Colleville	T695871	A-55	Melun	V(S273142)
A-23C	Querqueville (AAF-497)	N090267	A-56C	Le Hamel	T136259
* A-24C	Biniville	O-240001	A-57C	Laval	Y702425
* A-25C	Bolleville (AAF-383)	T135864	A-58	Coulommiers	V(S529375)
* A-26	Gorges	T277781	A-59	Corneilles-en-Vexin	V(R045712)
A-27	Rennes	X966487	A-60	Beaumont-sur-Oise	V(S051731)
* A-28	Pontorson	T177015	A-61	Beauvais/Tille	V(M935108)
* A-29	St. James	Y294972	A-62D	Reims/Champagne	V(T317056)
* A-30C	Courtils	T237089	A-63	Villeneuve/Vertus	V(T312441)
* A-31	Gael	X629529	A-64D	St. Dizier	V(T911070)
A-33N	Vannes	V(H206144)	A-65	Perthes	V(T880122)

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CODE NO	STATION NAME	MAP COORD
* A-66	Orconte	V(T797103)
* A-67	Vitry	V(T729211)
A-68	Juvincourt	V(T210996)
A-69	Laon/Athies	V(0-085183)
A-70	Laon/Couvron	V(N976225)
A-71	Clastres	V(N751379)
A-72	Peronne	V(N618521)
* A-73	Roye/Amy	V(N448288)
A-74	Cambrai/Niergneis	V(N807807)
A-75	Cambrai/Epinoy	V(N735901)
(B-72)		
* A-76	Athis	V(T347540)
* A-77C	St. Liviere	V(T874047)
A-78	Florennes/Juzaine	V(0-809868)
A-79	Prosnes	V(T463730)
A-80	Mourmelon-le-Grand	V(T545625)
A-81C	Creil	V(S204862)
A-82	Verdun	V(U501713)
A-83	Denain/Prouvy	V(H967005)
(B-74)		
A-84	Chievres	V(J238270)
A-85C	Senzeilles	V(0-500783)
A-86C	Vitrival	V(J808006)
A-87	Charleroi	V(J660120)
A-88C	Maubeuge	V(0-366969)
A-89	Le Culot	V(J906437)
(B-68)		
A-90	Toul/Croix-de-Metz	V(U666128)
A-91C	Sedan	V(P042205)
A-92	St. Trond	V(K205467)
A-93D	Liege/Bierset	V(K405310)
A-94	Conflans	V(U684629)
A-95	Azelot	V(U896007)
A-96	Ochey	V(Z682992)

* - Abandoned or vacated

CODE NO	STATION NAME	MAP COORD
A-97C	Sandweiler	V(P094149)
A-98	Rosieres-en-Haye	V(U715221)
A-99C	Mars	V(U641578)
Y-1	Tantonville	V(Z815082)
Y-2	Luneville	W(V117999)
Y-3	Avril	V(U724775)
Y-4	Buc	V(R079330)
Y-5	Amberieu	V(T320125)
Y-6	Lyon/Bron	V(Y020045)
Y-7	Dole/Tavaux	V(0350315)
Y-8	Luxeuil	V(K020175)
Y-9	Dijon	V(0800563)
Y-10	Le Culot (East)	V(J935466)
* Y-11	Cannes/Mandelieu	V(S313654)
* Y-12	St. Raphael/Frejus	B(U530355)
* Y-13	Cuers/Pirrefeu	B(U075123)
Y-14	Marseille/Marignanc	B(T330303)
* Y-15	Aix/Les Milles	B(T450305)
Y-16	Salon	B(T240490)
Y-17	Istres/Le Tube	B(T090395)
Y-18	Le Vallon	B(T090505)
* Y-19	La Jasse	B(T155555)
* Y-20	Sisteron/Theze	B(08526)
* Y-21	Montelimar/Ancone	B(N905560)
* Y-22	Crest	B(0083760)
Y-23	Valence	B(0085950)
* Y-24	Satolas	W(Y135815)
* Y-25	Les Loyettes	W(Y260920)
* Y-26	Lons le Saunier	W(T395910)
Y-27	Bescancon/Ahise	W(0835595)
Y-28	Verdun/Charny	U 261602
Y-29	Asch	V(K405652)
Y-30	Octeville	V(L470323)
Y-31	Bulgneville v(Z592604)	
Y-32	Ophoven v(A-848036)	
Y-33C	Thionville v(U-566855)	
Y-34	Metz v(U-829542)	
Y-35	Marcey v(N-431046)	
Y-36	Cognac/Chateauperrard (Y-930770)	
Y-37	Borde au/Pmerignac (0-594357)	
Y-38	Toulouse/Blagnac (Q-300420)	

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SECTION D

STATION NAME	CODE NO
* Aix/Les Miles	Y-15
Amberieu	Y-5
* Asch	Y-29
* Athis	A-76
* Avranches	ELS
Avril	Y-3
Azelot	A-95
* Azeville	A-7
Beaumont-sur-Oise	A-60
Beauvais/Tille	A-61
* Beille	A-49C
Bescancon/Ahise	Y-27
* Beuzeville	A-6
* Biniville	A-24C
Bolleville (AAF-383)	A-25C
Bretigny	A-48
Bricy	A-50
* Brucheville Buc Y-4	A-16
Camtrai/Epincy	A-75
	(B-72)
Camtrai/Niergnois	A-74
* Cannes/Mandelieu	Y-11
* Carconville	A-3
* Carentan	A-10
Charleroi	A-87
Chartres	A-40D
Chateaudun	A-39
Chievres	A-84
* Chippelle	A-5
Clastres	A-71
* Colleville	A-22C
Conflans	A-94
Cormeilles-en-Vexin	A-59

STATION NAME	CODE NO
Coulommiers	A-58
* Courtils	A-30C
Creil	A-81C
* Crest	Y-22
* Cretteville	A-14
* Criqueville	A-2
* Cuers/Pirrefeu	Y-13
Denain/Prouvy	A-83
	(B-74)
* Deux Jumeaux	A-4
Dijon	Y-9
Dole/Tavaux	Y-7
Dreux	A-41
Etampes/Mondesir	A-52C
Florennes/Juzaine	A-78
* Gael	A-31
* Gorges	A-26
* Gorron	A-34
Issy-les-Moulineaux	A-53C
Istres/Le Tube	Y-17
Juvincourt	A-68
* La Jasse	Y-19
Laon/Athies	A-69
Laon/Couvron	A-70
* Laval	A-57C
* La Vieille	A-19
Le Bourget (AAF-385)	A-54C
Le Culot	A-89
	(B-68)
Le Culot (East)	Y-10
* Le Hamel	A-56C
* Lemans	A-35
* Le Molay	A-9D

STATION NAME	CODE NO
* Les Loyettes	Y-25
* Lessay	A-20
Le Vellon	Y-18
Liege/Bierset	A-93D
* Lignerolles	A-12
* Lombron	A-37
* Lonray	A-45
* Lons le Saunier	Y-26
Luneville	Y-2
Luxeuil	Y-8
Lyon/Bron	Y-6
Mars	A-99C
Marseille/Marignanc	Y-14
Maubeuge	A-88C
* Maupertus	A-15
* Meautis	A-17
Melun	A-55
* Montelimar/Ancone	Y-21
* Montreuil	A-38
* Morlaix	A-51C
Mourmelon-le-Grand	A-80
Ochey	A-96
Octeville	Y-30
* Orconte	A-66
Orly	A-47C
* Peray	A-44
Peronne	A-72
* Perthes	A-65
* Picauville	A-8N
* Pontorson	A-28
* Pouppeville	ELS
Prosnes	A-79
Querqueville (AAF-497)	A-23C

* - Abandoned or vacated.

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STATION NAME	CODE NO
Reims/Champagne	A-62D
Rennes	A-27
Rosieres-en-Haye	A-98
* Roye/Amy	A-73
St. Dizier	A-64D
* St. James	A-29
* St. Jean de Daye	A-18
* St. Lambert	A-11
* St. Laurent sur Mer	A-21C
* St. Leonard	A-36
* St. Liviere	A-77C
* St. Marceau	A-43
* St. Pierre du Mont	A-1
* St. Raphael/Frejus	Y-12
St. Trond	A-92
Salon	Y-16
Sandweiler	A-97C
* Satolas	Y-24
Sedan	A-91C
Senzeilles	A-85C
* Sisteron/Theze	Y-20
Tantonville	Y-1
Toul/Croix-de-Metz	A-90
* Tour en Bessin	A-13
Toussus le Noble (AAF-384)	A-46
Valence	Y-23
Vannes	A-33N
Verdun	A-82
Verdun/Charny	Y-28
Villacoublay	A-42D
Villeneuve/Vertus	A-63
Vitrival	A-86C
* Vitry	A-67

* - Abandoned or vacated

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D. NEED FOR ADDED INSTALLATIONS:

AIR TRANSPORT COMMAND

In order to provide world-wide facilities, the Air Transport Command will require extensive airdrome installations along the projected routes. Under a directive from the Commanding General, Army Air Forces, dated 4 December 1944, the Commanding General, Air Transport Command, is preparing plans for the establishment of international routes, including twenty-seven stations in the European Theater. Of these stations, twenty will be developed for service to approximate high United States standards, while the remaining seven, being "off route" stations, will be built to normal military requirements. The following cities have been tentatively selected for such service, divided into classifications as noted:

Class "A" Stations

(Presently operated ATC through route stations. Service to approximate high U. S. standards.)

Athens	Paris
London	Prestwick
Marseilles	Rome
Naples	St. Mawgan
Ankara	Stockholm

Class "B" Stations

(Projected ATC through route stations. Service to approximate high U. S. standards as soon as available.)

Belgrade	Oslo
Berlin	Prague
Budapest	Sofia
Istanbul	Station X (Switz.)
Madrid	Vienna

Class "C" Stations

(Principal off-route ATC stations. Service to meet normal military requirements.)

Amsterdam	Lyons
Bordeaux	Munich
Le Mans	Stuttgart
Brussels	

ARMY OF OCCUPATION

Surveys are now being made to determine which of the many existing airfields, on the Continent and in the United Kingdom, are best suited for expansion to accommodate the Occupational Air Force, having in mind the possible necessity for further expansion of certain fields for B-29 operations. Many of the fields tentatively selected are still in enemy-held territory and current intelligence reports are insufficient to formulate definite plans.

OTHER BASE INSTALLATIONS REQUIRED PRIOR TO VE-DAY

The construction of a Continental Base Depot is now under way at Compeigne. This depot, located a short distance from adequate rail facilities, will be developed to an ultimate 500,000 sq. ft. of covered storage and 1,000,000 sq. ft. of open storage with necessary adjuncts for offices, quarters, parking space, etc. An airfield has been obtained nearby at Margny for use as an Air Terminal for the depot. Sufficient storage space will be provided at the Airdrome to handle supplies transported by air.

The establishment of a regulating station in the vicinity of Nancy is under consideration and steps have been taken to reserve the necessary rail and storage facilities.

E. DISPOSAL ACTIVITIES OF FOREIGN ECONOMIC ADMINISTRATION:

While the local representative of Foreign Economic Administration, London, has evidenced a spirit of cooperation with the Army Air Forces in working out a system for the disposal of surplus Air Force supplies and equipment, it is difficult at this time to judge whether that agency will be able to handle the job when the volume of surplus property grows to its

ultimate proportions. To date, its operations have been confined to authorizing the Air Force to salvage certain combat aircraft components which were reported surplus to it.

No system has been set up for the disposition by F.E.A. of property which is not peculiar to combat aircraft, and consequently until this is done the Army Air Forces must continue to guard and store it. The reason F. E. A., London, has made no arrangements for such disposal is that it is authorized only to sell surplus property for dollars. On the other hand, the present position of the British Government is that it will not release dollars for the purchase of surplus property not needed for essential civilian use.

This situation should be brought to the attention of the appropriate authorities of F.E.A. and the Surplus Property Board so that either the Disposal Agency will be authorized to take payment in other than dollars, or that efforts will be made to have the British Government release dollars in payment for surplus property. In this connection, consideration should be given to the sale of surpluses in the United Kingdom to other countries--notably Sweden--which, it is indicated, has transportation facilities with which to remove the property.

F. ARMY AIR FORCE PROCEDURE FOR DISPOSAL OF EXCESS SUPPLIES:

The procedure for the disposal of excess supplies currently in force in this Theater is as follows:

a. American common supplies (Army Service Force issued items) are reported by units through normal supply channels to the Commanding General, Base Air Depot Area, who reports such items as excess to Army Air Force requirements to the Commanding General, Communications Zone for disposition instructions.

b. Air Force supplies.

(1) Sub Depots, Service Groups and Service Teams return excess quantities to the Advance Air Depots where the quantities received are reported to the Commanding General, Base Air Depot Area, on the Semi-Monthly Stock Balance and Consumption Report.

(2) Commanding General, Base Air Depot Area, upon the basis of the Semi-Monthly Stock Balance and Consumption Report, determines Theater excess.

(3) Excess items listed in Technical Order 00-35A-32, are returned to the United States. Excess Air Force items peculiar to aircraft are reported to the Office of the Foreign Economic Administration for disposition instructions.

c. British items.

(1) Sub Depots, Service Groups and Service Teams return excess items of British origin to Advance Air Depots which report receipt of such excesse to Base Air Depot Area.

(2) Where Base Air Depot Area determines that the items are excess to Theater requirements, the Advance Air Depot is instructed to turn over the excess items to the local Royal Air Force Liaison Officer who arranges for disposal. Items so returned are credited to Reciprocal Aid.

The details of this procedure are contained in USSTAF Regulation 65-11, dated 16 October 1944, copy attached hereto.

Under this system all items appearing in Technical Order 00-35A-32 are returned automatically to the United States; common items of supply and Air Corps items not peculiar to aircraft are turned over to Communications Zone (Army Service Forces), and items received from an Allied Government under reciprocal

aid are returned to the issuing government, and the balance of excess items is reported to the Foreign Economic Administration for disposal instructions.

The procedure described above and diagrammed in the accompanying chart accomplishes the orderly and expeditious reporting of supplies and equipment excess to using units and depots to a central point which in the European Theater of Operations is the Base Air Depot Area located at Burtonwood. It is recommended that this intra-Army Air Forces procedure with such variations as may be necessary in other theaters, be adopted as standard.

Notwithstanding this efficiently functioning Army Air Forces procedure, the actual disposition of surplus property is, except for the scrapping of combat aircraft components, non-existent since the disposal agency, at present the Foreign Economic Administration, has no personnel or facilities either to take physical custody of the property or to effectuate sales.

G. DECLARATION BY HEADQUARTERS ARMY AIR FORCES OF SURPLUS AIRCRAFT:

Under the procedure established by AAF Regulation 65-85, overseas theaters report to Headquarters Army Air Forces on the first of each month, aircraft that are excess to the requirements of the theater. These aircraft must be stored and maintained in operational status by the theater until Headquarters Army Air Forces gives instructions to the theater either to return them to the Continental United States or to another theater or to declare them as surplus to the local representative of Foreign Economic Administration.

As set forth in the accompanying cable from General Frank to General Arnold, dated 21 December 1944, the European Theater of Operations has had to expend many unnecessary man hours maintaining excess aircraft which were reported to Headquarters Army Air Forces, 4 November 1944, and on which no disposition instructions had been received.

It is recommended that the processing of theater reports of excess aircraft be expedited through Headquarters Army Air Forces and Munitions Assignment Committee (Air) so that the theater will be relieved of the added burden of extended maintenance of excess aircraft.

H. SUMMATION:

1. Fixed Installations: Disposal of fixed installations in the European Theater of Operations offers no problem since they have been procured on a reciprocal aid basis and Army Air Force supplies and equipment will be removed and concentrated at a few depots for ultimate disposal, leaving the installations available for return to the owning government.

2. Excess Supplies and Equipment: The problem of the disposal of excess supplies and equipment has been reduced because of improved inventory control, consumption experience, and extended operations incident to a prolongation of the war. Requisitions on the continental United States have decreased, while issues have increased (See Exhibits "C" and "D") due to the above factors. Based on estimates by General Spaatz's staff, set forth in the tabulation under IB, the excess supplies and equipment will, on an assumed 30 June 1945 VE-Day, allowing for requirements of an Occupational Air Force, Air Transport Command, and redeployed units, amount to approximately 118,000 tons exclusive of complete aircraft and engines, and equipment and supplies in the hands of using units. If General Knerr's suggestion for the amendment of T.O. 00-35A-32, contemplating the return to the continental United States for post-war use and to protect the budget of durable supplies and equipment not peculiar to any specific aircraft, is accepted, the tonnage to be disposed of on VE-Day would be reduced to approximately 86,000 tons. This estimate does not include T.E. in the hands of using units or machine tools and production equipment such as drill presses, lathes, and like equipment. It is my opinion that in disposing of heavy machinery and other production equipment becoming surplus on VE-Day, the needs of countries other

than Britain should be given priority. European countries occupied by the Germans have been stripped and will need every consideration to accomplish a comeback. The British are well equipped and, further, are our competitors; so every effort should be made to create demands in other countries for United States supplies and equipment.

General Spaatz's staff advises that authorizations under Technical Order OO-35A-32 to return certain items excess to the Theater to the continental United States are of little use since items which are in short supply within the continental United States are almost without exception in short supply in the European Theater of Operations.

3. Foreign Economic Administration Disposal Activities: To date, the Army Air Forces in the European Theater of Operations have declared as surplus to the disposal agency only obsolete components peculiar to combat aircraft and, as a result, the volume so declared has been relatively small. The Foreign Economic Administration has, under authority of the Surplus War Property Administrator, promptly authorized the Army Air Forces to salvage such components.

The Army Air Forces are presently compiling sufficient data to declare surplus to Foreign Economic Administration other obsolete items not peculiar to combat aircraft. These items, such as aircraft hardware and raw stocks, when reported, should be disposed of as rapidly as possible to avoid the unnecessary expenditure of man hours for inventory and guard purposes and, in some cases, to obtain better prices. The Foreign Economic Administration presently has no sales organization or procedures for the disposition of such items. While this property may be saleable within the country in which it is located, opportunities for advantageous sale to other countries should not be overlooked.

For example, it is understood that Sweden is interested in the purchase of materials, equipment and stock and has bottoms available to transport the purchased supplies. With respect to sales within the United Kingdom, authorization will have to be given Foreign Economic Administration to sell for other than dollars or the British Government will have to recede from its present position of not allowing the release of dollars for the purchase of surplus property not needed for essential civilian use.

I. COMMENTS:

Under the authority of AAF Regulation 65-85, procedures for the disposition of excess aircraft, aircraft components, supplies and equipment are clearly set forth. In addition, except for complete aircraft repairable within the maximum restoration standards set forth in AAF Regulation 65-85, the Theater Commander is authorized to determine what aircraft components, supplies and equipment are excess to his requirements, and to declare them surplus and to report them to the disposal agency (presently the Foreign Economic Administration).

In the European Theater of Operations, United States Strategic Air Forces has defined in USSTAF Regulation 65-14 stock levels over which items should be considered excess, and procedures for segregation and reporting through Army Air Force channels for final reporting to Foreign Economic Administration as surplus.

Up to this point the procedure is functioning reasonably well. It is after the reporting of items as surplus to Foreign Economic Administration that positive action ceases, except for authorizing the Army Air Forces to salvage combat aircraft and components peculiar thereto. This is only in a small part the fault of the Foreign Economic Administration in the European

Theater of Operations, as the headquarters of Foreign Economic Administration in Washington has not given its overseas representatives the personnel, or disposal directives necessary to effectuate sales. Considerably more emphasis must be placed on the problem of disposal of property in overseas theaters by Foreign Economic Administration in Washington, or any other designated disposal agency, before orderly and prompt disposition can be expected.

J. CONCLUSIONS:

1. Army Air Force procedures in the European Theater of Operations for determining excesses and reporting same as surpluses to disposal agency are functioning well.

2. The Theater is operating under unnecessary burden caused by the excessive time taken by Headquarters Army Air Forces and Munitions Assignment Committee (Air) in giving disposition instructions on excess aircraft.

3. Insufficient attention has been given the surplus disposal problem by Foreign Economic Administration, Washington; and, as a consequence, Foreign Economic Administration in the European Theater of Operations has no organization or directives to enable it to sell surplus property.

K. RECOMMENDATIONS:

1. It is recommended that when machine tools or other production equipment become excess in the European Theater of Operations either because of over-supply or because of the termination of hostilities, attempts be made to dispose of such equipment to countries which have been occupied and stripped by the Germans, and only disposed of within the United Kingdom after other disposal attempts have failed.

2. It is recommended that the intra-Army Air Forces procedures for the reporting and segregation of excess property

now in operation in the European Theater of Operations be adopted as standard in all theaters with such variations as may be necessary.

3. So that overseas commanders may be relieved of the unnecessary expenditure of man hours and storage facilities on aircraft reported to Headquarters Army Air Forces as excess to their requirements, it is recommended that procedures for processing such reports through Headquarters Army Air Forces and Munitions Assignment Committee (Air) be reviewed to reduce processing time.

4. It is recommended that the Foreign Economic Administration or any other designated disposal agency in the European Theater of Operations:

a. Have one central office covering the entire theater to which the Army Air Forces may report surplus material;

b. Assemble as rapidly as possible personnel and facilities to guard, store and sell surpluses reported to it;

c. Call the attention of the Surplus Property Board to the impasse now existing in the United Kingdom because of the fact that the Foreign Economic Administration is authorized to sell surplus property only for dollars and the British Government is unwilling to release dollars for the purchase of surplus property not needed for essential civilian use;

d. Explore the possibility of sale of surplus property located in the United Kingdom to other countries--notably Sweden--which, it is indicated, is interested in their purchase and has transportation facilities available to remove the property.

W. H. Frank
WALTER H. FRANK
Major General, USA

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DECLASSIFIED
DOD Dir's
8 Jan. & 30 June 1974
By ALN/PRC, NC. Date 11-10-75

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1. AG, USSTAF D/CG, for 21 Dec
Admin 1944
USSTAF

REQUEST PRIORITY
(Urgent, Priority, Routine)

SECRET MESSAGE
(Secret, Confidential, Restricted)

REPLY TO: U-70534 dtd 29 Nov
WAR 71138 dtd 1 Dec and
WAR 77240 dtd 14 Dec.

ACTION TO: CG, AAF

INFO TO :

BY LETTER DATED FOUR NOVEMBER HEADQUARTERS US STRATEGIC AIR FORCES IN EUROPE REQUESTED FROM HQ AAF WASHINGTON DISPOSITION INSTRUCTIONS ON FIFTY ONE COMBAT AIRCRAFT EXCESS TO THEATER REQUIREMENTS. TO DATE DISPOSITION INSTRUCTIONS HAVE BEEN RECEIVED ON ONLY THREE AIRCRAFT WITH ADVICE THAT ACTION ON REMAINDER WILL BE TAKEN AS SOON AS POLICY DECISION IS MADE. SINCE EXCESS COMBAT AIRCRAFT CAN NOT BE REPORTED AS SURPLUS TO FOREIGN ECONOMIC ADMINISTRATION AND DISPOSED OF UNDER THEIR AUTHORIZATION UNTIL AUTHORITY IS GIVEN BY HEADQUARTERS ARMY AIR FORCES THE HOLDING OF SUCH EXCESS AIRCRAFT IN THE THEATER RESULTS IN THE OVERTAXING OF ALREADY LIMITED STORAGE FACILITIES AND SINCE SUCH AIRCRAFT MUST BE FULLY MAINTAINED UNTIL DECLARED SURPLUS CAUSES UNNECESSARY EXPENDITURE OF MAN HOURS WHICH COULD BE MORE PROFITABLY USED. IT IS RECOMMENDED THAT PROCEDURE FOR PROCESSING THEATER EXCESS AIRCRAFT THROUGH OPERATIONS COMMITMENTS AND REQUIREMENTS OF YOUR OFFICE AND MUNITIONS ASSIGNMENT COMMITTEE (AIR) BE REVIEWED TO REDUCE PAREN ARNOLD PERSONAL FROM FRANK PAREN PROCESSING TIME IN WASHINGTON THEREBY RELIEVING OVERSEAS THEATERS OF THIS EXTRA BURDEN.

HUGH J. KNERR,
Major General, U.S.A.
Deputy Commanding General
for Admin, USSTAF.

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DECLASSIFIED
DOD Dir. 5200.9 Sep. & 30 June 1974
By ALN/PRG, Date 11-10-75

3 October 1944

MEMORANDUM FOR MAJOR GENERAL W. H. FRANK:

SUBJECT: Survey of Air Force Installations, Equipment and Supplies in Overseas Theaters.

1. Due to the rapidly changing battlefronts and the approach of complete German defeat, I find that expensive Air Force bases and depots are rapidly losing their usefulness due to the displacement of the combat forces forward. I find that stores of equipment and supplies, some of which are critical and still being produced, are being left behind. I know of no firm plan, for instance, for the disposition of our elaborate depots in England and Ireland upon the fall of Germany. I believe that the problem of properly utilizing and disposing of such properties is a pressing one and an early solution is essential.

2. I desire, therefore, that you, with some competent and qualified assistants, take the above problems under consideration and submit to me your recommendations for the fullest utilization and most economical disposition of installations, equipment and supplies abroad in the above categories. I wish you would consider and discuss with the proper authorities as my representative: (a) Present installations and the possibilities of advantageous disposal thereof as the war moves forward together with the need for added installations; (b) Supplies and equipment on hand, together with plans for utilizing these by issue to the occupational forces, shipment to new theaters, return to the United States, and local disposal.

3. Since the problem is relatively more pressing in some theaters than others, I suggest that you consider the various theaters in the following priority: European, Mediterranean, Southwest Pacific, China-Burma-India, Central Pacific, and South Pacific. Knowing that the various Air Force Commanders whose forces are actively engaged in combat have only academic interest at the most in the solution of the above problems, I expect you to visit these theaters, in turn, and your recommendations should incorporate the maximum help from the continental United States.

4. Since the disposition of surplus properties will be controlled by governmental agencies other than the War Department, I wish you would familiarize yourself with executive orders and legislation pertaining to this disposition, and to report to me as you visit each theater on whether you consider the organizations being set up by the Federal Economic Administration as capable of handling the job.

H. H. ARNOLD,
General, U. S. Army,
Commanding General, Army Air Forces.

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EXHIBIT B

LOG OF THE TRIP

Departed			Arrived		
Washington	0850	14 Dec 1944	Gander	1500	14 Dec 44
Gander	2110	14 Dec 1944	Prestwick	0745	15 Dec 44
Prestwick	1025	16 Dec 1944	Paris	1400	16 Dec 44
Paris	1335	30 Dec 1944	Bovington (London)	1520	30 Dec 44
Bovington	1150	3 Jan 1944	Burtonwood	1245	3 Jan 45
Burtonwood	0905	5 Jan 1945	Paris (Orly)	1110	5 Jan 45
Paris	1020	6 Jan 1945	Caserta	1520	6 Jan 45
Caserta	0850	12 Jan 1945	Casablanca	1625	12 Jan 45
Casablanca	1150	13 Jan 1945	Azores	1810	13 Jan 45
Azores	2030	13 Jan 1945	Bermuda	0800	14 Jan 45
Bermuda	1125	14 Jan 1945	Washington	1550	14 Jan 45

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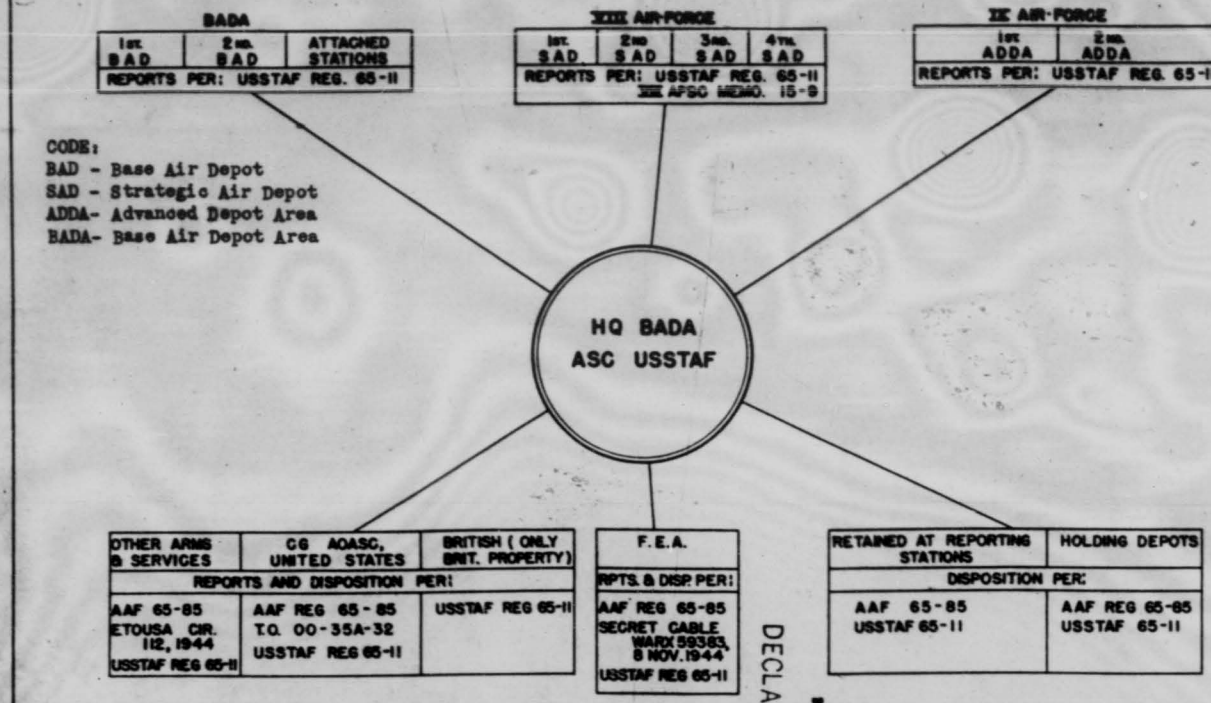
AIRFORCE PROPERTY EXCESS TO E.T.O. REQUIRMENTS

— DISPOSAL PROCEDURE —



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DOD Dir. 5200.9
8 Jan. & 30 June 1978
By BLN/BKG Date 11-16-78

EXHIBIT 6

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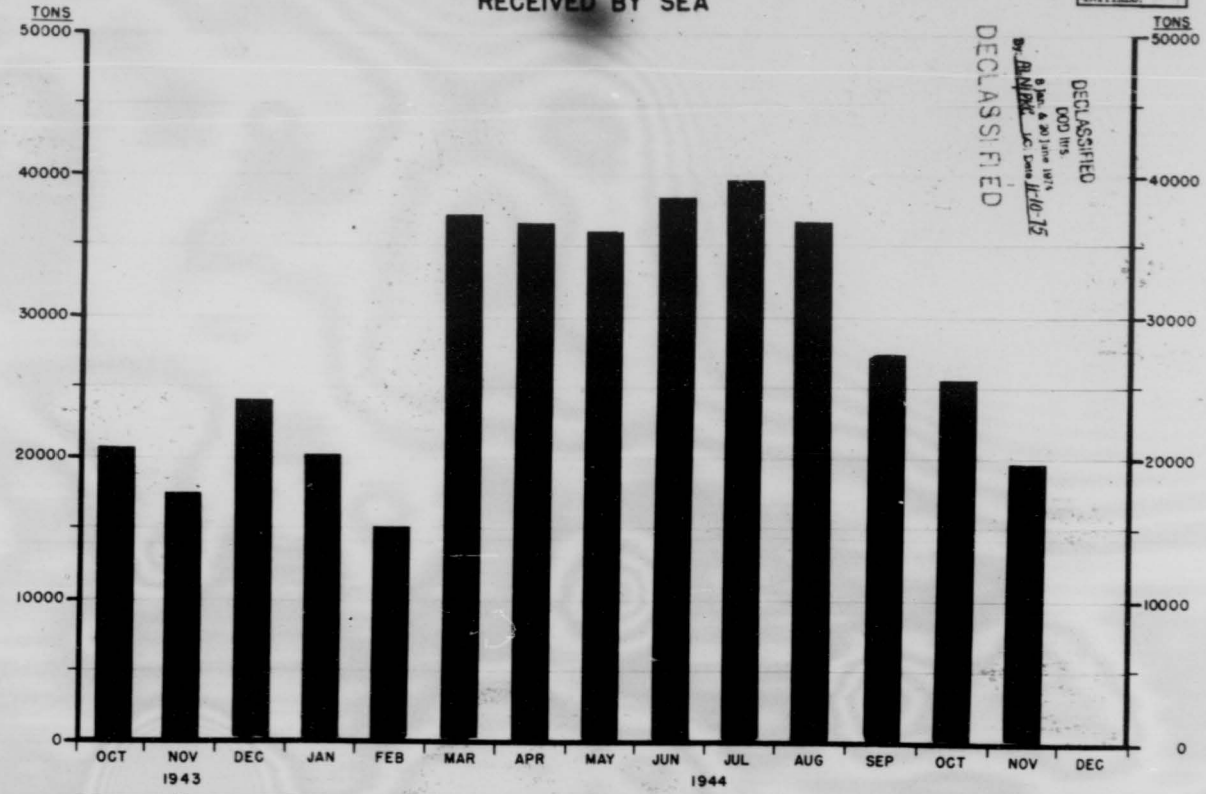
AIR CORPS SUPPLIES

SECRET

SECRET
AUTH ASC USSTAF
DATE:
INITIALS:

RECEIVED BY SEA



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DOD Dir. 5200.9 June 1972
By DLNARA, NC Date 11-10-75

TONNAGE														
	20950	17497	24026	20330	15015	37361	36829	36628	38586	39926	36972	27283.6	26188	19244

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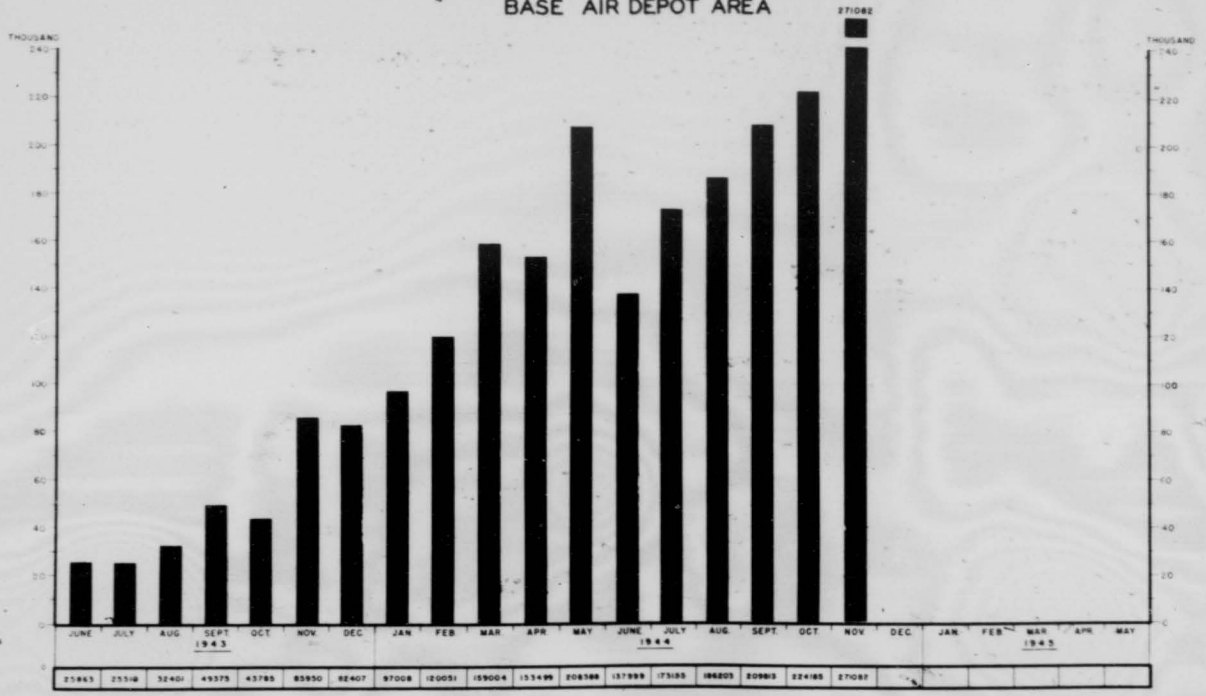
TOTAL ITEMS REQUISITIONED
BASE AIR DEPOT AREA



PART II

Contents

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PART II

A. GENERAL:

1. While the tonnage of surplus property in the Mediterranean Theater of Operations on an assumed 30 June 1945 VE-Day will bulk, according to estimates made by General EAKER's staff, only 37,000 tons exclusive of complete aircraft as opposed to approximately 118,000 tons in the European Theater of Operations, the problem is more serious because of the lack of adequate storage facilities and personnel. It is estimated that at the present time there are excesses in approximately 55% of all items stocked by the Theater having a minimum weight of 13,000 tons. The record keeping and guarding of this volume of materials and equipment constitutes a load on available Service Command personnel approximating 20% of the total man hours utilized in the depots.

2. In this Theater, as in the European Theater of Operations, the disposal of fixed installations, has presented no major problem to date, as they have been procured on reciprocal aid basis in French North Africa and on a requisition basis in Italian territory with the Italian Government paying any rental charges. As these installations become excess to the Theater's requirements, Army Air Forces supplies and equipment are removed and the facility returned to the owning nation. No fixed installations are released until approval of the Air Transport Command has been obtained and in the case of installations classified as "important", by the War Department, without prior authorization from the War Department.

B. EXCESS EQUIPMENT AND SUPPLIES:

Because of obsolescence due to changing models of aircraft used in the Theater, overstockage as a result of automatic supply, and improved technique on the part of maintenance personnel, there are presently excesses in approximately 55% of all items stocked. Although requisitions have dropped from a peak of 33,000 at the end of May 1944 to 5,250 in December 1944, the lag in receipts has caused the Theater to show steadily increasing stock balances to date.

Estimates of excess property, assuming VE-Day as 30 June 1945, have been prepared by General Eaker's staff covering the several property classifications, as set forth in the attached chart. The excess (37,271 tons) was obtained by totaling the stocks on hand and shipments expected to 30 June 1945 and deducting expected consumption within the Theater, one year's requirements for the Occupational Air Force and Air Transport Command and the estimated requirements for redeployed units. This excess is further broken down into items peculiar to combat aircraft, which Foreign Economic Administration will authorize to be salvaged, amounting to 18,877 tons, and saleable Army Air Force supplies and equipment, amounting to 18,394 tons. Supplies en route on VE-Day were not considered.

In an effort to reduce the burden of record keeping and guarding present excess stocks, which it is estimated consumes as much as 20% of available man hours in the depots, each depot has been instructed to segregate physically at the depot items of property that have had no issues for the past six months, providing the item is not seasonal, and in addition that portion of active items in excess of nine months anticipated requirements, based on an average of the past three months consumption.

It is expected that this segregation will be completely finished by 1 June 1945. Concurrently, items peculiar to combat aircraft that have had no issue in the past six months have been reported as surplus to Foreign Economic Administration. To date, the Theater has reported 18,880 different items as surplus to F.E.A. and F.E.A. has authorized the Army Air Forces to salvage all of them. However, actual salvage proceedings on this mass of material and equipment have been held up pending issuance of specific directives covering the disposal of surplus property by the Theater Commander. It is understood that such directives are in preparation and will be issued within the next week. General Baker's chart covering estimated V-E surplus follows:

Class	Present Theater Stock	To be Procured	Total Columns 2 & 3	Estimated Consumption	One-Year Stock Pile for CAF & ATC	Estimated Requirements for Redeployed Units	Available for Disposal: Peculiar to Combat A/C	Available for Disposal: Supplies & Equipment Saleable	Available for Disposal: TOTAL
1	2	3	4	5	6	7	8	9	10
01	15922	2083	18005	2977	1323	197	12156	1352	13508
02	2060	142	2202	203	91	27	942	939	1881
Eng	4676	14280	18956	14280	3976*	700	0	0	0
03	10522	1250	11772	1786	800	276	2782	6128	8910
04	4389	1151	5549	1673	731	85	0	3060	3060
05	1169	129	1298	185	82	22	202	807	1009
06	501	570	1071	815	243*	2	0	0	0
07	390	324	714	463	206	2	0	43	43
08	501	328	829	469	209	1	0	150	150
10	724	528	1252	755	336	36	0	125	125
11	2728	498	3226	712	317	25	2172	0	2172
12	390	30	420	43	19	8	0	350	350
13	3118	763	3881	1091	485	0	0	2305	2305
15	1058	382	1440	546	243	0	521	130	651
17	2004	776	2780	1109	493	3	0	1175	1175
18	223	94	317	135	60	0	0	122	122
19	891	1986	2877	2838	39*	0	0	0	0
20	55	146	201	201	0*	0	0	0	0
21	612	436	1048	623	277	15	0	133	133
22	891	380	1271	543	241	0	0	487	487
23	445	348	793	498	221	12	0	62	62
24	891	289	1180	431	183	16	0	550	550
25	891	394	1285	563	251	7	0	464	464
28	223	100	323	145	64	0	102	12	114
29	167	259	426	370	50*	6	0	0	0
30	223	448	671	640	31*	0	0	0	0
TOTAL:	55673	28114	83787	34094	10271	1451	18877	18394	37271

*The stock pile necessary for Air Transport Command and Occupational Air Force will be short in the AAF property classes and amounts indicated as follows: Engines - 1736 Tons; Class 06 - 119 Tons; Class 19 - 1222 Tons; Class 20 - 93 Tons; Class 29 - 115 Tons; Class 30 - 284 Tons; and remain to be requisitioned as under existing directives such property that is not available cannot be requisitioned for the period in question. Some of this which is in short supply in MTO may be on V-E day available from excesses in ETO.

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C. DISPOSAL OF FIXED INSTALLATIONS:

The disposal of fixed installations in the Mediterranean Theater of Operations presents no serious problem. To date disposition has been made of about 200 installations.

In North Africa, under the terms of the original armistice with the French, all existing installations were put at the disposal of the Allies and were acquired by means of requisitioning, with the French Government paying all rental charges which are carried under Reciprocal Aid. When the operational need for an airdrome has passed, it is offered to Air Transport Command. If ATC has no need for it, steps are immediately taken to derequisition the airdrome and the equipment and supplies are reclaimed. If an airdrome is considered "important", as defined by the War Department, it must be reported to the War Department before any derequisitioning or surrendering of America rights can be accomplished.

In Italy all airdromes are held under requisition and costs are borne by the Italian government.

All airdromes in North Africa which were held under requisition have been relinquished with the exception of five currently being used by Air Transport Command and two which are considered as "important" under the War Department definition.

In North Africa all depot installations have been withdrawn with the exception of an intransit depot at La Senia, which is cataloguing property gathered from various points, and those depots necessary for the support of Air Transport Command. Equipment and supplies have been removed and the real estate obligations satisfied.

In Sicily all Army Air Force depot and airfield installations have been withdrawn and derequisitioned, with the exception of two small installations used by Air Transport Command.

In Sardinia all Army Air Force depots have been closed out. The airdromes formerly operated by the Army Air Force have been assigned to the Royal Air Force. Practically all equipment and supplies have been recovered and shipped to Italy.

An advance Air Force depot and an ordnance depot are operating in Corsica. Plans have been prepared to close these out when the 57th Bomb Wing moves 1 March 1945. Certain airdromes have already been derequisitioned, and the balance will be when the 57th Bomb Wing moves, with the exception of any required by Air Transport Command.

No depot facilities in Italy proper have been closed, as there is a need for them at present. As the war has moved forward, airdromes have been derequisitioned and the equipment and supplies recovered.

Detailed information on disposal of fixed installations is attached hereto as Exhibit A.

D. NEED FOR ADDITIONAL INSTALLATIONS:

1. Additional installations fall into two classes; namely, those required for combat organizations, and those required by Air Transport Command.

2. One Fighter-Bomber Group of the Twelfth Air Force is now operating in the Ancona area. On 1 March 1945, the 57th Bomb Wing (Medium), consisting of three (3) groups of B-25's, will move from Coraica to this area. It has been proposed that the 306th Wing, consisting of four (4) groups of P-51's of the Fifteenth Air Force, likewise be moved with this area by 1 May 1945. This plan makes it necessary to establish in this area an Air Force General Depot, an Ordnance Depot and dump, and a Depot for common supplies. The Air Force General Depot and the Ordnance Depot are well under way. Pending decision by the Theater Commander as to who shall operate the Depot for common supplies, necessary Army Service Forces units are being designated by the Theater and held on call for the Air Forces.

3. Plans are under discussion for the conversion of eight (8) B-24 groups to B-29's. This will require the construction of fields in this Theater capable of sustaining B-29 operations. The Aviation Engineers have made a survey and the fields have been designated in the Heel of Italy.

4. A proposal has been made to the Russians for the establishment of two advanced bases for long-range fighters and heavy bombers in the Budapest area. It is expected that this project will be supported from the Mediterranean Theater of Operations.

5. A tentative proposal to move the Fifteenth Air Force to the Vienna area has been submitted to Washington. Complete details are contained in the document dated 10 October 1944,

subject: Proposal to Base Fifteenth Air Force in Vienna Area, copies of which are on file in Army Air Force Headquarters in Washington.

6. So far as Air Transport Command operations are concerned, a survey has been made to determine the facilities required within Italy, Corsica, Sardinia and Sicily to support the extension of Air Transport Command service pursuant to War Department directive. Details are contained in Exhibit B, attached to this report.

E. PROCEDURE FOR REPORTING ARMY AIR FORCE EXCESS AND SURPLUS PROPERTY:

1. The procedure for the reporting and disposal of Army Air Force excess and surplus property located in the Mediterranean Theater of Operations is indicated on the attached Flow Chart and is broken down into the following steps:

a. Once each month all Air Force General Depots in Italy and the I Air Service Area Command in North Africa report existing balances and net consumption for the previous month, and subsequent months estimated consumption of allitems, to Air Supply Division, Naples, Italy.

b. Air Supply Division personnel post entries to stock control record cards by depots and extend a Theater balance, re-allocating existing supplies to meet current requirements of the respective depots.

c. Stock control record cards are then screened against T.O. 00-35A-32 and shipping orders written directing the depots to return to the United States that portion of any item that is in excess of an estimated nine (9) months future consumption.

d. Items not returned to the United States and still in excess of an estimated nine (9) months future requirements

or items that have been inactive for a period of six (6) months or more are listed and circularized simultaneously to United States Strategic Air Forces and CBI-ASC for screening against their requirements.

e. The remaining items not required by either of the above-mentioned theaters are then broken down into two major classifications: 1) peculiar to aircraft; 2) not peculiar to aircraft.

f. Items not peculiar to aircraft are forwarded through channels to Headquarters, Army Service Forces of this Theater, for screening against requirements of other Arms and Services. The remaining items not required by the Army Service Forces of this Theater and returned to the Disposal Branch are then reported:

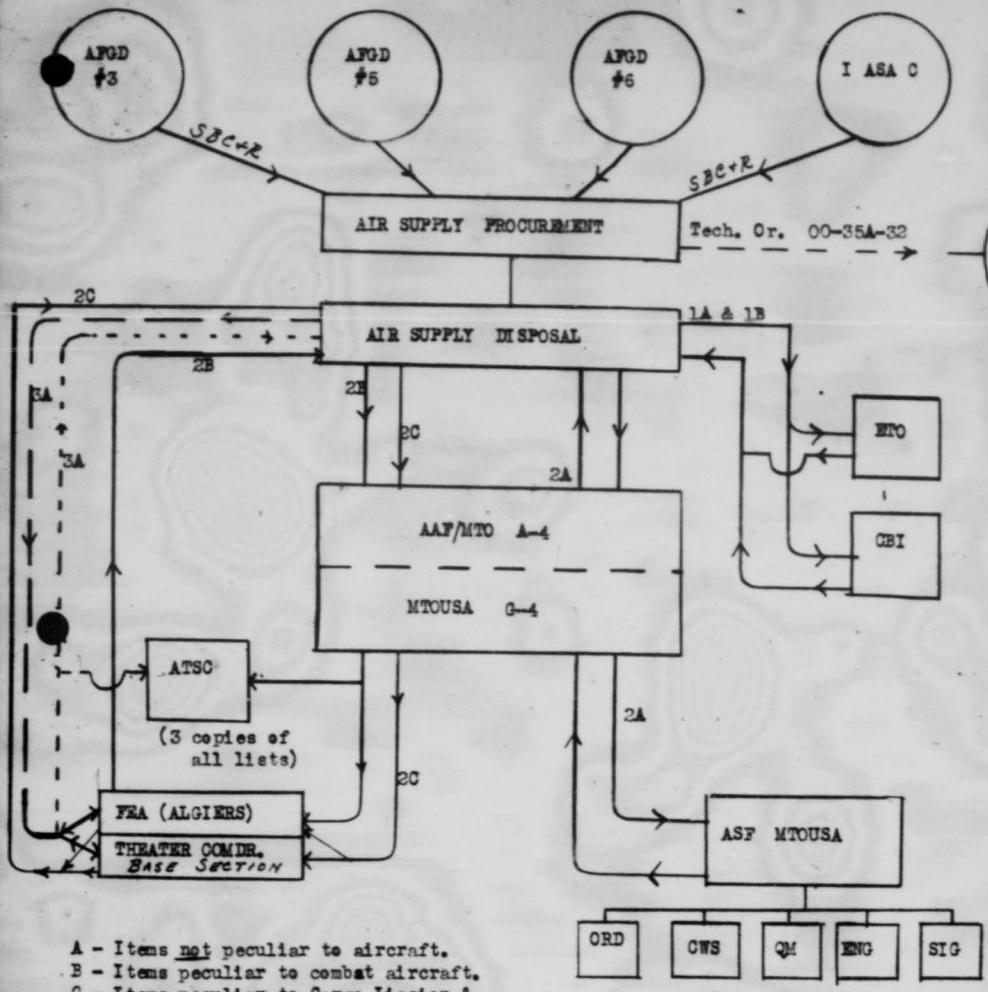
(1) Those supplies and equipment located in North Africa to the Foreign Economic Administration representative in Algiers.

(2) Those supplies and equipment in Italy, through the Theater Commander to one of his Base Sections for sale.

g. Items peculiar to aircraft are further broken down into two classifications: 1) items peculiar to combat aircraft; 2) items peculiar to liaison, cargo and utility cargo aircraft.

(1) All items peculiar to combat aircraft are reported to Foreign Economic Administration, Algiers, which give MTO AAF instructions to salvage.

(2) Items peculiar to liaison and cargo aircraft, if located in Africa, are



A - Items not peculiar to aircraft.
B - Items peculiar to combat aircraft.
C - Items peculiar to Cargo Liasion & Utility Cargo Aircraft.
1 - 1st Screening.
2 - 2nd Screening.
3 - 3rd Screening.

Example: 3A is third Screening of Items not peculiar to aircraft.

reported to Foreign Economic Administration, Algiers, and if located in Italy, Sicily, Sardinia and Corsica, are reported to the Base Section (S.O.S.). As soon as F.E.A. places an aircraft disposal representative in Naples, such items will be reported to him.

F. DISPOSAL OPERATIONS OF FOREIGN ECONOMIC ADMINISTRATION:

1. The only surplus property representative of the Foreign Economic Administration for this Theater is now located in Algeria, North Africa, whose territory does not include any part of Italy. Information from the United States indicates that a special representative of F.E.A. will be appointed for Italy soon. To date, the representative located in Algeria has cooperated with this command in authorizing disposal of property to the fullest extent. However, due to lack of directives from his Washington headquarters, he has been limited to giving disposal instructions to only that property peculiar to combat aircraft located in both Italy and North Africa.

2. Disposal procedures would be considerably facilitated if an F.E.A. representative were located in Italy for, at present, the Mediterranean Theater of Operations is forced to rely upon the provisions contained in AAF Regulation 65-85 covering reporting to and disposal by the Theater Commander in the absence of a disposal agency. It is apparent that any governmental disposal agency will require considerably more personnel than are now so employed before complete and physical disposal of surplus property is accomplished. Until then, the Army Air Forces will be required to utilize much of its technically trained personnel in guarding and storing surplus property.

G. DELAY IN RECEIPT OF INSTRUCTIONS FROM HEADQUARTERS ARMY AIR FORCES ON DISPOSITION OF EXCESS AIRCRAFT:

As in the European Theater of Operations, the Mediterranean Theater of Operations is burdened unnecessarily by the delay in receiving disposition instructions from Headquarters Army Air Forces on excess aircraft reported under instructions contained in AAF Regulation 65-85.

Since such aircraft must be maintained in operational status until disposition instructions are received, the Theater is having to utilize critical maintenance personnel and storage facilities caring for excess aircraft for as much as two months after report of excess has been made. General Eaker's staff states that on several occasions it has been necessary to transfer to an excess aircraft pool maintenance detachments which could have been used in the maintenance of operational aircraft.

The attached chart, furnished by General Eaker's staff, shows the present status of aircraft previously reported to Headquarters Army Air Forces as excess.

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DATA ON EXCESS AIRCRAFT

AM-2-10

REPORTED TO AAF/MTO IN MESSAGE	NO. A/C REPORTED	DISPOSITION INSTR. RECEIVED FROM U.S.	ACTION TAKEN BY THIS COMMAND	REMARKS
U-132-H 28 August 1944	162	None		
AM-9542 22 Sept. 1944	19 (In addition to previous report)	20 A/C (11 B-26 & 9 A-20) declared surplus in WARX 75118, dated 11 Dec.	20 A/C reported to FEA, Algiers, in letter dated 16 Dec. 1944	No reply received from F.E.A. TO DATE.
AM-2226 2 Nov. 1944		44 B-24 and 28 B-17 to be returned to the U.S. (AAF/MTO message From ARNOLD MX 42457 date) 3 Jan. 1945	A/C being prepared for ferrying at GIOIA	3 B-24's have previously been transferred to RAF and are not available for return to U.S.
	276			Because of new AAF Reg. 65-85, all aircraft in theater were reported, whether previously reported or not.
		131 Aircraft declared surplus in WARX 83977 dated 30 Dec. 1944.	Aircraft being reported to FEA, Algiers, by Air Supply Division	
AM-3672 24 Nov. 1944	61 (In addition to previous report)	7 B-17F to be flown to U.S. (WARX 86283 dated 4 Jan. 1945).	Aircraft are being prepared for ferrying at GIOIA	
		3 P-47 to be shipped to U.S. (WARX 74020, dated 8 Dec.1944)	2 P-47 Aircraft at Brindisi awaiting Transport.	1 P-47 has been wrecked since reported and is not available.
AM-5857 26 Dec. 1944	11 (In addition to previous report	NONE		

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H. SUMMATION:

1. While excess supplies and equipment in the Mediterranean Theater of Operations amount at present to only 13,000 tons, and will on VE-Day be less than one-third as large as those in the European Theater of Operations, the problem of storage and record keeping in Mediterranean Theater of Operations is much more serious than in the European Theater of Operations because of the very critical situation as to covered storage facilities and because of inadequate depot personnel. The present burden in caring for these excess supplies and equipment is estimatedto consume 20% of the available man hours in depots.

2. The procedures for disposal of fixed installations are well established and such disposal presents no serious problem.

3. Only a small number of added installations will be required in the Mediterranean Theater of Operations for combat operations. There will be need for continuing certain i nstallations for the sole purpose of supporting Air Transport Command operations.

4. As in the European Theater of Operations, the F.E.A.'s only positive action in assisting the disposal problem has been to authorize promptly the salvaging by the Army Air Forces of combat aircraft and components peculiar thereto. This has been somewhat more difficult in this Theater than in the European Theater of Operations because of the fact that the F.E.A. representative is located in Algiers while all surpluses are reported from Naples. The F.E.A. presently has no organization for the sale of surplus property in this Theater.

I. COMMENTS:

In addition to the absence of any organization by Foreign Economic Administration to dispose of surplus property

reported to it, the Army Air Forces in this Theater have been further hampered by the fact that to date the Theater Commander has issued no specific instructions setting stock levels over which items may be considered excess nor any definite procedures for the reporting of the various classes of Army Air Forces property. It is understood that directives to correct this situation will be issued within the near future.

J. CONCLUSIONS:

1. Stocks of excess and surplus items in this Theater are to some extent hindering the most economical use of depot personnel and are interfering in a limited way with the prosecution of the war.

2. Foreign Economic Administration's representative in this Theater has been cooperative and has functioned as efficiently as possible under the circumstances. As in the European Theater of Operations, he has lacked the support of his headquarters in Washington, which has given him neither adquate personnel to dispose of property nor directives under which to operate.

3. The Foreign Economic Administration or any other designated disposal agency must recognize that sales of surplus property in Italy will have to be consummated as a paper transaction, with ultimate payment deferred until such time as the Italian currency has real value.

K. RECOMMENDATIONS:

1. It is recommended that, to relieve the Army Air Forces in this Theater from the unnecessary burden of storing and guarding surplus property:

a. F.E.A. appoint a representative to be located in Naples as expeditiously as possible;

b. F.E.A., or other designated disposal agency,

plan to set up an organization, including personnel and facilities, necessary to take over the storage and disposition of surplus property in this Theater.

2. It is recommended that the War Department :

a. Urge the MTO Theater Commander to issue as quickly as possible a directive defining stock levels above which items may be considered excess, and procedures for the reporting as surplus of the various types of Air Force property.

3. It is recommended that the War Department:

a. the F.E.A., and other appropriate Federal agencies, explore the feasibility of accepting payment for surplus property sold to Italian nationals or the Italian government by some method of deferred payment pending stabilization of the Italian currency.

4. It is recommended that Headquarters, Army Air Forces, review its procedures for the processing of aircraft reported excess to it so that such processing time may be cut down, thereby relieving the theater of a considerable burden in the storage and maintenance of excess aircraft.

W. H. Frank
WALTER H. FRANK
Major General, USA

INDEX

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DISPOSAL OF EXCESS INSTALLATIONS

1. AIRDROMES. General procedure for the acquisition of airdromes is as follows:

a. NORTH AFRICA.

In North Africa, under the terms of the original armistice with the French, all existing installations were put at the disposal of the Allies. The method of acquiring their installations was through requisitioning. In the case of private property, leases were executed with the owners, the French bearing the cost of the leases and these costs being credited under reverse Lend-Lease. After the operational need on the part of this Headquarters for the use of airdromes has passed, the airdromes are offered to ATC, and, if they have no need for them, immediate steps are taken to derequisition the airdromes and reclaim as much equipment as possible. If an airdrome is considered an "important" airdrome within the definitions which have been laid down by the War Department (these definitions include the amount of money invested by the United States, geographical location, and possible economic value for post-war aviation), the airdromes must be reported to the War Department through the Theater Commander before any derequisitioning or relinquishing of American rights can be done.

b. ITALY.

Airdromes in Italy are all held under requisition and any cost for rentals is defrayed by the Italian Government.

2. In North Africa, all of the airdromes held under requisition by this Headquarters have now been relinquished with two exceptions:

a. Those airdromes currently being used by ATC.

b. Those airdromes for which this Headquarters has no further operational use, but which come within the "important" classification and have been recommended to the War Department for derequisition.

ATC is currently operating on the following airdromes in North Africa:

Marrakech
Cazes (Casablanca)
La Senia (Oran)
Maison Blanche (Algiers)
El Aouina (Tunis)

There are two airdromes in North Africa, which, in the opinion of this Headquarters, come within the definition "important" as defined by the War Department, and for which this Headquarters and ATC have no further operational use. They are Biskra and

(Disposal of Excess Installations, cont'd)

Rabat Sale. Request has been placed with the War Department asking for authorization to derequisition both these fields. When this request is granted, as much of the American investment as can be recovered on Lend-Lease will be recovered either through negotiation with the French or with the British. At the present time the British are operating from both of these fields, although both fields are permanent French installations.

3. DEPOT INSTALLATIONS.

a. NORTH AFRICA.

With the exception of an intransit depot at La Senia, which is presently engaged in cataloging and segregating materiel which has been gathered from various points in North Africa, all depot installations in North Africa, except those necessary for the maintenance of ATC have been withdrawn, and in every case all materiel removed and the real estate obligations satisfied. At the present time there is a depot in Casablanca serving ATC, and there is a small stock of supplies left in Tunis, although the Depot Group and the depot installations have been removed from Tunis. The Service Command's plan for the final disposition of North African installations is attached hereto at Tab "A".

b. SICILY.

All Army Air Force depot installations and airfield installations in Sicily have been withdrawn and all fields derequisitioned, with the exception of two small installations for ATC, as indicated in the plan for ATC requirements in this Theater.

c. SARDINIA.

Army Air Force depots in Sardinia have been completely closed out. The airdromes formerly operated by the Army Air Forces in Sardinia are at the present time assigned to the RAF. Practically all of the facilities on these airdromes have been recovered and shipped to Italy, with the exception of certain quantities of pierced steel plank and of gasoline pipeline which were transferred to the British on Lend-Lease under authority from the War Department.

d. CORSICA.

An advance Air Force depot and an Ordnance Depot at present exist in Corsica. Plans have been made to close these depots out coincident with the removal of the 57th Bomb Wing, which move is scheduled to take place on 1 March. Immediately after the move of the 57th Bomb Wing, arrangements have been made between the Service Command and the Theater for the recovery of steel plank, pipelines, tankage, and other airfield installations on Corsica. Certain airdromes formerly occupied on Corsica have already been derequisitioned, and the balance, with the exception of those facilities required by ATC, will be derequisitioned after the removal of the 57th Bomb Wing.

(Disposal of Excess Installations, cont'd)

e. ITALY.

No depot facilities in Italy have been closed down as the need for all installations still exists. However, as the tactical air forces have moved forward, airdromes occupied by them have been derequisitioned and all of the facilities on these airdromes recovered insofar as possible.

4. There is attached hereto at Tab "B" a list of airdromes formerly occupied by the Air Forces in this Theater which have now been derequisitioned and from which all facilities have been recovered insofar as practicable. It has been and will continue to be the policy in this Theater to re-use airdrome facilities, including pierced steel plank, to the utmost.

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HEADQUARTERS
ARMY AIR FORCE SERVICE COMMAND
MEDITERRANEAN THEATER OF OPERATIONS
APO 528

30 December 1944

SUBJECT: Withdrawal of AAFSC/MTO Units from North Africa.

TO : Commanding General, AAF/MTO, APO 650, U. S. Army.

1. Supplementing the information furnished Maj Gen. I. H. EDWARDS on 21 December 1944 on the above subject, there is furnished herewith the results of agreements reached between representatives of this headquarters and Hq. NAFD ATC at Casablanca recently. Confirmation in writing of these agreements has been requested by letter to CG, NAFD ATC, copy inclosed.

2. It is agreed that the functions and responsibilities of the following units which have been either serving ATC and/or operating the La Senia airfield can and will be assumed by ATC on or before 15 February, thus permitting the transfer to Italy of the following units:

Unit Designation	Strength	Location
437th QM Plat ADG	24	Casablanca
317th Air Serv Sq	245	Casablanca
Hq & Hq Sq, 19th ADG	177	Oran
419th QM Plat ADG	24	Oran
1081st Sig Co (SG) Avn	100	Oran
17th Med Supply Plat	21	Tunis
417th QM Plat ADG	24	Tunis
Det, 1990th Engr Comp Plat FAFA	13	Oran
Total	628	

This will bring to a total of approximately 4,200, troops which have been or will be moved from North Africa since 1 July 1944.

3. It is agreed that the following units must remain indefinitely in North Africa to meet the requirements of either this theater or ATC or both:

Unit Designation	Strength	Location
* Hq & Hq Sq, I ASAC	158	Casablanca
1st Aircraft Assembly Sq	251	Casablanca
Hq & Hq Sq, 37th ADG	177	Casablanca
37 Depot Repair Sq	340	Casablanca
309th Depot Repair Sq	340	Casablanca

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Memo to CG, AAF/MTO dtd 30 Dec 44, subj: W/D of AAFSC/MTO units from NA.

Unit Designation	Strength	Location
37 Depot Supply Sq	131	Casablanca
17 Depot Supply Sq	93	Casablanca
1724 Ord M & M Plat	48	Casablanca
2263 QM Trk Co (Avn)	102	Casablanca
1085 Signal Co (SG) Avn	100	Casablanca
Det 1963 Eng (Avn) Depot Co	12	Casablanca
Det 17 Depot Supply Sq	38	Oran
318 Air Serv Sq	245	Tunis
1707 Ord M & M Plat	48	Tunis

*Further study is being made as to the inactivation of the Hq & Hq Sq, I ASAC. The principle and largest element of this unit is the stock control section which will continue to be essential to meet the requirements of ATC and USAFIME, but the functions of the rest of this headquarters can probably be taken over by an enlarged depot headquarters.

4. It should be noted that, although by commitment to the War Department, all of the above units with the exception of the 1st Aircraft Assembly Squadron have the primary mission to support ATC, nevertheless the Repair Sq., and the Service Sq. at Tunis, are also required to support this theater in connection with the erection of aircraft at Casablanca, and the ferrying of replacement aircraft to this theater, Tunis being a stopover and final check-point prior to the water hop to Italy. While this theater will need the use of the air depot in connection with repair of the damaged deckloaded aircraft and will also in this connection require supplies from the depot supply, it is obvious that we do not desire to retain any supply responsibility in North Africa after it is transferred to another theater. Therefore, a study is being made to develop a plan and establish a procedure whereby we can be assured of the depot facilities and services which we will require in connection with the erection of aircraft, without retaining command of the depot proper and the theater supply responsibilities which such command would entail. In the near future a conference will be arranged with CG, USAFIME to reach an agreement on the plan.

5. It should be noted that the CG, NAFD ATC and his staff have been particularly cooperative in arranging the final troop strength in North Africa. This is especially true in the case of the 317th Air Service Sq and the Quartermaster Platoons. Although these units were among those originally committed to the War Department for use of ATC, when it was shown to ATC by this headquarters that the functions were being duplicated by ATC personnel and were therefore actually not required, ATC agreed to their withdrawal.

6. Although the 17th Depot Supply Squadron was never originally committed to support ATC, its services in North Africa will be required for some time to assist the air depot in classifying, segregating, and disposing of supplies. There are considerable surplus stocks at Fochville, Oran and Casablanca, all of which, except a small amount to be left at Fochville, is to be concentrated at Oran and Casablanca. It will be necessary to leave a detachment of the 17th Supply Squadron at Oran to handle these supplies. Considerable effort is still being expended in removing items from these surpluses in order to make up B-26 and P-39 packups for the French, and to meet other requirements.

/s/ L. P. Whitten
L. P. WHITTEN,
Brigadier General, USA,
Commanding

1 Incl.
Incl 1 - cy of ltr to CG, NAFD-ATC dtd 23 Dec 44.

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ARMY AIR FORCE SERVICE COMMAND
MEDITERRANEAN THEATER OF OPERATIONS (OP-4-2)

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June ... 4
By ALN/PKC NC. Date 11-10-75

23 December 1944

SUBJECT: Reduction of AAFSC/MTO Facilities in North Africa.

TO : Commanding General, NAFD-ATC.

In recent conferences held between Col. F. M. Williams, GSC, NAFD-ATC; Col. M. D. Wilson, A.C., Commanding Officer of I ASAC; and Colonels W. R. Taube, GSC, and E. F. Cantlin, QMC, of this Headquarters, it was agreed that some further economies in AAF personnel could be achieved in North Africa. Duplication of services exists at Tunis and Casablanca in Quartermaster supply. One Quartermaster Platoon (ADG) or its equivalent with a strength of 2 officers and 28 enlisted men could easily meet the need at each of the above locations where two are now serving. Similarly, it is believed that a saving in manpower could be effected by the transference of all responsibility for the operation of La Senia Airfield to NAFD-ATC.

2. It is the purpose of this Headquarters to serve NAFD-ATC in every way possible consistent with the desire of the Commanding General, AAF/MTO to employ more advantageously elsewhere all AAF/MTO personnel not specifically needed in North Africa. There appears to be a definite need at El Aouina for the 318 Air Service Squadron and for the 1707 Ordnance M & M Platoon (Avn). It is planned to leave subject units at that location. At Casablanca the only reduction which should be accomplished at this time is the withdrawal of the 437 QM Platoon (ADG) and the 317th Air Service Squadron. However, the remainder of the Ist Aircraft Assembly Squadron would be dispatched to Cazes to replace the latter unit.

3. As a result of the above-mentioned conferences, it is understood that the following changes will be made on or before the dates indicated:

a. By 1 January 1945, NAFD-ATC will be responsible for all QM Classes I, II, and IV supplies for AAF/MTO as well as ATC personnel is the Tunis Area. This will permit the 417 QM Platoon (ADG) to be withdrawn from that location.

b. (1) By the 15 February 1945, subject to the approval of Headquarters, ATC, and Headquarters, AAF/MTO, full responsibility for the operation of La Senia Airfield will be assumed by NAFD-ATC. This will permit the withdrawal from La Senia of the following units:

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Hq & Hq Sqdrn, 19 Air Depot Group
419 QM Platoon (ADG)
Detachment 2263 QM Truck Co. (Avn)
Detachment 1963 Engineer Avn. Depot Co.
Detachment 1990 Engineer Composite Platoon, FAFC.

which units are now charged with duties covering the operation of that airfield.

(2) Upon the recommendations of a committee of officers from NAFD-ATC and I ASAC, some personnel trained in QM supply, fire-fighting, and operation of base telephone communications are to be withdrawn from the following units:

419 QM Platoon (ADG)
Detachment 1990 Engineer Composite Platoon, FAFC
Detachment 1085 Signal Co. S.G. (Avn) (6 EM now on DS at La Senia)

and exchanged for an equal number of bodies in equivalent grades from ATC. The number of personnel to be exchanged should not exceed 1 officer and 11 enlisted men from the QM unit, 13 enlisted men from the fire-fighting platoon, and 6 enlisted men now operating telephone installations at La Senia.

(3) Three of the four hangers on the Easter side of the field will continue to be assigned to AAFSC/MTO for the storage of surplus stocks.

(4) ATC will subsist 2 officers and 60 enlisted men in addition to an unspecified number of POWs which will be left at La Senia by I ASAC to handle surplus stocks stored at that field. This figure will vary depending upon eventual disposition of subject surplus supplies.

c. At a date to be determined, NAFD-ATC will assume responsibility for supply of QM Classes I, II, and IV supplies to AAF/MTO units or personnel in the Casablanca area. This includes POWs attached to I ASAC, The 437 QM Platoon (ADG) will be available for withdrawal from Casablanca at the date to be agreed upon between yourself and the Commanding Officer, I ASAC.

d. By 1 February 1945 the 20 supply personnel on detached service to ATC at Marrakech will be returned to the 317 Air Service Squadron. It is consluded that replacements can be trained on the job by that date.

e. The 318 Air Service Squadron now serving ATC at El Aouina will be charged with the responsibility for the small stocks of AAF Classes 01, 11, and 19 surplus supplies to be left in storage at Fochville. At such time as final disposition of subject supplies is received, personnel from AFGD #11 will be moved to Tunis to take over this responsibility.

(Ltr to CG, NAFD-ATC, dtd 23 Dec. 44 - cont'd)

4. As soon as your concurrence is received; an officer from I ASAC will be designated to meet with your representative to work out the MOS NUMBERS TO be exchanged.

L. P. WHITTEN
Brigadier General, USA
Commanding.

C	Aghione	8-6-10	I	Cercola	4-24-6
C	Alto, Corsica	1-11-12	I	Cecina South	1-11-12
NA	Ains Berard	4-22-7	NA	Chateaudun du Rhumel	17-8-9
C	Ajaccio	31-18-10	S	Chilivani	22-18-7
S	Albia/Venafiorita	22-18-7	I	Crotone	1-11-12
I	Alghero	31-18-10	S	Comiso	2-26-7
I	Aquino	4-24-6		Crete Crete	31-18-10
I	Arezzo	31-18-10	S	Decimomanni	8-6-10
I	Asa	45-12-6	NA	Depiemme	3-19-7
I	Ascoli	17-19-9	NA	Djedeïdia #1	43-15-6
I	Battipaglia	45-12-6	NA	Djededia #2	43-15-6
NA	Ben Hagan	17-8-9	NA	Djededia Bivouac Area	43-15-6
NA	Berteaux	3-19-7	I	Fabrica	23-5-8
C-	Bevinco	8-6-10	I	Falerium	23-5-8
NA	Blida	3-19-7	I	Fallonica	1-26-8
I	Borghetto	1-11-12	I	Fermo	1-11-12
S	Borizzo	26-1-8	NA	Foch	32-12-6
S	Borore	22-18-7	I	Foligro	1-11-12
C	Calvi	55-2-1	I	Foggia #9	43-15-6
C	Calanzara	8-6-10	I	Foiano	31-18-10
I	Calera	15-11-11	I	Frezzoni	23-25-7
I	Canino	1-26-8	I	Frosinone	43-15-6
?	Capaccio	45-12-6	NA	Gabes	3-19-7
S	Capoterra	22-18-7	I	Gaudo	23-5-8
C	Casabiandi	8-6-10	I	Guidonia	23-5-8
I	Cassandro	1-11-12	NA	Hani	31-16-6
I	Castel Volturno	4-24-6	I	La Bonca	17-8-9
I	Castiglione	31-18-10	NA	La Marsa	32-12-6

CODE: NA - North Africa S - Sicily
C - Corsica I - Italy

NA	La Passet	17-8-9
NA	La Reghaia	31-18-10
NA	Laghout	3-19-7
I	Leghorn	1-11-12
NA	Le Kroub	4-22-7
I	Littoria Cisterno	23-5-8
I	Logo	43-15-6
I	Marcigliano	15-11-11
S	Massines	22-18-7
NA	Massacault	43-15-6
I	Mileni	43-16-5
S	Milis	8-6-10
S	Monserrato	8-6-10
I	Montalto	1-26-8
I	Monte Corvino	17-8-9
I	Nettuno	17-8-9
NA	Nouvion	32-12-6
I	Ombrone	1-26-8
I	Orbitello	1-26-8
S	Oristano	22-18-7
I	Orvieto	23-5-8
I	Osa	23-5-8
S	Ottana	22-18-7
NA	Oudna #1	43-15-6
NA	Oudna #2	32-12-6
I	Palazzo	1-11-12
NA	Oujda	3-19-7
I	Pescara	31-18-10
NA	Philippeville	14-20-6
I	Pian-Del-Lago	15-11-11
I	Pignaturo	23-5-8
I	Piombino	31-18-10
S	Ponte Olive	2-26-7
I	Piagiolino	1-11-12
NA	Ras-el-mas	3-19-7
I	Regina	15-11-11
C	St. Catherine	8-6-10
I	San Angelo	23-25-7
I	San Vito	1-11-12
I	Sale	45-12-6
I	Serretelle	45-12-6
NA	Setif	3-19-7
NA	Sidi Amor	6-15-6
I	Sinello	1-11-12
NA	Sidi Ahmed	2-11-10
I	Stelavecchia	11-26-10
NA	Taparoui	43-15-6
NA	Telergma	2-11-10
NA	Thelepte	17-8-9
NA	Timeslet	32-12-6
NA	Tindouf	3-19-7
NA	Touggourt	3-19-7
S	Trapani Milo	39-25-8
I	Trecancelli	23-5-8
I	Tusciano	45-12-6
I	Vasto	1-11-12
S	Venafriorita/Olbia	8-6-10
I	Venafro	43-15-6

I	Vesuvious	45-13-6
I	Vicarello	1-11-12
S	Villacidro	8-6-10
I	Viterbo	1-11-12
I	Voltone	1-26-8
S-Zeppara		22-18-7

NEED FOR NEW INSTALLATIONS

1. ANCONA AREA. One Fighter-Bomber Group of the Twelfth Air Force is now operating in the Ancona area. One 1 March, the 57th Bomb Wing (Medium), consisting of 3 groups of B-25's, will move from Corsica to the Ancona area. This Headquarters has also proposed to the Theater Commander that the 306th Wing, consisting of 4 groups of P-51 escort Fighters of the Fifteenth Air Force, be moved into the Ancona area under a phased operation, the move to be completed by 1 May. These plans make it necessary for us to establish an Air Force General Depot, an Ordnance Depot and Dump, and a Depot for common supplies in this area. A Depot Group and Ordnance personnel has already been moved to the area, and the formation of an Air Force General Depot and Ordnance Depot and Dump is well under way. There has been considerable discussion in the Theater Headquarters as to whether or not the Ground Force Depot to carry common supplies would be operated by a Base Section to be formed in that area, or would be attached to the Air Forces and operated by AAFSC/MTO. Pending a decision by the Theater Commander, necessary Army Service Force units are being designated by the Theater and are being held on call for the Air Forces. These units will at least temporarily be assigned to the Air Forces, and the Depot will operate under Air Force jurisdiction.

2. A tentative plan is being discussed by this Headquarters and USSTAF with Army Air Forces Headquarters in Washington contemplating the transition of up to eight B-24 groups in this Theater to B-29 groups. This will require the construction of airdromes in this Theater capable of sustaining B-29 operations. A survey has been made by the Aviation Engineers and the necessary fields have been designated. They are located in the Heel of Italy. In the opinion of the Engineers of this Theater, these fields can be constructed from materials acquired locally.

3. A proposal is being placed before the Russians for the establishment of two advanced bases for long-range escort Fighters and Heavy Bombers in the Budapest area. Complete plan, setting forth the logistical requirements and tactical considerations of this project, has been forwarded to Moscow to the Military Mission there. It is planned that this project will be supported from this Theater.

4. A tentative proposal to move the Fifteenth Air Force to the area around Vienna has been submitted to Washington. Complete details are contained in the document dated 10 October 1944, subject: Proposal to Base Fifteenth Air Force in Vienna Area. Copies of this document are on file in Army Air Forces Headquarters in Washington.

5. Complete statement of ATC requirements in this Theater is attached at Tab "A".

COPY

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By RLN/PKC, JC; Date 11-10-75

DECLASSIFIED

EXHIBIT "1"

HEADQUARTERS
NORTH AFRICAN DIVISION
Air Transport Command
1250th AAF Base Unit

NAFD/Comd/GCV/elc

APO 396, c/o P.M.
U. S. Army,
18 November 1944

SUBJECT: Request for Clearance to Establish Necessary Air Transport, AACS and Weather Installations to Support Redeployment and Inter-Theater Air Transport Operation.

TO : Commanding General, MTOUSA, APO 534, U. S. Army.

1. A survey has been made to determine the facilities required within Italy, Corsica, Sardinia and Sicily to support the extension of ATC service pursuant to War Department directive. The purpose of the survey was to coordinate the requirements of ATC, AACS and Weather and thus provide a basis for a joint request of the three special agencies to the Theater.

2. This request incorporates the necessary rights to be granted before proceeding with construction. Joint requests for construction and supplies are included in other communications.

3. Request is hereby made for approval and authorization to procure and operate at the designated locations the following installations:

ITALY

a. Pisa - Pisa San Giusto Airport.

(1) ATC.

(a) An installation on the airport that will provide emergency alternate and check point facilities on the Berne-Rome route.

(2) AACS.

(a) Type of installation.

1. Control tower.
Air/Ground.
Point/Point.
Landline teletype.
1200 W radio beacon
MRA-Z range.

(b) Property to be procured.

1. An area 15 acres square approximately one mile east of field, for remote receiver station and antenna array.

2. An area 400 feet square approximately one-fourth mile west of transmitter site, for beacon station.

3. An area 10 acres square, three to five miles southwest of airport and on a prolongation of the SW-NE runway, for range station.

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~~CONFIDENTIAL~~

4. An area 15 acres square approximately three-fourths mile from airport, for transmitter station and antenna array.

5. Cable right of way from signal center to the following locations:

Transmitter station
Remote receiver "
Radio beacon "
Radio range "

(3) Weather.

(a) Type DR station as specified in T/O 627.

(4) Operating and billeting space.

(a) Estimated strength.

1.	ATC	- 1 Officer,	20 EM.
2.	AACS	- 3 Officers,	20 EM.
3.	Weather	- 1 Officer,	7 EM.
4.	Total	- 5 Officers,	47 EM.

(b) The space and facilities with right of access thereto required by ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

b. Rome - Ciampino Airport.

(1) ATC.

(a) An installation to provide terminal and maintenance facilities on the London-Paris-Rome-Athens-Cairo route.

(2) AACS.

(a) Type of installation.

1. Control tower.
Air-Ground.
Point/Point.
Landline teletype.
Radio beacon.
MRA-Z and SRA-Z range.

(b) Property to be procured.

1. An area 10 acres square approximately three-fourths mile from airport, for transmitter station and antenna array.

2. An area 15 acres square approximately one mile from airport, for remote receiver station and antenna array.

3. An area 300 feet square approximately one-fourth mile from airport for radio beacon installation.

4. An area 10 acres square, three to five miles from airport and located on a prolongation of the runway, for a range.

5. Cable right of way from signal center to the following locations:

Transmitter station
Remote receiver "
Radio range "
Radio beacon "

(3) Weather.

(a) Type AR station as specified in T/O 627.

(4) Operating and billeting space.

(a) Estimated strength.

1.	ATC	- 30 Officers,	245 EM.
2.	AACS	- 6 Officers,	45 EM.
3.	Weather	- 5 Officers,	22 EM.
4.	Total	-161 Officers,	667 EM.

(b) The space and facilities with right of access thereto required for ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

c. Bari - Bari Main Airport.

(1) ATC.

(a) An installation on the airport that will provide operational dispatch control facilities for redeployment and thereafter emergency alternate and check point facilities on the Rome-Athens route.

(2) AACS.

(a) Type of installation.

1. Control tower HF and VHF.
Air/Ground.
Point/Point.
Radio teletype (circuit to Cairo)
Landline teletype.
1200 W radio beacon.
MRA-Z range.

(b) Property to be retained or procured.

1. Retain present signal center.

2. Retain present tower location on main hangar.

3. Procure 10 acres square approximately three miles southeast of airport and located on prolongation of runway, for radio range.

4. Procure 15 acres square approximately one-half mile northeast of airport, for transmitter building and antenna array.

5. Procure 15 acres square approximately one mile southwest of airport for remote receiver location.

6. Procure an area 300 feet square located approximately one-fourth mile from transmitter building, for radio beacon station.

7. Procure cable rights-of-way from signal center to following locations:

Transmitter station
Remote receiver "
Radio range "
Radio beacon "

(3) Weather.

(a) Type AR station as specified in T/O 627.

(4) Operating and billeting space.

(a) Estimated strength.

1.	ATC	- 1 Officer,	20 EM.
2.	AACS	- 5 Officers,	50 EM.
3.	Weather	- 1 Officer,	11 EM.
4.	Total	- 7 Officers,	81 EM.

(b) The space and facilities with right of access thereto required by ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

CORSICA.

d. Bastia - Poretta Airport.

(1) ATC

(a) An installation on the airport that will provide emergency alternate and check point facilities on the Algiers-Marseilles and Marseilles-Rome routes.

(2) AACS.

(a) Type of installation.

1. Air/Ground.
Point/Point.
1200 W Radio beacon.

(b) Property to be procured.

1. An area 400 feet square across the road and opposite side of Headquarters, 42d Bomb Wing, for transmitter station.

2. An area 300 feet square approximately one mile east of airport, for radio beacon station.

3. Cable right-of-way from signal center to transmitter station and radio beacon station.

(3) Weather.

(a) Type DR station as specified in T/O 627, plus rawin weather.

(4) Operating and billeting space.

(a) Estimated strength.

1.	ATC	- 1 Officer,	20 EM.
2.	AACS	- 1 Officer,	12 EM.
3.	Weather	- 1 Officer,	11 EM.
4.	Total	- 3 Officers,	43 EM.

(b) The space and facilities with right of access thereto required by ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

SARDINIA.

e. Cagliari - Elmas Airport.

(1) ATC.

(a) An installation on the airport that will provide emergency alternate and check point facilities on the Algiers-Marseilles and Algiers-Naples routes.

(2) AACS.

(a) Type of installation.

1. Air/Ground.
Point/Point.
1200 W radio beacon.

(b) Property to be retained or procured.

1. Retain signal tower.

2. Retain transmitter building, antenna array and associated cable system.

3. Procure an area 300 feet square located approximately one-half mile northeast of airport, for radio beacon station.

4. Procure cable right-of-way from transmitting station to beacon station.

(3) Weather.

(a) Type DR station as specified in T/O 627.

(4) Operating and billeting space.

(a) Estimated strength.

1.	ATC	- 1 Officer,	3 EM.
2.	AACS	- 2 Officers,	21 EM.
3.	Weather	- 1 Officer,	11 EM.
4.	Total	- 4 Officers,	35 EM.

(b) The space and facilities with right of access thereto required by ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

SICILY.

f. Trapani - Borizzo Airport.

(1) ATC.

(a) An installation on the airport that will provide emergency alternate and check point facilities on the Algiers-Naples route.

(2) AACS.

(a) Type of installation.

1. Air/Ground
Point/Point
1200 W radio beacon.

(b) Property to be procured.

1. An area of 400 square feet for signal center, receiving antenna array, transmitter, building, power house and transmitter antenna, located approximately 2,000 feet from runway.

2. An area 300 feet square located one-half mile north of the signal center, for radio beacon and associated antenna array.

3. Cable right-of-way between signal center, transmitter building and beacon station.

(3) Weather.

(a) Observation, radiosonde and rawin station.

(4) Operating and billeting space.

(a) Estimated strength.

1. ATC - 1 Officer, 20 EM.

2. AACS - 1 Officer, 12 EM.

3. Weather - 1 Officer, 11 EM.

4. Total - 3 Officers, 43 EM.

(b) The space and facilities with right of access thereto required by ATC, AACS and Weather to construct, operate and maintain the above installations.

(c) The space and facilities required to billet the ATC, AACS and Weather personnel.

4. The intra-theater air transport operation will continue until cessation of hostilities and military units being served are evacuated. Request is hereby made for clearance to continue or establish the following facilities to serve this temporary operation.

ITALY.

a. Milano.

b. Genoa.

c. Florence.

(1) ATC.

(a) Temporary transport operation.

(2) AACS.

(a) 1200 W radio beacon.
Tower.
Point/Point.
Air/Ground.

(3) Weather.

(a) Type BD Station.

d. Naples.

(1) ATC.

(a) Temporary terminal transport operation with facilities now occupied.

(2) AACS.

(a) Control tower, HF and VHF.
Air/Ground.
Point/Point.
Radio teletype.
1200 W radio beacon.
Landline teletype.
MRA-Z range.

(3) Weather.

(a) Type AR station.

e. Foggia.

(1) ATC.

(a) Temporary transport operation.

(2) AACS.

(a) Tower.
Air/Ground.
Point/Point.
Landline teletype.
1200 W radio beacon.
MRS-Z range.

(3) Weather.

(a) Type B station.

CORSICA.

f. Bastia - Borgo Airport.

(1) ATC.

(a) None.

(2) AACS.

(a) Air/Ground.
Point/Point.
1200 W. beacon.

(3) Weather.

(a) Type B station.

SICILY.

g. Palermo.

(1) ATC.

(a) Temporary transport operation.

(2) AACS.

(a) Control tower, HF and VHF.
Air/Ground.
Point/Point.
Landline teletype.
1200 W radio beacon.

(3) Weather.

(a) Type B station.

5. This Headquarters has coordinated the requirements of ATC, AACS and Weather to facilitate consideration thereof by the Theater. Request is hereby made for approval of the above plan.

JAMES S. STOWELL

Brigadier General, United States Army
Commanding

DIST:

CG, MATS
CO, 2d AACS Wing
CO, 12th Weather Region

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE
Office of the Commanding General

65-11

16 October 1944.

USSTAF REGULATIONS)
:
NO.....65-11)

SUPPLY AND MAINTENANCE

PROCEDURE FOR DISPOSAL OF EXCESS SUPPLIES AND EQUIPMENT

(This Regulation supersedes USSTAF Regulations No. 65-11, dated 25 April 1944)

SECTION I - GENERAL

1. The Purpose of this regulation is to establish the procedure for the disposal of all excess supplies and equipment except complete aircraft.

2. EXCESS: An item will be considered excess when the quantity on hand exceeds the maximum authorized level of supply and is not required to meet operational needs of the organization in the foreseeable future.

3. The procedure for the disposal of excess accommodation stores is contained in current USSTAF Regulations 85-7, 12 August 1944.

4. Unit and Station Supply Officers and Sub-Depots and Service Squadrons will conduct at once, and periodically thereafter, a survey to determine whether any supplies and equipment on hand are in excess of their needs. Where excesses exist the following action will be taken:

a. Excess quantities of Air Force items, i.e., Classes 01 through 30 or their equivalents, whether of British or American origin, will be returned through supply channels to the appropriate Strategic, Tactical, or Base Air Depot Strategic, Tactical and Base Air Depots receiving such materiel may redistribute it to the forward activities within their supply channels where requirements exists.

b. Excess items of other arms and services will be reported in accordance with the provisions of paragraph 5 below.

5. Supply installations having on hand excess items of other arms and services, whether of a British or American origin, will report such excesses through supply channels to the Commanding General, Base Air Depot Area, who will issue disposition instructions. Any supply echelon through which the report passes may order redistribution where requirements exist.

b. The Commanding General, Base Air Depot Area, will initiate action to return or report to the United States any items on these lists which become excess to theater requirements.

c. Excess quantities of all other Air Force items not included in either of the above lists will be disposed of as follows:

(1) Excess items not peculiar to aircraft will be reported by the Commanding General, Base Air Depot Area, ASC, US Strategic Air Forces in Europe, to the appropriate Supply Service, Communications Zone, through Base Section or Command concerned, for disposition instructions.

(2) Excess items peculiar to aircraft will be properly inventoried, labeled, and stored, by the Commanding General, Base Air Depot Area, pending the establishment of a surplus property disposal agency by the United States. This agency, when established, will issue final disposition instructions covering property within this category. Appropriate records will be maintained of all property awaiting disposition instructions.

(3) The Commanding General, Base Air Depot Area, ASC, US Strategic Air Forces in Europe, will submit such reports of surplus property as may be required by the Commanding General, ASC, US Strategic Air Forces in Europe.

By command of Lieutenant General SPAATZ:

E. P. CURTIS,
Brigadier General, U.S.A.,
Chief of Staff.

OFFICIAL:

HARRIS F. SCHERER,
Colonel, AGD,
Adjutant General.

DISTRIBUTION: E Plus 25 cys to Director of Supply.

HENRY HARLEY ARNOLD

Box 115 Folder 3

MILITARY

Lecture

5AS 400

European Theatre of Operations

(11-19)

SAS 400
ETO & MTO

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DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PKC NO. Date 11-10-75

1 SEP 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Major General Knerr's Proposal for Reorganization of Air Arm

DISCUSSION

1. The end of the war, the advent of the Report of The Joint Chiefs of Staff Special Committee for reorganization of the National Defense, and the very favorable position of The Army Air Forces in the public estimation, all combine to make the present the opportune moment to try for the kind of organization deemed best for the Air Forces.

2. General Knerr's plan is worthy of the most careful study and at a staff level sufficiently high that those who make the study will have rank and ability enough to maintain their conclusions before any committees of Congress or elsewhere.

ACTION RECOMMENDED

1. It is recommended:

a. That the attached letters to Generals Kenney, Spaatz and Stratemeyer be signed.

b. That basic report and recommendation, together with the comments of Generals Norstad and Davison, be referred to the appropriate staff agency for study and recommendation.

c. That the Report of the Joint Chiefs of Staff Special Committee for Reorganization of the National Defense be considered in connection with such study.

(Signed) E. M. POWERS

E. M. POWERS
Major General, U. S. A.
Assistant Chief of Air Staff-4

4 Incls:
1 - Ltr to Gen Kenney
2 - Ltr to Gen Spaatz
3 - Ltr to Gen Stratemeyer
4 - Ltr fr Gen Knerr, 10 May 45
subj: Air Force Logistics
w/comments attached

AFAAG

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Gen Lee ET al M.T.O.

CONFIDENTIAL

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AFDES-1
Lt. Col. Haymes
Ext. 5866

6 SEP 1945

General George C. Kenney
Commanding General
Far East Air Force
APO 925, c/o Postmaster
San Francisco, California

Dear George:

As a result of his experience in supplying the Air Forces in ETO, Hugh Knerr has submitted a letter setting forth in considerable detail his observations on the deficiencies of organization of the Army with respect to the actual requirements of the Air Forces.

It appears that Knerr's ideas, although his own, and illustrated by numerous examples from his own experience in ETO, bear a very marked resemblance to the views expressed in much less detail by General Eisenhower. This conclusion will become apparent when we begin to explore the steps necessary to place the total military and naval forces under one command. An organization adaptable to such control would lead to a large measure of autonomy for each of the basic forces: the Army, the Navy, and the Air Force.

In the light of current thinking and the necessity for action in the very near future, the questions raised are pertinent and timely and cannot be put aside. In order to get the views of those who have had essentially the same or similar experience as Hugh Knerr, I've reduced his important criticisms to questions which are set forth below and on which I feel that your views are of the utternost importance and I will appreciate getting them at an early date:

Should the Air Arm have an integrated supply and maintenance system all its own with complete control over items of "common usage"?

Would a central procuring agency serving Army, Navy, and Air, and controlling the means of distribution to the three services, be more efficient than the system now employed? This agency would of course control priorities and coordinate the use of facilities.

Is the T/O and E a practical means of providing the necessary people and equipment to perform the Air Force mission? Has any difficulty been experienced in obtaining the necessary equipment for special tasks by reason of the allowances set?

AA6

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DOD Ltrs.
By Authority of 20 June 1974
By NARS, Date 11-18-75

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Would a bulk allotment of personnel and some means other than T/O and E's for establishing initial allowances of equipment be superior to the T/O and E?

Have your forces in general been handicapped by the inadequacy of equipments furnished by ASF on the basis of T/O and E and TBA's?

Has the effectiveness of your combat operations been markedly reduced by your dependence upon a supply system geared to the Army Service Forces system of supply and transportation?

Expressed as a percentage, how much would the tempo of the air war in your command have been increased by the ideal, or a 100% efficient service of supply?

The most frank discussion of these questions is invited, and of course should be kept strictly within the Air Forces, and your reply sent to me direct.

I extend to you and your command my most hearty congratulation on the outstanding contribution you have made to our defeat of our enemies in the Pacific.

Sincerely,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army.
Deputy Commander, Army Air Forces.

INFORMATION
8 SEP 1945

DECLASSIFIED
DOD Dir.
8 Jan. & 29 June 1974
By [illegible] Date 11-8-25

~~CONFIDENTIAL~~

DECLASSIFIED

16 SEP 1945

Lieutenant General Carl Spaatz
Commanding General
United States Army Strategic Air Force
APO 234, c/o Postmaster
San Francisco, California

Dear Tooey:

As a result of his experience in supplying the Air Forces in ETO, Hugh Knerr has submitted a letter setting forth in considerable detail his observations on the deficiencies of organization of the Army with respect to the actual requirements of the Air Forces.

It appears that Knerr's ideas, although his own, and illustrated by numerous examples from his own experience in ETO, bear a very marked resemblance to the views expressed in much less detail by General Eisenhower. This conclusion will become apparent when we begin to explore the steps necessary to place the total military and naval forces under one command. An organization adaptable to such control would lead to a large measure of autonomy for each of the basic forces: the Army, the Navy, and the Air Force.

In the light of current thinking and the necessity for action in the very near future, the questions raised are pertinent and timely and cannot be put aside. In order to get the views of those who have had essentially the same or similar experience as Hugh Knerr, I've reduced his important criticisms to questions which are set forth below and on which I feel that your views are of the uttermost importance and I will appreciate getting them at an early date:

Should the Air Arm have an integrated supply and maintenance system all its own with complete control over items of "common usage"?

Would a central procuring agency serving Army, Navy, and Air, and controlling the means of distribution to the three services, be more efficient than the system now employed? This agency would of course control priorities and coordinate the use of facilities.

Is the T/O and E a practical means of providing the necessary people and equipment to perform the Air Force mission? Has any difficulty been experienced in obtaining the necessary equipment for special tasks by reason of the allowances set?

Would a bulk allotment of personnel and some means other than T/O and E's for establishing initial allowances of equipment be superior to the T/O and E?

Have your forces in general been handicapped by the inadequacy of equipments furnished by ASF on the basis of T/O and E and TBA's?

Has the effectiveness of your combat operations been markedly reduced by your dependence upon a supply system geared to the Army Service Forces system of supply and transportation?

Expressed as a percentage, how much would the tempo of the air war in your command have been increased by the ideal, or a 100% efficient service of supply?

The most frank discussion of these questions is invited, and of course should be kept strictly within the Air Forces, and your reply sent to me direct.

I extend to you and your command my most hearty congratulation on the outstanding contribution you have made towards defeat of our enemies in the Pacific.

Sincerely,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

AFDBS-1
Lt Col Haynes-5866

~~CONFIDENTIAL~~
DECLASSIFIED

8 SEP 1945

Lieutenant General George E. Stratemeyer
Commanding General
United States Army Air Forces
China Theatre
APO 879, c/o Postmaster
New York, New York

Dear Strat:

As a result of his experience in supplying the Air Forces in ETO, Hugh Knerr has submitted a letter setting forth in considerable detail his observations on the deficiencies of organization of the Army with respect to the actual requirements of the Air Forces.

It appears that Knerr's ideas, although his own, and illustrated by numerous examples from his own experience in ETO, bear a very marked resemblance to the views expressed in much less detail by General Eisenhower. This conclusion will become apparent when we begin to explore the steps necessary to place the total military and naval forces under one command. An organization adaptable to such control would lead to a large measure of autonomy for each of the basic forces: the Army, the Navy, and the Air Force.

In the light of current thinking and the necessity for action in the very near future, the questions raised are pertinent and timely and cannot be put aside. In order to get the views of those who have had essentially the same or similar experience as Hugh Knerr, I've reduced his important criticisms to questions which are set forth below and on which I feel that your views are of the uttermost importance and I will appreciate getting them at an early date:

Should the Air Arm have an integrated supply and maintenance system all its own with complete control over items of "common usage"?

Would a central procuring agency serving Army, Navy, and Air, and controlling the means of distribution to the three services, be more efficient than the system now employed? This agency would of course control priorities and coordinate the use of facilities.

Is the T/O and E a practical means of providing the necessary people and equipment to perform the Air Force mission? Has any difficulty been experienced in obtaining the necessary equipment for special tasks by reason of the allowances set?

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Would a bulk allotment of personnel and some means other than T/O and E's for establishing initial allowances of equipment be superior to the T/O and E?

Have your forces in general been handicapped by the inadequacy of equipments furnished by AAF on the basis of T/O and E and TBA's?

Has the effectiveness of your combat operations been markedly reduced by your dependence upon a supply system geared to the Army Service Forces system of supply and transportation?

Expressed as a percentage, how much would the tempo of the air war in your command have been increased by the ideal, or a 100% efficient service of supply?

The most frank discussion of these questions is invited, and of course should be kept strictly within the Air Forces, and your reply sent to me direct.

I extend to you and your command my most hearty congratulation on the outstanding contribution you have made towards defeat of our enemies in the Pacific.

Sincerely,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

By hand
To Col Libby
5/16/45

DECLASSIFIED

~~SECRET~~

16 May 1945

DECLASSIFIED
EO Dec. 6 30 June 1978
By ALN/PXC NARS, Date 11-10-75

MEMORANDUM FOR LIEUTENANT GENERAL IRA C. EAKER:

SUBJECT: General Frank's Report

1. The attached report to General Arnold on surplus property in the various theaters was handed me for transmittal to you and General Arnold. I have read the report and have noted:

a. That all theaters have now developed procedures for the expeditious screening and reporting of excess and surplus property, and that the Foreign Economic Administration is giving the Air Forces prompt instructions to salvage combat aircraft and parts peculiar thereto; and

b. That Headquarters, Army Air Forces is now giving prompt disposition instructions to the theaters on aircraft reported excess to theater requirements.

2. I have noted the following two conditions that are entirely unsatisfactory and upon which Air Staff action is necessary or advisable:

a. F.E.A. is at a standstill in the sale of surplus property in U.K., British Empire countries, and non-British countries within the Sterling Block as British treasury officials will not allow payment either in dollars, pounds, or local currency. Some agreement between U.S. and British treasury officials must be made within the near future or decision must be made to move saleable surpluses to other countries or return them to the U.S.

b. MTO is in receipt of a proposed letter from ATSC to Headquarters, Army Air Forces containing a proposal for the submission of lists of excess property by overseas theaters to ATSC prior to any declaration of surplus. ASC staff in MTO felt that the adoption of the recommendations contained in this letter would practically stop current surplus disposition and would mean a delay of as much as a year in closing up MTO after the cessation of hostilities.

3. Action that has been directed:

a. With reference to 1.a. above, AAF will initiate War Department action directed to the Liquidation Commission so that pressure may be brought on the State Department to obtain an early agreement with British treasury officials.

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Copy for SAS

SAS 400 ETO & MTO

(11)

b. With reference to 1.b. above, the implications of the letter will be carefully considered as this is contrary to previous policy.

(Sgd)

1 Incl
Subject Report

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 400 ~~South~~ Pacific

ETO & MTO (71)

SAVE

SECRET

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ... LC; Date 11-20-78

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

16 May 1945

Noted
File
mah 6/7/45

MEMORANDUM FOR LIEUTENANT GENERAL IRA C. EAKER:

SUBJECT: General Frank's Report

1. The attached report to General Arnold on surplus property in the various theaters was handed me for transmittal to you and General Arnold. I have read the report and have noted:

a. That all theaters have now developed procedures for the expeditious screening and reporting of excess and surplus property, and that the Foreign Economic Administration is giving the Air Forces prompt instructions to salvage combat aircraft and parts peculiar thereto; and

b. That Headquarters, Army Air Forces is now giving prompt disposition instructions to the theaters on aircraft reported excess to theater requirements.

2. I have noted the following two conditions that are entirely unsatisfactory and upon which Air Staff action is necessary or advisable:

a. F.E.A. is at a standstill in the sale of surplus property in U.K., British Empire countries, and non-British countries within the Sterling Block as British treasury officials will not allow payment either in dollars, pounds, or local currency. Some agreement between U.S. and British treasury officials must be made within the near future or decision must be made to move saleable surpluses to other countries or return them to the U.S.

b. MTO is in receipt of a proposed letter from ATSC to Headquarters, Army Air Forces containing a proposal for the submission of lists of excess property by overseas theaters to ATSC prior to any declaration of surplus. ASC staff in MTO felt that the adoption of the recommendations contained in this letter would practically stop current surplus disposition and would mean a delay of as much as a year in closing up MTO after the cessation of hostilities.

3. Action that has been directed:

a. With reference to 1.a. above, AAF will initiate War Department action directed to the Liquidation Commission so that pressure may be brought on the State Department to obtain an early agreement with British treasury officials.

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b. With reference to 1.b. above, the implications of the letter will be carefully considered as this is contrary to previous policy.

Patrick W. Timberlake

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Subject Report

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REPORT TO GENERAL ARNOLD

SUBJECT: Disposition of Surplus Property in European Theatre, Mediterranean Theatre, African-Middle East Theatre, Persian Gulf Command, India-Burma Theatre, China Theatre, Southwest Pacific Theatre, and Pacific Ocean Area.

In compliance with a directive from General Arnold to Major General Walter H. Frank, dated 3 October 1944, copy of which is attached hereto and marked Exhibit A, I departed the United States for the above listed theatres 10 April 1945. In addition to the crew of the airplane assigned me, there were in the party:

Brigadier Gen. R. E. Wood, Retired

Colonel John Hargreaves

Colonel Howard C. Smith

Lt Colonel Robert M. Clements

Captain James L. Murphy, Jr.

On 4 May 1945 we were joined in Honolulu by Mr. James Garfield, and Mr. Cook, of Reconstruction Finance Corporation, which has been designated as aircraft disposal agency for Hawaiian Islands.

In each Theatre we met with the Air Force Commanders and with the appropriate Air Force supply personnel. The report of findings follows in eight parts, one for each Theatre.

I wish to state at this point that in all Theatres visited, Air Force personnel are thoroughly aware of the problem of disposal of surpluses, and are attacking it vigorously.

The log of the trip is attached as Exhibit B.

W. H. Frank

WALTER H. FRANK
Major General, U.S. Army

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DOD Dir. 5200.9
Sec. 4 & 30 June 1974
By BLN/PKC NCI Date 11-10-75

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GENERAL SUMMARY AND RECOMMENDATIONS

A. SUMMARY

1. The AAF in all theaters visited has now developed procedures for the expeditious screening and reporting of excess and surplus property.

2. Hq., AAF, is now giving prompt disposition instructions to theaters on aircraft reported excess to theater requirements.

3. Foreign Economic Administration is giving the Air Forces prompt instructions to salvage combat aircraft and parts peculiar thereto that are reported surplus by AAF.

4. Actual salvage of combat aircraft is lagging in most theaters due to lack of adequate available manpower.

5. F.E.A. is at a standstill in the sale of surplus property in the U.K., British Empire countries, and non-British countries within the Sterling Block, as British Treasury officials will not allow payment either in dollars, pounds, or local currencies. Some agreement between U. S. and British Treasury officials must be made within the near future as to method and currency of payment for sales of surplus property in Sterling Block areas, or a decision must be made to remove saleable surpluses to other countries or to return them to the U. S.

B. RECOMMENDATIONS

1. That AAF and War Dept. officials hold conferences as soon as possible with the Surplus Property Board, the Foreign Economic Administration, and the State and Treasury Departments, pointing out as emphatically as possible that surplus disposals in the U. K. and Sterling Block areas are at a standstill and will continue to remain so until an agreement is reached with British Treasury officials concerning the method and currency to be used in the purchase of surplus property in those areas.

2. That if the British Treasury refuses to allow payment to be made in dollars, pounds, or acceptable local currencies, immediate studies be instituted to determine free markets in other countries which will and can pay for the property in dollars or other currency acceptable to the U. S. Treasury.

3. That the U. S. Treasury be urged by the War Department to authorize acceptance of lire as payment for property in Italy, if the lire offered in payment can be used to reduce the U. S. guarantee of lire issued for troop pay.

4. That the procedure for submission of lists of excess property in overseas theaters to ATSC before disposal, suggested in the letter from ATSC to Hq., AAF, be rejected; and that, in its place, a procedure be adopted under which instructions will be given to Theater Air Force Commanders to hold certain excess items for shipment to theaters supporting the Japanese War, and the remainder be declared surplus at once.

5. That the U. S. Treasury endeavor to come to some agreement with the British in order that surplus property may be disposed of in that country and suitable payment made. If this cannot be worked out, steps should be taken to remove saleable surpluses to other countries or to return them to the United States.

PART I

EUROPEAN THEATRE

A. GENERAL

To bring up to date information submitted in my report of January 1945 concerning the progress being made in the European Theatre of Operations in the disposition of surplus Army Air Forces property, conferences were held at Burtonwood and London, England, with Air Technical Service Command in Europe Base Air Depot Area representatives, and in St Germain, France, with Air Technical Service Command in Europe and U. S. Strategic Air Forces in Europe representatives. In addition a conference was held in London with representatives of the Foreign Economic Administration, the designated disposal agency for aircraft and aeronautical equipment.

B. SUPPLIES AND EQUIPMENT

Policy concerning Declaration as Surplus

From experience gained over the last six months, the Army Air Forces in the European Theatre of Operations have adopted the policy of reporting as surplus available for disposition only those items for which there has been no demand for six months or longer together with such quantities of "live" issue items as are obviously in excess of any possible requirements. This policy was adopted as the result of experience gained in the last quarter of 1944 when approximately 10,000 tons of excess items were moved to a special disposal depot at Haydock, near Burtonwood, for declaration as surplus. Before actual surplus declaration could be made, however, the increased requisitions for supplies due to the stepped up tempo of hostilities required the issue of some items from Haydock. As a result no live issue excesses at Haydock were reported as surplus. That this policy was correct can be seen by the fact that already over 40% of the tonnage originally at Haydock has been issued to using organizations.

C. SURPLUS DECLARATIONS MADE TO DATE:

Up to 10 April 1945 there has been reported to Foreign Economic Administration as surplus, aircraft components and equipment having an original cost of $5,763,000, and complete aircraft having an original cost of $1,403,000. Of the aircraft equipment reported $5,567,000 value was composed of parts peculiar to combat aircraft. Under authorization of the Surplus Property Board, the Foreign

Economic Administration has instructed the Army Air Forces to salvage these surpluses. Such salvage procedures are being accomplished as quickly as the available man power allows. The remaining aircraft parts amounting to $196,000 are usable on transport and cargo aircraft and are being held pending disposition instructions from Foreign Economic Administration.

The complete aircraft declared surplus to date have been UC-78's. Approximately half of these have been determined by Foreign Economic Administration to be unsaleable because of the excessive restoration necessary to place them in flyable condition, and salvage instructions have been issued to the Army Air Forces. The remaining aircraft are being held pending disposition instructions from Foreign Economic Administration.

D. EXCESS STOCKS DISPOSED OF BY RETURN TO U.S.

Within the last three months approximately 3,500 tons of excess supplies have been disposed of through return to the U.S. This was accomplished by submitting a list of excesses to the Air Technical Service Command, Wright Field. The great bulk of the tonnage returned consisted of aluminum and alloy steel raw stock.

E. ESTIMATE OF DISPOSAL LOAD AFTER V-E DAY

Based on present plans for the stocking of redeployed units and after taking into account the supplying of the Occupational Air Force and Air Transport Command in the European Theatre, U.S. Strategic Air Forces in Europe estimates that there is as of 10 April 1945 approximately 190,000 tons of AAF property exclusive of complete aircraft, machine tools and production equipment which would be excess and available for declaration of surplus on cessation of hostilities. Of this tonnage it is estimated that approximately 40% is composed of items peculiar to combat aircraft on which salvage instructions will be received from Foreign Economic Administration. It will be necessary in accordance with present procedures to store and guard the remaining 60% or 114,000 tons pending disposal by the Foreign Economic Administration.

F. BOMB SUPPLY IN EUROPEAN THEATRE OF OPERATIONS

At the present time U.S. Strategic Air Forces in Europe has not declared excesses of any type of bomb, but based on past experience there may be declared as excess in the near future 10,000 tons of bombs, divided approximately equally between 4000 lb L.C., M-4 Frag, and 1600 lb AP.

Assuming cessation of hostilities on 10 April 1945, the date of the attached ammunition report, inclosed as Exhibit C, there are in store, and in port in this theatre 195,400 tons and en route 206,600 tons. A detail of location and type of bombs is set forth in Exhibit C.

G. DISPOSAL ACTIVITIES OF FOREIGN ECONOMIC ADMINISTRATION

As pointed out in my report of January 1945, Subject "Surplus Property in the European Theatre of Operations and Mediterranean Theatre of Operations", the Foreign Economic Administration is unable to dispose of property reported surplus to it by sale within the United Kingdom or sterling block areas because up to the present they are instructed to sell for dollars only, and the British government is unwilling to release dollar balances for the purchase of surplus property not presently needed for essential needs of its economy. In addition it is very doubtful that the British Government will allow payment in free pounds as a sterling balance in the hands of the U.S. obviates the necessity of purchase of pounds for dollars in settlement of international trade, thereby weakening the pound's foreign exchange position. The position of the United Kingdom is clearly set forth in the letter of Sir Ronald I. Campbell to Mr. Stettinius dated 23 September 1944, a copy of which is inclosed as Exhibit D.

An example of the present impasse in sales is represented by a case outlined by Colonel Green of Foreign Economic Administration, London, in which a cement mixer reported as surplus was bought by a British subject for $18,000. Since he was most anxious to acquire the mixer, he went with Foreign Economic Administration representatives to the British treasury to arrange for release of the necessary dollars. Negotiations had to be broken off when the British treasury officials refused to release dollars for this purchase. Foreign Economic Administration has requested permission from Washington to reopen negotiations on the basis of payment in pounds, although there is no certainty that the British treasury will agree to allow Foreign Economic Administration to export pound balances.

While the Army Air Forces is not charged with the disposal of its surplus property, it is directly concerned with the expeditious disposition of such property as it must continue to warehouse and guard with Air Force personnel until disposition is made by Foreign Economic Administration.

H. CONCLUSIONS

1. The Army Air Forces in the European Theatre of Operations has satisfactory procedures established for the screening of excess supplies and the reporting of excesses as surplus to Foreign Economic Administration.

2. Foreign Economic Administration is giving prompt salvage instructions on combat aircraft and parts peculiar thereto and such salvage is proceeding as rapidly as available man power will permit.

3. Foreign Economic Administration is unable to make any sales of surpluses within the United Kingdom because no high level government-to-government agreement has been reached on foreign exchange problems involved in payment for such property sold.

4. The United Kingdom is much more concerned with the protection of the foreign exchange position of the pound sterling than with the acquisition of the few items of U.S. surplus property located in the United Kingdom which the British really need and therefore the United Kingdom will never be a good market for bulk of surpluses located there.

I. RECOMMENDATIONS

1. It is recommended that the Army Air Forces and the War Department hold conferences as soon as possible with the Surplus Property Board, Foreign Economic Administration, and Treasury, pointing out as emphatically as possible that surplus disposals in the United Kingdon and sterling block areas are at a standstill and will continue to be so until an agreement is reached with the United Kingdon government concerning the foreign exchange problems involved. It cannot be too strongly emphasized that time is of the essence, since with the cessation of hostilities, the problem of warehousing and guarding large amounts of surplusses will grow more burdensome as military personnel are returned to the U.S. or redeployed to other theatres.

2. It is recommended that Foreign Economic Administration be urged to make investigations concerning the marketing of surpluses in the United Kingdom in other near-by countries. The only sale of United Kingdom located surplus to date has been to the Swedish who have paid in dollars.

3. It is recommended that a suggestion be made to Foreign Economic Administration that serious consideration be given to the disposal plan outlined in a

letter from Mr. Philip Reed to Mr. Leo Crowley, Administrator, Foreign Economic Administration, dated 16 December 1944, in which he suggested that all surplus property in the United Kingdom be divided into three categories as follows:

"(a) Material which U.K. and U.S. consider essential to U.K. economy. This material to be purchased by U.K. for dollars.

(b) Material which U.K. and U.S. consider useful but not essential to U.K. economy. This material to be turned over to U.K. for an agreed price to be paid over a prescribed period of years.

(c) Material which U.K. and U.S. both consider to have no useful purpose in its present form.

It is felt that material falling into category C should be offered at no cost "as is where is" to France, Belgium and other German occupied countries rather than being turned over gratis to the British who have an abundance of this material.

4. The Reconstruction Finance Corporation is presently distributing certain surplus materials to colleges and high schools in this country for instructional and laboratory purposes. It should be borne in mind that certain surpluses abroad could be used for this purpose if any shortage of such material arises here.

PART II

MEDITERRANEAN THEATER OF OPERATIONS

A. GENERAL

Supplementing the information contained in my report of January 1945, the Surplus Disposal picture in this Theater has changed very little in the past three months. Reports of surplus combat aircraft spares are continuing to be reported to F.E.A., which has established an office in Naples, and salvage instructions are received on the same day that surplus reports are submitted.

B. SUPPLIES AND EQUIPMENT

General Cannon's staff submitted the following cumulative figures concerning tonnages of supplies and equipment:

Returned to U.S.	1971 Tons (principally aluminum and alloy steel stock)
Shipped to Other Theaters	424 tons
Excess property (not yet determined to be surplus)	12,805 tons
Active Property	41,141 tons
Shipped to S.O.S. MTO	24 tons

M.T.O. Air Service Command showed considerable consternation over a letter from Air Technical Service Command to Headquarters, A.A.F., containing proposals for the submission of lists of excess property by overseas Theaters to A.T.S.C. prior to any declaration as surplus. General Whitten's staff felt that the adoption of the recommendations contained therein would practically stop current surplus disposition and would mean a delay of as much as a year in closing up the M.T.O. after the cessation of hostilities. This Theater, in common with E.T.O., would like to have a definite statement from A.T.S.C. as to those items (by Stock Number) which it should hold for redeployment, and be allowed to dispose as surplus excesses of all other items, if they are not listed in T/O 00-35-A-32, (automatically returned to the United States if excess to Theater requirements).

C. DISPOSAL ACTIVITIES OF F.E.A.

Since only obsolete and dead items for which no requisition has been

received for six months or longer have been reported to F.E.A., and since the great majority of these items are peculiar to combat aircraft and, therefore, salvageable, the problem of what currency to take for property sold has not, up to now, presented a major problem. It must be recognized, however, that the Italian lira has very little, if any, intrinsic value and that some method of payment must be devised that will be of real value to the U.S. It has been suggested by General Cannon's staff that payment be authorized in Allied Commission lire, if the Italian Government will allow the U.S. to reduce its guarantee of Allied Commission lire by the amount of A.C. lire received in payment for surplus property.

D. RECOMMENDATIONS

1. That the procedure for submission of lists of excess property from E.T.O. and M.T.O. to A.T.S.C. before disposal, suggested in the letter from A.T.S.C. to Headquarters A.A.F., be rejected and that in its place a procedure be adopted under which instructions will be given to E.T.O. and M.T.O. to ship certain excess items to the Theaters prosecuting the war against Japan, and the remainder be declared surplus at once.

2. That the A.A.F. and Ware Department urge the State and Treasury Departments to make an agreement with the Italian Government for payment for surplus property either in dollars, deferred dollars, or in the reduction of U.S. guarantee on A.O. issued lire.

PART III

AFRICA-MIDDLE EAST THEATER

A. GENERAL

Up to the time this Theater was enlarged to include North West Africa, there was little excess property and no surplus property with the exception of two P-40s which were reported as surplus to F.E.A. and salvaged under its directives. With the inclusion of North-West Africa, AMET Headquarters, realizing that all supply records for this area were concentrated at Casablanca with the 1st Air Service Area Command, authorized this command to continue to deal with M.T.O. on excesses already reported. Therefore, excesses previously reported to M.T.O. are being handled through Naples. No excesses subsequent to the transfer of the territory have been reported to AMET.

B. FIXED INSTALLATIONS

The most important depot abandoned in this Theater is the Deversoir Depot. All supplies and movable fixtures were transferred to the Cairo Air Depot and the installation returned to the British. It was stated that Headquarters AMET and the British Air Mission are now discussing terms and methods of reimbursement to the U.S. for permanent immovable improvements made at Deversoir by the U.S. Army.

C. CONCLUSIONS

There is presently no property for disposal as surplus in this Theater, and so long as A.T.C. operations continue there will be very little.

D. RECOMMENDATIONS

None.

PART IV

PERSIAN GULF COMMAND

A. GENERAL

The only air operations in this area are the A.T.C. route, the aircraft assembly plant, now closed, which was used in the Aid-to-Russia Program, and a small Headquarters Flight at Tehran.

On the closing of the Abadan Aircraft Assembly Plant some equipment was shipped to the Headquarters Flight at Tehran, and all machinery and a great part of the remaining supplies to the Cairo Air Depot.

There remains only about 500 tons of aircraft spares (P-39 and P-40 parts) which have been reported excess to the Theater Commander.

It was suggested that the Commanding Officer of A.T.C. at Abadan request authorization from the Theater Commander to declare these items surplus to F.E.A., and to salvage them on instructions from F.E.A.

B. FIXED INSTALLATIONS

While the aircraft assembly plant is now being used by A.T.C. in its operations as storage and recreational area, it should be noted that the building constitutes a sizable investment by the U.S. for which an attempt at reimbursement should be made when they become surplus to A.T.C. requirements.

C. CONCLUSIONS

There is no present problem in this Theater with respect to surplus property disposal.

D. RECOMMENDATION

That upon the closing out of A.T.C. operations every effort be made to obtain recompense for the U.S. for the investment made in the Abadan aircraft assembly plant, either in cash or in the granting of commercial privileges, such as landing and dockage rights.

PART V

INDIA BURMA THEATRE

I. GENERAL

Excess and surplus stocks in this theatre, while of considerable volume, are not a major hindrance to operations. Intra-theatre Air Force excess and surplus reporting procedures are well-established and are functioning. Actual declarations of surplus to the F. E. A. have to date been confined to obsolete and dead items for which no requisitions have been received for six months or longer. As in other theatres, the Theatre Commander has delegated to the Air Force Commander the authority to dispose of AAF surpluses.

II. EXCESS AND SURPLUS AIRCRAFT DISPOSAL

There are at present in the Theatre, approximately 3,900 airplanes, of which 1,800 are combat and 1,300 are transport planes. While the Theatre has not to date had any sizeable quantity of excess reportable aircraft, Hq, AAF, has furnished this Theatre disposal instructions within three weeks of receiving excess aircraft reports. All aircraft reported to Hq, AAF, have been either returned to the United States or flown to other theatres. 51 non-reportable combat aircraft have been salvaged by the Theatre Air Force, and the resultant scrap turned over to the SOS Salvage Officer for disposal. In salvaging aircraft, it is the Theatre's policy to remove only those items which it can use in its operations.

III. AIRCRAFT SUPPLIES AND EQUIPMENT

The Theatre Air Service Command has examined all items currently in supply, and has transferred to Class 27 (Excess & Surplus Property), over 43,000 items out of a total stock of 183,000 items. These items are all either obsolete or "dead" issue items for which no requisition has been made for six months or longer. Of the items transferred to Class 27, 5,200 have already been reported surplus to F. E. A. The original cost of items reported to date totals $4,360,000. All items reported surplus to F. E. A. have been peculiar to combat aircraft, and salvage instructions have been issued to the AAF by F. E. A. on them. It is estimated that an additional seven to ten thousand items in Class 27 are also peculiar to combat aircraft. The Air Service Command Disposal

Branch is concentrating its efforts on reporting this category as quickly as possible as F. E. A. will authorize salvage, thereby increasing the amount of storage space available for "live" issue items.

The attached chart shows, by Air Service Command class, the estimated tonnage of AAF supplies on hand, exclusive of complete aircraft, heavy machinery, machine tools, repairable items, and supplies and equipment in the hands of using units. From computations made by General Hanley's staff, it is estimated that there will be on hand, on an assumed 1 May 1946 V-J Day, surplus AAF supplies and equipment totaling approximately 66,200 tons, of which 23,300 tons will be spares useable only on combat aircraft, which under existing directives may be salvaged. This then leaves remaining approximately 42,900 tons of transport and liaison aircraft spares and aeronautical equipment which must be disposed of through sale.

The great bulk of supplies in the Theatre are being concentrated at the Bengal Air Depot located on the Hooghli River, approximately 10 miles north of Calcutta, and in subsidiary depots to the north and in the Assam Valley.

Inspections were made of the depots at Karachi and Agra.

At Karachi, all AAF excess property has been removed and shipped to the Bengal Air Depot, with the exception of approximately 50 tons of bombs which are awaiting the necessary railroad cars for transfer. The only stocks being maintained at this depot are those necessary to support the Air Transport Command operations.

At Agra, the principal function of the Central India Air Depot is to perform depot inspection and repair on C-46 aircraft. The main stock of parts for this airplane is concentrated here, and other bases in the Theatre are supplied from here. Aside from this, the depot has no supply operation, as it did in the early days. The engine overhaul has been moved to the Bengal India Air Depot at Calcutta, although some machinery remains awaiting shipping instructions.

The problem of excess and surplus supplies and equipment is not serious at Agra. Excesses are reported to Bengal Air Depot where the Theatre records are maintained, and disposition instructions are issued to the Central Air Depot. There are at present about 25 tons of surplus odds and ends. In

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CLASS	SUPPLIES ON HAND	REQUIRED FOR OPERATIONS TO ESTIMATED V-J DAY	CONSUMPTION TO ESTIMATED V-J DAY	EXCESS TO BE RETURNED UNDER T.O.00-354-32	SURPLUS FOR DISPOSAL: PECULIAR TO COMBAT AIRCRAFT	SURPLUS FOR DISPOSAL: SALVABLE AAF SUPPLIES & EQUIP	SURPLUS FOR DISPOSAL: TOTAL
01	12487	26217	15462	106	15257	7859	23116
02	8700	5100	12820	750	175	55	230
03	7155	17887	11805	2647	2648	7942	10590
04	9750	9150	11340	3780	1890	1890	3780
05	1172	2930	2707	558	202	635	837
[illegible]	2500	3030	3650	0	0	1880	1880
07	2885	1440	2855	0	0	1470	1470
08	773	2319	2040	0	0	1052	1052
10	680	2810	2303	890	0	297	297
11	2346	6211	6968	789	2800	0	2800
12	771	821	1050	0	0	542	542
13	2497	7491	6592	2716	0	680	680
15	380	400	390	0	390	0	390
17	832	2080	1922	70	0	920	920
18	600	305	769	7	0	129	129
19	2884	2952	5252	350	0	234	234
20	7775	23325	27990	0	0	3110	3110
21	271	185	301	0	0	155	155
22	1980	3960	5049	0	0	891	891
23	2130	3195	3514	0	0	1811	1811
24	1756	2812	3428	0	0	1140	1140
[illegible]	1230	3075	3690	0	0	615	615
[illegible]	5657	16971	14142	0	0	8486	8486
30	175	88	71	0	0	192	192
TOTAL	77386	146754	146130	12663	23362	41985	65347

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addition, there are about 400 tons of P-40 spare parts which have been collected throughout the Theatre and concentrated at Agra. The Bengal Air Depot is familiar with the necessary procedures to dispose of these through F. E. A., and it is expected that this will be accomplished in the near future.

The Central India Air Depot is examining all of its stocks, and transferring proper items to Class 27A. These are concentrated at a storage depot at Farah, about 23 miles from Agra, on the railroad to Delhi. When salvage instructions are received, this work is accomplished both at Agra and at Farah, and the scrap shipped by the Quartermaster to Delhi for sale.

There are no excesses of gasoline or bombs.

IV. FIXED INSTALLATIONS.

As of April 24, 1945, there were in the India-Burma Theatre 46 installations. This figure includes all Air Fields and Depot sites.

All negotiations for the acquisition of land and installations in this Theatre are conducted by S.O.S. with the British. The British deal with the Indian Government, and we are charged for these installations through Reverse Lend-Lease.

A standard procedure has been developed for the abandonment of installations no longer required. The Theatre Commander decides what bases are "important" in accordance with the policy laid down by the Secretary of War. When an installation is to be abandoned, a complete inventory of all supplies and equipment is made, and these supplies and equipment are moved into a depot and placed in depot stock.

Fyzabad and Chakulia are the only two major fields which have been abandoned. Attached is a list of so-called "fair weather fields" which have been abandoned and returned to the Indian Government. These were small grass fields which were never used by us. In general, they were attached to some major flying field.

The abandonment of installations no longer needed in this Theatre presents no serious problems.

INDIA - BURMA

*Balipara	1600 yds.	F/W	/30
Mokelbari	1600 yds. 1000 yds.	F/W	
*Lillibari	1600 yds.	F/W	
*Barjoli	1600 yds.	F/W	
*Teok	1600 yds.	F/W	100/600
*Patholipam			
*Balijan	1100 yds.	F/W	
*Gabharu	2000 yds.	F/W	/50
*Erabari	2000 yds.	F/W	
*Panchmile	2000 yds.	F/W	/50
*Sadiya	1100 yds.	F/W	
Fyzabad	$1,000,000	RL/L	British built for AAF
Sylhet	RAF Field	On loan	
Srimangal		F/W	Never occupied
Rajyeswarpur (Lalaghat)			
Hailakandi			
Patharkandi			
Golaghat	2000 yds.	F/W	400/1100
Chabulia	VHB Base		

V. BOMB SUPPLY IN INDIA-BURMA THEATRE.

The Air Force in this Theatre has declared as excess to requirements 21,930 tons of bombs. Headquarters, AAF, has instructed the Theatre to ship 13,234 tons, consisting principally of 2,000 lb. G. P. bombs, to Saipan. No disposition instructions have been received on the remaining tonnage, which is made up principally of 1,000 lb. S. A. P. bombs. The Theatre estimates that on past consumption, there may be excesses of 500 lb. M 26 and M 27 frag. clusters, and 100 lb. M 4 frag. clusters, but due to the anticipated redeployment of additional forces to this and the China Theatres, apparent excesses of these types are not being reported at this time.

A detail of type, quantity, and location of bomb supplies in this Theatre is attached as Exhibit E.

VI. DISPOSITION OF SURPLUS PROPERTY BY F. E. A.

The only surplus property reported to F. E. A. to date in this Theatre has been parts peculiar to combat aircraft, on which salvage instructions have been issued to the AAF. The reporting of only salvageable property has been done by mutual agreement between the AAF and F. E. A., as F. E. A. has up to the present been unable to work out with the Indian Government an arrangement whereby surplus property may be sold in India. As in E. T. O., the British Empire Treasury Officials are unwilling to pay out dollars for the purchase of surplus property not required for essential civilian economy, and furthermore, are unwilling to have Indian rupees used in payment as this would reduce the dollar requirements for the purchase of rupees to maintain the United States Military establishment in the Theatre, thereby weakening the world exchange position of the Empire Sterling block.

As in all other territories within the Sterling block, it must be recognized that surplus disposal, except by salvage, will remain at a standstill until this question of payment is resolved between the United States and the British Empire.

VII. SALES OF SALVAGE.

Scrap and salvage resulting from crashes, surveyed property, or surplus combat aircraft and spares salvaged under directives from F. E. A.,

are turned over by the Theatre Air Force to S. O. S. Salvage Officer for disposal. The S. O. S. Salvage Officer, after proper advertisement for sale, sells to the highest bidder and accepts rupees in payment.

In the month of March, he was able to sell approximately 500 tons of aircraft aluminum scrap at an average of 1.7¢ per pound.

There are indications that the Indian Government may, in the near future, prohibit any scrap metal sales without permit and unless sold through the India Disposal Board. This may cause a serious backing up of scrap metal in United States Army Salvage Yards, while the questions of permits and currency release are discussed.

VIII. CONCLUSIONS.

a. Excess and surplus reporting procedures within the Theatre are functioning smoothly.

b. Headquarters, AAF, is giving prompt disposition instructions to the Theatre on aircraft reported excess to Theatre requirements.

c. F. E. A. is cooperative and is giving salvage instructions on surplus combat aircraft parts promptly.

d. All disposals except by salvage are at an impasse because of the unwillingness of British Empire Treasury Officials to release either dollars or rupees in payment for the purchase of surplus property.

IX. RECOMMENDATIONS:

In spite of carefully drawn disposal regulations by Headquarters, AAF, in the India-Burma Theatre, and Air Service Command Headquarters, no surplus can be disposed of except that which is salvageable until United States and British Treasury and State Department Officials come to an agreement over the currency which may be used in the purchase of surplus property. It is urgently recommended that AAF and War Department Officials bring this situation at once to the attention of the top Officials of the Treasury and State Departments so that sales may begin before the full load of surplus property floods the market at the cessation of hostilities.

Failing a solution of this impasse, it is recommended that an immediate study be instituted concerning possible markets in the South Asia

area, outside of Sterling Block control, where surpluses may be sold. It is felt that the Dutch East Indies, China, and French Indo-China may, after the cessation of hostilities, offer good markets for aircraft and aeronautical equipment.

5/5/45

PART VI

CHINA THEATRE

A. General

1. In view of the difficulties in obtaining sufficient supplies and equipment to support 14th Air Force and Chinese Air Force activities, the amount of excess and surplus property in this theatre is negligible and will continue to be so in Western China so long as all supplies must come in over the Burma Road or by air transport.

B. Excess and Surplus Aircraft

1. To date no aircraft have officially been declared excess or surplus to this theatre, although a few planes have by mutual agreement between theatres been returned to India-Burma for their use.

2. There were as of 28 April 1945, 1035 airplanes in the theatre, of which 811 were combat planes and 146 transport aircraft.

C. Supplies and Equipment

1. Total AAF supplies and equipment exclusive of complete aircraft, gasoline, heavy machinery, machine tools and supplies and equipment in the hands of using units totals 1340 tons, of which 578 tons are composed of spares peculiar to combat aircraft.

2. All stock record cards have been examined and out of a total of approximately 80,000 different items stocked, 1400 have been determined to be surplus to theatre requirements because of obsolescence or for which no requisitions have been received for six months or longer.

3. There are in preparation for submission to F.E.A. Kunming within a week surplus reports covering approximately 8,000 items representing 600 Air Service Command catalogue numbers, and having an original cost of approximately $600,000. All these items are peculiar to combat aircraft and will be salvaged under directives from F.E.A. A conference was held with the F.E.A. representative at Kunming to be sure he was familiar with his authority to issue salvage instructions on combat aircraft and spares reported surplus to him. In addition to those items which will be reported within a week, there are approximately 12,000 surplus items representing an additional 800 Air

Service Command catalogue numbers which will be reported within 30 days. The total tonnage of items which will be reported to F.E.A. before 1 June 1945 is approximately 73 tons, all of which are peculiar to combat aircraft and can be salvaged under F.E.A. directives.

4. During the month of March 1945 there was flown across the Hump from India approximately 48,500 tons of which 5,000 tons was flown to North China, and the remainder to South China bases. Of this tonnage the 14th Air Force was allocated approximately 48% or 23,255 tons. In this 14th Air Force tonnage there is included not only those supplies necessary to support tactical operations but also supplies to support China based ATC planes, the Chinese Air Force, and the 14th Intra-China freight. Of the total tonnage allocated to the AAF in March 17,890 tons or 77% of the total tonnage was Aviation Gasoline.

D. Salvage

1. Theatre AAF salvage is in general turned over to theatre S.O.S. for disposal. The only exception to this procedure is crashed aircraft in inaccessible spots which are salvaged and the resultant scrap sold by the AAF "where is, as is". Because of the scarcity of all materials in China any salvage and scrap can be sold for extremely high prices. For example the last sales of aluminum scrap were made at $400,000 (Chinese currency) per ton. Although no official conversion rate now exists this amounts to approximately 31¢ U.S. currency per pound at black market exchange rates. Currently, however, all aluminum scrap is being used to manufacture items for the U.S. Armed Forces such as plates, cups, and cutlery.

E. Fixed Installations

1. As of 1 May 1945 there are 30 air fields in active use in the China theatre, and 10 more under construction. It will probably be necessary to build additional fighter strips from time to time in support of ground forces operations.

2. The Commanding Officer, China Air Service Command, is responsible for airfield construction and maintenance in China. Under normal conditions, work is accomplished by the Engineering Commission of the Chinese Military Council, a civilian organization created two years

ago for the purpose of executing construction for U. S. forces in China. Some work is let by direct U. S. contract by U. S. Resident Engineers.

3. Prior to 1 March 1944, the Chinese government provided operational airfield construction requirements at no cost to the U. S. government. Construction of housing for U. S. personnel was paid for by U. S. On 1 March 1944 a new theatre policy was established whereby all airfield construction is now at U. S. government expense, except cost of land, overhead, taxes, exterior roads, and housing for Chinese employees. Funds expended for construction are loaned to U. S. forces by the Chinese government at no par value. Adjustments and repayment are made periodically in the U. S.

4. The Engineering Officer of the China Air Service Command stated that to the best of his knowledge the U. S. has no legal rights to retain possession of airfields in China after the war. Title to all land is held by the Central government. No agreements have been made regarding the reimbursing of the U. S. government for construction on fields which may be abandoned and returned to the Chinese. To date, no fields have been released voluntarily.

F. F.E.A. Disposal Activities

1. Since no AAF surpluses have as yet been reported to F.E.A. by this theatre, no sales have been made and no salvaging authorized. The Kunming representative of F.E.A. is, however, conversant with the instructions from Headquarters, F.E.A. authorizing the salvage of surplus combat planes and parts, and is confident that a ready market can be found in China for saleable surpluses.

G. Conclusions

1. There are no excess or surplus aircraft in the China theatre.

2. The amount of excess and surplus AAF supplies and equipment is so small as to present no problem.

3. Procedures for declaring items surplus to F.E.A. are adequate and are functioning properly.

4. The abandonment of airfields no longer required in the China theatre presents no problem.

H. Recommendations

1. None.

PART VII

SOUTHWEST PACIFIC THEATER

Considerable progress has been made in the matter of surplus installations, supplies and equipment in the above areas since they were visited by this mission in March 1945.

At all small stations, such as Milne Bay, Guadalcanal, etc., property has been screened. Usable items are packed awaiting ships for forward movement. At Darwin all A.A.F. supplies and equipment have been removed with the exception of some bombs. One boatload of bombs was sent forward in April, and two boatloads will go forward in May. This will clean out all of the bombs.

There has been no movement of supplies and equipment from Brisbane or Townsville since the last report. The Far East Air Service Command, however, has been allotted four boats monthly, in addition to those used for the movement of troops and their O.E.L. Brisbane and Townsville each will ship to Manila the first boatload of supplies in May. By August, 1945, both installations will be clear of all usable property. The balance will remain in the custody of civilian employees for disposal through either F.E.A. or the Army-Navy Liquidation Commissioner. It must be stated that to date no substantial quantity of surplus property has actually been disposed of. It is believed, however, that action will be taken by Far East Air Service Command and the disposal agencies to solve this problem.

The war-weary aircraft concentrated at Nadzab have been completely disposed of by reclamation and salvage. As soon as a place is found for the training school now at this station, Nadzab will be closed out.

No A.A.F. supplies are moving into the depot at Finschhafen. Stock levels are constantly being reduced by issue. It is estimated by F.E.A.S.C. that four boats will completely evacuate this depot, and this will be accomplished as facilities at Manila are expanded. Finschhafen will be cleared by 1 October 1945.

The depot at Biak will be continued for an indefinite period in support of air operations against the Dutch East Indies and the southern Philippines. The input of supplies will be cut off July 1st, and requirements thereafter

will be furnished from Manila.

No more A.A.F. supplies are going into Leyte. Present levels are being reduced by the supporting of operations by the 13th Air Force. When this Air Force moves forward the remaining equipment and supplies will be brought to Manila, which will be the principal depot for air operations in the Pacific.

CONCLUSIONS

The problem of disposal of surplus A.A.F. installations, supplies and equipment in the Southwest Pacific Theater is being handled in an intelligent and vigorous manner, and real progress has been made.

RECOMMENDATIONS

None.

PART VIII

PACIFIC OCEAN AREA

Much progress has been made in the matter of disposal of excess and surplus A.A.F. supplies and equipment in the Pacific Ocean Area since it was visited by this Mission in February 1945. Property has been further screened and additional amounts declared surplus.

Prior to 1 May 1945, there was no representative of any disposal agency in this area. The Reconstruction Finance Corporation, however, has recently been designated as the disposal agency for this area for surplus combat aircraft and parts peculiar thereto. Meetings were held with the two representatives of this agency, who are now in Honolulu. Operating procedures were drawn up which will permit of the disposal of surplus aircraft and parts peculiar thereto in the immediate future.

The disposal of other items remains in the hands of the Theater Commander. Substantial amounts of property which were excess in February 1945, have been moved forward to the depot at Guam. More accurate consumption figures have resulted in the cancellation of numerous requisitions on the U.S. Requisitions are now based entirely on consumption.

CONCLUSIONS

1. The matter of the disposal of excess and surplus property in the Pacific Ocean Area is being handled intelligently and vigorously.

2. The arrival of representatives of the Reconstruction Finance Corporation and the drawing up of procedures will result in the orderly and prompt disposition of surplus combat aircraft and parts peculiar thereto.

3. The Theater Commander has delegated to the Air Forces authority to declare A.A.F. supplies and equipment surplus, as requested following this mission's visit in February.

RECOMMENDATIONS

None.

Note: Attached as Exhibit "F" is a copy of the outline of R.F.C. and A.A.F. Surplus Disposal Responsibilities in Pacific Ocean Areas.

SECRET

C O P Y

DECLASSIFIED DOD INS 8 Jan. & 30 June 1974 By AIN/PAC NC. Date 11-10-15

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EXHIBIT "A"

3 October 1944

MEMORANDUM FOR MAJOR GENERAL W. H. FRANK:

SUBJECT: Survey of Air Force Installations, Equipment and Supplies in Overseas Theaters.

1. Due to the rapidly changing battlefronts and the approach of complete German defeat, I find that expensive Air Force bases and depots are rapidly losing their usefulness due to the displacement of the combat forces forward. I find that stores of equipment and supplies, some of which are critical and still being produced, are being left behind. I know of no firm plan, for instance, for the disposition of our elaborate depots in England and Ireland upon the fall of Germany. I believe that the problem of properly utilizing and disposing of such properties is a pressing one and an early solution is essential.

2. I desire, therefore, that you, with some competent and qualified assistants, take the above problems under consideration and submit to me your recommendations for the fullest utilization and most economical disposition of installations, equipment and supplies abroad in the above categories. I wish you would consider and discuss with the proper authorities as my representative: (a) Present installations and the possibilities of advantageous disposal thereof as the war moves forward together with the need for installations; (b) Supplies and equipment on hand, together with plans for utilizing these by issue to the occupational forces, shipment to new theaters, return to the United States, and local disposal.

3. Since the problem is relatively more pressing in some theaters than others, I suggest that you consider the various theaters in the following priority: European, Mediterranean, Southwest Pacific, China-Burma-India, Central Pacific and South Pacific. Knowing that the various Air Force Commanders whose forces are actively engaged in combat have only academic interest at the most in the solution of the above problems, I expect you to visit these theaters, in turn, and your recommendations should incorporate the maximum help from the continental United States.

4. Since the disposition of surplus properties will be controlled by governmental agencies other than the War Department, I wish you would familiarize yourself with executive orders and legislation pertaining to this disposition, and to report to me as you visit each theater on whether you consider the organizations being set up by the Foreign Economic Administration as capable of handling the job.

H. H. ARNOLD,
General, U. S. Army
Commanding General, Army Air Forces.

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DOD ltrs
8 Jan. & 20 June 1974
By ALN/PKC UC; Date 11-10-75

EXHIBIT "B"

LOG OF THE TRIP

DEPARTED	TIME	DATE	ARRIVED	TIME	DATE
WASHINGTON	1000	10 April 45	PRESQUE ISLE	1215	10 April 45
PRESQUE ISLE	1510	10 April 45	GOOSE BAY	1800	10 April 45
GOOSE BAY	2200	10 April 45	PRESTWICK	1000	11 April 45
PRESTWICK	1615	11 April 45	BURTONWOOD	1730	11 April 45
BURTONWOOD	1335	12 April 45	BOVINGTON	1430	12 April 45
BOVINGTON	1330	13 April 45	PARIS	1500	13 April 45
PARIS	0940	17 April 45	CASERTA	1430	17 April 45
CASERTA	1130	18 April 45	ATHENS	1420	18 April 45
ATHENS	0935	19 April 45	CAIRO	1305	19 April 45
CAIRO	1400	20 April 45	ABBADAN	1945	20 April 45
ABBADAN	0725	21 April 45	KARACHI	1340	21 April 45
KARACHI	0900	22 April 45	DELHI	1230	22 April 45
DELHI	0820	23 April 45	AGRA	0915	23 April 45
AGRA	1325	23 April 45	DELHI	1400	23 April 45
DELHI	0825	24 April 45	CALCUTTA	1230	24 April 45
CALCUTTA	0815	28 April 45	MYITKYINA	1255	28 April 45
MYITKYINA	1255	28 April 45	KUNMING	1450	28 April 45
KUNMING	2230	30 April 45	MANILA	0545	1 May 45
MANILA	0845	3 May 45	GUAM	1710	3 May 45
GUAM	0800*	4 May 45	KWAJALEIN	1700	4 May 45
KWAJALEIN	2115*	4 May 45	JOHNSTON ISLAND	0600	4 May 45
JOHNSTON ISLAND	0845	4 May 45	HONOLULU	1315	4 May 45

*International Date Line

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HEADQUARTERS
BASE AIR DEPOT AREA
AIR SERVICE COMMAND
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
APO 635

AAF-590
12 April 1945

SUBJECT: Ammunition Statistics.

TO: Major General W. Frank.

THRU: Major General H. Knerr.

VIA POUCH

Pursuant to information requested the following is submitted:

a. Tonnages of Air Force Ammunition on hand and at ports in the United Kingdom as of 10th April:

Item	On Hand	At Port
100 lb GP Bombs	900	400
250 lb " "	1,200	3,100
500 lb " "	4,200	10,700
1,000 lb " "	13,300	500
2,000 lb " "	9,900	0
260 lb Frag.	24,100	3,200
M1A1 Frag. 100 lb.	22,600	0
M26 Frag. 500 lb.	6,000	0
100 lb M4 Frag.	3,100	0
500 lb SAP	2,400	0
1,000 lb SAP	2,300	0
* 150 lb T1 GP	3,600	2,600
1,600 lb AP	4,100	0
4,000 lb LC	3,400	0

b. Tonnages of Air Force Ammunition on hand and at ports on the Far Shore as of 31 March 1945:

Item	On Hand	At Port
100 lb MK IV	0	1,200
100 lb M30	800	0
250 lb GP Bombs	300	600
1,000 lb" "	4,600	5,500
500 lb " "	5,100	4,200
2,000 lb " "	3,100	10,800
260 lb Frag.	3,700	300
M1A1 Frag.	4,400	200
M26 Frag. 500 lb	11,200	0
100 lb M4 Frag.	2,100	0
500 lb SAP	2,600	100
1,000 lb SAP	5,500	200

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Item	On Hand	At Port
150 lb T1 GP	900	3,900
500 lb M27 Frag.	1,100	1,400

c. Tonnage of Bombs enroute or directed shipped to this theater as of 10th April follows:

Item	Tonnage
100 lb GP Bomb	7,800
250 lb " "	9,500
500 lb " "	75,800
1,000 lb " "	29,900
2,000 lb " "	5,000
260 lb Frag.	46,700
500 lb M26 Frag.	22,400
150 lb T1	9,500

d. Quantity by type excess in this theater as of 10 April follows:

An excess of any type of bombs will not exist in this theater until such time as sufficient quantities of the popular type bombs namely, 100 lb, 250 lb, 500 lb, 1,000 lb, and 260 lb. Frag Bombs are on hand to meet the requirements of the Air Forces. At the present time substitute types such as the 500 lb SAP, 1,000 lb SAP and M1A1 Frag. Clusters are being used due to the shortage of General Purpose Bombs. In view of the rate of receipt and expenditures by the Air Forces and based on the total quantities enroute indicated above it is not estimated that an excess will exist, but rather a shortage will continue for several months. However, the following types are considered excess by this Command based on past experience:

Item	Tonnage
4,000 lb LC.	3,400
M4 Frag.	3,100
1,600 lb AP	3,900

The above excess tonnages by type bombs is not considered excess stocks until approved by the Commanding General, US Strategic Air Forces in Europe.

e. Types on which shortages exist after in-transit catches up will be as follows: 100 lb, 250 lb, 500 lb, 1,000 lb.

* The 150 lb T1 bomb has been restricted from use by the Air Forces in this theater due to malfunctions which have occurred recently and being investigated by the United States and Hq, US Strategic Air Forces in Europe.

John C. McGrath

DECLASSIFIED JOHN C. MCGRATH,
Colonel, Ord.Dept.,
Ordnance Officer.

B.0156-1

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Exhibit "D"

The Honourable [redacted]ard R. Stettinius, Jr.,
Under Secretary, United States Department of State,
Washington, D. C.

September 23, 1944

~~SECRET~~ DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PRC NC, Date 11-10-75

Ref. 1588/---/44

1. I have been asked by His Majesty's Government in the United Kingdom to say that the authorities in London have been giving thought to the position which will arise in respect of supplies in the United Kingdom and the Colonies (among which supplies of lend-lease origin will be an important element, involving special considerations) which will become surplus to military requirements and available for disposal to civilians or otherwise.

2. The volume of movable stores no longer required for military use in the European theatre on conclusion of hostilities with Germany is likely to be considerable. While a large part will be used in the Far East, and further quantity for relief and rehabilitation purposes on the Continent, nevertheless a substantial balance will be available for disposal to civilians or otherwise. The problem created by these surpluses will largely be a new one. Up to now movable stores have been made available for civilian purposes either because it has been essential for the efficient conduct of military operations that they should be supplied to civilian economy or because the stores in question had become, through destruction, deterioration or obsolescence, useless for the purpose for which they were originally intended. In the first case the military authorities are only acting as a necessary channel of supply in the light of military necessities; In the latter, the supplies thrown up are of the nature of scrap and salvage. In contrast, military supplies thrown up at the end of the European war will be different both in volume and character. In volume they will be far greater. In character for the most part they will not be essential to civilian economy, although many of them may be readily saleable.

3. Special problems are presented by the intermingling of supplies of lend-lease origin. In order to provide orderly disposal, arrangements have been made by the British Government to govern the marketing of surplus stores, as they have been by the United States Government in the United States of America. But lend-lease stores cannot automatically be treated under these arrangements. The United Kingdom Government has not the power to divert supplies of lend-lease origin to ordinary civilian use without the consent of the President of the United States. Further, Article 5 of the Mutual Aid Agreement of February 23rd, 1942 puts certain obligations upon us - that article reads: "The Government of the United Kingdom will return to the United States of America at the end of the present emergency, as determined by the President, such defence articles transferred under this agreement as shall not have been destroyed, lost, or consumed and as shall be determined by the President to be useful in defense of the United States of America or of the Western Hemisphere or to be otherwise of use to the United States of America." It follows that special arrangements are therefore necessary to deal with supplies of lend-lease origin.

4. The Government of the United Kingdom cannot however contemplate, as a general arrangement covering all types of goods, a solution whereby the disposal of goods of lend-lease origin should proceed subject to financial adjustments being made subsequently either by paying over the direct proceeds of the sale of such goods or on some proportionate basis. This would not be possible in view of the drain on the foreign exchange resources which would be involved. The exchange reasons which prevent the importation into the sterling area of American goods which are not absolutely essential prevent the United Kingdom Government from being able to contemplate an arrangement of this kind. However desirable administratively an overall settlement on these lines might appear, we should not be justified, either from our own point of view or that of the United States, in entering into such a commitment in respect of supplies whose priority cannot be represented as being in any sense high.

5. The only alternative therefore that is left is to make arrangements so that surplus supplies of lend-lease origin are available for return

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to the United States. It is recognized this is likely to present administrative and other difficulties which should be explored well in advance, and that channels and machinery of recapture will require considerable thought. It would therefore seem desirable for joint discussions to be undertaken as soon as possible.

6. There remains the special case of supplies (whether of lend-lease or United States Army origin) which are surplus to military requirements but essential to the civilian economy. Here it would appear reasonable that the ordinary ruling of lend-lease eligibility should apply and that where such supplies are required for civilian end use and are eligible for procurement under lend-lease, permission for re-transfer under lend-lease should be given, during the currency of the Lend-Lease Act, without question of payment arising. Where, however, such supplies are ineligible, they should be purchased on such a basis as might be arranged and subject to the usual exchange control and procurement machinery.

7. Mention has been made of United States military supplies, as opposed to lend-lease supplies. The arguments set out in paragraph 4 above apply even more strongly here, and there would be no possibility of purchases of non-essentials for civilian purposes in this sphere.

8. It must be emphasized that the above proposals relate to the United Kingdom and Colonial Empire only. The United Kingdom Government is not in a position to speak for the Governments of the Dominions, or of India or the other Governments of the countries in the sterling area. Nevertheless the same broad considerations must inevitably apply as in the case of the United Kingdom and the Colonies, since for any payments that are to be made to the United States, dollars must be found from the common Sterling area pool. It is hoped, therefore, that in the case of these countries, similar principles will be applied as regards surplus lend-lease or United States army goods which may be found there. Furthermore that in the case of non-British countries in the sterling area consultation and parallel action will be maintained by the United States and the United Kingdom in regard to principles of disposal.

9. His Majesty's Government would be grateful for the views of the United States authorities on what is recognized to be a difficult and complicated problem. If the State Department would like to enter into the discussions envisaged in paragraph 5 above, we should be happy to make the necessary arrangements. If it were thought the said discussions would be useful, I would propose to designate a small committee of United Kingdom representatives for this purpose comprising Mr. F. G. Lee of the United Kingdom Treasury Delegation, Mr. J. H. Pension of the British Ministry of Supply Mission, Mr. T. Childs and a representative of this Embassy.

10. I am sending a copy of this letter to Mr. Crowley.

Yours sincerely,

(SIGNED) R. I. Campbell

HEADQUARTERS INDIA BURMA
AIR SERVICE COMMAND
APO 671

ASC 319.1

26 April 1945

SUBJECT: Ammunition Statistics.

TO : Major General Walter H. Frank.

1. In accordance with information requested, the following data are submitted as to the status of ammunition stocks in the India Burma and China Theaters:

a. Tonnages of bombs on hand as of 20 April:

Item	On Hand AAF Stations	SOS Calcutta (Including Port)
100 lb GP bomb	1528	259
250 lb GP bomb	3757	3420
500 lb GP bomb	7713	8475
1000 lb GP bomb	5060	3275
2000 lb GP bomb	1872	14005
260 lb frag bomb	1414	5643
100 lb M1A1 frag cluster	2315	4510
500 lb M26 frag cluster	936	4172
500 lb M27 frag cluster	443	1760
100 lb M4 frag cluster	1350	3120
500 lb SAP bomb	555	661
1000 lb SAP bomb	519	6345
1000 lb AP bomb	257	173
1600 lb AP bomb	0	1820
4000 lb LC bomb	0	234

b. Tonnages of bombs enroute and directed shipped to this Theater as of 20 April:

Item	Quantity
100 lb GP bomb	1605
250 lb GP bomb	1000
500 lb GP bomb	6495
1000 lb GP bomb	500
260 lb frag bomb	500

c. Tonnages of bombs that have been declared excess by this Theater:

Item	Quantity
2000 lb GP bomb	*13,000
500 lb SAP bomb	1216
1000 lb SAP bomb	6250
1000 lb AP bomb	430
1600 lb AP bomb	800
4000 lb LC bomb	*234

* Instructions have been received from Headquarters AAF to ship these items to LIRP. No disposition has been given on the remaining items.

d. Quantities of bombs likely to become excess in the near future:

(1) Based on past expenditures, this Theater is overstocked on the following items:

500 lb M26 frag clusters
500 lb M27 frag clusters
100 lb M4 frag clusters

(2) Due to the redeployment of the Air Forces in this and the China Theaters, and to the recent arrival of R-3 frag racks, it is not possible at present to declare any portion of these stocks excess with any degree of accuracy. A growing interest in frags on the part of tactical units makes such an estimate especially difficult at this time. At such time as the trend in future operations becomes more apparent, any excesses which exist will be reported for disposition.

For the Commanding General:

Paul W. Scheidecker

PAUL W. SCHEIDECKER,
Colonel, Ord Dept,
Ordnance Officer.

Exhibit "F"

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SUBJECT: Outline of R.F.C. and A.A.F. Surplus Disposal Responsibilities in Pacific Ocean Areas.

1. A.A.F. will, upon request from R.F.C., make available the necessary office space in Air Force Headquarters.

2. For the time being, acceptance and processing of surplus declarations are the prime functions of R.F.C., Hawaii.

3. By agreement between A.A.F. and R.F.C., no additional functions will be requested of R.F.C. until it is mutually agreed that it is feasible for R.F.C. to accomplish them.

4. With respect to Hawaii, R.F.C. accepts full responsibility for issuance of final disposition instructions.

5. With respect to further outlying bases under the surplus disposition jurisdiction of R.F.C., i.e. Guam, steps are now being taken to obtain authority from the Surplus Property Board under which the Disposal Agency, i.e. R.F.C., may, for such period as it sees fit, delegate certain disposal functions to A.A.F.

6. On receipt of surplus declarations covering combat aircraft, components and parts peculiar thereto, R.F.C. will issue disposition instructions.

a. These instructions, with respect to aircraft, will include directions to reclaim such items as are to be held. The remainder will be subject to regulations of the Surplus Property Board and instructions issued thereunder concerning the disposal of scrap. In the event that the A.A.F., on receipt of such final reclamation and salvage instructions, feels that the reclamation and salvage operations are either not feasible or are uneconomical, the A.A.F. will so advise R.F.C. in writing. On receipt of such advice, R.F.C. shall reconsider and may amend its instructions in the light of such recommendations.

b. These instructions, with respect to components and parts in supply, will follow the procedure outlined in Paragraph 6 a above, insofar as they apply to items to be retained as distinguished from items to be scrapped.

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7. On receipt of surplus declarations covering aircraft, parts and components, other than combat aircraft and parts and components peculiar thereto, R.F.C. will:

a. Insofar as property located in Hawaii is concerned, physically inspect such items. A.A.F. will make such items available for such physical inspection.

b. Insofar as property located on bases in the forward area is concerned:

(1) Delegate, under authority of Surplus Property Board, to the A.A.F., the authority to physically inspect such items, forwarding reports of inspection to R.F.C., Hawaii.

(2) Will instruct A.A.F. to hold such items pending disposition or to salvage and scrap them.

5/5/45

REPORT TO GENERAL ARNOLD

SUBJECT: Disposition of AAF Surplus Property in Northwest Service Command (Canada) and Alaskan Department.

In compliance with a directive from General Arnold to Major General Walter H. Frank, dated 3 October 1944, copy of which is attached hereto and marked Exhibit A, I departed the United States for the above listed theaters 21 May 1945. In addition to the crew of the airplane assigned to me, there were in the party:

Colonel Howard C. Smith

Lieut. Colonel Robert M. Clements

Captain James L. Murphy, Jr.

In both the Northwest Service Command and the Alaskan Department we met with the Air Force Commanders and the appropriate Air Force supply personnal. In addition, we conferred with Mr. David Browne, representative in Alaska of the Reconstruction Finance Corporation, the designated disposal agency.

The log of the trip is attached as Exhibit B.

W. H. Frank.
WALTER H. FRANK
Major General, U.S. Army

PART I

CANADA (NORTHWEST SERVICE COMMAND)

1. GENERAL

The sole AAF activity within the geographic boundaries of the Northwest Service Command is the ATC route to Alaska. The Alaskan Wing ATC has its headquarters in Edmonton, Alberta, but operates throughout Alaska as well as the Northwest Service Command.

Because of the fact that the Alaskan Wing ATC operates both in a foreign country and in a U.S. possession, it has two distinct procedures for the disposition of surplus property. The procedure followed in Canada will be covered in this section and the procedure in operation in Alaska will be covered in Section II.

2. AIRCRAFT

The Alaskan Wing ATC has at present ninety (90) airplanes under its jurisdiction including forty (40) C-47's, five (5) C-54's, fifteen (15) C-45's or AT-11's and thirty (30) small cargo and liaison airplanes.

No airplanes have to date been declared surplus, as all airplanes excess to Alaskan Wing requirements have been transferred to other ATC activities.

The present procedure for disposing of surplus aircraft, if and when they occur, is thoroughly understood by the Headquarters Staff and no difficulty should be encountered when such surpluses develop. In brief this procedure directs the return to the U.S. of all flyable surplus airplanes located in Canada, and the sale of non-flyable aircraft through War Assets Ltd., the Canadian Disposal Agency.

3. SUPPLIES AND EQUIPMENT

The AAF supplies and equipment in possession of the Alaskan Wing ATC located in Canada are far the most part confined to parts and components of transport type planes, and are very small in tonnage. A check of excesses at all stations is now being made by class nomenclature and excesses are being shipped through normal supply channels to the U.S., except in the case of parts and components of combat aircraft not appearing on TO-00-35A-32 or TO-00-35A-37, which are being salvaged.

A compilation of tonnage of supplies and equipment in supply in the Alaskan Wing ATC is being prepared by that Headquarters and will be submitted as an addendum to this report as soon as received.

4. SCRAP ALUMINUM

All aluminum scrap generated by the Alaskan Wing ATC in Canada is turned over to the Salvage Officer of the Northwest Service Command. Since no sales of surplus property by the U.S. Army is permitted by the Canadian Government, the Salvage Officer reports the scrap aluminum available for disposal to War Assets Ltd. of Canada which disposes of the property, reimbursing the U.S. Government for the proceeds received from the sale after deducting a service charge.

5. FIXED INSTALLATIONS

The principal installations of ATC within the Northwest Service Command are located at Edmonton and Whitehorse, each of which has several satellite fields. It is not contemplated that any additional installations will be required. It is understood that a Joint U.S.-Canadian Board has been appointed to settle the eventual terms of payment to the U.S. by Canada for fixed installations located there when they are no longer needed by the U.S. in the prosecution of the war.

6. CONCLUSIONS

a. The procedure for the disposition of AAF property within the Northwest Service Command is thoroughly understood by the Alaskan Wing ATC and is functioning smoothly.

b. Because of the relatively small tonnage of supplies located in Canada, and because they are almost all usable on transport aircraft, they are returnable to the U.S. and therefore even at the termination of hostilities present no problem in their disposition.

7. RECOMMENDATIONS

None.

PART II

ALASKAN DEPARTMENT

1. **GENERAL**

The disposition of surplus AAF property in Alaska is handled both by the ATC Alaskan Wing and by Hq 11th Air Force. Coordination between the two commands is made by the circularization of the other command of excess property prior to surplus declaration to the disposal agency (RFC) when it is felt that the property is usable by the other command. Because of the fact that the great majority of property excess to the ATC is peculiar to transport aircraft and that excess to the 11th Air Force is peculiar to combat aircraft, only a small percentage of all excesses are usable by the other command.

2. **11th AIR FORCE AIRCRAFT**

The 11th Air Force has under its control two hundred and thirty (230) aircraft divided as follows:

Fighters	111
Medium Bombers	36
Heavy Bombers	21
Cargo	16
Utility Cargo	16
Liaison and Trainers ..	30

This total includes two (2) B-24's which have been reported surplus to RFC but on which no disposition instructions have to date been received.

3. **11th AIR FORCE SUPPLIES AND EQUIPMENT**

The procedure for determination of excess and surplus supplies and equipment used by the 11th Air Force follows in general the pattern developed in other theaters of operation with the exception

that before declaration as surplus, all property with the exception of combat aircraft and parts peculiar thereto are forwarded to the Theater Commander for his inspection and approval. While this procedure seems cumbersome and unnecessary in so far as property peculiar to aircraft is concerned, the actual delay in making the surplus declaration to the RFC is negligible as the Alaska Air Depot of the 11th Air Force is located at the same installation as Theater Headquarters (Anchorage).

As of 23 May 1945 the 11th Air Force has reported as surplus to the RFC property having an original cost of three million seven hundred three thousand six hundred fourteen dollars and twenty-eight cents ($3,703,614.28), of which three million five hundred three thousand five hundred forty-two dollars and sixty cents ($3,503,542.60) consisted of combat aircraft and parts and components peculiar thereto.

A survey of the total tonnage of AAF property in supply in the 11th Air Force is being compiled by that Headquarters and will be submitted, when received, as an addendum to this report.

4. ALASKAN WING ATC SUPPLIES AND EQUIPMENT

By delegation from the Theater Commander the Alaskan Wing ATC is authorized to declare items located in Alaska surplus to the RFC without further reference to the Theater Commander.

A compilation of the amount declared to RFC to 20 May 1945 is being prepared and will be submitted as an addendum to this report when received from Hq Alaskan Wing ATC.

5. ACTIVITIES OF RFC IN DISPOSAL OF SURPLUSES

Since the great majority of the property to date declared surplus to RFC by the 11th Air Force has been combat aircraft and parts peculiar thereto on which salvage instructions have been given to the 11th Air Force, not much aeronautical equipment has been sold. It is felt by the RFC Alaskan representative however that if RFC Headquarters in Washington would give him a free hand to sell aircraft equipment a substantial amount could be disposed of to airlines and individual flyers in Alaska. He further feels that a sizeable amount of airfield equipment over and above all aeronautical requirements could be sold to Alaskan residents for purposes other than for which it was originally designed. He cited as an example ground engine pre-heaters of which there will be a surplus of around eight hundred (800) declared within the next thirty (30) days. It is estimated that only about fifty (50) could be disposed of to airplane owners, but that the balance could be sold either to firms or individuals who could modify them for use as auxiliary house heaters. At the present time the sales activities of the Alaska RFC representative are encumbered by a requirement that reports of all aeronautical equipment declared surplus to him, must be forwarded through channels to RFC Washington which then authorizes sales of certain items and orders retention of certain other items for eventual sale in the Continental U.S. when transportation becomes available.

In the meantime until sale or shipment of the property to the U.S. the 11th Air Force or ATC must continue to warehouse and guard property which is surplus to the war effort.

6. SCRAP ALUMINUM

All aluminum scrap generated by the 11th Air Force or ATC in Alaska is reported to the Theater Salvage Officer for disposal. That officer, however, having no sales outlets for scrap aluminum in Alaska, as there are no foundaries, has not removed the scrap from the air bases and depots. Instances of this condition were noted in both Fairbanks and Anchorage.

7. FIXED INSTALLATIONS

At the present time there are only three (3) installations in use by the 11th Air Force. These are the operational bases at Shemya and Attu and the Alaska Air Depot at Anchorage. The installations listed below have been decommissioned and all supplies and movable equipment removed:

Annette	Cold Bay
Gustavus	Umnak
Yakutat	Atka
Naknek	Amchitka
	Port Heiden

8. CONCLUSIONS

a. Although the amount of surplus property located in Alaska will never reach any substantial tonnage, there will probably be many times the amount which can be absorbed by the civilian population which is estimated at only sixty-five thousand (65,000).

b. The procedure for reporting of excess and surplus property by the 11th Air Force and ATC Alaskan Wing is clear cut and is functioning smoothly.

c. The disposal agency representative (RFC) in Alaska is hampered in his activities by RFC red tape.

d. There is no market for aluminum scrap in Alaska, and a determination will have to be made either to abandon it or to ship it to the Continental U.S.

9. RECOMMENDATIONS

a. That RFC Washington be urged

(1) To set up procedures to enable the Alaskan representative to deal directly with RFC Headquarters instead of through the RFC Seattle Office which adds nothing and delays action.

(2) To authorize the RFC Alaskan representative to sell all aircraft, parts and components and aeronautical equipment without reference to Washington, with the exception of the most critical aircraft (C-53, C-47, C-45), their parts and components, which are in extreme short supply in the Continental U.S.

b. That the Commanding General, Army Service Forces be requested to make a determination whether scrap aluminum located in Alaska will be abandoned or returned to the U.S., so that unsightly and space consuming scrap aluminum piles may be removed from AAF Alaskan installations.

C
O
P
Y

3 October 1944

MEMORANDUM FOR MAJOR GENERAL W. H. FRANK:

SUBJECT: Survey of Air Force Installations, Equipment and Supplies in Overseas Theaters.

1. Due to the rapidly changing battlefronts and the approach of complete German defeat, I find that expensive Air Force Bases and depots are rapidly losing their usefulness due to the displacement of the combat forces forward. I find that stores of equipment and supplies, some of which are critical and still being produced, are being left behind. I know of no firm plan, for instance, for the disposition of our elaborate depots in England and Ireland upon the fall of Germany. I believe that the problem of properly utilizing and disposing of such properties is a pressing one and an early solution is essential.

2. I desire, therefore, that you, with some competent and qualified assistants, take the above problems under consideration and submit to me your recommendations for the fullest utilization and most economical disposition of installations, equipment and supplies abroad in the above categories. I wish you would consider and discuss with the proper authorities as my representative: (a) Present installations and the possibilities of advantageous disposal thereof as the war moves forward together with the need for installations; (b) Supplies and equipment on hand, together with plans for utilizing these by issue to the occupational forces, shipment to new theaters, return to the United States, and local disposal.

3. Since the problem is relatively more pressing in some theaters than others, I suggest that you consider the various theaters in the following priority: European, Mediterranean, Southwest Pacific, China-Burma-India, Central Pacific and South Pacific. Knowing that the various Air Force Commanders whose forces are actively engaged in combat have only academic interest at the most in the solution of the above problems, I expect you to visit these theaters, in turn, and your recommendations should incorporate the maximum help from the continental United States.

4. Since the disposition of surplus properties will be controlled by governmental agencies other than the War Department, I wish you would familiarize yourself with executive orders and legislation pertaining to this disposition, and to report to me as you visit each theater on whether you consider the organizations being set up by the Foreign Economic Administration as capable of handling the job.

/s/ H. H. Arnold
H. H. ARNOLD
General, U. S. Army
Commanding General, Army Air Forces.

LOG OF THE TRIP

DEPARTED	TIME	DATE	ARRIVED	TIME	DATE
WASHINGTON	1700GMT	19 May 45	DAYTON	1930	19 May 45
DAYTON	1615	20 May 45	COLORADO SPRINGS	2335	20 May 45
COLORADO SPRINGS	1520	21 May 45	GREAT FALLS	1915	21 May 45
GREAT FALLS	2010	21 May 45	EDMONTON	2240	21 May 45
EDMONTON	1510	22 May 45	WHITE HORSE	2025	22 May 45
WHITE HORSE	1615	23 May 45	FAIRBANKS	1850	23 May 45
FAIRBANKS	2210	23 May 45	ANCHORAGE	2340	23 May 45
ANCHORAGE	1710	24 May 45	SEATTLE	0025	25 May 45
SEATTLE	1510	25 May 45	SALT LAKE	1910	25 May 45
SALT LAKE	1310	26 May 45	DENVER	1525	26 May 45
DENVER	1545	26 May 45	COLORADO SPRINGS	1605	26 May 45
COLORADO SPRINGS	1530	28 May 45	DAYTON	2045	28 May 45
DAYTON	1525	29 May 45	WASHINGTON	1710	29 May 45

(written A...
6 Apr 45 M...

SECRET

By Authority of
The Commanding
Army Air Forces
Date

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ... C; Date 11-6-75

7 APR 1945

SECRET

SUBJECT: Disposition of Surplus Property in Pacific Ocean Area and Southwest Pacific Area.

TO : Director, AAF - Air Technical Service Command, Wright Field, Dayton, Ohio

1. In a report submitted to the Commanding General, Army Air Forces, Maj. Gen. W. H. Frank advised that surplus Army Air Forces materiel is available in rear areas awaiting shipping for movement to forward areas in the Pacific Ocean Area and also the Southwest Pacific Area.

2. The report also states that surplus Army Air Force materiel is available in those theaters awaiting shipping for return to the United States.

3. The report recommends that vigorous action be taken to furnish adequate shipping facilities to move vital supplies to forward areas which would permit closing out of installations no longer needed in rear areas and also to provide adequate shipping to return authorized surplus Army Air Force materiel to the United States.

4. Inasmuch as the overseas theater commanders control priority of intra-theater shipping as well as facilities for loading materiel for return to the United States, it is directed that necessary action be taken to assure that proper representations are made to the respective theater commanders for shipping space, as necessary, to move the surplus critical Air Corps materiel to which reference is made.

5. If adequate shipping can not be provided, a full report, including type, quantities and location of materiel involved, should be submitted to this Headquarters for further action.

6. It is requested that after the facts have been determined, a report be submitted to this Headquarters as to the situation with respect to movement of vital Air Corps supplies in each of the involved theaters.

BY COMMAND OF GENERAL ARNOLD:

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

SECRET

SOL 400 for the C

AF.HC-12

HEADQUARTERS AAF

ROUTING SLIP

TO ➡ OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Col Dyson	
2.	
3.	
4.	
5.	

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

	COORDINATION		NOTE AND RETURN		INFORMATION
	NECESSARY ACTION		RECOMMENDATION		FILE
	SEE OR PHONE ME		APPROVAL		SIGNATURE

COMMENT

Having been passed up the first time, you now can have a crack at it!

RW

FROM ➡	OFFICE & INDIVIDUAL F. L. ORDWAY Lt. Colonel, Air Corps	PHONE 2936

3-318. AF Rev. 1 Jan 1944

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By [illegible], LC; Date [illegible]

TALLY NO.	
FILE NO.	

SECRET

SUBJECT: General Frank's Report on Surplus Property in POA and SWPA

TO: Deputy Chief of Air Staff (General Timberlake)

DATE 7 April 1945

COMMENT No. 2 cont'd

FROM: Asst Chief of Air Staff, Materiel & Services

5. The matter of moving the bombs, mentioned in Part IV of the report, has already been receiving attention along the lines of recommendation included in the report.

6. Headquarters, Air Technical Service Command, are being directed to arrange for Theater Air Service Command organizations to make necessary representations to be presented to theater commanders for the movement of other AAF materiel awaiting shipping in the theaters.

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

TO: General Powers, M & S

DATE 10 April 45

FROM: Chief of the Air Staff.

COMMENT NO. 3
PWT/eva/5265

1. AC/AS, Materiel & Services has missed General Frank's point. General Frank believes, and I agree, that in order to move supplies from the rear to forward areas within the theaters it will be necessary to furnish the shipping from the U. S. to the theater commanders with some personnel to act as supervisors especially earmarked for the purpose. General Coupland is attempting some action along these lines to get bombs out of New Caledonia. It is well known that theater commanders set up operations as first priority and will not make available any of their own shipping for the purpose. They would much rather order supplies from the U. S. which could be put ashore in their forward areas at no expense to themselves.

2. If nothing can be done about this now, plans should be made to take effect soon after V-E Day.

1 Incl
n/c

also attached, copy of ltr. to AASC, 2 pgs.

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

DECLASSIFIED

SECRET

AAS 400 Sec Page 12

3-1109, AF (REV 20 MAY 44)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD ~~SECRET~~

TALLY NO.	
FILE NO.	

SUBJECT: General Frank's Report on Surplus Property in POA and SWPA

TO: AC/AS, Materiel & Services

DATE 30 Mar 45

FROM: Chief of the Air Staff

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By alm JC; Date 1/10/75

COMMENT NO. 1
PWT/eva/5265

General Frank's report on surplus property in Pacific Ocean Area and Southwest Pacific Theater is being forwarded for your comments and report of action taken on recommendations.

1 Incl
Subj Rpt undtd

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

~~SECRET~~ DECLASSIFIED

3-1109 A.F

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: LC; Date

SUBJECT: General Frank's Report on Surplus Property in POA and SWPA

TO: Deputy Chief of Air Staff (General Timberlake) **DATE** 7 April 1945

COMMENT No. 2

FROM: Asst Chief of Air Staff, Materiel & Services

1. General Frank, in subject report, made the following recommendations applying to the disposal of excess and surplus AAF property:

a. (1) Recommendation. (Part I, page 11, paragraph 1) "It is recommended that a disposal agency capable of setting up an organization which can cope with the situation in this area (POA) be designated by the Surplus Property Administration immediately."

(2) Action. The Surplus Property Board has approved the Reconstruction Finance Corporation as the disposal agency for the Territory of Hawaii. Formal transfer of responsibility is expected to take place not later than 16 April 1945. The RFC is a well-established aircraft disposal agency and should be quite capable of performing its function in Hawaii and other American possessions. The Foreign Economic Administration plans to delegate authority to the RFC aircraft representative in Hawaii, when he is established, to receive reports and give routine disposal instructions on aircraft and property peculiar thereto which might become excess in foreign territories within the POA.

b. (1) Recommendation. (Part III, page 6, paragraph 2) "It is recommended that reports submitted to Headquarters, Army Air Forces, Washington, D. C., on excess and war-weary aircraft be expedited and disposition instructions be issued to the Theater Commander on aircraft reported by him the first of each month."

(2) Action. Disposition instructions were given on the last report of excess aircraft from the Pacific Ocean Area two (2) weeks after necessary information was received from the theater. This time is not considered excessive. A supplementary report was received on 8 March and disposition instructions were dispatched on 4 April 1945. Delay in this case caused by the hesitance of Treasury Procurement Division personnel in Washington to authorize the salvaging of combat aircraft. The establishment of RFC as a disposal agency in Hawaii, with consequent direct reporting by the theater, should eliminate delays of this nature.

DECLASSIFIED SECRET

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: LC; Date 11-12-75

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SECRET

SUBJECT: General Frank's Report on Surplus Property in POA and SWPA

TO: Deputy Chief of Air Staff (General Timberlake)

DATE 7 April 1945

COMMENT No. 2 cont'd

FROM: Asst Chief of Air Staff, Materiel & Services

c. (1) Recommendation. (Part III, page 6, paragraph 2) "It is recommended that Headquarters, Army Air Forces, Washington, process without delay the monthly reports of repairable excess aircraft from this area (SWPA) and give disposition instructions promptly so that the theater may report them to the Foreign Economic Administration representative for disposal."

(2) Action. Disposition instructions were given on last report from this theater twelve (12) days after all necessary information was received from the theater. This time, as in the case cited above, is not considered excessive, as OC&R must determine whether these aircraft can be redistributed; the Control Office, Aircraft Distribution Control Branch, M&S, must prepare case for MAC (Air); and MAC (Air) must reach a decision at its weekly meeting before the Resources Division, can authorize the declaration of the aircraft as surplus. The average time consumed by Resources Division in acting on authorizations of MAC (Air) is twenty-four (24) hours.

2. Reference is made to that portion of General Frank's report which recommends that action be taken to provide adequate shipping facilities to:

a. move supplies from rear to forward areas within theaters and

b. move surplus property from theaters for return to the United States.

3. The forward movement of materiel within a theater is within control of the theater commander. In the case of the Southwest Pacific Area, there is presently a definite deficit in steamer unloading capacities which makes it impossible to deliver all requirements to that theater. Within his capacity to accept shipments, either direct from the United States or from rear areas within the theater, the theater commander determines the shipping priority and the forward movement of such materiel is at his discretion.

4. The theater commander also can arrange for vessels, scheduled for return to the United States, to load materiel which has been authorized and is available for return to the United States.

SECRET

3-1109, AF (REV 20 MAY 44)

Gen Timberlake

See me Bills

REPORT ON SURPLUS PROPERTY

IN

PACIFIC OCEAN AREA and SOUTHWEST PACIFIC THEATER

SPS Hos Lo. Pac. (12)

REPORT TO GENERAL ARNOLD

SUBJECT: Disposition of Surplus Property in Pacific Ocean Area and Southwest Pacific Theater.

In compliance with a directive from General Arnold to Major General Walter H. Frank, dated 3 October 1944, copy of which is attached hereto and marked Exhibit A, I departed the United States for the Pacific Ocean Area and the Southwest Pacific Theater 9 February 1945. In addition to the crew of the airplane assigned me, there were in the party:

Colonel Howard C. Smith

Colonel John A. Ball

Lt Colonel Christopher L. Jones

Major James H. Smith

1st Lieutenant James L. Murphy, Jr.

On 10 February 1945, we were joined by Lieutenant Colonel Joseph Greiner, an Ordnance Officer, who gathered data on the supply of bombs in the Pacific Ocean Area and the Southwest Pacific Theater.

In both the Pacific Ocean Area and the Southwest Pacific Theater, we met with the Air Force Commanders and with the appropriate Air Force supply personnel. The report of findings follows in four parts: Part One covering Pacific Ocean Area; Part Two covering Australia; Part Three covering new Guinea and Biak; and Part Four showing the supply of bombs in both Pacific Ocean Area and the Southwest Pacific Theater.

I wish to mention at this point the many favorable comments made to me thrucut this trip concerning supply action by the Air Technical Service Command. The splendid supply help given by this command to the various Air Forces is greatly appreciated.

The Log of the journey is attached as Exhibit B.

INDEX

PART I

NOTE: Part I of this report deals solely with the Pacific Ocean Area which includes Hawaiian Islands, Fiji Islands, Christmas, Canton, New Caledonia, Makin, Santos, Guadalcanal, New Zealand and Air Transport Command Stations as far as Biak.

A. GENERAL

1. In the Pacific Ocean Areas the disposal of excess Army Air Forces installations, supplies and equipment does not constitute a major problem. No installations in this area were obtained under lend-lease or contractual arrangement with the exception of a few fields in the Hawaiian Islands which have been rented from private owners. The return of these installations therefore, as they are abandoned, is a simple matter.

2. Supplies and equipment at abandoned stations either move forward with the using activity or are returned to the Hawaiian Air Depot. An exception to this procedure is the case of the turning over of certain supplies and equipment to the Royal New Zealand Air Force for its operations. It may be said that all usable equipment and supplies have been removed from abandoned installations.

3. The majority of active installations in this area now are Air Transport Command Stations. There are no quantities of surplus equipment and supplies at these stations at present.

B. SUPPLIES AND EQUIPMENT ON HAND

1. Great progress has been made in the inventoring and recording of supplies and equipment in this area so that at the present time there exists an accurate record of both active and surplus property. An efficient stock control system has been established which has enabled the Hawaiian Air Depot to arrive at its surpluses thereby reducing requisitioning of supplies on the mainland.

2. Surpluses have been declared, segregated with stock record cards and packed for shipment awaiting instructions from disposal agents.

3. In approaching the problem of surpluses, we have considered war weary aircraft, both combat and transport, parts peculiar to these aircraft and general Air Force supplies and equipment. Army Ground Forces, Navy, Marine Corps and other agencies have been canvassed and substantial quantities of surplus property have been turned over to such agencies. Estimates furnished us by the Staff of the Deputy Commander to the Commanding General, Army Air Forces, Pacific Ocean Areas indicate that there will be approximately 4000 tons of surplus for disposal.

4. Large quantity of supplies and equipment are now being shipped to the Depot at Guam. This operation will result in the substantial reduction of both active and excess property at the Hawaiian Air Depot.

5. The following chart and estimate made by the Staff of the Commanding General, Army Air Forces, Pacific Ocean Areas of supplies which will be on hand in the area as of 1 March 1946 requiring disposal action.

ALL MEASUREMENTS GIVEN ARE IN WEIGHT TONS

DECLASSIFIED

1		2	3	4	5	6	7		8	
AIR FORCE SUPPLIES IN H.A.D.		REQUIRED FOR OPERATIONS FOR ONE YEAR	ONE YEAR STOCK PILE FOR ATC	TO GUAM	TO BE RETURNED TO U.S. UNDER AUTHORITY T.O. 00-35A-32	TO BE RETURNED IF T.O. IS AMENDED	FOR DISPOSAL		EXCESS	
							PECULIAR TO COMBAT AIRCRAFT	SALEABLE AF SUPPLIES & EQUIPMENT	UNCLASSIFIED	TOTAL
CLASS										
01	4600	4300	3-1/2	300	.09	NOTHING	446.8			5050.390
02	1700	1650	12	50	.037		93.1			1805.137
03	2900	2100	15	800	.537					2915.537
04	2200	2100	150	1000				59.3		3309.300
05	900	850	1	50				1.1		902.100
06	120	75	1	45				1.0		122.000
07	275	255	-3/4	20				1.0		276.750
08	1000	995	10	5				7.3		1017.300
09	6	6		0						6.000
10	1872	1867		5	.125			6.6		1878.725
11	2250	1750	-3/4	500			36.1			2286.850
12	185	175	-7/8	10				33.0		218.875
13	416	366	-3/4	15						381.750
14	44	44		0						44.000
15	262	262		0						262.000
17	5050	4950	1	100				12.5		5063.500
18	1910	1900	-1/8	10	.025					1910.150
19	10826	8969		1535	.10			6.1		10510.20
20	60	30		30				24.1		84.100
21	292	287	3-1/2	5				4.7		300.200
22	2820	2820		0				.1		2820.100
23	2230	2220	1-3/4	10				1.8		2233.550
24	254	239	21	15						275.000
25	1845	1568	1-1/2	120				11.6		1701.100
27	4000			0					3207.2	3207.200
28	531	2980		5	14.91					2999.910
29	6765	3268	129	500				30.8		3927.800
30	4525	4525	3-1/2	0						4528.500
	60038	50551	357	5130	15.8		576.0	201.0	3207.2	60038

DECLASSIFIED

6. Following are statements covering the several localities:

FIJI ISLANDS. There are no Army Air Force supplies, equipment or aircraft at Nandi, except the small amount currently used by Air Transport Command.

NEW CALEDONIA (Noumea). On New Caledonia there are no Army Air Force supplies or equipment with the exception of six hundred thirty-two (632) tons of engine overhaul parts and equipment belonging to the Thirteenth Air Force. These are packed and ready for shipment, awaiting instructions from Far East Air Service Command. There are no excess aircraft here.

Headquarters, South Pacific Base Command at Noumea has an adequate system of reporting and controlling aviation gasoline supplies. A monthly report is prepared covering all Bases in this area which are New Caledonia, Fiji, Russels, Espiritu Santo and Guadalcanal. This report shows

inventories on hand, estimated consumption of drummed items for following five (5) months, and estimated requirements for delivery for following three (3) months. A gasoline testing laboratory is maintained at Noumea and samples from all Bases are sent in here. Those stocks which do not meet Air Force standards are poured into mogas bulk storage. As of 10 February at the above mentioned stations, there was, according to figures prepared by Headquarters, South Pacific Base Command, a total of (bulk and drummed) one hundred (100) octane gas, of approximately seven million four hundred thousand (7,400,000) gallons. The statement was made at this Headquarters that within the next sixty (60) days the entire problem would be solved, either by forward movement, or conversion to mogas where justified.

GUADALCANAL. As of 24 February 1945 there were in the Intransit Depot at Guadalcanal, six hundred thirty-seven (637) tons of Army Air Force supplies and equipment left by the Thirteenth Air Force. This has all been inventoried and recorded on Stock Record Cards.

Far East Air Service Command is sending personnel to examine and screen these items. Those which are usable will be moved forward as soon as shipping is available. The balance will be disposed of in accordance with prevailing regulations.

As of 24 February 1945 there were no excess or war weary aircraft on Guadalcanal. All reparable flyable aircraft have been removed to Finschhafen, and others have been salvaged in accordance with regulations.

There is no problem connected with the disposal of flying fields and installations on Guadalcanal. Carney Field and Henderson Field are the only ones being used now. Carney Field is about to be closed and all activities concentrated at Henderson Field.

There are no excesses of gasoline on Guadalcanal. The Navy controls this item, and maintains a ninety (90) day supply for the Army Air Forces. As of 24 February 1945 the Army Air Forces had on hand one million eight hundred thousand (1,800,000) gallons of one hundred (100) octane gasoline in bulk. The average daily consumption is twenty thousand (20,000) gallons. There is no drum aviation gasoline.

AVIATION GASOLINE AND OIL

As of 5 March 1945 there were no excesses of aviation gasoline in the Pacific Ocean Area. On that date there was a total of one hundred twenty-six million, six hundred fifty-six thousand (126,656,000) gallons, (3,016,000 barrels), of aviation gasoline in this area. Based upon figures submitted by Headquarters, Army Air Forces, Pacific Ocean Areas this amount is approximately a twenty-one (21) day operating supply.

There are some excesses of grades 1100 and 1120 lubricating oil in this area. The proper personnel are aware of this condition and an effort is being made to arrange for the disposal of this excess oil.

Listed below are figures showing the locations of aviation gasoline and lubricating oil in the Pacific Ocean Area. This report is given in thousands of gallons:

ITEM	Marshall Gilberts	Marianas	Forward Afloat, Iwo,et.	Pearl Harbor	South Pacific	TOTAL POA
Aviation Gas Grade 130	6,775	35,174	19,192	53,777	11,738	126,656
Oil Grade 1100	10	23	3	257	884	1,177
Oil Grade 1120	338	1,181	420	1,840	1,130	4,909

Detailed statement of all Aviation Gas in the Pacific Ocean Area as of 5 March 1945 is attached as Exhibit "J".

C. RETURN OF ARMY AIR FORCES INSTALLATIONS

With the exception of two (2) airfields in the Hawaiian Islands which were municipal airports, or which were built on private property, airfields in the Pacific Ocean Area occupied by the Army Air Forces were built by the United States Army or Navy, or Engineers. No land-lease or rental is involved. Those airfields in Australian or New Zealand mandated territory, and in New Caledonia, were built and put into use with no pecuniary arrangements for the land being entered into. Attached is a list of airfields in the Pacific Ocean Area zone of communications, giving their present status and indicating which are proposed for permanent retention by the Army Air Forces, which are desired for use until after redeployment, and which are presently abandoned, or transferred to other activities. To date nineteen (19) airfields have been abandoned, returned to private ownership, or transferred to other services.

D. NEED FOR ADDED INSTALLATIONS

No additional Flying Fields or Air Bases are needed in the Army Air Forces, Pacific Ocean Areas zone of communications for redeployment. Some expansion of maintenance facilities, including hangars and parking space, are needed at the major installations in the Hawaiian Islands.

E. FOREIGN ECONOMIC ADMINISTRATION AND THE TREASURY PROCUREMENT ACTIVITIES

1. The disposal agencies designated to handle surplus property in the Pacific Ocean Area are the Treasury Procurement for the Territory of Hawaii and the Foreign Economic Administration outside of the Territory of Hawaii. The Treasury Procurement and the Foreign Economic Administration in Hawaii at present have no organization or procedures for the receiving of

ARMY AIR FORCES AIR FIELDS AND BASES, PACIFIC OCEAN AREAS

PRESENT AND PROPOSED STATUS

	Proposed for Abandonment or Transfer	Desire to Retain until after Redeployment	Recommend Retention for Post War Operations	
HAWAIIAN ISLANDS				
OAHU				
Hickam			x	
Kipapa			x	To be bought.
Wheeler (and Waialai Gulch)			x	
Haleiwa	x			About May 1944.
Mokuleia			x	To be bought.
Kahuku			x	To be bought.
Kualoa		x		
Bellows			x	
John Rodgers			x	Operated by Navy. Belongs to T.H.
Stanley	x			No personnel. Closed December 1944.
Puricki	x			No facilities. Closed December 1944.
KAUAI				
Barking Sands			x	
MOLOKAI				
Homestead		x		
HAWAII				
General Lyman (Hilo)		x		
Morse Field	x			Undeveloped.
Upolu	x			No facilities. Used by Navy.
MAUI				
Maui Airport	x			Transferred to Navy.
LANAI				
Lanai Field	x			Returned to private ownership.
MIDWAY	x			Transferred to Navy.
PALMYRA		x		Air Transport Command.
CHRISTMAS		x		Air Transport Command.
PHOENIX ISLANDS				
Canton		x		Air Transport Command.
GILBERT ISLANDS				
Makin	x			Abandoned. Transferred to Navy about November 1944.

ARMY AIR FORCES AIR FIELDS AND BASES, PACIFIC OCEAN AREAS

PRESENT AND PROPOSED STATUS

	Proposed for Abandonment or Transfer	Desire to Retain until after Redeployment	Recommend Retention for Post War Operations	
MARSHALL ISLANDS				
Kwajalein			x	
PENRHYN	x			About July 1944.
BAKER	x			Abandoned about November 1944.
COOK ISLANDS				
Aitutaki	x			Abandoned about November 1944.
SOLOMON ISLANDS				
GUADALCANAL				
Carney Field		x		
FIJI ISLANDS				
Nandi Airport	x			April 1945.
NEW HEBRIDES				
ESPIRITU SANTO				
Pallikulo		x		(Bomber) Air Transport Command.
Pekoa	x			Bomber
Luganville	x			Bomber
EFATE				
Abandoned by Army (Vila or Bauer)	x			
Abandoned by Navy	x			
NEW CALEDONIA				
Plaine des Gaiacs	x			In use as alternate for Air Transport Command.
Tontouta			x	Main Base. Air Transport Command and Army Air Forces.
Magenta	x			Have recommended abandonment.
La Foa (Ouatom)	x			Abandoned about 1 May 1944.
RUSSELS				
Renard		x		Sub-base. Carney.
SOCIETY ISLANDS				
Bora Bora	x			About November 1944.

surplus reports nor for the disposition of surplus property.

2. The lack of Foreign Economic Administration representative in this area does not create too large a problem in as much as practically all surpluses in the forward areas and sub-depot stocks are automatically returned to the Disposal Section, Hawaiian Air Depot and processed with the surpluses of the Territory of Hawaii. Consequently, the failure of the Treasury Procurement in establishing a sales organization in Hawaii has materially interfered with this area's disposal procedure.

3. The condition in the Pacific Ocean Area with respect to the outlet for the disposal of surplus common items, such as aircraft hardware and raw stocks, is a much greater problem than in the European Theatre of Operation and the Mediterranean Theatre of Operation in as much as there is practically no outlet in this area for these types of items. The only outlet which exists in this area is other government agencies, such as Ground Forces, Navy and Marine Corps, all of which are constantly canvassed for the disposal of surpluses. The remainder, however, constitutes a problem until such time as an established disposal agency is established in this area.

F. ARMY AIR FORCE PROCEDURE FOR DISPOSAL OF EXCESSES AND SURPLUSES

1. The procedure on the disposal of excess supplies currently in force in this area is as follows:

a. Material found in sub-depot stock or in stock in any of the forward areas is automatically returned to the Disposal Section, Hawaiian Air Depot. The Disposal Section, in turn, screens this material and disposes of it in the following manner:

(1) If it is required in this area, and is serviceable, it is retained. If not required in this area, it is checked against mainland critical list (Technical Order 00-35A-32); material so listed is automatically shipped to the mainland. Material not retained at

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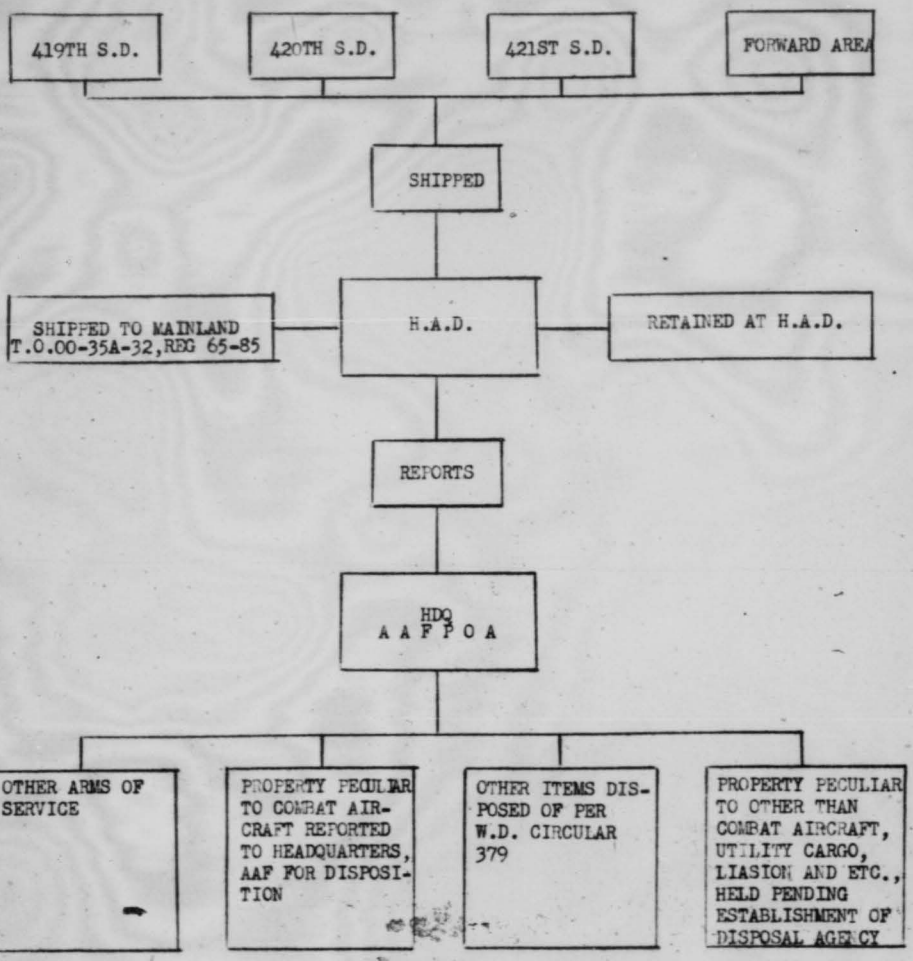
AIR DEPOT APO 953
SUPPLY DIVISION ACTIVITY

FLOW CHART ON EXCESS AND OBSOLETE PROPERTY



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Hawaiian Air Depot and not shipped on the Technical Order 00-35A-32 is reported to Headquarters, Army Air Forces, Pacific Ocean Area.

(2) Headquarters, Army Air Forces, Pacific Ocean Area screens this material against the theatre levels and the excess is then reported to other arms and services for their requirements.

b. The remaining material is then deemed excess to area requirements and the following procedure is then followed:

(1) Property peculiar to combat aircraft is reported to Headquarters, Army Air Forces for disposition instructions.

(2) Property peculiar to other than combat aircraft (Liaison, utility, cargo, etc) is held pending establishment of a disposal agency in this area.

(3) Other items are disposed of in accordance with War Department Circular No. 379.

G. DISPOSITION OF SURPLUS AND WAR WEARY AIRCRAFT

1. Actual disposition or salvage of surplus and war weary aircraft in Army Air Forces, Pacific Ocean Area has been at a standstill owing to the fact that original plans for disposition of such aircraft involving Foreign Economic Administration and the Treasury Department were never implemented. A workable procedure for disposing of aircraft coming under the provisions of Army Air Force Regulation No.65-85 has been established in radios WARX 22398 dated 17 January 1945 and WARX 26606 dated 25 January 1945, copies attached as Exhibit "D". As a result a total of fifty (50) aircraft were reported by letter, Headquarters Army Air Forces, Pacific Ocean Area dated 7 February 1945, subject: "Report of Excess Aircraft", copy attached, as Exhibit "E".

2. Instructions to subordinate units of Army Air Forces, Pacific Ocean Area re reporting excess and war weary aircraft are contained in Army Air

Force, Pacific Ocean Area Regulation No.65-16, dated 6 January 1945, copy attached.

3. All excess and war weary aircraft in the Army Air Forces, Pacific Ocean Area zone of communications have been returned to the Hawaiian Islands or salvaged under War Department Circular No.379 on the spot if they could not be brought back.

4. As of 11 February 1945 there were the following number of aircraft coming under the provisions of Army Air Force Regulation No.65-85:

+a.	Reportable	93
+b.	Non-reportable (beyond economical repair)	24
	TOTAL	117

+Reportable and non-reportable aircraft as defined in Army Air Force Regulation No.65-85.

Of this total sixty (60) had been inspected, fifty-seven (57) are awaiting inspection, and fifty (50) have been reported. The above aircraft by types are:

B-17-F	1	F-7A	4
B-17-E	6	F-7-B	1
B-24-J	19	A-24	10
TB-24-D	7	UC-78	5
P-39	38	L-4	7
P-47-D	16	L-1	1
P-70	1	B-25	1

5. The return of excess P-47 aircraft to the Continental United States, which have become excess in the Hawaiian Island area due to their replacement by P-51 type aircraft, is considered uneconomical for the following reasons:

a. Poor condition of these aircraft due to lack of proper second and third echelon maintenance.

b. Excess man-hours required to prepare for deckloading.

c. Excess man-hours required to completely DIR these aircraft in Continental Depots which are overloaded with other work.

d. Total man-hours expended will in most instances exceed the number allowed by Army Air Force Regulation No.65-85. Therefore, the sixteen (16) P-47-D aircraft should be declared surplus and salvaged.

H. SUMMATION

1. Excess Supplies and Equipment

a. As a result of greatly improved inventory control, the problem of excess supplies and equipment is not great. Large quantities are being moved to the forward areas and requisitions on the mainland are declining.

b. Based upon estimates furnished by the Staff of the Commanding General, Army Air Forces, Pacific Ocean Areas, which estimates allow for ground operations including Air Transport Command, there will exist on 1 March 1945, approximately 4000 tons of surplus for disposal.

c. There is a fundamental difference in the approach to the problem of surplus between the Pacific area and the European and Mediterranean areas in that in all likelihood the United States will maintain permanent bases in the post-war period. So far as the Pacific Ocean Area is concerned, it is a certainty that Hawaii will be a permanent active station. There is no such problem therefore as confronts the Army Air Forces in the United Kingdom at a station such as Burtonwood. The important objective in the Pacific Ocean Area is to arrive at a currently sound position in the matter of supplies and equipment. In Hawaii, this is being accomplished in a manner similar to that employed in Air Depots in the Continental United States.

I. COMMENTS

1. Under the authority of Army Air Forces Regulation 65-85, procedures for the disposition of excess aircraft and aircraft components,

supplies and equipment are clearly set forth. In addition, except for complete aircraft reparable with in the maximum restoration standards set forth in Army Air Forces Regulation No.65-85, the theater commander is authorized to determine what aircraft components, supplies and equipment are excess to the requirements and to determine them surplus and report them to the disposal agency. The proper personnel in this area have been fully acquainted with these procedures. It has been recommended that implementing directives be issued within the Pacific Ocean Areas. With the accomplishment of this there will exist a system of reporting excesses substantially the same as that now in existence in the European Theatre of Operation and the Mediterranean Theatre of Operation.

2. Up to this point, no difficulty in this problem is foreseen. It is after this reporting that difficulties are met due to the lack of existence in this area of a disposal organization. There has been no Foreign Economic Administration or Treasury Procurement Organization established in this area. The lack of such organization had delayed any final action in the matter of disposal.

J. CONCLUSIONS

1. Army Air Force procedures in the Pacific Ocean Areas for determining and reporting excesses are functioning well.

2. There is no problem involved in the abandonment or return of Flying Fields and Air Bases in the Army Air Forces, Pacific Ocean Areas.

3. There is no need for additional installations.

4. The Foreign Economic Administration and the Treasury Procurement have failed in carrying out the disposal functions and responsibilities vested in them by the Surplus Property Administration.

5. Prior to the arrival of this mission, considerable confusion existed at Headquarters, Pacific Ocean Area, in the matter of disposal of excesses. Directives have not been issued to the forward areas covering this subject. They have been prepared and should go out in the near future.

Authority to dispose of surplus has not been delegated by the Theater Commander to the Army Air Forces, Pacific Ocean Areas where it properly belongs. This authority has been requested and it is assumed that it will be granted.

6. Procedures for disposing of excess and non-reparable aircraft in this area have been established and are working satisfactorily.

7. An improved system of Stock Control and Inventory, together with the fact that there will be permanent bases in this area, tend to make surpluses a diminishing problem easily controlled.

8. There is no problem in connection with excess stores of gasoline.

K. RECOMMENDATIONS

1. It is recommended that a disposal agency capable of setting up an organization which can cope with the situation in this area be designated by the Surplus Property Administration immediately.

2. It is recommended that reports submitted to Headquarters, Army Air Forces, Washington, D. C. on excess and war weary aircraft be expedited and disposition instructions be issued to the Theater Commander on aircraft reported by him the first of each month.

3. Projects submitted for increasing maintenance facilities, including hangars and parking space, which are submitted for the major installations in the Hawaiian Islands, be expedited.

PART II

(Note: Part II of the report deals only with Brisbane, Townsville, and Darwin, Australia, which are under the Far East Air Service Command.)

A - GENERAL

In Australia the disposal of excess Army Air Forces installations, equipment and supplies has received careful attention, with the result that much progress has been made toward the solution of this problem. Air fields, strips and installations no longer needed have been abandoned and the supplies and equipment moved into Depots. All Army Air Forces supplies and equipment are now consentrated at Brisbane and Townsville, with the exception of a substantial quantity of bombs remaining at Darwin. These Army Air Forces supplies and equipment have been inventoried and are recorded on Stock Record Cards. Property which is to be moved to the forward area is being selected, boxed and made ready for shipment as soon as shipping is available. The volume of surplus property remaining is not of sufficient size to create any serious problem.

The Foreign Economic Administration is established in Australia, with Headquarters at Sidney, and in conjunction with the Joint Purchasing Board, of General MacArthur's Command, is equipped to handle the disposal of surpluses. An arrangement with the Australian Disposal Commission, just completed will permit the turning over to this Commission of all surpluses, other than aircraft and parts peculiar to aircraft (now being handled by Foreign Economic Administration), thus relieving the Air Forces of the custodial responsibility.

B - SUPPLIES AND EQUIPMENT ON HAND.

All Army Air Forces supplies and equipment have been consentrated at Brisbane and Townsville, with the exception of the bombs remaining at Darwin. At Brisbane there is an up-to-date accurate inventory of all property, with the exception of reparable items which is in the process of being completed. As of 20 February the inventory at Townsville was 85% complete, and will be 100% complete by 1 March, including

reparables. Both of these installations furnish a monthly Stock Balance Report to Headquarters Far East Air Service Command.

In general, usable Army Air Forces equipment and supplies have been moved forward to using activities. That which remains is awaiting shipping facilities which are expected to be available following the opening of the Port of Manila, and the discharge of shipping now engaged in that operation.

There are substantial quantities of P-40 spare parts which are no longer required by the Army Air Forces. Negotiations are now under way which it is expected will result in the turning over of these parts to the Royal Australian Air Forces.

The engine overhaul activities formerly operated at Rocklea, Brisbane, have been turned over bodily to the British Fleet Air Arm. Of twenty-one (21) contractors formerly employed in manufacture and overhaul of Army Air Forces equipment, all have been terminated with the exception of one which will be terminated 1 April 1945. United States owned parts and equipment at these activities have been returned to Depot stocks.

Attached are tonnage charts for Brisbane and Townsville which show the total supplies and equipment on hand, the amount required for current operations and the amount remaining for disposal. At neither place does the remaining amount for disposal present a serious problem.

There is no problem of excess gasoline in Australia, so far as the Army Air Forces are concerned. Aviation gasoline is controlled by the Royal Australian Air Forces through the Petroleum Board in Washington. The Army Air Forces submits its estimated requirements seven (7) months in advance, and requisitions on the Royal Australian Air Forces.

C - RETURN OF ARMY AIR FORCES INSTALLATIONS.

There is no problem in connection with the abandonment of air fields or installations in Australia. When a need no longer exists, the field is abandoned and all equipment and supplies are moved to the nearest Depot. Buildings on such installations are reported to

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TOWNSVILLE

TONNAGE REPORT

AIR FORCE SUPPLIES IN TOWNSVILLE		REQUIRED FOR OPERATIONS*	FOR REDEPLOYED UNITS	TO BE RET'D TO U.S. UNDER AUTH T.O. 00-35A-32	TO BE RET'D IF TO IS AMENDED	FOR DISPOSAL		TOTAL
						PECULIAR TO COMBAT A/C	SALEABLE AP SUPPLIES & EQUIPMENT	
CLASS	QUANTITY	FOR 3 MONTHS						
01	1859	19				500		500
02	679	5		100				
03	1079	11				150		150
04	233	4		150		5		5
05	38	1						
06	165	7						
07	324	8						
08	36	.5					28	28
10	24	1				1000		1000
11	1049	5					10	10
12	47	1				1		1
13	192	.5					7	7
15	1							
17	763	.5					5	5
18	118	2					200	200
19	813	3					1.5	1.5
20	15						2	2
21	89	1					200	200
22								
23	1057	10		30			100	100
24	566	6					50	50
25	330	1						
28	10							
29	342	7					250	250
30	31	.5						
TOTAL	9860	95		280		1656	853.5	2509.5

*Represents that portion of supplies on hand in excess of the authorized Theater Level which it is estimated will be consumed by operational requirements through 30 June 1945.

These figures do not include repairable; inventory on same in the process of being taken.

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BRISBANE

TONNAGE REPORT

AIR FORCE SUPPLIES IN BRISBANE		REQUIRED FOR OPERATIONS* FOR 4 MONTHS	FOR REDEPLOYED UNITS	TO BE RET'D TO U.S. UNDER AUTH T.O. 00-35A-32	TO BE RET'D IF T.O. IS AMENDED	FOR DISPOSAL		TOTAL
						PECULIAR TO COMBAT A/C	SALEABLE AF SUPPLIES & EQUIPMENT	
CLASS	QUANTITY							
01	2330	15				2000		2000
02	7000	15				6000		6000
03	4000	250				3700		3700
04	2000	100				300	1500	1800
05	60	20				20	20	40
06	10000	250				1000	8000	9000
07	9000	150				1000	7000	8000
08	1250	50				100	1000	1100
10	10	1				2	6	8
11	300	5				250		250
12	50	5				5	35	40
13	100	5				5	5	10
15	10	5				9		9
17	25500	2000				1000	4000	5000
18	2000	10000				110	110	220
19	3230	230				180	20	200
20	40	3				7		7
21	20	5				2	1	3
22	100	50				0	50	50
23	500	50				50	5	55
24	50	5				10	5	15
25	950	50				200	600	800
28	30	5				15	5	20
29	2230	100				50	1950	2000
30	160	1				155		155
TOTAL	70920	13370				16170	24312	40482

*Represents that portion of supplies on hand in excess of the authorized Theater Level which it is estimated will be consumed byoperational requirements through 30 June, 1945.

These figures do not include repairable; inventory on same in the process of being taken.

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SOS which assumes custody until the buildings are released to the Australian Government. Of all air fields constructed in Australia, only three (3) are now occupied and maintained by the Army Air Forces. These are Eagle Farm, Brisbane, Garbutt, Townsville, and Darwin. To date, 115 air fields have been abandoned, turned over to the Australian Government, or reported to United States Army Forces Far East as not required for Air Force use.

D - NEED FOR ADDED INSTALLATIONS.

There is no need for additional flying fields or installations in Australia, nor is there any need for the expansion of those facilities now being used.

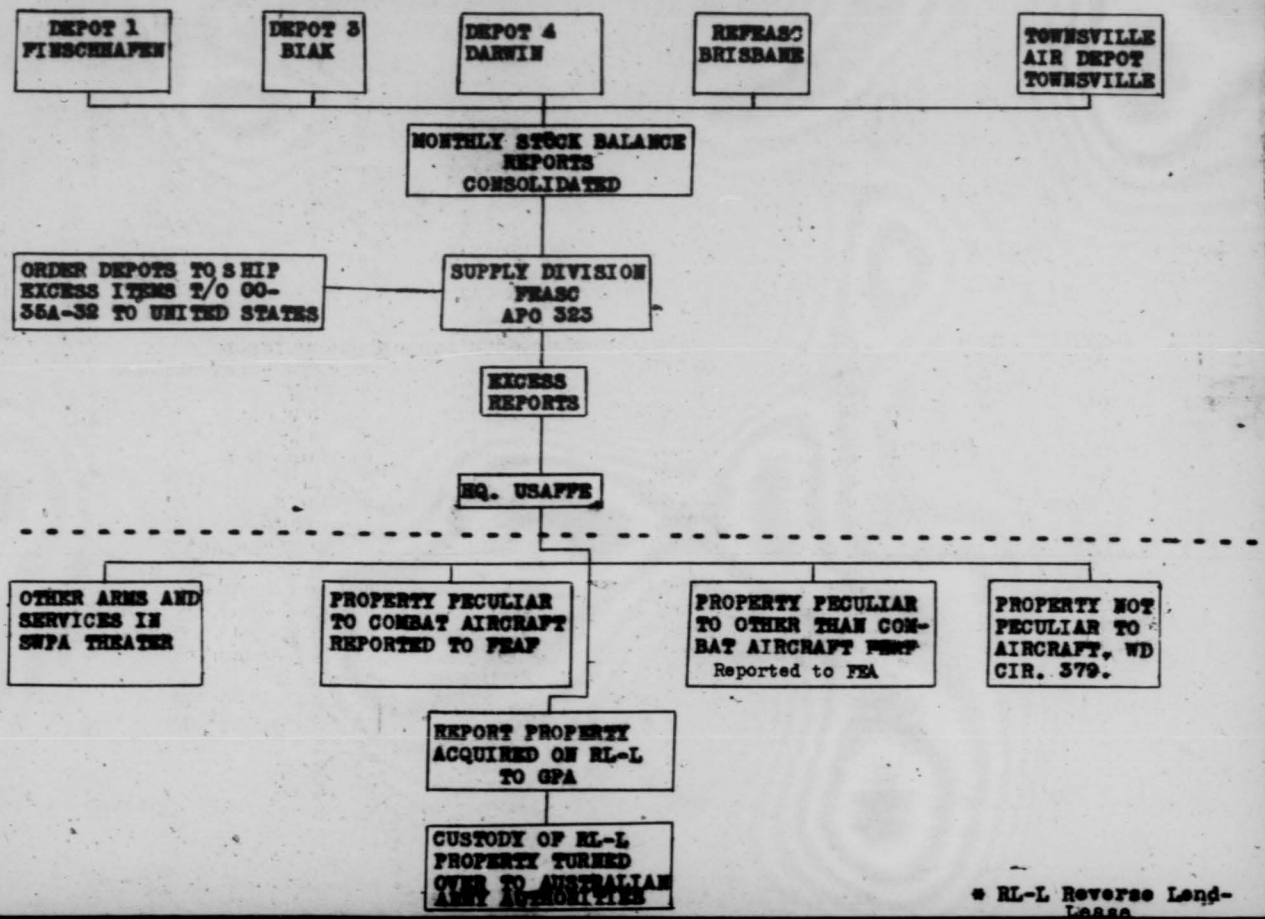
E - FOREIGN ECONOMIC ADMINISTRATION ACTIVITIES.

The Foreign Economic Administration representative in Sidney has evidenced splendid cooperation with the Army Air Forces in working out procedures for the disposal of Army Air Force current surpluses.

A meeting was called in Sidney with Mr. J. T. Browne and Mr. Robert Hall, the Foreign Economic Administration representatives, and Brigadier General P. W. Johnston, General Purchasing Agent for the United States forces in this area. It was explained by General Johnston that the procedure of the General Purchasing Board Regulation 25-20, copy attached as Exhibit "F", which applies specifically to reverse lend-lease, provide a simple method for Air Forces to be relieved of custody of installations and property received on a reverse lend-lease basis from the Australian Government. In the case of property of which there is United States ownership (other than those for which disposal responsibility now rests with Foreign Economic Administration), the procedure permits the Army Air Forces to turn over property to the Australian Disposal Commission for custody, protection and eventual sale for United States account.

The objective of these procedures is to provide a simple and expeditious method of relieving the services of custody, both of surplus goods of reverse lend-lease origin and United States ownership, so as to permit prompt release of military personnel for movement to advance areas.

FLOW CHART ON EXCESS AND OBSOLETE PROPERTY



* RL-L Reverse Lend-Lease

RETURN OF ARMY AIR FORCES INSTALLATIONS

MAINLAND OF AUSTRALIA

	ACTIVE	ABANDONED Turned Over to Australia, or Reported to USAFFE as Not Required by Army Air Forces.
QUEENSLAND		
AITKENVALE		X
AMBERLY		X
ANTIL PLAINS		X
ARCHERFIELD		X
AUGUSTUS DOWN		X
BLACKALL		X
BOHLE RIVER		X
BREDDAN		X
CAIRNS		X
CARPENTARIA DOWNS		X
CECIL PLAINS		X
CHARTER TOWERS		X
CHARLEVILLE		X
CLONCURRY		X
COEN		X
CONDAMINE		X
COOKTOWN		X
COOKTOWN MISSION		X
COOMINYOH E.L.G.		X
COOMINYAH STRIP		X
CUNNAMULLA		X
EAGLE FARM	X	
GARBUTT	X	
GIRU		X
GOOLMAN		X
HIGGINS (RED IS) (Q)		X
HORN ISLAND		X
IRON RANGE		X

	ACTIVE	ABANDONED Turned Over to Australia, or Reported to USAFFE as Not Required by Army Air Forces.
JONDARYN		X
KAROON		X
KINGAROY		X
KINGSTON A 10		X
KINGSTON A 11		X
KINGSTON A 12		X
LAURA		X
LAWNTON NO 1		X
LAWNTON NO 2		X
LEYBURN		X
LOGANLEA		X
LONGREACH		X
LOWOOD		X
MACKAY		X
MARCEBA		X
MT ST JOHN		X
PRAIRIE		X
REID RIVER		X
ROCKHAMPTON		X
ROSS RIVER		X
ST JOHN		X
STRATHPINE A-2		X
STRATHPINE A-3		X
STOCK ROUTE		X
TEN MILE SWAMP		X
THE FORKS (BREWER RIVER)		X
TORRENS CREEK		X
WACOL		X
WATERFORD		X
WINTON		X
WOODRIDGE		X

	ACTIVE	ABANDONED Turned Over to Australia, or Reported to USAFFE as Not Required by Army Air Forces.
WOODSTOCK		X
WROTHAM PARK		X
NORTHERN TERRITORY		
BATCHELOR		X
DARWIN (RAAF)	X	
DARWIN (CIVIC)		X
FENTON		X
HUGES		X
KATHERINE		X
LIVINGSTONE		X
LONG		X
MACDONALD		X
PELL		X
PINE CREEK		X
STRAUSS		X
TINDALL		X
VERN		X
VICTORIA		
BALLARAT		X
BAIRNSDALE		X
ESSENDON		X
FISHERMANS BEND		X
FLYNS CREEK		X
GEELONG		X
GREEN HILLS		X
LAVERTON		X
MALLACOOTA		X
MOROMBITH PARK		X
NHILL		X
OAKLANDS		X
WARRNAMBOOL		X

	ACTIVE	ABANDONED Turned Over to Australia, or Reported to USAFFE as Not Required by Army Air Forces.
WERIBIE		X
YANAKIE		X
WESTERN AUSTRALIA		
CORUMNA DOWNS		X
CUE		X
DUNDERDIN		X
KUNUNOPPIN		X
MOORA		X
NARROGIN EAST		X
PEARCE		X
ROCKWELL		X
THREE SPRINGS		X
WAGIN		X
NEW SOUTH WALES		
BANKSTOWN		X
BOURKE		X
CAMDEN		X
COBAR		X
KINGSFORD SMITH		X
ROTO		X
TOCUMWAL		X
VICTORIA		X
WILLIAMTOWN		X
SOUTH AUSTRALIA		
GAWLER		X
MYPONGA		X
MT GAMBIER		X
MURIOOTPA		X
OODNADATTA		X
TASMANIA		
CAMBRIDGE		X
CURRIE		X

	ACTIVE	ABANDONED Turned Over to Australia, or Reported to USAFFE as Not Required by Army Air Forces.
PATS RIVER (FLINDERS IS)		X
TUNBRIDGE		X
VALLEY FIELD		X

NOTE: Dates of relinquishing those installations in Column 2, not available.

None of the above comments refer to complete aircraft, and parts peculiar to complete aircraft, which, under the present instructions, are reported to Foreign Economic Administration for disposal. In these cases, however, contacts with Foreign Economic Administration are made through the General Purchasing Board. This will enable the General Purchasing Board to take over the complete disposal problems, including aircraft, and parts peculiar to aircraft, should the Foreign Economic Administration be discontinued as a disposal agency in this area.

F - ARMY AIR FORCES PROCEDURE FOR DISPOSAL OF SURPLUS.

The procedures for the reporting and handling of excess Army Air Force property are well established in this area. Instructions covering procedures for the reporting of excesses have been issued by Far East Air Service Command and are functioning properly.

G - DISPOSITION OF SURPLUS AND WAR WEARY AIRCRAFT.

Procedures for the disposition of surplus and war weary aircraft have been established and implemented by directive from Headquarters, Far East Air Service Command. These procedures are operating satisfactorily.

As of 22 February 1945 there were twenty-two (22) excess aircraft in Australia consisting of twelve (12) transport type and ten (10) A-25's. The twelve (12) transports have been reported to Headquarters, Army Air Forces, Washington, and disposal instructions have been received. The ten (10) A-25's were returned to the Army Air Forces by the Royal Australian Air Forces as a result of negotiations between the Australian Government and the Theatre Commander. They are being salvaged in accordance with existing regulations.

H - CONCLUSIONS.

1. Army Air Forces procedures in Australia for determining and reporting excesses are functioning satisfactorily.

2. The organizations in Australia have given the matter of disposal of excesses and surpluses much careful consideration, with the result that this problem is now well in hand.

3. As soon as shipping is available, all installations in Australia can be closed out in a short period of time.

4. There is no problem connected with the abandonment of flying fields or other installations in Australia.

5. There is no need for additional installations in Australia.

6. The Foreign Economic Administration has an organisation in Australia which is capable of handling Army Air Forces surpluses satisfactorily. It works closely and harmoniously with the General Purchasing Agent, the Australian Purchasing Board and the Australian Disposal Agency.

7. Procedures for disposal of excesses are adequate and directives covering this subject have been issued by Headquarters, Far East Air Service Command.

8. Surplus and war weary aircraft present no problem in Australia.

I - RECOMMENDATIONS.

1. It is recommended that the most vigorous action possible be taken to furnish adequate shipping facilities to this area in order that it may move vital supplies forward to the using agencies and thereby enable the closing out of installations no longer needed.

PART III

(Note: Part III of this report covers the installations on New Guinea (Finschhafen and Nadzab) and the island of Biak.)

A - GENERAL.

In considering this area it should be borne in mind that all of these installations will as soon as possible be moved forward to the Philippine Islands with the possible exception of the depot at Biak, which may be retained to serve operations in the Dutch East Indies.

The disposal of excess Army Air Force installations, equipment and supplies on New Guinea does not constitute a major problem. This subject has received and is receiving careful attention. All Army Air Force equipment and supplies are being concentrated at Finschhafen and Biak as rapidly as transportation facilities permit. Excess and war-weary aircraft are concentrated at Finschhafen and Nadzab. When a need no longer exists for an air field or installation, it is abandoned and all equipment and supplies are either moved forward to the using activities or returned to depot stock. These Army Air Force supplies and equipment have been or are being inventoried and are recorded on stock record cards.

To date there has been no action by the Foreign Economic Administration on New Guinea. It is expected that the Foreign Economic Administration, now operating in Australia, will in the near future take over the disposal of surpluses on New Guinea. Procedures for determining and reporting excesses within the Far East Air Force have been established and are operating satisfactorily. These excesses are reported to Headquarters of United States Army Forces Far East for determination of Theatre surpluses.

B - SUPPLIES AND EQUIPMENT ON HAND.

All Army Air Force supplies and equipment are being concentrated at Finschhafen, Nadzab and Biak. This property has been or is being inventoried and Monthly Stock Balance Reports are submitted to Headquarters, Far East Air Service Command. Far East Air Service Command headquarters arranges to send teams to all installations for the purpose of inspecting and screening Army Air Force supplies and equipment

so that no unusable items are moved forward. Items to be returned to the United States in accordance with Technical Order 00-35A-32 have been segregated but have not been moved due to the lack of shipping facilities.

Comprehensive plans for the movement of the above installations to the Philippine Islands have been prepared and arrangements made for the closing of these installations.

Attached is tonnage chart covering Finschhafen showing the total amount of supplies on hand, the amount required for current operations, and the balance remaining for disposal. These balances for disposal are not of sufficient size to constitute a serious problem if shipping facilities are available.

As of 26 February 1945, there are excess amounts of aviation gasoline at some points such as Milne Bay and Port Moresby due to the fact that there are insufficient bulk storage facilities as yet in the forward areas. There is no excess of drummed gasoline in any place. Bulk excesses are being moved forward by coast-wise tankers as rapidly as possible. Additional bulk storage facilities are being built in the Philippines. There is no excess of aviation oil. Detailed statement of aviation gasoline supplies is attached as Exhibit "K".

Biak. It is impossible to submit figures on excesses or surpluses at Biak. This depot is still in a formative stage and is receiving large quantities of supplies and equipment. No inventory now exists. It is planned, however, to install stock control and inventory procedures as soon as possible.

C - RETURN OF ARMY AIR FORCES INSTALLATIONS IN NEW GUINEA AREA. (This includes the Admiralties, Solomons Axis and New Britain.)

There is no problem connected with the return or abandonment of Army Air Forces installations in the New Guinea area up to and including Biak. Installations which are no longer needed are simply abandoned, with Army Air Forces equipment and property being returned to Depot stock elsewhere, and salvagable hangars and buildings being taken down and shipped forward. No pecuniary considerations are involved.

Of a total of 45 fields originally used in the above areas, 24 have been abandoned or transferred to other services.

SECRET DECLASSIFIED

FINSCHHAFEN
TONNAGE REPORT

AIR FORCE SUPPLIES IN FINSCHHAFEN		REQUIRED FOR OPERATIONS	TO BE RET'D TO U.S. UNDER AUTH TO 00-35A-32	FOR - DISPOSAL		TOTAL
				PECULIAR TO COMBAT A/C	SALABLE AF SUPPLIES & EQUIPMENT	
CLASS	QUANTITY					
01	1500	495	1	150	30	180
02	525	173				
03	1200	408	36	180		180
04	375	38		19	22	41
05	75	15	.37	4	3	7
06	225	72				
07	225	68			5	5
08	225	45		5	5	10
10						
11	225	23	1	34		34
12	75	4				
13	150	15			3	3
15	75	1.5		37.5		37.5
17	375	38				
18	75	4		4.5		4.5
19	1125	169			22.5	22.5
20	150	75	.45			
21	75	18				
22	75	75				
23	150	38				
24	150	38			7	7
25	75	68			1	1
28						
29	300	75				
30	75	38				
	7500	1990	38.82	434	103	533.5

These figures do not include repairable; inventory on same in the process of being taken.

DECLASSIFIED ~~SECRET~~

The attached chart gives the present status of Army Air Forces installations in the New Guinea area, indicating those which have been abandoned, those which are active and those which it is planned to abandon in the future.

D - NEED FOR ADDITIONAL INSTALLATIONS.

There is no need for additional Army Air Forces flying fields or installations in the New Guinea area up to and including Biak.

E - FOREIGN ECONOMIC ADMINISTRATION ACTIVITIES.

All excesses are reported by F.E.A.S.C. to U.S.A.F.F.E. who determines theatre excesses and submits surplus declarations to the Foreign Economic Administration Representative at Sydney, Australia.

To date there has been no Foreign Economic Administration activities in New Guinea. The representative in Sydney, however, is established to handle the disposal of A.A.F. property as soon as surplus declarations are received. Arrangements have been made to have this representative meet with the proper personnel of F.E.A.S.C.

F - ARMY AIR FORCES PROCEDURE FOR DISPOSAL OF SURPLUS PROPERTY.

Procedures for the reporting and handling of excess Army Air Force property are well established in this area. General Headquarters letter, A.G. 400.703 dated 24 November 1944, Subject: "Determination and Disposition of Salvage, Excess and Surplus Property," implementing Far East Air Service Command Regulation 65-43, dated 13 December 1944, Subject: "Disposition of Army Air Force Excess and Surplus Property Exclusive of Complete Aircraft," copies attached as exhibit "G" has been issued to outlying Depots and is functioning efficiently. The procedures on disposal of excess supplies currently in force in this area are as follows:-

1. The monthly stock balance reports are screened by the Stock Control Section F.E.A.S.C. and items are indicated which are excess. All items declared excess by Stock Control Section are transferred to a consolidated monthly stock balance report and sent to the Disposal Section. The individual monthly stock balance report from the Depot showing excess at those Depots, is returned to the Depot.

RETURN OF AAF INSTALLATIONS - NEW GUINEA, ADMIRALTIES AND SOLOMONS AXIS

	ACTIVE (1)	ABANDONED, TRANSFERRED TO OTHER SERVICES OR REPORTED TO USAFFE AS NOT REQUIRED BY THE AAF (2)
ADMIRALTY ISLANDS		
MOMOTE	X	
MAKERANG	X	
NEW GUINEA		
PORT MORESBY		
JACKSON	X	
WARD	X	
KILIA		X
BERRY		X
SCHWIMMER		X
DURAND		X
ROGERS		X
DOBODURA		
HORANDA #4	X	
HORANDA #7		X
HORANDA METAL STRIP		X
BORIO		X
EMEI		X
MILNE BAY		
TURNBULL		X
GURNEY		X
LAE	X	
NADZAB		
NADZAB #1	X	
NADZAB #2	X	
NADZAB #3	X	
NADZAB #4	X	
NADZAB #5	X	

	(1)	(2)
FINSCHHAFEN	X	
SAIDOR		X
AITAPE		
TADJI	X	
HOLLANDIA		
HOLLANDIA	X	
CYCLOPS		X
SENTANI	X	
WAKDE	X	
IFITAMIN		X
MERAUKE	X	
GOODENOUGH ISLAND		X
WOODLARK		X
KIRIWINA		X
OWI	X	
NEW BRITAIN		
CAPE GLOUCESTER		X
SOLOMONS AXIS		
MUNDA	X	
BOUGAINVILLE		
TOROKINA		X
PIVA NORTH		X
PIVA SOUTH		X
GREEN ISLAND		
OCEAN FIELD	X	
LAGOON FIELD	X	
EMIRAU		
INSHORE FIELD		X
NORTH CAPE FIELD		X
STERLING		X

NOTE: Dates of relinquishing those installations listed in column 2 not available.

2. The Disposal Section F.E.A.S.C. makes up a list of excess items and screens the items which are listed on Technical Order 00-35A-32 for shipment to the United States. The remainder is then reported (showing parts peculiar to combat aircraft separately) to Headquarters, United States Army Forces in the Far East, for the circularization to the other arms and services in the theatre and for eventual reporting as surplus to the Foreign Economic Administration through the General Purchasing Board.

3. When Depots receive instructions from these Headquarters that certain items are declared excess they take steps to segregate excess items from current stock and place in excess area pending final disposal action.

G - DISPOSITION OF SURPLUS AND WAR WEARY AIRCRAFT.

1. Policy and procedures for the determination of excess and uneconomically repairable aircraft are adequately set forth in Far East Air Force Regulation 55-25 and Far East Air Service Command Regulation 65-85, copies of which are attached as exhibits H and I, respectively.

2. As of 26 February 1945 there were the following excess, war weary, and uneconomically repairable aircraft in the New Guinea area up to and including Biak:

Reportable Aircraft	Non Reportable Aircraft
39 B-24 J	27 P-38
17 P-40 N	8 P-40
9 C-47 (12 volt)	

Awaiting or Undergoing Reclamation	
52 P-47	1 P-51
1 P-61	39 A-20
84 B-24	46 B-25

3. No instructions have been issued by Headquarters, Army Air Forces for disposition of the Reportable Aircraft, other than the 9 C-47. When action has been taken to declare these 65 aircraft surplus and they are reported to the Foreign Economic Administration, this theatre will be current with respect to excess reportable aircraft. The 9 C-47 at Biak are being prepared for return to the U.S.

4. B-24 J, C-47, P-47, P-38 and B-25 aircraft have been declared excess with exceptionally low numbers of operational hours during 1944. This was caused by a preference on the part of tactical organizations for earlier or later models of the B-24 than the J model due to the difficulty of formation flying with this model, its high cylinder head temperatures and gas consumption which made it disliked for long missions. (See attached list.)

The other aircraft were turned in for new ones or later models of the same type for no apparent reason other than a desire on the part of tactical organizations for new equipment even though the old had very few operational hours on it.

At the present time this situation has been corrected and all repairable aircraft, formerly excess, have been placed back in service or are being repaired for service with the exception of 39 B-24 J and 17 P-40 N aircraft which are awaiting disposition instructions from Washington.

H - CONCLUSIONS.

1. Army Air Force procedures on New Guinea for determining and reporting excesses are functioning well.

2. Careful attention has been given to the matter of excesses and surpluses and when shipping facilities are available this problem will be solved.

3. Within a relatively short time all installations on New Guinea will be closed out with the exception of those required for transport aircraft flying between Australia and the Philippines.

4. There is no problem connected with the abandonment of flying fields or other installations on New Guinea.

5. There is no need for additional Army Air Force installations in the New Guinea area.

6. To date Foreign Economic Administration has taken no action in this area.

7. Procedures for disposal of excesses and surpluses have been established and are adequate, and directives covering this subject have been issued by Headquarters, Far East Air Service Command.

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Report of Aircraft and Engine Time on Excess Aircraft Reported to Washington in our letter 28 January 1945

B-24J's:

Serial Nos.	Opnl Time	Eng. Time	Age in Mos.	Serial Nos.	Opnl Time	Eng. Time	Age in Mos.
42-73129	736	285	18	42-73284	772	160	17
73146	862	200	18	73322	556	225	17
73163	440	440	18	73331	791	194	17
73182	618	618	18	73452	414	300	17
73199	841	255	18	73455	758	263	17
73258	786	350	18	73467	743	198	17
73262	754	210	17	73470	324	179	17
73263	680	235	17	73472	569	569	17
73264	837	239	17	100039	454	454	16
73269	928	003.35	17	100192	599	599	15
73270	821	380	17	100230	555	075	15
73277	745	222	17	100861	678	460	12
				109857	451	451	14

P-40N's:

Serial Nos.	Opnl Time	Eng. Time	Age in Mos.	Serial Nos.	Opnl Time	Eng. Time	Age in Mos.
42-104942	741	325	21	42-105730	482	203	20
104969	785	447	22	105742	595	Unk	20
104971	402	310	21	105805	93	204	20
105291	448	448	20	105813	572	212	19
105292	700	321	20	105821	329	92	19
105483	572	275	20	105843	393	27	19
105500	372	125	20	105921	394	169	19
105526	478	151	20	106345	404	366	Unk
				106402	165	165	Unk

Report of Aircraft and Engine Time on Excess Aircraft Reported to Washington in our letter 24 February 1945.

B-24J's:

Serial Nos.	Opnl Time	Eng. Time	Age in Mos.	Serial Nos.	Opnl Time	Eng. Time	Age in Mos.
[illegible]	469	18	21	44-40228	572	572	10
73164	522	49	16	40335	380	380	10
73166	843	150	16	40610	228	228	12
100022	739	250	15	41318	340	340	6
100[illegible]	[illegible]	[illegible]	14	41371	Unknown		
100[illegible]	[illegible]	[illegible]	13	73131	796	300	17
100[illegible]	[illegible]	291	13	73410	366	750	17

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8. Adequate procedures have been established for the determination of excess and uneconomically repairable aircraft in the New Guinea area. These are being implemented by directive from Headquarters, Far East Air Service Command.

9. Considerable delay in the final disposition of surplus aircraft is caused by the fact that these aircraft must be reported to the Foreign Economic Administration at Sydney through United States Air Force Far East and the General Purchasing Agent.

10. The situation with respect to the existence of excess aircraft with low operational hours is being corrected.

I - RECOMMENDATIONS.

1. It is recommended that the most vigorous action possible be taken to furnish adequate shipping facilities to this area in order that it may move vital supplies forward to the using agencies and thereby enable the closing out of installations no longer needed.

2. It is recommended that Headquarters, Army Air Forces, Washington, process without delay the monthly reports of repairable excess aircraft from this area and give disposition instructions promptly so that the theatre may report them to the Foreign Economic Administration representative for disposal.

PART IV

NOTE: Part IV of this report deals with the supply of bombs in the Pacific Ocean Area and the Southwest Pacific Theater.

A. GENERAL

A thorough survey has been made of the supplies of bombs in the Pacific Ocean Area and the Southwest Pacific Theater. The attached chart shows the supplies of bombs by type and location.

B. CONCLUSIONS

1. There are substantial quantities of aircraft bombs, some of which are critical items in the areas in the rear of the Philippine Islands, the Mariana Islands and the Caroline Islands.

2. These supplies of bombs are so far removed from the active fronts as to be completely immobilized.

C. RECOMMENDATIONS

It is recommended that prompt and vigorous action be taken to provide shipping facilities to move the supplies of bombs in the rear areas forward to the using activities.

W. H. Frank.
WALTER H. FRANK
Major General, USA

AIRCRAFT BOMBS AND .50 CAL. IN REAR OF PHILIPPINES, MARIANNAS AND CAROLINES
ALL ITEMS IN TONS

P.O.A.	100# GP.	250# GP.	500# GP.	1000# GP.	2000# GP.	500# SAP.	1000# SAP.	325# DEPTH CHG.	M-72 FRAG.	M-4 FRAG.	M-1 FRAG.	M-27 FRAG.		.50 CAL.	
Pearl Harbor (A)	1577	868	6066	6548	3018	125	821		720	1018	669	204		1788	23422
Pearl Harbor (N)	570	60	2696	2742	2073	507	816		0	393	136	0		2815	12808
MAR-GILS	272	746	760	946	409	508	723		0	139	164	0		1255	5922
SOLOMONS	26	583	1926	7468	5582	74	1799	992	0	0	50	13	SOLOMONS AND SOPAC	1568	18513
NEW CALEDONIA	2	206	157	531	132	0	440	157	0	0	0	0			1625
ESPIRITU	128	0	911	2106	1684	87	450	397	0	0	38	0			5801 1568
TOTAL CP & SOPAC	2575	2463	12516	20341	12898	1301	5049	1546	720	1550	1057	217		7426	69659
AUSTRALIA															
Townsville (Bris)	1	261	447	150	1				201						1061
Darwin	794	1107	2180	12424	2478				218						19201
NEW GUINEA & ADJ. ISLANDS													M-81		
Oro Bay	5	0	476	1811	4425	470	1802	456	631	42	0	0	67	72	10257
Lae NADZAB	357	0	1045	3055	1087	0	0	38	4777	2065	0	0	480	648	13552
Finschafen	0	0	0	0	0	0	0	0	317	0	0	0	0	0	317
Saidor	212	254	251	27	0	0	0	0	174	43	0	0	0	160	1121
Manus	83	320	355	2673	529	0	95	0	0	0	0	0	0	83	4138
Sansapor	136	64	220	131	537	0	9	0	0	218	23	0	0	0	1338
Hollandia	0	0	0	0	0	0	0	0	224	23	0	0	61	64	372
Biak	112	2054	525	2845	6216	323	643	0	261	74	3939	750	4282	546	22570
Noemfoor	0	0	879	859	0	0	0	0	0	0	0	0	0	5830	7618
[illegible]	0	0	0	377	0	0	0	0	193	0	0	0	0	0	570
Aitape	0	0	0	302	88	0	0	0	81	0	0	0	0	0	471
Morotai	20	152	11	3292	1065	6	978	0	156	0	432	39	780	0	6931
Erte. NADZAB	0	177	40	132	0	0	0	0	115	0	0	0	0	400	864
TOTALS AUS & SWP	1720	4389	6429	28078	16426	799	3527	494	7348	2465	4394	789	5670	7853	90381

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DOD Dirs.
8 Jan. & 20 June 1974
By ALN/PRC NC. Date 11-10-75

EXHIBIT "A"

3 October 1944

MEMORANDUM FOR MAJOR GENERAL W. H. FRANK:

SUBJECT: Survey of Air Force Installations, Equipment and Supplies in Overseas Theaters.

1. Due to the rapidly changing battlefronts and the approach of complete German defeat, I find that expensive Air Force bases and depots are rapidly losing their usefulness due to the displacement of the combat forces forward. I find that stores of equipment and supplies, some of which are critical and still being produced, are being left behind. I know of no firm plan, for instance, for the disposition of our elaborate depots in England and Ireland upon the fall of Germany. I believe that the problem of properly utilizing and disposing of such properties is a pressing one and an early solution is essential.

2. I desire, therefore, that you, with some competent and qualified assistants, take the above problems under consideration and submit to me your recommendations for the fullest utilization and most economical disposition of installations, equipment and supplies abroad in the above categories. I wish you would consider and discuss with the proper authorities as my representative: (a) Present installations and the possibilities of advantageous disposal thereof as the war moves forward together with the need for added installations; (b) Supplies and equipment on hand, together with plans for utilizing these by issue to the occupational forces, shipment to new theaters, return to the United States, and local disposal.

3. Since the problem is relatively more pressing in some theaters than others, I suggest that you consider the various theaters in the following priority: European, Mediterranean, Southwest Pacific, China-Burma-India, Central Pacific and South Pacific. Knowing that the various Air Force Commanders whose forces are actively engaged in combat have only academic interest at the most in the solution of the above problems, I expect you to visit these theaters, in turn, and your recommendations should incorporate the maximum help from the continental United States.

4. Since the disposition of surplus properties will be controlled by governmental agencies other than the War Department, I wish you would familiarize yourself with executive orders and legislation pertaining to this disposition, and to report to me as you visit each theater on whether you consider the organizations being set up by the Foreign Economic Administration as capable of handling the job.

H. H. ARNOLD,
General, U. S. Army
Commanding General, Army Air Forces.

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DECLASSIFIED
DOD Dir 5
8 Jan & 30 June 1976
By AUN/PAC NC, Date 11-10-75

EXHIBIT "B"

LOG OF THE TRIP

DEPARTED	Time	Date	ARRIVED	Time	Date
Hamilton Field	2040	9 Feb 1945	Honolulu	0845	10 Feb 1945
Honolulu	2315	12 Feb 1945	Canton	0835	13 Feb 1945
Canton Island	1000	13 Feb 1945	Nandi (Fiji)	1655	14 Feb 1945
Nandi	0810	15 Feb 1945	+Tontouta	1220	15 Feb 1945
Tontouta	1230	16 Feb 1945	Brisbane	1710	16 Feb 1945
Brisbane	0[illegible]15	19 Feb 1945	Syndey	1150	19 Feb 1945
Sidney	1010	20 Feb 1945	Brisbane	1255	20 Feb 1945
Brisbane	0930	21 Feb 1945	Townsville	1300	21 Feb 1945
Townsville	0700	23 Feb 1945	Guadalcanal	1315	23 Feb 1945
Guadalcanal	0810	25 Feb 1945	Holandia	1510	25 Feb 1945
Holandia	0800	28 Feb 1945	Finschhafen	1110	28 Feb 1945
Finschhafen	0730	1 Mar 1945	Nadyab	0810	1 Mar 1945
Nadyab	1000	1 Mar 1945	Finschhafen	1035	1 Mar 1945
Finschhafen	0755	2 Mar 1945	Biak	1230	2 Mar 1945
Biak	0800	4 Mar 1945	Tacloban (P.I)	1350	4 Mar 1945
Tacloban	0815	6 Mar 1945	Manila	1030	6 Mar 1945
Manila	1500	6 Mar 1945	Tacloban	1725	6 Mar 1945
Tacloban	0820	7 Mar 1945	Guam	1620	7 Mar 1945
Guam	2035	8 Mar 1945	Kwajalein	0525	9 Mar 1945
Kwajalein	1510	9 Mar 1945	+Johnston Is.	2245	8 Mar 1945
Johnston Is.	0330	9 Mar 1945	Honolulu	0740	9 Mar 1945
Honolulu	2015	11 Mar	Hamilton Fld.	0900	12 Mar

+ International Date Line.

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EXHIBIT "C"

AAFPOA REGULATION)
:
NO. 65-16)

HEADQUARTERS
ARMY AIR FORCES, PACIFIC OCEAN AREAS
APO 953 6 January 1945

SUPPLY AND MAINTENANCE

Disposition of Army Air Force excess and War Weary Aircraft within the Pacific Ocean Areas.

Index

1. Purpose. To establish a procedure for the reporting and disposition of excess and war weary aircraft in the Pacific Ocean Areas, (Ref. AAF Regulation 65-85 dated 23 September 1944 and 65-71 dated 19 November 1943). This regulation is not intended to cover disposition of Class 26 or crashed and burned aircraft, or those aircraft completely nonrepairable.

2. Jurisdiction. For reporting purposes, all aircraft West of APO 241, will be considered as being under Air Depot 246, for Service.

3. Reporting.

a. Aircraft which become surplus or excess to the needs of the using organization, will be reported by the Squadron Unit (or Base Maintenance Unit, in the case of aircraft within the Base Maintenance), through command channels, to the Air Depot, APO 953, or Air Depot, APO 246, ATTN: Chief, Maintenance Division, giving the following information:

(1) Model

(2) Series

(3) Serial Number

(4) Location

(5) Command and unit assignment

(6) Statement as to whether flyable or non-flyable.

(7) Flying time on aircraft and engines.

(8) Description of damage or general condition.

b. For purposes of clarification, reports will be submitted on all combat, cargo, utility cargo, and liaison type aircraft which come within the following categories:

(1) Excessive maintenance required.

(2) Excess to the military requirements

(3) Obsolete

(4) Unsafe

4. Action by Using Organization. The organization possessing the aircraft and holding it for reassignment, will hold and maintain the aircraft in "as is" condition, that is, not to be cannibalized, pending receipt of instructions from Headquarters, AAFPOA. If it is impossible for the activity to hold the aircraft, the command or air force having jurisdiction will reassign the aircraft for temporary storage and maintenance, and will amend the report to Air Depot, APO 953, to include all changes in status. An AAF Form No. 263 will be maintained up to date by the possessing organization.

5. Action By the Air Depot:

a. Based upon the preliminary reports from the possessing organization, the Air Depot assuming responsibility, will in turn, report the aircraft with their recommendations to this Headquarters, ATTN: AFACM. When practicable, the Air Depot, will dispatch an inspector or inspectors, competent to pass judgement on the aircraft, and to approximate the number of man hours required to repair. The Depot report, will be submitted to this headquarters, with the least practicable delay, classifying the aircraft as follows:

(1) AFO

(2) AFNO

(3) Repairable to AFO

(4) Repairable to AFNO

(5) Repairable non-reportable

(6) Questionable non-repairable.

b. When aircraft fall into classification of paragraphs a(3), 5a(4), 5a(5), or 5a(6), the report will include the estimated number of man hours required in each case. Classifications will be as defined in AAF Regulation 65-85, dated 23 September 1944.

c. Where usual inspection of the aircraft in question is not practicable, nor is it possible to ferry the aircraft into a point where it may be inspected, recommendations will be made to AAFPOA based on the preliminary report. In either case, the recommendations of the Air Depot will be made to the Commanding General, AAFPOA, Atten: AFACM as to disposition.

6. Action by Headquarters, AAFPOA. Instructions as to ultimate disposition of aircraft, will be issued by the Commanding General, AAFPOA, or by the Commanding General, AAF, when required by AAF Regulation 65-85.

7. Storage of Aircraft. Storage of aircraft, will conform to the provisions of AAF Regulation 65-86, and Technical Order 01-1-7 as amended by further instructions from this headquarters. Agencies or organizations having aircraft will submit to this headquarters, ATTN: AFACM, a report on the first and fiftoenth of each month, indicating the specific airplanes in storage by type, serial number, date of receipt, and source from which received.

By command of Lieutenant General HARMON:

J. R. ANDERSEN,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL: C F Taylor
C. F. TAYLOR,
Lt. Colonel, Air Corps,
Acting Adjutant General.

DISTRIBUTION: "A"

EXHIBIT "D"

aafpoa incoming message

~~SECRET~~ DECLASSIFIED

PRIORITY

WASHINGTON DC
172205Z JAN 45

TO: GILBREATH, RICHARDSON FOR ECHOLS

WARX-22398

WE HAVE READ YOUR CABLE 0813 OF 16 JAN 45. INVESTIGATION WITH OC AND R SHOWS THAT IN POA CABLE 648 OF 8 SEPT 44, 30 P-39 AND 1 A-24 AIRCRAFT WERE REPORTED AS EXCESS BY POA. THIS CABLE WAS ANSWERED BY WAR-29370 OF 10 SEPT 44 WHICH IN EFFECT ADVISED POA TO HOLD THESE AIRCRAFT PENDING PUBLICATION OF REVISED AAF REGULATION 65-85. IT WAS ASSUMED THAT ON RECEIPT OF AAF REGULATION WHICH WAS ISSUED ON 23 SEPT 44 THE THEATER WOULD REPORT FOR DISPOSITION A CURRENT LIST OF ALL EXCESS AIRCRAFT IN THEIR POSSESSION, REPORTABLE UNDER PARAGRAPH 3 OF THAT REGULATION. SINCE 10 SEPTEMBER 1 NEGATIVE REPORT OF AIRCRAFT EXCESS TO THE THEATER HAS BEEN RECEIVED. IT IS SUGGESTED THAT ALL AIRCRAFT, REGARDLESS OF ANY PREVIOUS REPORTS, AT PRESENT EXCESS TO POA THAT ARE "REPORTABLE" UNDER REGULATION 65-85 BE REPORTED TO THESE HEADQUARTERS WITH FULL DETAILS AS REQUIRED IN PARAGRAPH 3 OF THAT REGULATION. DISPOSITION INSTRUCTIONS WILL THEN BE PROVIDED PROMPTLY. IT WAS ORIGINALLY INTENDED THAT TREASURY PROCUREMENT RATHER THAN FEA WOULD BE THE DISPOSAL AGENCY IN HAWAII AND OTHER AMERICAN POSSESSIONS IN POA. HOWEVER, TREASURY HAS NOT TAKEN STEPS TO SET UP THERE DUE TO ORGANIZATIONAL DIFFICULTIES, AGF TREASURY CANNOT BE INDUCED TO ACCEPT DISPOSAL AGENCY RESPONSIBILITY, THE ARMY NAVY LIQUIDATION COMMISSION NOW BEING ORGANIZED WILL PROBABLY TAKE OVER THIS FUNCTION. OUR DISPOSITION INSTRUCTIONS REFERRED TO WILL FURNISH FURTHER INFORMATION OF DISPOSAL AGENCY RESPONSIBILITY. NON REPORTABLE AIRCRAFT SHOULD BE DISPOSED OF BY THE THEATER UNDER AUTHORITY IN PARAGRAPH 7 OF AAF 65-85 REGULATION.

POWERS SIGNED ARNOLD

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~~SECRET~~ DECLASSIFIED

EXHIBIT "D"

AAFPOA INCOMING MESSAGE

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By AUN/OXC, NSC, Date 11-10-75

ROUTINE

WASHINGTON DC
2520532 JAN 1945

FROM: POWERS SIGNED ARNOLD

TO : GILBREATH TO RICHARDSON FOR ECHOLS

WARX 26606

SUPPLEMENTING OUR CABLE WARX 22398 DATED 17 JANUARY 45 AND REFERENCE YOUR CABLE 0813 DATED 16 JAN 45, SINCE NEITHER TREASURY DEPARTMENT NOR FEA HAS DISPOSAL REPRESENTATIVE IN HAWAII OR THE PACIFIC OCEAN AREA TO WHOM SURPLUS PROPERTY MAY BE REPORTED, THE FOLLOWING INTERIM PROCEDURE HAS BEEN DEVELOPED FOR THE DISPOSITION OF SURPLUS COMBAT AIRCRAFT AND SURPLUS COMPONENTS PECULIAR TO COMBAT AIRCRAFT. AS TO SURPLUS COMPONENTS PECULIAR TO COMBAT AIRCRAFT PHYSICALLY LOCATED IN THE TERRITORY OF HAWAII AND NOT RETURNABLE UNDER TO.00-35A-32, YOU WILL PREPARE AND SEND TO THIS HEADQUARTERS ATTENTION REDISTRIBUTION AND SALVAGE OFFICER, LISTS OF SUCH COMPONENTS IN TRIPLICATE TOGETHER WITH CERTIFICATION THAT COMPONENTS SO LISTED ARE ONLY USABLE ON COMBAT AIRCRAFT AND ARE NOT USABLE ON TRANSPORT, CARGO, OR LIAISON TYPE AIRCRAFT. SUCH LISTS WILL SHOW QUANTITY OF EACH ITEM, STOCK NUMBER, CORRECT NOMENCLATURE, AND AIRPLANE TYPE AND MODEL OF WHICH IT IS A COMPONENT. THIS HEADQUARTERS WILL SUBMIT SUCH LISTS TO TREASURY DEPARTMENT, WASHINGTON, WHICH HAS AGREED TO GIVE AUTHORIZATION TO SALVAGE. UPON RECEIPT OF SUCH AUTHORITY, THIS HEADQUARTERS WILL CABLE YOU AUTHORIZATION TO SALVAGE. SO THAT CABLE INSTRUCTIONS TO SALVAGE MAY BE SIMPLIFIED IT IS REQUESTED THAT EACH LIST SUBMITTED TO THIS HEADQUARTERS BE DATED AND NUMBERED CONSECUTIVELY AND MARKED "PROPERTY LOCATED IN TERRITORY OF HAWAII." AS TO SURPLUS COMPONENTS PECULIAR TO COMBAT AIRCRAFT LOCATED WITHIN YOUR THEATER BUT OUTSIDE OF THE TERRITORY OF HAWAII YOU WILL PREPARE SIMILAR LISTS GIVING INFORMATION AS ABOVE AND MAKING EACH LIST "LOCATED OUTSIDE OF TERRITORY OF HAWAII". SUCH LIST WILL BE FORWARDED BY THIS HEADQUARTERS TO FEA WASHINGTON WHICH WILL AUTHORIZE SALVAGE. SUCH AUTHORIZATION WILL BE TRANSMITTED TO YOU BY CABLE. COMBAT AIRCRAFT LOCATED IN TERRITORY OF HAWAII THAT ARE DEEMED SURPLUS BY THIS HEADQUARTERS

AFTER RECEIPT OF LISTS OF EXCESS AIRCRAFT FROM YOU AS REQUESTED IN WARX 22398 WILL BE REPORTED BY THIS HEADQUARTERS TO TREASURY DEPARTMENT WHICH WILL GIVE AUTHORITY TO SALVAGE. SUCH AUTHORIZATION WILL BE TRANSMITTED TO YOU BY CABLE. COMBAT AIRCRAFT LOCATED OUTSIDE OF TERRITORY OF HAWAII THAT ARE DEEMED SURPLUS BY THIS HEADQUARTERS WILL BE REPORTED TO FEA WASHINGTON FOR SALVAGE INSTRUCTIONS WHICH WILL BE TRANSMITTED TO YOU BY CABLE. IT IS RECOGNIZED THAT THE ABOVE INTERIM PROCEDURE COVERS ONLY COMBAT AIRCRAFT AND PARTS PECULIAR THERETO AND DOES NOT PROVIDE FOR THE REPORTING AND DISPOSITION OF OTHER SURPLUS AAF PROPERTY. SINCE THE DISPOSAL AGENCIES HAVE NO PERSONNEL IN YOUR THEATER EITHER TO ACCEPT REPORTS OF SURPLUS OR TO DISPOSE OF PROPERTY REPORTED SURPLUS TO THEM, THE REPORTING AND DISPOSAL OF OTHER THAN COMBAT AIRCRAFT AND COMPONENTS THAT HAVE TO BE DEFERRED UNTIL THEIR ORGANIZATIONS IN YOUR THEATER ARE SET UP. MAJOR J H SMITH OF THIS HEADQUARTERS WILL BE IN HAWAII WITHIN THREE WEEKS AND CAN ANSWER ANY QUESTIONS WHICH MAY ARISE AS TO DETAILS OF THIS PROCEDURE.

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EXHIBIT "E"

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HEADQUARTERS
ARMY AIR FORCES, PACIFIC OCEAN AREAS (ADMIN)
APO 953

AFAFS/RWD/dd/81214
7 February 1945

452.1

SUBJECT: Report of Excess Aircraft.

TO : Commanding General, United States Army Forces, Pacific Ocean Areas, APO 958.

1. In accordance with Army Air Forces Regulation No. 65-85, and with reference to War Department Radio #22398, dated 17 January 1945, the following information is submitted to your headquarters.

2. It is recommended that the following aircraft be declared excess and reported by cable or radio to Headquarters, Army Air Forces in accordance with paragraph 3 of the above mentioned regulation:

Aircraft Flyable Operational

38 each Type P-39-Q

Aircraft Reparable to AFO Status

B-24-D	42-72959	1000 Man Hours
"	41-23965	3500 " "
"	42-40961	3500 " "
"	42-41244	3500 " "
"	42-41202	4000 " "
B-24-J	44-40379	500 " "
"	42-72968	1600 " "
"	42-72979	2400 " "
"	42-72965	3000 " "
"	42-73006	3500 " "
"	42-73007	4000 " "

Aircraft Reparable to AFNO Status

B-24-D	41-23746	3000 Man Hours

FOR THE COMMANDING GENERAL:

~~SECRET~~

EXHIBIT "F"

GENERAL PURCHASING BOARD) A.P.O. 501
:
REGULATIONS .. NO.25-20) 9 September 1944

RETURN OF CAMPS, BUILDINGS, INSTALLATIONS, STRUCTURES, SUPPLIES AND COMMODITIES OBTAINED FROM RECIPROCAL AID WHICH ARE NO LONGER REQUIRED BY UNITED STATES FORCES.

1. No sale or other disposition to any Commonwealth Governmental Agency, State Agency, municipality, private firm, individual or corporation will be made of any supplies, equipment, camps, structures or installations obtained under Reciprocal Aid except in accordance with Regulations of the General Purchasing Board.

2. All requests for the transfer to United States Armed Forces in other Theaters of Operation of supplies and equipment obtained under Reciprocal Aid will be referred to the Office of the General Purchasing Agent for clearance and consent by appropriate Commonwealth Agencies before effecting such transfers.

3. Camps, buildings, structures, installations.

a. Custody of military and naval camps, buildings, installations and structures, together with the improvements, additions, fixtures and equipment therein incorporated, may be delivered to Australian Army by giving at least thirty (30) days written notice of the intention of United States Armed Forces and representatives of Australian Army.

b. Such notices of intention to vacate shall state the specific date of intended vacation, and shall describe the camp, installation, buildings, structures, fixtures, improvements, additions and equipment with sufficient particularity to identify the installations transferred.

c. Items of United States ownership (not received through Reciprocal Aid) will be separately listed under such notices headed:

"Improvements, structures, equipment and fixtures of United States ownership."

d. No statement of cost or value of such installations will in any case be included in such notices.

e. Receipts attached to such notices will be given by officers of the Australian Army upon the expiration of such notice of intention to vacate, with notation of such exceptions as may be

deemed by such receipting officers to exist. In the absence of such receipts, the notice and list herein specified will be sufficient to effect transfer of custody.

f. One (1) copy of such notice shall be delivered to the Local Commander of the Australian Army. Five (5) copies of such notice shall be forwarded to the Office of the General Purchasing Agent, APO 924 who will immediately process two (2) copies to Headquarters, Allied Land Forces, Victoria Barracks, Melbourne, information for Quartermaster General's Branch, and one (1) copy to the Director of Reciprocal Lend-Lease Finance, Victoria Barracks, Melbourne.

g. Details in connection with the transfer of office buildings obtained through Australian Hirings by lease from private owners will be accomplished, as to Army installations, by the Section to which such authority shall be delegated by the Commanding General, United States Army Services of Supply, and, as to Naval installations, by local Supply Officers and Public Works Officers. Transfer procedure and documentation with respect to the transfer of such installations will be in accordance with sub-sections a. b. c. d. e. &.f. of Paragraph 3 of those Regulations.

h. No structures or fixtures, equipment or improvements, regardless of source, which have been incorporated into, and which have become a part of buildings, structures and installations will be removed by United States Forces without the consent of representatives of the Australian Army.

4. Supplies and commodities. When any class of supplies or commodities which have been received under Reverse Lend-Lease from the Commonwealth of Australia are surplus, or for any reason are no longer required by United States Armed Forces, the procedure for return of such surplus supplies to the Commonwealth of Australia will be as follows:-

a. United States Army Services of Supply, Far East Air Service Command, and United States Navy will prepare detailed lists of the items involved, including full identifying description and a statement of quantities and locations. Disposal lists will be consolidated to avoid isolated minor transactions as far as possible.

b. Such lists shall contain the following statement:-

"At the request of United States Armed Forces the items specified herein are returned to the Commonwealth of Australia for credit to the Reciprocal Lend-Lease account pursuant to established procedures."

c. Five (5) copies of the above lists shall be forwarded to the Office of the General Purchasing Agent, APO 924 for transmission as follows:

(1) Two (2) copies to Office of Director of Reciprocal Lend-Lease Finance, Victoria Barracks, Melbourne.

(2) One (1) copy to Headquarters, Allied Land Forces, Victoria Barracks, Melbourne, information for Quartermaster General's Branch.

d. Transfer of custody of the listed items, subject to such arrangements for eventual disposition as shall be determined by Commonwealth authorities, will be accepted promptly by the Australian Army. Receipts, attached to the above lists, specifying items and quantities only, will be executed by officers of the Australian Army.

e. Transfer details are to be established through negotiations between representatives of United States Armed Forces and designated representatives of the Australian Army at periodic or special meetings arranged through the Office of the General Purchasing Agent.

*5. Requisitions by Australian Services for supplies in accordance with USAFFE Regulations 25-10 are unaffected by these Regulations, and are to be processed in accordance with the requirements of USAFFE Regulations 25-10. Nothing herein shall preclude the General Purchasing Agent from effecting in special cases, following agreement with the Service involved, transfers of surplus supplies and equipment which may be required by particular Commonwealth Government departments.

*6. These Regulations are procedural only, and do not define the authority for determination that camps, buildings, installations, supplies or commodities are surplus or not required.

*7. By direction of the General Purchasing Board:

P. W. JOHNSTON,
Colonel, GSC
Chairman, General Purchasing Board.

*Amended C1, 11 Dec. 1945

C O P Y

EXHIBIT "G"

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA

AG 400.703 (24 Nov. 44)D

A.P.O. 500
24 November 1944.

SUBJECT: Determination and Disposition of Salvage, Excess and Surplus Property.

TO : Commanding General, United States Army Forces in the Far East, APO 501.
Commander, Seventh Fleet.
Commanding General, Far East Air Forces, APO 925.
Commanding General, United States Army Services of Supply, APO 707.
Chairman, General Purchasing Board, APO 924.

1. Purpose: This letter sets forth the procedures for determination and disposition of salvage, excess and surplus United States property, including Army and Navy, within the Southwest Pacific Area and supersedes all previous letters and instructions on this subject inconsistent herewith.

2. Definitions for the purpose of this letter:

a. Excess property is serviceable or repairable property above the definitely forseeable needs of the theater, repairable property for which repair facilities are not available in the theater, or installations and facilities no longer required by the United States Forces in the Southwest Pacific Area.

b. Surplus Property is serviceable or repairable property above the total forseeable needs of the War Department or of the Navy Department for any activity within or without the continental United States.

c. Serviceable property is property suitable for its originally intended use in its existing condition.

d. Repairable property is property unsuitable for its originally intended use in its existing condition, but which can be profitably restored to serviceability.

e. Salvage is condemned, discarded, abandoned, or captured property, and includes scrap and waste material, non-repairable property (property which cannot in the best interests of the United States be restored to serviceability), and abandoned private property.

3. Reverse Lend-Lease Property:

a. Title to property acquired under Reverse Lend-Lease is considered to remain with the supplying government and disposal of such property will be governed by the relevant agreements with the supply government.

b. Disposal of excess property acquired under Reverse Lend-Lease is this theater will be in accordance with the regulations of the General Purchasing Board.

4. Theater Agency: Exclusive responsibility is vested in the General Purchasing Board, acting either as aBoard or through its Chairman, the General Purchasing Agent, for the establishment of procedures for the handling and disposal within this theater of all salvage and surplus property, including installations and facilities no longer required, and for the conduct of all negotiations concerning the local disposal of such agency and its local representatives, with all governmental or civilian agencies of the Commonwealth of Australia or of any other government functioning within the Southwest Pacific Area and with all prespective purchasers of any such property.

5. Repair of unserviceable property: Maximum use will be made of maintenance facilities to restore serviceability of property required by this theater.

6. Disposal of Salvage:

a. All serviceable parts and components of value or military significance will be removed before the property is turned over to the salvage officer for disposal.

b. Articles or parts of articles which are required to be mutilated or destroyed by applicable instructions from the War Department or from the Navy Department will be handled in accordance with such instructions.

c. Return of scrap metals to the United States will be in accordance with applicable instructions from the War Department or from the Navy Department.

d. Captured enemy property which is not required for intelligence, training or other purposes and for which assignment or other disposition is not provided by directives of the combined chiefs of staff, will be disposed of as salvage.

e. Disposal of salvage will be in accordance with regulations issued by the General Purchasing Board.

7. Determination and Disposal of Excess and Surplus Property:

a. The commanding General, United States Army Forces in the Far East, and the Commander, Seventh Fleet, will:

(1) Determine periodically which property in the possession of his command, including installations and other facilities, is excess to its requirements, including those for civilian relief and rehabilitation.

(2) Advise this headquarters of all excess property including such information as to location, condition, degree of serviceability, etc., as will enable this headquarters to determine, in coordination with the other service, whether such property is excess to the needs of the theater. Items secured under Reverse Lend-Lease will be listed separately.

(3) If so instructed by this headquarters, arrange for the transfer of such property to the other service.

b. The Commanding General, Far East Air Force, the Commander, Seventh Fleet, and the Commanding General, USASOS, will:

(1) If advised that such excess property is not required by either of the other services, return to the United States those classes of such property which were adquired otherwise than under Reverse Lend-Lease and whose return is required by applicable regulations of the War Department or of the Navy Department; and dispose of excess property acquired under Reverse Lend-Lease, including installations and facilities no longer required, in accordance with the applicable regulations of the General Purchasing Board.

(2) Take the necessary steps to have the balance of such excess property declared surplus in accordance with appropriate instructions from the United States Navy, the Commanding General, Army Air Forces, or the Commanding General, Army Service Forces.

(a) The following classes of excess property of the United States Army are deemed to be surplus without further authorization:

(1) Property classified as obsolete by the Commanding General, Army Air Forces, or the Commanding General, Army Service Forces.

(2) Perishable items of subsistence or other property, when necessary to prevent spoilage or loss through rapid deterioration.

(b) No other property of the United States Army will be deemed surplus without determination and specific declaration as such by the Commanding General, Army Air Forces, or the Commanding General, Army Service Forces, under policies established by the War Department.

(3) If so required by the War Department or by the Navy Department return to the United States or ship to another theater any or all such excess property.

(4) Treat as salvage any surplus property having only military value or usefulness or which is of such special military significance as to make such treatment desirable.

(5) Report any remaining surplus property to the General Purchasing Agent, with such particulars concerning it as the regulations of the General Purchasing Board may require.

(6) Upon receipt of instructions from the General Purchasing Agent, deliver any or all such surplus property to the surplus property warehouse or other destination designated by the General Purchasing Agent.

8. Surplus Property Storage Facilities:

a. The Commanding General, United States Army Services of Supply, will be responsible for:

(1) The establishment, maintenance and operation of adequate facilities for the storage, custody and protection of all or such part of the surplus property both Army and Navy, except complete aircraft and property peculiar to aircraft, reported to the General Purchasing Agent in accordance with the provision of paragraph 7b (5) above, as the General Purchasing Agent may designate. These facilities will be located at such points and be of such size as may be decided upon in consultation with the General Purchasing Agent. This includes the taking over, by direct arrangements with

the Commander, Seventh Fleet, or the Commanding General, Far East Air Forces, such Navy or Air Force installations, and Air Force depots as are excess to the needs of the theater, including facilities and surplus property stored therein, except complete aircraft and property peculiar to aircraft.

(2) Provision of adequate opportunities for inspection by representatives of the General Purchasing Board or by persons authorized by the General Purchasing Agent.

(3) Delivery, transfer or surrender of any surplus property, installations or facilities for whose disposal the General Purchasing Agent has made arrangements, in accordance with the instructions received from the General Purchasing Agent.

b. The Commanding General, Far East Air Forces, will be responsible for:

(1) The storage, custody and protection of all complete Army aircraft and property peculiar to Army aircraft.

(2) Delivery, transfer or surrender of any complete Army aircraft and property peculiar to Army aircraft declared surplus, for whose disposal the General Purchasing Agent has made arrangements, in accordance with the instructions received from the General Purchasing Agent.

c. Existing storage buildings and other facilities under the control of any component of the United States Forces will be used to the maximum to provide storage, care and protection of such property with a view to obviating the necessity for any additional acquisitions or construction for storage.

9. Authority and Responsibility of the General Purchasing Board:

The general Purchasing Board acting as a Board, or, where appropriate, through its Chairman, will:

a. Issue regulations governing:

(1) The procedures to be followed in disposing of salvage and surplus property, whether acquired under Reverse Lend-Lease or otherwise.

(2) The form and contents of reports to be submitted to it.

b. Consult with and advise the Commanding General, Far East Air Forces, and the Commanding General, United States Army Services of Supply, or their representatives as to the location, size and other details of the storage facilities required for surplus property for local disposal.

c. Advise the Commander, Seventh Fleet, the Commanding General, Far East Air Forces, or the Commanding General, United States Army Services of Supply, of the storage facilities or other destination to which property acquired under Reverse Lend-Lease and reported as excess to the needs of the theater under paragraph 7a (2) above should be delivered and the names of the individuals or officials to whom installations or facilities that are no longer required are to be transferred or surrendered.

d. Prepare and submit all reports concerning surplus property required by the designated United States Government disposal agency or its local representatives.

e. Conduct all negotiations as to the local disposal of salvage, excess or surplus property, whether acquired under Reverse Lend-Lease or otherwise, with the designated United States Government disposal agency and its local representatives, with the governmental or civilian agencies of the Commonwealth of Australia or of any other government functioning within the Southwest Pacific Area or with any prospective purchaser of such property.

f. Advise the Commander, Seventh Fleet, the Commanding General, Far East Air Forces, and the Commanding General, United States Army Services of Supply, of the destination and person or organization to whom delivery is to be made of surplus property reported under paragraph 7b (5) hereof for whose disposal arrangements have been made.

g. Prepare and submit through channels after coordination with the service concerned, any reports required by the War Department or by the Navy Department on the local disposition made of salvage, excess or surplus property, when such disposition was made in accordance with the regulations of the General Purchasing Board or instructions of the General Purchasing Agent or the designated United States Government disposal agency.

Such reports will be made as of the first of each month covering transactions of the previous month as follows:

(1) Report salvage and surplus property reported to the designated United States Government disposal agency. (Copies of property lists turned over to the local representative will satisfy this requirement).
Reports covering Army Air Forces property will be forwarded to the Commanding General, Army Air Forces (Redistribution and Salvage Officer) and reports on other Army property will be forwarded to the Commanding General, Army Services Forces (Readjustment Division).

(2) Report of property withdrawn from surplus (see paragraph 10a hereof). Reports of withdrawal of Army property will be made to the Commanding General, Army Air Forces (Redistribution and Salvage Officer) or to the Commanding General, Army Services Forces (Readjustment Division).

(3) Report to the Commanding General, Army Service Forces (Readjustment Division) of all sales of property. This report will list by major catagories (e.g. clothing, trucks, etc) property sold and amounts realized.

h. Pending establishment by the designated United States Government disposal Agency of its local organization and its procedures for handling disposal of surplus property, if necessary to prevent loss by spoilage or deterioration; and thereafter, if so authorized by the designated United States Government disposal agency or its local representative, sell or arrange for the sale or other disposition of any surplus property reported to the General Purchasing Agent under paragraph 7b (5) hereof.

(1) Diligent effort will be made to secure fair and reasonable prices. When practicable, sales will be made to the highest bidder, either on sealed bids after advertising, by written invitation to bid or other appropriate methods of obtaining competition.

(2) When practicable to secure competitive bidding, sales may be made by negotiation.

(3) All sales will be made in strict compliance with local laws and regulations.

(4) Appropriate action will be taken to protect the United States from any claims for import or customs duties from the country in which the property is sold.

i. Arrange for the inspection of any excess property acquired under Reverse Lend-Lease referred to in paragraph 7b (1) above or of any surplus property reported in accordance with paragraph 7b (5) above, by the representatives of the designated United States Government disposal agency, by prospective purchasers or by any other persons deemed appropriate.

10. General Provisions:

a. The Commanding General, United States Army Forces in the Far East, or the Commander, Seventh Fleet, may withdraw from surplus any property, even though it has already been reported to the General Purchasing Agent, after determination with the General Purchasing Agent that there has been no commitment for the sale of such property. This headquarters will be advised by the Commander concerned of such withdrawals.

b. Although the designated United States Government disposal agency, or the consignee to whom final delivery of surplus property is made, will ordinarily bear all transportation charges, the Commander, Seventh Fleet, the Commanding General, Far East Air Forces, or the Commanding General, United States Army Services of Supply, may, in his discretion, provide transportation when his convenience will be served thereby. Copies of bills of lading or other shipping documents and advice as to the date of shipment will be furnished promptly to the General Purchasing Agent.

c. Shipments from the theater of salvage or excess property of the United States Army will be made in accordance with the instructions contained in paragraph 7, Section VI, War Department Circular, No. 379 dated 19 September 1944.

d. No structures, fixtures, equipment or improvements, regardless of source, which have been incorporated into buildings, structures or installations so as to become a part thereof, will be removed by United States Forces without the consent of representatives of the Australian Army.

e. Neither the War Department nor the Navy Department will be reimbursed for salvage, excess or surplus property delivered or surrendered to the representatives of the Commonwealth of Australia or of other governments functioning in the SWPA, nor for surplus property delivered to the designated United States

Government disposal agency or to other consignees in accordance with the instructions of the General Purchasing Agent. A copy of the shipping document or of the receipt signed by a representative of the Commonwealth of Australia or of any other Government functioning ~~the~~ in the SWPA or by any other consigned designated by the General Purchasing Agent, when accompanied by a copy of the shipping or delivery instructions received from the General Purchasing Agent, will constitute evidence of transfer of accountability and responsibility as to the property involved.

f. In those cases where it is impossible to secure a receipt for facilities or installations surrendered to representatives of the Australian Government or vacated after due notice of intention to vacate has been given in accordance with the regulations of the General Purchasing Board, a copy of the notice of intention to vacate, together with a copy of the letter transmitting such notice to the Office of the General Purchasing Agent, will similarly constitute evidence of transfer of accountability and responsibility as to the property involved.

By command of General MacARTHUR:

H. W. ALLEN,
Colonel, A.G.D.,
Assistant Adjutant General

EXHIBIT "H"

FEAF REGULATION)
No. 55-25)

HEADQUARTERS
FAR EAST AIR FORCES
APO 925 - 21 September 1944.

OPERATIONS

Classification of Aircraft

(This Regulation supersedes FEAF Regulation 55-25, 26 June 1944)

I. GENERAL.—1. a. The object of furnishing aircraft replacements and performing maintenance and repair on aircraft is to keep combat squadrons at full-and-effective-fighting strength. Incoming new aircraft normally are furnished directly to combat units or to combat aircraft pools. Available maintenance and repair facilities of service organizations will be devoted, first, to those aircraft which will be of the greatest immediate value to tactical organizations, and second, to aircraft whose eventual proper repair and return to combat will provide an aircraft reserve. The repair of aircraft which is uneconomical or which detracts from the main responsibility of service units cannot be performed without retarding the combat ability of this command. The problem of major repairs beyond FEAF capabilities is solved by facilities provided in the Zone of the Interior.

b. To assist the service schedule and to ensure that aircraft requiring repair are passed automatically and promptly to proper service organizations, a system of classification of aircraft is inaugurated and will apply to all FEAF units. The basis for this classification is that combat-flyable aircraft are placed in Class One; combat aircraft under repair are in Class Two; aircraft beyond immediate capabilities for repair are placed in Class Three; aircraft totally beyond FEAF repair facilities are disposed of in Class Four; and combat aircraft assigned solely for training purposes as well as non-combat type aircraft, regardless of serviceability, are grouped into Class Five. The flow of aircraft between classes, except Class Five, is automatic; that is, if it cannot be determined immediately that a change in classification is necessary, then time limitations require the transfer. A Class-One aircraft out of commission for more than ten days is moved to Class Two, whereupon a flyable replacement is due the combat unit. A Class-Two aircraft out of commission for more than twenty days is moved to Class Three, and a Class-Three aircraft out of commission more than thirty days is moved to Class Four. Once an aircraft is in Class Four, this theater no longer considers it as an aircraft but as salvage or excess as directed by Commanding General, FEAF. Thus FEAF aircraft have a maximum out-of-commission life of sixty-days; ten, twenty, and thirty days in Classes One, Two, and Three, respectively.

c. Troop-carrier aircraft are combat aircraft.

II. CLASSIFICATION.--2. Class One.--Aircraft Suitable for combat operations.- All aircraft assigned to tactical units or pools, which are in combat condition or which will be made suitable for combat operations within ten days of their out-of-commission date, are in this classification. Also included in this class are aircraft in service units, ready for delivery to tactical units or pools.

3. Class Two.--Combat aircraft awaiting or undergoing necessary repair or overhaul by service units and which will be put in either AFO or AFNO commission within thirty days of their initial out-of-commission date, are in this classification. All Class-Two aircraft are assigned to service organizations. No combat organization can have Class-Two aircraft assigned. Aircraft under erection or awaiting erection will be classified as Class-Two aircraft, irrespective of any time period. Aircraft in possession of Air Force service units which cannot be placed in AFO commission within thirty days of their initial out-of-commission date but can be placed in AFNO commission within thirty days of their initial out-of-commission date will be placed in AFNO commission and delivered to such FEASC depot as is designated by Commanding General, FEASC. Aircraft in possession of Air Force service units which cannot be placed in either AFO or AFNO commission within thirty days of their initial out-of-commission date will be reported to the Commanding General, FEASC, as Class Four and will be salvaged and disposed of by the several Air Service Commands in accordance with existing salvage regulations.

4. Class Three.--Aircraft previously in Class One or Class Two which are out of combat commission and which will be repaired or overhauled within sixty days of their initial-out-of-commission date. These aircraft are retained in this class for sixty days from initial-out-of-commission date as Class-Three aircraft unless otherwise directed. All aircraft in this class are assigned to the Far East Air Service Command. No combat organization or Air Force service unit will have Class-Three aircraft assigned. Instructions contained in par. 3, above, apply for non-repairable aircraft in hands of Air Force service units.

5. Class Four.--Aircraft which have been out of combat commission for a maximum total of sixty consecutive days, or which are not considered reparable are placed automatically in Class Four. Aircraft in this classification carry no unit assignment as aircraft but are accountable by Far East Air Service Command, pending their disposition as salvage or transfer to other organizations. Instructions contained in par 3, above, apply for non-reparable aircraft in hands of Air Force service units.

6. Class Five.--Aircraft which are approved only by Commanding General, FEAF, for training, staff, or miscellaneous requirements. Aircraft in this class are generally unsuitable for combat and may be assigned to any organization. They do not change their respective classifications when out of commission. When no longer flyable, these aircraft are transferred to Class Four.

III. DETERMINATION OF CLASSIFICATION.--7. Automatic application.--Aircraft out of commission within a class for the following maximum periods, subsequent to initial-out-of-commission date, are transferred automatically to the next-lower classification:

Class One:	Ten days
Class Two:	Thirty days
Class Three:	Sixty days
Class Four:	Beyond sixty days, as disposed of by direction of Commanding General, Far East Air Forces.

8. Transfer in classification by decision.--The following officers or agencies may reclassify aircraft according to their technical condition and apply the reclassification without regard to the length of time the aircraft has been out of commission.

a. From Class One to Class Two: Squadron, or higher commanders, or technical inspectors appointed by: Commanding General, FEASC, Commanding General, XIII Air Force Service Command; or Commanding Officer, V Air Force Service Command.

b. From Classes One or Two to Class Three: Commanding officers of service groups, separate service squadrons, or higher service commanders, or technical inspectors appointed by: the Commanding General, FEASC; Commanding General, XIII Air Force Service Command; or Commanding Officer, V Air Force Service Command.

c. From any class to Class Four: Commanding Officers of service and depot groups; the Commanding General, FEASC; Commanding General, XIII Air Force Service Command; Commanding Officer, V Air Force Service Command, or their designated representatives.

d. From Classes Two, Three or Four to Class One: Commanding Officers of service squadrons, groups, or higher service commanders, or designated technical inspectors.

e. From any class to Class Five: Commanding General, FEAF.

f. The commanding general of a tactical command may reclassify aircraft without reference to air-service-command representatives when the tactical situation so requires. Final decision on the ability of an aircraft to perform its tactical mission rests with the tactical commander.

9. Transfer of Aircraft.--a. An aircraft changing its classification does not necessarily change its physical location. Change in classification is a change in responsibility for repair and a change in the assignment of the aircraft, except from Class Three to Class Four. Air Forces will have only Class-One, Class-Two, and Class-Five aircraft. All Class-Three and Class-Four aircraft will be the responsibility of Commanding General, FEASC.

b. When an AFNO aircraft in hands of Air Force units requires reclassification to Class Three or Class Four the aircraft will be reported by radio through command channels to CG, FEASC, for designation of depot to which aircraft will be delivered for disposition. The Air Force concerned is responsible for delivery of such aircraft to FEASC depots.

c. Class-Three aircraft in possession of FEASC depots will normally not change location unless directed by CG, FEASC.

d. Disposition of non-repairable aircraft in hands of Air Force service units will be in accordance with pars. 3, 4, or 5, above.

10. Combat Loss of Aircraft.--Class-One aircraft lost on combat missions, or missing in action over forty-eight hours, will be dropped immediately as accountable aircraft by the unit to which assigned. They do not assume another classification.

11. Aircraft status reports will be modified as necessary to assist agencies in determining requirements for classification of aircraft.

IV. RECLASSIFICATION OF AIRCRAFT BY TECHNICAL INSPECTORS.--12. Commanders of air-service commands will appoint qualified-technical inspectors of sufficient number and station to ensure that each squadron or group under their respective jurisdictions receives prompt inspection of its aircraft requiring changes in classification. When, in the opinion of tactical organizations, aircraft requires reclassification by decision from Class One to Class Two, a report will be submitted promptly to the nearest air-service-command technical inspector who will determine immediately the requirements in the matter.

V. DISPOSITION OF CLASS-FOUR AIRCRAFT.--13. Aircraft which have been classified as Class Four, either automatically or by decision, will be disposed of as directed by the Commanding General, Far East Air Forces.
(AG 452.1)

By command of Lieutenant General KENNEY:

R. E. BEEBE,
Brigadier General, U. S. Army,
Chief of Air Staff.

OFFICIAL:

PERRY C. RAGAN,
Colonel, Adjutant General's Department,
Air Adjutant General.

DISTRIBUTION:
"A"

REPRODUCED:
HQ FEASC, APO 565
31 January 1945.

RESTRICTED

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By ALN/PXC NC, Date 11-10-75

EXHIBIT "I"

65-85
3 Pages
Page 1

FEASC REGULATION)
:
NO.....65-85)

HEADQUARTERS
FAR EAST AIR SERVICE COMMAND
APO 565 - 10 February 1945

SUPPLY AND MAINTENANCE

Disposition of Reparable and Reclaimable Aircraft in the Far East Air Forces.

(This Regulation supersedes FEASC Regulation No. 65-85, 9 January 1945.)

I. GENERAL. 1. Purpose. The purpose of this Regulation is to establish procedures governing the disposition of all types of aircraft, both reparable and reclaimable, in the possession of Far East Air Service Command activities, and to implement the provisions of AAF Regulation 65-87.

II. PROCEDURE. 2. Combat Type Aircraft. When, as a result of inspection, the man-hours required for repair of an airplane no longer required by the Far East Air Forces are in excess of the allowable man-hours specified by AAF Regulation 65-87, that airplane is non-reportable and will be processed through reclamation in accordance with regulations which govern disposal of property to be reclaimed. Airplanes committed to reclamation will be retained on Daily Aircraft Man-Hours and Production Report, FEASC Form No. 66-8 until reclamation is complete.

a. The following listed parts and equipment will be removed from all aircraft in process of reclamation:

(1) Parts and Equipment listed in Technical Order No. 00-35A-32 and such other items as are listed in the Far East Air Service Command Supply Division Critical Items List.

(2) Instruments

(3) Radio Equipment

(4) Armament Equipment

(5) Superchargers

(6) Engines and Propellers

(7) Wings and Surfaces. (Unless on the critical items list, these items will be turned over to salvage.)

(8) Wheels, Tires, Brakes and Struts.

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b. All serviceable or reparable items in the categories listed above, except "Wings and Surfaces" will normally be shipped to Air Depots and disposed of by warehousing or salvaging.

c. Airplane hulks will be turned over to salvage or disposal area.

3. A classification Form No. 66-6 will be prepared in duplicate on all such aircraft received by FEASC activities. The original will be forwarded to this Headquarters and the copy, which will serve as a voucher for dropping the airplane from accountable records, will be filed by the originating organization.

4. Governing Man-Hour Allowances. A study by this Headquarters of the repair of aircraft in this theater has determined that the man-hour costs for accomplishing a complete Depot Inspection and Repair on such aircraft is as listed by types below. A complete Depot Inspection and Repair comprehends the compliance with all outstanding Technical Orders and restoring the airplane to an operational "as-good-as-new" condition:

4-Engine Bombers such as B-17 and B-24 (This includes F-7 airplanes)	8,750 man-hours
2-Engine Medium Bombers such as B-25 and B-26	8,000 man-hours
2-Engine Light Bombers such as A-20, A-26, P-70	5,000 man-hours
2-Engine Fighters such as P-38, P-61 (This includes F-5 airplanes)	8,000 man-hours
Single-engine Fighters such as P-39, P-40, P-47 and P-51 (This includes F-6 airplanes)	4,000 man-hours
2-Engine Medium Transports such as C-60, C-47, C-53 and DC-3	5,000 man-hours
2-Engine Heavy Transports such as C-46	8,000 man-hours
4-Engine Heavy Transports such as C-54	8,000 man-hours

5. Critical Combat Type Aircraft. Certain combat types of aircraft may periodically become critical within this theater and in the United States. This Headquarters, from time to time, will publish lists of combat aircraft types which are considered critical. These aircraft will be repaired and returned to a flyable-operational status if retained in the theater. If they are to be returned to the United States they will be put in ferry condition or prepared for shipment. Airplanes on critical list will require authorization from this Headquarters before they may be reclaimed, and the Form 66-6 will serve as the source of information by which this Headquarters will determine the feasibility of repairing such airplanes.

a. Combat Type Aircraft designated as critical will be given such priority for repair as directed by this Headquarters.

b. Since time is the essence of theater operations, the necessary repairs will be accomplished in a minimum of calendar days.

6. Transport Type Aircraft: All ~~C-47, C-46,~~ and Liaison-type aircraft under control of Far East Air Service Command, which are considered excess to the needs of the theater ~~and are considered economical to repair~~, will be reported to this Headquarters by the responsible Commands on the fifteenth of each month. ~~These which are uneconomical to repair will be treated in the manner outlined for Combat Type Aircraft in paragraph 2, above.~~

7. Engines. Engines removed from reclaimed aircraft will be properly prepared for shipment to the United States when in the following categories:

a. Transport types having over twenty-five percent of their allowable time.

b. New combat types having over ten percent of their allowable time.

c. Overhauled combat engines, regardless of time.

8. Engines with no more than above percentage of allowable time will be tagged as serviceable, prepared for permanent storage, and returned to Supply Division stocks.

III. RESPONSIBILITIES: 9. Each Far East Air Service Command Maintenance activity, immediately upon receipt of aircraft requiring a Depot Inspection and Repair, or airplane deemed reclaimable, will accomplish Far East Air Service Command Aircraft Classification Form No. 66-6 in duplicate, forwarding original to this Headquarters as outlined above.

10. Depot Supply Divisions: All items removed from non-reportable aircraft and turned over to a Depot Supply Division will be handled in accordance with the provisions of Far East Air Service Command Regulation 65-43, 13 December 1944, and Far East Air Service Command Regulation 65-33, 16 December 1944.

BY COMMAND OF MAJOR GENERAL McMULLEN:

J. D. CAPE
Lieutenant Colonel, AC
Acting Chief of Administration

OFFICIAL:

Van H. Albertson

VAN H. ALBERTSON
Lieutenant Colonel, A.G.D.
Adjutant General

1 Incl:
Incl 1 - FEASC Form No. 66-6

DISTRIBUTION:
"B"

DECLASSIFIED

AIRCRAFT CLASSIFICATION FORM

(To be accomplished upon receipt of aircraft in a FEASC Maintenance Activity, which is to receive a complete D.I.R. or to be reclaimed.)

TO: CG FEASC, APO

Date_____

Date Airplane Mfg_____

Date of Purchase_____

1. Aircraft_____ (Type) (Model) (Series)

2. Serial No._____

3. Organizations from which received_____ (Group) (Squadron) (APO)

4. Flying time on Acft_____

5. Total Engine time since last O'h
(1)_____hrs _____hr
(2)_____hrs _____hr
(3)_____hrs _____hr
(4)_____hrs _____hr

6. Time since D.I.R._____

7. Condition:

a. A.F.O._____
b. A.F.N.O._____
c. Reparable to A.F.O._____
d. Reparable to A.F.N.O._____
e. Uneconomical to repair_____

8. Reason for Condition:

a. Fair Wear and Tear_____
b. Battle Damage_____
c. Ground Accident_____
d. Belly Landing_____
e. Crashed_____

9. Estimate:

a. _____Man-hours are required to return this aircraft to "new" status. (Par. 8, FEASC Reg. 65-85, 9 Jan 45)
b. _____Man-Hours are required to return this aircraft to A.F.N.O. status.
c. _____Man-Hours required to prepare for return to U.S.

10. a. Airplane Age_____ b. Allowable Man-Hrs._____ (AAF Reg 65-87, 16 Aug 44)

11. _____Man-Hrs. required (9a) less_____Allowable Man-Hrs (10b) equal _____Excess Man-Hrs.

12. Recommended disposition_____

NAME_____

RANK & ORGN_____

REMARKS:_____

FEASC Form No. 66-6

DECLASSIFIED

EXHIBIT "I"

AVIATION GASOLINE ONE HUNDRED OCTANE
BULK STOCKS IN THE PACIFIC OCEAN AREAS AS OF 5 MARCH 1945

AREA	STORAGE CAPACITY M-GAL	INVENTORY M-GAL	ISSUE RATE M-GAL PER DAY
Hawaiian	57,853	50,123	1,285
Central Pacific	60,240	57,697	600
South Pacific	20,819	11,738	150
TOTAL P.O.A.	138,912	119,558	2,035

AVIATION GASOLINE ONE HUNDRED OCTANE DRUM
STOCKS IN THE PACIFIC OCEAN AREAS AS OF 5 MARCH 1945

AREA	INVENTORY M-GAL
Hawaiian	3,000
Central Pacific	10,600***
South Pacific	3,702
TOTAL P.O.A.	17,302

*** Includes 3,646 for operational reserve

AVIATION LUBRICATING OILS
IN THE PACIFIC OCEAN AREAS AS OF 5 MARCH 1945

AREA	INVENTORY AVLUBE 1100 M-GAL	INVENTORY AVLUBE 1120 M-GAL
Hawaiian	257	1,840
Central Pacific	33	3,320*
South Pacific	884	1,130
TOTAL P.O.A.	1,174	6,290

* Includes 1381 not yet discharged.

ENCLOSURE (A)

AVIATION GASOLINE ONE HUNDRED OCTANE
BULK STOCKS IN THE HAWAIIAN AREA AS OF 5 MARCH 1945

STATION OR BASE	ISLAND	CONTROL	STORAGE CAPACITY M-GAL	INVENTORY M-GAL 0000 3-5-45	ISSUE RATE M-GAL PER DAY
Honolulu-Leased	Oahu	J	5,091	4,139	.1
Kipapa Gulch	"	J	10,600	10.301	0.0
Waikakalua	"	J	10,500	10.070	1.4
Pearl City	"	J	5,754	4,401	.1
Bellows	"	A	600	569	1.2
Bunkers	"	A	100	85	0.0
Hickam	"	A	1,400	1,031	57.4
Kahuku	"	A	400	102	31.8
Ki[illegible]a	"	A	600	456	5.6
Kuaroa	"	A	200	166	1.4
Mokuleia	"	A	300	173	1.8
Wheeler	"	A	750	579	12.9
Barber's Point	"	N	1,167	745	83.3
Ewa (USMC, A.S.)	"	N	325		
Ford Island	"	N	2,628	2,410	46.7
Honolulu NAS	"	N	500	69	71.7
Kaneohe	"	N	3,200	2,472	47.2
SUB TOTAL	Oahu		44,115	37,769	362.6
Midway		N	1,835	1,411	11.6
Johnston		N	1,820	766	78.8
Palmyra		N	796	665	5.4
Canton		A	1,505	1,302	11.9
Canton		N	227	135	2.3
Kahului	Maui	N		1,205	.4
Kahului NAS	"	N	1,921	50	43.6
Puunene NAS	"	N	450	361	24.4
Maaléa USMC	"	N	252	220	
Hilo	Hawaii	A	450	405	.5
Hilo NAS	"	N	2,380	2,009	19.3
Homestead	Molokai	A	320	155	.3
Barking Sands	Kauai	A	650	503	3.0
Port Allen	"	A	280	19	.1
Fr. Frigate Sh.		N	102	77	.1
Christmas		A	750	331	4.9
SUB TOTAL	Others		13,738	9,614	206.6
(AFLOAT)				2,907	
TOTAL			57,853	50,290	569.2

ENCLOSURE (B)

AVIATION GASOLINE (100 OCTANE)
BULK STOCKS IN THE CENTRAL PACIFIC AREA
AS OF 5 MARCH 1945

BASE	STORAGE CAPACITY ASHORE M-GAL	~~ASHORE~~ afloat M-GAL	INVENTORY M-GAL	ISSUE RATE M-GAL/DAY
Western Carolines				
Manus	-	2,690	888	13
Peliliu-Anguar	1,596	-	8,532	129
Ulithi-Kossol	-	21,376[a]	9,772[b]	148[c]
TOTAL	1,596	24,066	19,192	290
MARIANAS				
Guam	5,922	440	7,029	166
Saipan	8,400	692	21,145	500
Tinian	5,922	-	3,556	84
TOTAL	20,244	1,132	31,730	750
Margils				
Eniwetok	630	5,999	3,407	70
Kwajalein	947	1,569	486	102
Majuro	504	1,452	1,304	31
Gilberts	504	1,597	1,578	42
	2,585	10,617	6,775	245
GRAND TOTAL	24,425	35,815	57,697	1,285

a. Includes 400 M-Gal. capacity each for approximately 30 fleet oilers.
b. Includes inventory aboard fleet oilers.
c. Includes issues to Fleet.

ENCLOSURE (C)

AVIATION GASOLINE (100 OCTANE)
BULK STOCKS IN THE SOUTH PACIFIC AREA AS OF 5 MARCH 1945

BASE	STORAGE ASHORE M-GAL	CAPACITY AFLOAT M-GAL	INVENTORY M-GAL	ISSUE RATE M-GAL PER DAY
BORA BORA	50		22	.3
ELLICE	420	1,300	50	.6
ESPIRITU SANTO	2,310	1,500	936	12
[illegible]UI	1,844		1,154	15
NOUMEA	882	350	391	5
SAMOA	481		161	2
BOUGAINVILLE	420	200	516	14
GREEN	420	295	638	18
NEW CALEDONIA	882		506	6
GUADACANAL	2,814		2,162	33
RUSSELLS	630		582	2
[illegible]ULAGI	1,428	5,500	2,866	5
TREASURY		1,300	1,320	36
NEW GEORGIA	420		221	1
TOTAL	13,001	10,445	11,525	150

ENCLOSURE (D)

ESTIMATED DRUMMED AVIATION LUBRICATING
OIL STOCKS ON HAND AS OF 5 MARCH 1945

ARMY-NAVY

ALL FIGURES IN M-GAL

SOPAC AREA

	1100	1120
New Caledonia	109	92
New Georgia	91	110
Aitutaki	0	1
Penhryn	0	8
Ellice	31	103
Emirau	17	65
Espiritu Santo	133	51
Fiji	6	22
Green	25	91
Guadalcanal	250	160
Tutuila	0	18
Tulagi	8	2
Wallis	0	5
Russells	128	214
Bougainville	76	140*
Treasury	10	48
TOTAL	884	1130

* Includes 52 inventory gain.

ENCLOSURE (E) (PAGE 1)

DRUMMED AVIATION LUBRICATING OIL STOCKS
ARMY - NAVY
HAWAIIAN AREA

ALL FIGURES IN M-GAL. 5 MARCH 1945.

	1100	1120
OAHU	110	1721
HAWAII	30	35
MOLOKAI		1
KAUI		5
MIDWAY	70	10
JOHNSTON	30	8
PALMYRA	13	8
CANTON		50
FRENCH FRIGATE SHOALS	4	1
CHRISTMAS		1
	257	1840

ENCLOSURE (E) (PAGE 2)

ESTIMATED AVLUBES ON HAND 3/5
(EXCLUDING RESERVE STOCKS)
ARMY - NAVY
CENPAC AREA

		ASHORE
	11ØØ	112Ø
KWAJALEIN		28
MAJURO		57*
ROI		74
EBEYE		5
ENIWETOK	1Ø	138*
TARAWA HAWKINS		54
TARAWA MULLINIX		14
GUAM	23	1ØØ7*
SAIPAN		968*
TINIAN		555*
ULITHI		44
ANGUAR		124
PELELIU		11Ø
URIK		142
		42Ø
TOTAL CENTPAC	33	332Ø*

* INCLUDES 1381 NOT YET DISCHARGED.

EXHIBIT "K"

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD Hrs.
6 Jan. & 30 June 1974
By AIN/PXC JC; Date 11-10-75

ADVON HEADQUARTERS FAR EAST AIR SERVICE COMMAND APO 925

STOCK POSITION AND CONSUMPTION - PHILIPPINE ISLANDS AND NEW GUINEA

100 OCTANE AVIATION GASOLINE

(All stocks in Thousands of U. S. Gallons)

LOCATION	As Of DATE	PRESENT BULK STORAGE CAPACITY	RECOMMENDED DRUM STOCK LEVEL: LOCAL USAGE	RECOMMENDED DRUM STOCK LEVEL: FOR SHIP.	STOCKS ON HAND: BULK	STOCKS ON HAND: DRUMS	STOCKS ON HAND: TOTAL	STOCKS AFLOAT: BULK	STOCKS AFLOAT: DRUMS	STOCKS AFLOAT: TOTAL	AVERAGE CONSUMPTION FOR PAST THREE DAYS: BULK	AVERAGE CONSUMPTION FOR PAST THREE DAYS: DRUMS	AVERAGE CONSUMPTION FOR PAST THREE DAYS: TOTAL	AVERAGE CONSUMPTION FOR PAST TWO WEEKS: BULK	AVERAGE CONSUMPTION FOR PAST TWO WEEKS: DRUMS	AVERAGE CONSUMPTION FOR PAST TWO WEEKS: TOTAL
Port Moresby	8/2	2982	-	-	1913	191	2104	-	-	-	6.	-	6.	6.	-	6.
Milne Bay	8/2	4410	-	-	3730	605	4335	-	-	-	3.6	-	3.6	3.5	-	3.5
Dobodura	8/2	-	106	-	-	277	277	-	-	-	-	2.5	2.5	-	2.5	2.5
Lae	11/2	756	-	-	145	354	499	-	-	-	2.2	-	2.2	2.2	-	2.2
Nadzab	11/2	672	106	-	179	349	528	-	-	-	55.4	-	55.4	47.	-	47.
Finschhafen	12/2	756	106	-	282	294	576	605	-	605	42.9	-	42.9	36.1	-	36.1
Los Negros Isl.	10/2	3024	-	-	1808	785	2593	510	-	510	23.5	-	23.5	21.6	-	21.6
Hollandia	11/2	3528	106	1060	2159	1591	3750	2100	-	2100	31.8	.9	32.7	49.6	1.1	50.7
Biak	15/2	2100	795	550	1700	445	2145	3962	27	3989	109.7	-	109.7	97.1	-	97.1
Owi	15/2	630	53	-	493	442	935	434	-	434	13.6	-	13. 6	14.1	-	14.1
Noemfoor	1/2	1334	-	-	528	258	786	-	-	-	10.1	1.	11.1	13.7	1.6	15.3
Middleburg	8/2	252	-	-	45	117	162	-	-	-	15.	-	15.	15.5	-	15.5
Sansapor	8/2	630	-	-	327	754	1081	-	-	-	27.7	-	27.7	26.6	-	26.6
Morotai	8/2	2898	795	-	1291	712	2003	806	-	806	182.7	-	182.7	189.9	-	189.9
Leyte	12/2	3654	1060	-	1528	594	2122	15179	-	15179	171.8	-	171.8	181.6	-	181.6
Samar	14/2	252	530	-	347	173	520	-	-	-	62.5	-	62.5	47.2	-	47.2
Mindoro	7/2	1533	795	-	568	742	1310	14721	376	15097	198.7	.5	199.2	198.7	.5	199.2
Lingayen	9/2	483	530	-	315	399	714	12415	137	12552	39.3	33.2	72.5	24.3	60.9	85.2
Subic Bay	-	-	-	-	-	-	-	903	1722	2625	-	-	-	-	-	-
V-3	-	-	-	-	-	-	-	-	8	8	-	-	-	-	-	-
Cp.Gloucester	9/2	-	-	-	0	364	364	-	-	-	-	.7	.7	-	.6	.6
Tadji	5/2	-	265	-	-	13	13	-	619	619	-	8.9	8.9	-	7.6	7.6
Wakde	7/2	-	53	-	-	225	225	-	-	-	-	-	-	-	-	-
Madang	9/2	-	159	-	-	52	52	-	-	-	-	2.3	2.3	-	2.3	2.3
Warehouse Ships	-	-	-	-	-	-	-	-	2384	2384	-	-	-	-	-	-

DECLASSIFIED ~~SECRET~~

HENRY HARLEY ARNOLD

Box 115 Folder 4

MILITARY DECIMAL

SAS 400 Greenland
through
400 South Pacific

SAS 400
Greenland

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By ALM/NC J.C. Date 11-10-75

DECLASSIFIED

AAF/A-4
JOS/sec
Written 3/4/42

SUBJECT: Equipment and Supplies Required for E. W. S.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C.
MAR 5 1942 **TO: Chief of the Air Corps**

1. Supplies and equipment referred to above will be shipped by first available transportation.

By Command of Lieutenant General Arnold

Incls: n/c

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Hq. Army A
MAR 4 1942
AAG Recd.

Dispatched
MAR 5 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

Air Pt 400 Sherwood (7)

400 Sherwood (7)

~~SECRET~~
~~DECLASSIFIED~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
By AWP/PKC, NC; Date 11-10-75

(M-S-2)

FEB 28 1942

Equipment and Supplies Required for B. W. 8.

~~SECRET~~
By Authority of
the Chief of the Air Corps
FEB 28 1942 IJW
Date Initials

Chief of the Army Air Forces

1. Reference is made to the second indorsement from this office to your office dated February 14, 1942, same subject, outlining the supply action initiated for the items requested for Bluie West 8. The following items were listed in error on the letter forwarded to The Quartermaster General for necessary action:

One (1) Hobart Mixer, 80 qt. capacity
600 ft. Battleship linoleum for tables and floors
One (1) 500 gal. watertank with gasoline driven charge and discharge pump
One (1) Washing machine for laundering purposes

2. The supply of the above items is the responsibility of the Corps of Engineers and has been referred to that office for necessary action in accordance with the attached copy of letter, subject: "Equipment and Supplies Required for B.W. 8". Information has been requested by The Quartermaster General's office regarding the date when the shipment of these supplies and equipment should be made. It is therefore requested that information regarding this matter be forwarded to this office at the earliest possible date.

For the Chief of the Air Corps:

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

1 Incl.
Cy. ltr. to Chief
of Engineers

DECLASSIFIED
~~SECRET~~

an address Dickland (7)

OFFICE OF THE CHIEF OF THE AIR CORPS (14cS-2)
WASHINGTON

SUBJECT: Equipment and Supplies Required for B. W. 8.

TO: The Chief of Engineers

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8:

a. In order to have mess equipment enough available to accomcomodate a contemplated 75 men, it is necessary to have enough equipment to serve an additional 50 men. This equipment to include complete chinaware, silverware and serving utensils for this number of men. The following equipment is also needed for the Detachment mess at this time:

One (1) Hobart Mixer, 80 qt. capacity
600 ft. Battleship linoleum for tables and floors written
One (1) 500 gal. watertank with gasoline driven 2/19/42
charge and discharge pump FOR:bcm
One (1) Washing machine for laundering purposes

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

For the Chief of the Air Corps:

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

FEB 26 1942

/AWPD

Crystal One

X COPY

Hq. Army Air Forces
FEB 26 1942
AAG RECEIVED

Dispatched
FEB 27 1942
AAG

AAF/A-WPD
PCO/ls

1. Attention is invited to the attached copy of radiogram received from Captain Allison, dated February 20, 1942.

2. This radiogram was received by AAF Comm. Section for action.

3. The copy is forwarded for information and files.

4. The Communication Section, Hq. AAF has been directed to provide for temporary equipment to be flown in and for permanent replacement to be made at the earliest practicable date.

For the Chief of the Air Staff:

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	
	Cy. radiogram fm. Capt. Allison, d. 2/20/42.										

~~SECRET~~
DECLASSIFIED

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-V

USO Greenbaum

~~SECRET~~

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 26 June 1959
By ALN/PKG, JC. Date 11-14-75

~~DECLASSIFIED~~

DECLASSIFIED

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of ~~Disposition form~~ for the ~~Commanding General, Field Forces~~, subject ~~"Crystal One"~~ dated ~~2/26/42~~.

with Inclosures -
Cy. radiogram fm.
Capt. Allison,
d. 2/20/42.

Officer Rank

Office

NOTE: To be accomplished and returned to the Air Adjutant General.
Munitions Building.

AAF-3
W-4759, A. C.

~~DECLASSIFIED~~

~~SECRET~~

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
DOD INS
5 Jan. & 20 June 1974
By ALN/AKC Date 11-10-75

SUBJECT: Supplies for Bluie West 8.

AG 400 (11-15-41)MSC-D 4th Ind. LFL/fm-1705.

War Department, A.G.O., January 29, 1942. - To: The Quartermaster General.

Attention is invited to preceding 3rd Indorsement. The issue of an Austin-Type automobile chassis is approved.

By order of the Secretary of War:

J. G. Brackinridge

1 Insl. n/c. Adjutant General.

COPY TO: Chief of the Air Corps, ref his 2nd Ind, 1-1-42, To: QMG. w/cy 3rd Ind.

✓ Chief of the Army Air Forces, w/cy basic, 1st, 2nd and 3rd Ind.

400 Greenland (5)

-5- DECLASSIFIED

CONFIDENTIAL

an 400 Greenland (5)

~~CONFIDENTIAL~~

IMMEDIATE ACTION

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

(4-G-2)

November 15, 1941

SUBJECT: Supplies for Bluie West 8

TO: The Quartermaster General

There is forwarded herewith, a copy of paraphrase radiogram from Bluie West 8 requesting supplies. It is desired that you supply:

12 gallons vinegar cider pure, type one

50 tons of soft coal for Army Range No. 5 (PACKED IN 100 LB. SACKS DUE TO LIMITED UNLOADING FACILITIES)

1 Austin chassis for use with dog teams on bare ground, contact Seely Chinook Kennels, Wonalancet, New Hampshire regarding chassis.

Trail biscuits.

The above listed items to be shipped to the port of New York embarkation marked for Bluie West 8. Advise immediately date of shipment.

For the Chief of the Air Corps

/s/ F. I. ORDWAY, Jr.
Major, Air Corps,
Asst. Exec., Mat. Div.

1 Incl.
cy. radio. dtd. 11-10-41

IMMEDIATE ACTION

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~DECLASSIFIED~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ALNPKC NO. Date 11-18-75

QM 370.5 PC-WP
(Bluie West #8)

1st Ind.

War Department, O.Q.M.G., December 22, 1941. To: Chief of Air Corps.

1. The items requested in the basic communication, except 1 Austin chassis, for use with dog teams on bare ground, were delivered to the New York Port of Embarkation, prior to December 3, 1941, as requested.

2. In connection with the Austin chassis, this office contacted Major Ordway, your office, on December 6, 1941, and was referred to Mr. Beasley, who stated that he had not yet been able to determine tye type of chassis desired, and would notify this office when that information was available.

3. Information as to the date of delivery of each of the items except the Austin chassis, were communicated to Mr. Beasley in the telephone conversation referred to in paragraph 2, above.

For The Quartermaster General:

/s/ T. H. RAMSEY
Lt. Col., Q. M. Corps,
Assistant

1 Incl.
Cy radio. dtd. 11-10-41.

SUBJECT: Supplies for Bluie West 8. (14-S*

2nd Ind.

War Department, Office, Chief of Air Corps, Washington, D. C.
January 1, 1942 To: The Quartermaster General.

1. Reference is made to paragraph 2 of 1st Indorsement.

2. Chassis referred to shall be Austin type with motor and body removed, leaving the frame, brakes, steering gear, and running gear. This stripped car is light in weight, and a few dogs will handle it easily in training. The brakes and steering equipment provide for directional control and speed of travel.

For the Chief of the Air Corps:

1 Incl. n/c.

/s/ W. T. Hefley
Major, Air Corps
Ass't. Executive
Air Service Command

~~DECLASSIFIED~~

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED

DOD Dir. 5200.9 & 10 June 1954

By AUN/PXT Date 11-10-75

QM 451 M-O (Bases Leased) (Bluie West No.8) 3rd Ind.

War Department, OQMG, Washington, January 15, 1942. To: The Adjutant General.

1. The Austin type chassis is not available for issue. This vehicle is not in production at the present time and if approved as a military requirement this office will take the necessary action to procure a used chassis of the type requested.

For The Quartermaster General:

/s/ WILBER R. ELLIS
Lieut. Colonel, Q.M.C.,
Assistant.

1 Incl. n/c

~~DECLASSIFIED~~

~~CONFIDENTIAL~~

DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By AUN/PKC NC. Date 11-10-75

JBC/gr

(Air AG)
AG 18 2

DECLASSIFIED
SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

January 22, 1942.

SUBJECT: Equipment, Crystal Forces 1,2,3, and Bluie East 2.

TO: Chief of the Air Corps.

1. It is directed that an inventory of Air Corps supplies and equipment, originally scheduled for shipment to Crystal Forces 1, 2, and 3 and Bluie East 2, now at the N.Y.P.E., be made by the Chief of Air Corps.

2. In view of the impossibility of delivering such supplies until late next spring, it is suggested such articles as the inventory reveals as on hand awaiting shipment be transferred to Air Depot stocks.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

Dispatched
JAN 26 1942
AAG

HEADQUARTERS—ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-W PD	A-Insp.	Budget	Statistics	
	WJF gmc	gmc				✓					

AAF-39

DECLASSIFIED
SECRET

Ans Bud 00 Freedman

WAR DEPARTMENT

Headquarters Army Air Forces
Office of the Air Adjutant General

Date 1/21/42

TO:

___ Chief of the Army Air Forces.
___ C.G., Air Force Combat Command.
___ Chief of the Air Corps.
___ Chief of the Air Staff.
✓ ~~Secretary of the Air Staff.~~ WJT
___ A-1 Division.
___ A-2 Division.
___ A-3 Division.
___ A-4 Division.
___ Air War Plans Division.
___ Budget Section.
___ Statistics Section.
___ Air Inspector.
___ A.F. Files.

for concurrence or comment and return to AAG. jyc

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date Jan 17, 1942

TO:

___Chief of the Army Air Forces.
___C.G.; Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
✓A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector.
___A.F. Files.

MC

WAR DEPARTMENT
Office of the Chief of the Air Corps
Executive

Date 1/17

TO:

___ Office, ____ Sec. of War
✓ General Arnold
___ Headquarters, Army Air Forces
___ General Brett
___ General Echols
___ General Stratemeyer
___ General Fairchild
___ Administrative
___ Aeronautical Board
___ Air Service Command
___ Buildings & Grounds
___ Central Files
___ Civilian Personnel
___ Communications
___ Executive
___ Plans Section
___ Ferrying Command
___ Fiscal
___ Inspection
___ Intelligence
___ Legal
___ Materiel
___ Medical
___ Military Personnel
___ Operations
___ Training
___ _____

For proper directive

B. H. M[illegible]
Major, Air Corps,
Assistant Executive

X-315, AC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

3186

Note:-A line will be drawn across sheet after each comment.

File No. .....

DECLASSIFIED ~~DECLASSIFIED~~ ~~SECRET~~

DECLASSIFIED DOD Dirs 5 Jan. & 20 June 1974 By AAF/PRC/C. Date 11-10-75

Tally No. AAF .....

SUBJECT: Equipment, Crystal Forces 1,2,3, and Bluie East 2.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-WPD	AAF A-4	1942 1/8	AAF/A-WPD PCO/al 1. It is recommended that an inventory be made of all supplies and equipment which are now at the NYPE marked for any of the above forces. Particular mention is made of arctic clothing. 2. In view of the impossibility of delivering such supplies until late next spring, it is suggested such articles as the inventory reveals as on hand awaiting shipment be transferred to Air Depot Stocks. 1 Mle for HLG HLG C/AWPD MO
2	AAF A-4	AAF AAG	1/19	AAF/A-4 JRF/emd 1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is requested that an inventory of Air Corps supplies and equipment, originally scheduled for shipment to Crystal Forces 1, 2, and 3 and Bluie East 2, now at the N.Y.P.E., be made by the Chief of Air Corps. 2. In view of the impossibility of delivering such supplies until late next spring, it is suggested such articles as the inventory reveals as on hand awaiting shipment be transferred to Air Depot stocks." WJF MJS for TJH, Jr. C/A-4

~~DECLASSIFIED~~

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

~~SECRET~~ Page No. -1-

~~SECRET~~
~~DECLASSIFIED~~
DECLASSIFIED

DECLASSIFIED
DOD
8 Jan. & 30 June 1972
By SWN/RXC, Date 11-14-75

Subject: Equipment and Supplies Required for B.W. 8.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
JAN 12 1942 To: Chief of the Air Corps.

1. Request that supply action be accomplished according to basic communication with reply as to action taken through this Headquarters.

For the Chief of the Army Air Forces:

John B. Cooley

JOHN B. COOLEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General

RECEIVED
JAN 12 1942
CLASSIFIED MAIL
AND FILE UNIT

2nd Ind. (14-S-2)

War Department, Office, Chief of the Air Corps, Washington, D. C.
FEB 14 1942 To: Chief of the Army Air Forces

1. Supply action has been initiated for all items listed in the basic communication in accordance with the attached copies of correspondence as listed below:

a. Letter to The Quartermaster General, subject: "Equipment and Supplies Required for B.W. 8".

b. Inter-Office Memorandum to the Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, dated February 10, 1942, subject: "Equipment and Supplies Required for B.W. 8".

c. Letter to The Chief of Ordnance, subject: "Equipment and Supplies Required for B. W. 8".

d. Letter to The Chief Signal Officer, subject: "Equipment and Supplies Required for B. W. 8".

~~DECLASSIFIED~~
~~SECRET~~

10401

JAN 8 '42 PM

RECEIVED
AIR WAR PLANS DIV.

RECEIVED
AIR CORPS
EXECUTIVE OFFICE
JAN 13 1942 AM

RECEIVED
JAN 13 1942
MAINTENANCE SECTION
O. C. A. C.

RECEIVED
AIR CORPS
EXECUTIVE OFFICE
JAN 13 1942 AM

(14-S-2)

Second Indorsement to Chief of the Army Air Forces, subject: "Equipment and Supplies Required for B.W. 8".

e. Routing and Record Sheet dated February 10, 1942, to Office, Chief of the Air Corps, Office of the Adjutant General, Publications Division, subject: "Equipment and Supplies Required for B.W. 8".

f. Routing and Record Sheet dated February 10, 1942 to Office, Chief of the Air Corps, Operations Division (Map Section), subject: "Equipment and Supplies Required for B. W. 8".

g. Inter-Office Memorandum to the Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, dated February 10, 1942, subject: "Equipment and Supplies required for B.W. 8" listing publications and blank forms.

For the Chief of the Air Corps:

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

7 Incls.
Listed above.

No further action appears necessary.
RB/pd PAB

See 2d 400 Declaration

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~~SECRET~~

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2490

AIR CORPS DETACHMENT
Bluie West 8,A.P.O.809.

DECLASSIFIED
DOD Hrs.
8 Jan. & 20 June 1974
By ALN/PRC JC; Date 11-16-75

December 3,1941.

Subject : Equipment and Supplies Required for B.W. 8.

To : Office of The Chief of The Army Air Forces.
(Thru : Commanding Officer Greenland Base Command.)

1. The following transportation is needed for the transfer of personnel and equipment between the camp and the flying field which is located eight (8) miles by road from the camp.

a. Two (2) personnel cars (Station Wagon Type),and one(1) 1 1/2 ton truck. Also spare parts necessary for one years operation.

2. General maintenance euipment and supplies necessary for the service and handling of aircraft are as follows:

1 ea. Field servicing truck,1000 gal.cap.
1 ea. Towing tractor for moving of aircraft(Clark Heavy Duty).
1 ea. Mobile machine shop complete with all equipment for all types of repair and maintenance.
1 ea. Air Compressor unit for use in cleaning,tire inflation,oleo servicing,and spraying.
1 ea. Outfit acetylene welding complete with tanks,regulators,hose, and torch with tip range for general aircraft and utilities work.
1 ea. Engine cleaning spray gun with 50ft. of hose and necessary fittings.
1 ea. Riveting gun to take up to 5/32" alloy rivets with bits to fit flat,round and brazier head rivets from 3/32 to 5/32 inch dia. rivets. Also 50ft. of air hose and necessary connections to fit this gun.
1 ea. Hand nibbler and necessary connections to place in operation.
1 ea. Carpenters miter box and saw to be used for wood wing rib repair.
1 ea. Combination flaring tool capacity 1/8 to 1 inch.
1 ea. Tubing cutter capacity 1/8 to 1 inch.
12 ea. Drills twist straight shank H.S. # 1 to # 9 incl.
24 ea. Drills twist straight shank H.S. # 10 to # 60 incl.
12 ea. Extinguishers fire CO2 type 4lb. cap.
6 ea. Extinguishers fire CO2 type 15 lb. cap.
12 ea. Extinguishers fire hand Pyrene 1 qt.cap.
30 Sq. Ft. Alum. sheet .040"thick Spec. 57-151-1A.
30 Sq. Ft. Alum. Alloy sheet 24 ST .025" thick Spec. 11067.
30 Sq. Ft. Alum. Alloy sheet 24 ST .035" thick Spec. 11067.
9 Sq. Ft. C.W. Sheet steel .062" thick,Spec. 57-136-8
3 Sq. Ft. Gasket sheet .015" thick
3 Sq. Ft. Gasket sheet .062" thick
6 Sq. Ft. Plastic sheet transparent,(Plexiglas) .062" thick.
6 Sq. Ft. Plastic sheet transparent,(Plexiglas) .128" thick.

10401

DJC-244
acc-549

~~DECLASSIFIED~~

air 10400 Greenland (3)

24 ft. Steel tubing CM 1/4"O.D. x .028" wall Spec. 57-180-2
24 ft. " " " 3/8"O.D. x .035" wall " "
24 ft. " " " 1/2"O.D. x .035" wall " "
12 ft. " " " 5/8"O.D. x .049" wall " "
24 ft. " " " 3/4"O.D. x .049" wall " "
24 ft. " " " 7/8"O.D. x .049" wall " "
24 ft. " " " 1" O.D. x .049" wall " "
24 ft. Copper tubing 1/8"O.D. .028" wall
24 ft. " " 3/16"O.D. x .028" wall
24 ft. " " 1/4" O.D. x .035" wall
24 ft. " " 5/16"O.D. x .035" wall
24 ft. " " 3/8" O.D. x .035" wall
36 ft. " " 1/2" O.D. x .042" wall
12 ft. Brass rod round,hard 1/4" dia.
12 ft. " " " " 3/8" dia.
12 ft. " " " " 1/2" dia.
12 ft. " " " " 1" dia.
12 ft. Steel rod round CM annealed 1/4" dia.
12 ft. " " " " " 1/2" dia.
12 ft. " " " " " 1" dia.
12 ft. Tubing flexible,Alum 2" I.D.
12 ft. Tubing flexible,Stainless Steel 2" I.D.
20 gal.Dope yellow Semi-pigmented Spec. 3-158
2 gal.Dope clear cellulose nitrate Spec. 3-158
10 gal.Thinner nitrate dope and lacquer Spec. 3-154
1 lb. Compound welding alum. sheet and cast.
1 lb. Compound welding stainless steel (18-8)
1 lb. Compound welding Inconel
1 lb. Compound brazing and silver soldering stainless steel(Handy Flux, Brazo or equal).
1 lb. Sodium borate(Borax)
16 oz. Solder silver 1/16" dia.
5 lb. Iron welding rod 1/16" dia.
5 lb. " " " 3/32" dia.
10 lb. " " " 1/8" dia.
5 lb. Welding rod stainless steel (18-8)
5 lb. Welding rod Inconel
5 lb. Welding rod Alum.Silicon
10 lb. Brass welding rod or Tobin bronze or equal
1 lb. AN425AD3-8 Rivet alum.alloy Type AD c'sunk head, 3/32" x 1/2"
1 lb. AN430AD3-8 " " " " Round head,3/32" x 1/2"
1 lb. AN455AD3-8 " " " " Brazier head,3/32" x 1/2"
1 lb. AN425AD4-8 " " " " Round head, 1/8" x 1/2"
1 lb. AN425AD4-16 " " " " " " 1/8" x 1"
1 lb. AN455AD4-8 " " " " Brazier head, 1/8" x 1/2"
1 lb. AN425AD4-16 " " " " c'sunk head 1/8" x 1"
1 lb. AN455AD5-8 " " " " Brazier head 5/32" x 1/2"
1 lb. AN430AD5-8 " " " " Round head 5/32" x 1/2"
6 ft. Hinge continuous alum. alloy
12 ea. AN 285-17 Lubricators
12 ea. AN 780-4 Nipple Union
12 ea. AN 800-4 Cone Union
12 ea. AN 800-3 Cone Union
12 ea. AN 805-3 Nut Union
24 ea. AN 805-4 Nut Union

10401

24 ea. 35B1406-1 Stud,Dzus
24 ea. 35B1406-3 Spring,Dzus
24 ea. 35B1406-4 Grommet Dzus
12 ea. S5-200 Spring,Dzus
12 ea. GF6 1/2 250 Grommet,Dzus
12 ea. GA5-312 Grommet Dzus
12 ea. A5-40 Stud,Dzus
5 lb. Brass safety wire .043
5 lb. " " " .032
2 lb. " " " .025
5 lb. Copper safety wire .043
5 lb. " " " .032
2 lb. " " " .025
50 gal. Oil lubricating S.A.E. # 10
50 gal. Prestone (Commercial grade)
36 ea. Spark plugs B.G. for R1340-AN-1 Engine
2 lb. Spark plug thread lub.
6 ea. 19-31013 Bolt Engine Ring Cowl Special
6 ea. 11-31004 Trunion
6 ea. 36-31055 Lug Assy. Engine Ring Cowling Supporting
12 ea. 36-31059 Pad Assy. Engine Ring Cowling Supporting Lug
12 ea. Clamp Exhaust Collector for Yc-64(Noorduyn Aircraft Co.dwg. P-67)
9 ea. AN 7-55 Bolt Engine Mounting
9 ea. AN 310-7 Nut
18 ea. Bushing Engine Mount Ring Rubber for YC-64(Noorduyn Aircraft Co. Dwg. P-174)
1 ea. Oil temperature regulator 8" dia. with Thermostatic Relief Valve U3315-D5(U.A.P.)
1 ea. Propellor Hamilton Standard Constant Speed,Counterweight Type, Hub 12D40-211, Blade 6101A-6
1 ea. Propellor Governor Control Hamilton Standard Constant Speed Model 1A-1-A5
1 ea. Primer Parker 401-1A
1 ea. Extinguisher fire CO2 Pressure type 5 lb. size
12 ea. A.C.Form 1A
2 ea. A.C. Form 41
8 ea. A.C. Form 41B
2 ea. A.C. Form 60B
1 ea. Set T.Ols pertaining to R1340-AN-1 Engines.
1 ea. Set Blueprints for R1340-AN-1 Engines.
1 ea. Battery storage 12 volt, 67 Amp. Exide 6XT-13-1
1 ea. Coil booster 12 volt 2 wire Eclipse 512-3
12 ea. Fuses 6 amp.
12 ea. Fuses 15 amp.
12 ea. Fuses 25 amp.(Radio)
2 ea. 8-F Flares 3 minute (International)
6 ea. B-3 Flares 1 1/2 minute (International)
1 ea. Pistol Very
12 ea. Charges for Very Pistol,Red
12 ea. " " " " White
12 ea. " " " " Green
1 ea. 3310-2-A Clock Pioneer
1 ea. Head Airspeed electrically heated 2 wire(Kollsman 518B-02)
1 ea. Indicator Rate of Climb Pioneer 1610-1B-01
1 ea. Indicator Engine Speed,Magnetic 0-3500 R.P.M. Kollsman 257B-01

1 ea. Flexible shaft tachometer 4 ft.
3 ea. Gasket Thermocouple Weston D75-418
1 ea. Indicator Oil Pressure U.S.Fig.2050
1 ea. Indicator Fuel Pressure U.S. Fig. 2051
1 ea. Volt ammeter(50-0-50) Amps. & 25 Volts,Weston 506 Style 20546.

3. In order to have mess equipment enough available to accomidate a contemplated 75 men it is necessary to have enough equipment to serve an additional 50 men. This equipment to include complete chinaware,silverware and serving utensils for this number of men. The following equipment is also needed for the Detachment mess at this time: One Hobart Mixer 80 quart capacity,One Meat Block, 600 ft. Battleship linoleum for tables and floors,and a 500 gallon watertank with gasoline driven charge and discharge pump,and one Washing machine for laundering purposes.

4. Trail and Dog equipment and supplies required for this organization are are as follows:

Two dog sleds and materials to build two more.
300 yards of webbing for harnesses(30 dogs)
30 Sq.Ft.Felt for dog harnesses
2 Heavy whips
30 Dog collars large(1" x 24" leather)
3 Dozen buckles,skate strap 1"
3 Dozen D rings 1"
1 Dozen packages copper rivets 1 1/2" No. 11 and burrs
1 Dozen packages copper rivets 5/8" No. 11 and burrs
1 Dozen packages grommets No. 2 and 6 with punches and dies for same.
1 Bolt of Canvas duck No. 20
1 Pair of Canvas shears
1 Pair of Taylors shears
2 Picket lines 75 ft. long
30 Collar chains 2 ft. long
30 Spratts feed pans
1 Gallon of fly ointment for dogs ears from Mr.Seeley
1 Dozen packages of rawhides for lashing sleds
72 Needles for Singer Sewing machine Type 42-5 for sewing canvas, webbing and leather. Only needles for sewing webbing were sent with the sewing machine and then only six needles. At least two dozen of each kind of needles are needed.
1 Cobblers repair outfit
1 Barbers clippers
1 Barbers scissors
An assortment of thread for the sewing machine
2 Dozen Indian Moccasins of tanned deer hide. These can be secured from the main depot of the Hudson's Bay Company at Winnipeg, Man. They generally have several thousand pair in stock. Ask for largest sizes. Price runs about $ 1.75 per pair. At present we have to make this type of footwear from canvas. They are used for traveling on dry snow in cold weather. Light and warmer than any other footgear.
100 Pair of Sun Glasses. The sun glasses sent are not of a shade requested and are too light to be of any help when spring comes. Contact Dr. Paul Siple or Dr. Dana Coman on these.

For further information concerning dog harnessor equipment contact Major Anderson the transportation Officer at Boston Army Base, Mr.Harvey Smith of the same address or Mr. Seeley at Chinook Kennels,Wonalancot,N.H.

5. Information is desired concerning the whereabouts of five (5) .50 Cal. machine guns assigned to but not yet received by this organization.

The following additional equipment and supplies are requested for use in this organization.

1 doz. Targets for A. A., .50 Cal.machine gun
2 doz. Targets, F, E, M, and L type for .30 Cal M1 rifle
Patches and glue for these targets as well as range regulations.
Score cards and regulations for marksmanship requirements.
300 ea. Handgrenades, CN - DM, M6
1000 ea. Handgrenades,fragmentation (new type) MK 2
200 ea. Handgrenades, practice (new type) MK 2
4 ea. 81 m/m mortars
100 ea. H.E. heavy, 81 m/m grenades
100 ea. H.E. light 81 m/m grenades
100 ea. Smoke 81 m/m grenades
100 ea. Practice 81m/m grenades
1 ea. Training regulations No. 190-15, 190-20,190-27
1 ea. Copy "Aviation Medicine" by Harry Armstrong

6. Six (6) Parachutes seat pack type are needed for use in aircraft now in operation at this station. These parachutes were originally requested by radio on November 29,1941.

It is further requested that this organization be furnished the following for use with aircraft operation at this station.

- 2 ea. Copies Air Almanac for 1942,January to April with loose leaves for tearing out.
1 ea. Copy Hydrographic Office publication No. 216
1 ea. Stop watch for use with gyroscopic driftmeter for checking ground speed.
1 ea. Flight chronograph

7. Additional meteorological equipment required for operation of the station are as follows:

1 ea. 7A10 Anemomograph,Friez # 450, required for recording the extremely high wind speeds of over 100 mph at this station.
1 ea. 7A1725 Support,iron 18 foot for Dines anemometer
1 qt. 7A1106 Liquid,special for Friez pressure tube anemometer.
4 ea. 7A62 Anemometer ML-62
1 ea. 7A203A Barograph ML-3-A
1 ea. 7A480 Ceiling light(projector)
1 ea. 7A509 Clinometer
1 ea. 7A1100 Ink,special register green
1 ea. 7A1101 Ink,special register purple
1 ea. 7A1102 Ink,special register red
1 ea. 7A1103 Ink special register for Dines anemometer
3 btl. 7A1200 Oil,watch Grade 1, nongum
6 ea. 7A1208 Pen for barograph,hygrograph,and thermometer
100 ea. 7A1210A Pencil,blue round,blue finish
100 ea. 7A1211 Pencil red,round,red finish
100 ea. 7A1212 Pencil,green,round,green finish
1 ea. 7A1563 Rule ML-63
3 ea. 7A1637 Scale ML-137
4 ea. 7A1324 Psychrometer ML-24
20 ea. 7A2000 Wick for wet bulb thermometer

100	lbs.	4A1650	Paper teletype
300	ea.	6D2	Form SC # 2
300	ea.	6D97	Form SC # 97
400	ea.	6D94	Form SC # 94
60	ea.	6D111	Form SC # 111
60	ea.	6D-120-A	Form SC # 120A
300	ea.	6M1040	Pencil M-140
25	ea.	6Z4002A	Flashlight TL-122-A
600	ea.	6D201	Form SC # 201

8. Additional equipment and supplies required for operation of the Radio Station are as follows:

7000	ft.	1A115	Wire W-115, 5/16" messenger, 7 strand G.I. test 6000 #
400	ea.	5B3061	Clamps Pf-61,(2 bolt)
250	ea.	3G1875-504	Insulators,porcelain,Thomas # 504
400	ea.	3G1875-502	Insulators,porcelain, Thomas # 502
36	ea.	3G1250-160	Insulators,spreader,Ceramic,round, 10"
24	ea.	3G960-8	Insulators,strain,isolantite # 729
100	ea.	5B3449	Clamps,guy,3 bolt,Hubbard
12	ea.	3G2002-10	Tubes,porcelain,3/8" x 10"
12	ea.	3G976	Insulators,pyrex, # 67076
400	ea.	5B1737	Steps,pole,G.I. Pf-37
6000	ft.	1C404	Cable,WC-404,(25 pair)
2	ea.	3Z9400	Switch,tpst,100 amp., 250 volt
3	ea.	3Z8089	Switch,SW-89,knife porcelain DPST
6	ea.	3Z8086	Switch,SW-86,knife,porcelain SPDT
6	ea.	3Z8085	Switch,SW-85,knife,porcelain SPDT
3	ea.	2Z6380	Loud speaker Panel Assembly
3	ea.	2B920	Headset P-20
1	ea.	6Q32005-5X	Drill,hand ratchet, 3/8" chuck
1	ea.	6Q5425	Set Bit equipment TE-25
24	ea.	3Z12006	Terminal,lug,soldering
50	ea.	3Z1927	Fuse,FU-27, 2 amp. Littlefuse
20	ea.	3Z1923	Fuse,FU-23,10 amp.,25 volt Littlefuse
15	ea.	3Z1912	Fuse,FU-12, 1/2 amp. 1000 volt Littlefuse
15	ea.	3Z1913	Fuse,FU-13, 30 amp, 250 volt
15	ea.	3Z1922	Fuse,FU-22, 60 amp.,250 volt
500	ft.	1A106	Wire W-106, # 18,single,solid copper weld
1	ea.	2Z3524-2280	Crystal holder,FT-164 with crystal of frequency of 2280 kcs. at 30 deg.
1	ea.	2Z3524-2640	Crystal holder,FT-164 with crystal of frequency of 2640 kcs. at 30 deg.
1	ea.	2Z3525A-2600	Crystal holder, WE Co. # 5A, or equal with crystal of frequency of 2600 kcs. at 30 deg.
1	ea.	2Z3525A-2800	Crystal holder,WE Co. #5A, or equal with crystal of frequency of 2800 kcs. at 30 deg.
3	ea.	5C511G	Binding Post Chamber,sealed, 11 pairs,with 6 foot cable stub,(WE Co. #G11, or equal)
2	ea.	5C526E	Binding Post Chamber,sealed, 26 pairs, with 10 foot cable stub,(WE Co. #E26 or equal)
6	ea.	3DB8	Capacitor,fixed, 8-8-8 mf.,450 volt electrolytic
3	ea.	3DB16	Capacitor,fixed, 16 mf.,450 volt electrolytic

24 ea.	2[illegible]25	Lamp, LM-25, electric, 6.3 [illegible]lts, 0.15 amp. bulb, clear, miniature screw base
6 ea.	2Z7155	Plug, PL-55, phone
8 ea.	2Z5534	Jack, JK-34, (headset, two conductor, fits plug PL-55)
100 ea.	3A30	Batteries, BA-30
24 ea.	6Z6802.7	Lamp, flashlight, 2.7 volt (to fit TL-122-A)
6 ea.	3997	Resistor, bias, two taps, Hammarlund
3 ea.	4945	Capacitor, paper filter, one mfd. Hammarlund
6 ea.	6174	Capacitor, fixed tubular type, 500 volt, Hammarlund
6 ea.	6175	Capacitor, fixed tubular type, 500 volt, Hammarlund
6 ea.	6176	Capacitor, fixed tubular type, 500 volt, Hammarlund
1 ea.	4918	Sensitivity control, 50,000 ohm, Hammarlund
1 ea.	4919	Audio gain control, 250,000 ohm, Hammarlund
1 ea.	22521C	Flywheel, reference number DK, Part # 22521C, complete with one each ring gear, reference number DK, part # 24548C; units to be assembled for Power Unit PE-79-A, Signal Corps Stock Number 3H4579A, Serial number 726808, Model QXB5 manufactured by United States Motors Corpofation, Oshkosh, Wis.
2 ea.		Maps obtainable from Hydrographic Office of Navy Dept. Wash., D.C. Catalog number 2560 (Polar Regions)
2 ea.		Maps obtainable from Hydrographic Office of Navy Dept., Wash., D.C. Catalog number 7192

9. These lists have been submitted to Col. Giles, Commanding Officer, Greenland Base Command who concurrs. It is requested that these articles be forwarded at the earliest opportunity.

Bernt Balchen.

B. Balchen,
Commanding Officer.

10401

acc-549

Subject: Equipment and Supplies Required for B.W. 8.

2nd Ind. (14-S-2)

War Department, Office, Chief of the Air Corps, Washington, D. C.
To: Chief of the Army Air Forces

FEB 14 1942

1. Supply action has been initiated for all items listed in the basic communication in accordance with the attached copies of correspondence as listed below:

a. Letter to The Quartermaster General, subject: "Equipment and Supplies Required for B.W. 8".

b. Inter-Office Memorandum to the Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, dated February 10, 1942, subject: "Equipment and Supplies Required for B.W. 8".

c. Letter to The Chief of Ordnance, subject: "Equipment and Supplies Required for B. W. 8".

d. Letter to The Chief Signal Officer, subject: "Equipment and Supplies Required for B. W. 8".

(14-S-2)

Second Indorsement to Chief of the Army Air Forces, subject: "Equipment and Supplies Required for B.W. 8".

e. Routing and Record Sheet dated February 10, 1942, to Office, Chief of the Air Corps, Office of the Adjutant General, Publications Division, subject: "Equipment and Supplies Required for B.W. 8".

f. Routing and Record Sheet dated February 10, 1942 to Office, Chief of the Air Corps, Operations Division (Map Section), subject: "Equipment and Supplies Required for B. W. 8".

g. Inter-Office Memorandum to the Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, dated February 10, 1942, subject: "Equipment and Supplies required for B.W. 8" listing publications and blank forms.

For the Chief of the Air Corps:

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

7 Incls.
Listed above.

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Sep. & 30 June 1978
By ALN/PRC UC Date 11-14-75

(14-S-2)

Equipment and Supplies Required for B.W. 8.

The Quartermaster General

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8. The following transportation is urgently needed for the transfer of personnel and equipment between the camp and flying field which is located eight miles by road from the camp:

a. Two (2) personnel cars (Station Wagon Type), and one (1) 1 1/2 ton truck. Also spare parts necessary for one years operation.

2. In order to have mess equipment enough available to accommodate a contemplated 75 men, it is necessary to have enough equipment to serve an additional 50 men. This equipment to include complete chinaware, silverware and serving utensils for this number of men. The following equipment is also needed for the Detachment mess at this time:

written 2/10/42 FOR:bcm

One (1) Hobart Mixer, 80 qt. capacity
One (1) Meat block
600 ft. Battleship linoleum for tables and floors
One (1) 600 gal. water tank with gasoline driven charge and discharge pump
One (1) Washing machine for laundering purposes

3. Trail and Dog equipment and supplies required for this organization are as follows:

2 dog sleds and materials to build 2 more
300 yds. of webbing for harnesses (30 dogs)
30 sq. ft. felt for dog harnesses
2 heavy whips
30 dog collars large (1" x 24" leather)
3 doz. buckles, skate strap 1"
3 doz. D. rings 1"
1 doz. packages copper rivets 1 1/2" No. 11 and burrs
1 doz. packages copper rivets 5/8" No. 11 and burrs
1 doz. packages grommets No. 2 and 6 with punches and dies for same.
1 bolt of canvas duck No. 20

Incl. #1

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(14-8-2)

Letter to The Quartermaster General, subject: "Equipment and Supplies Required for B.W. 8."

1 pair of canvas shears
1 pair of Taylors shears
2 picket lines 75 ft. long
30 collar chains 2 ft. long
30 Sprette feed pans
1 gal. of fly ointment for dogs' ears from Mr. Seeley
1 doz. packages of rawhides for lashing sleds
72 needles for Singer Sewing machine, Type 42-5 for sewing canvas, webbing and leather. Only needles for sewing webbing were sent with the sewing machine and then only six needles. At least two dozen of each kind of needles are needed.
1 cobblers repair outfit
1 barbers clippers
1 barbers scissors
An assortment of thread for the sewing machine
2 doz. Indian Moccasins of tanned deer hide. These can be secured from the main depot of the Hudson's Bay Company at Winnipeg, Man. They generally have several thousand pair in stock. Ask for largest sizes. Price runs about $1.75 per pair. At present we have to make this type of footwear from canvas. They are used for traveling on dry snow in cold weather. Light and warmer than any other footgear.
100 pair of sun glasses. The sun glasses sent are not of a shade requested and are too light to be of any help when spring comes. Contact Dr. Paul Siple or Dr. Hans Ohman on these.

written 2/10/42
FOR:bcm

4. For further information concerning dog harness or equipment contact Major Anderson, the transportation Officer at Boston Army Base, Mr. Harvey Smith of the same address or Mr. Seeley at Chinook Kennels, Wonalancot, N. H.

5. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

For the Chief of the Air Corps:

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ALN/PKC JC, Date 11-10-75

(14-S-2)

Air Service Command

February 10, 1942

Assistant Chief, Air Service Command
Wright Field, Dayton, Ohio

Equipment and Supplies Required for B. W. 8.

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8:

a. General maintenance equipment and supplies necessary for the service and handling of aircraft --

1 ea. Field servicing truck, 1000 gal. cap.
1 ea. Towing Tractor for moving of aircraft (Clark Heavy Duty)
1 ea. Mobile machine shop complete with all equipment for all types of repair and maintenance.
1 ea. Air Compressor unit for use in cleaning, tire inflation, oleo servicing and spraying.
1 ea. Outfit acetylene welding complete with tanks, regulators, hose and torch with tip range for general air-FOR:bcm craft and utilities work.
1 ea. Engine cleaning spray gun with 50 ft. of hose and necessary fittings.
1 ea. Riveting gun to take up to 5/32" alloy rivets with bits to fit flat, round and brazier head rivets from 3/32 to 5/32 inch dia. rivets. Also 50 ft. of air hose and necessary connections to fit this gun.
1 ea. Hand nibbler and necessary connections to place in operation.
1 ea. Carpenters miter box and saw to be used for wood wing rib repair.
1 ea. Combination flaring tool capacity 1/8 to 1 inch.
1 ea. Tubing cutter capacity 1/8 to 1 inch.
12 ea. Drills twist straight shank H.S. #1 to #9 incl.
24 ea. Drills twist straight shank H.S. #10 to #60 incl.
12 ea. Extinguishers fire CO2 type 4 lb. cap.
12 ea. Extinguishers fire hand Pyrene 1 qt. cap.
6 ea. Extinguishers fire CO2 type 15 lb. cap.
30 Sq. ft. Alum. sheet .040" thick Spec. 57-151-1A.
30 Sq. ft. Alum. Alloy Sheet 24 ST .025" thick Spec. 11067.
30 Sq. ft. Alum. Alloy Sheet 24 ST .035" thick Spec. 11067.

Incl #2

DECLASSIFIED
~~SECRET~~

(14-S-2)

Inter-Office Memorandum to Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, subject: "Equipment and Supplies Required for B. W. S." dated February 10, 1942.

9 Sq. ft. C.R. Sheet steel .062" thick, Spec. 57-136-8
3 Sq. ft. Gasket sheet .015" thick
3 Sq. ft. Gasket sheet .062" thick
6 Sq. ft. Plastic sheet transparent, (Plexiglas) .062" thick
6 Sq. ft. Plastic sheet transparent, (Plexiglas) .128" thick
24 ft. Steel tubing CM 1/4" O.D. x .028" wall Spec. 57-180-2
24 ft. " " " 3/8" O.D. x .035" wall " "
24 ft. " " " 1/2" O.D. x .035" wall " "
12 ft. " " " 5/8" O.D. x .049" wall " "
24 ft. " " " 3/4" O.D. x .049" wall " "
24 ft. " " " 7/8" O.D. x .049" wall " "
24 ft. " " " 1 " O.D. x .049" wall " "
24 ft. Copper tubing 1/8" O.D. .028" wall
24 ft. " " 3/16" O.D. x .028" wall
24 ft. " " 1/4" O.D. x .035" wall
24 ft. " " 5/16" O.D. x .035" wall
24 ft. " " 3/8" O.D. x .035" wall
36 ft. " " 1/2" O.D. x .042" wall
12 ft. Brass rod round, hard 1/4" dia.
12 ft. " " " " 3/8" dia.
12 ft. " " " " 1/2" dia. FOR:bcm
12 ft. " " " " 1" dia.
12 ft. Steel rod round CM annealed 1/4" dia.
12 ft. " " " " " 1/2" dia.
12 ft. " " " " " 1" dia.
12 ft. Tubing flexible, Alum 2" I.D.
12 ft. Tubing flexible, Stainless Steel 2" I.D.
20 gal. Dope yellow Semi-pigmented Spec. 3-158
2 gal. Dope clear cellulose nitrate Spec. 3-158
10 gal. Thinner nitrate dope and lacquer Spec. 3-154
1 lb. Compound welding alum. sheet and cast.
1 lb. Compound welding stainless steel (18-8)
1 lb. Compound welding Inconel
1 lb. Compound brazing and silver soldering stainless steel (handy Flux, Brazo or equal).
1 lb. Sodium borate (Borax)
16 oz. Solder silver 1/16" dia.
5 lb. Iron welding rod 1/16" dia.
5 lb. " " " 3/32" dia.
10 lb. " " " 1/8" dia.
5 lb. Welding rod stainless steel (18-8)
5 lb. Welding rod Inconel
5 lb. Welding rod Alum. Silicon

Inter-Office Memorandum to Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, subject: "Equipment and Supplies Required for B. W. S." dated February 10, 1942.

10 lb. Brass welding rod or Tobin bronze or equal
1 lb. AN426AD3-8 Rivet alum. alloy Type AD c'sunk head, 3/32" x 1/2"
1 lb. AN430AD3-8 Rivet alum. alloy Type AD Round head, 3/32" x 1/2"
1 lb. AN455AD3-8 Rivet alum. alloy Type AD Brazier head, 3/32" x 1/2"
1 lb. AN425 AD4-8 Rivet alum. alloy Type AD Round head, 1/8" x 1/2"
1 lb. AN426AD4-16 Rivet alum. alloy Type AD Round head, 1/8" x 1"
1 lb. AN455AD4-8 Rivet alum. alloy Type AD Brazier head, 1/8" x 1/2"
1 lb. AN426AD4-16 Rivet alum. alloy Type AD c'sunk head 1/8" x 1"
1 lb. AN 456AD5-8 Rivet alum. alloy Type AD Brazier head 5/32" x 1/2"
1 lb. AN430AD5-8 Rivet alum. alloy Type AD Round head 5/32" x 1/2"
6 ft. Hinge continuous alum. alloy
12 ea. AN 285-17 Lubricators
12 ea. AN 780-4 Nipple Union
12 ea. AN 800-4 Cone Union
12 ea. AN 800-3 Cone Union
12 ea. AN 805-3 Nut Union
12 ea. AN 805-4 Nut Union
24 ea. 35B1406-1 Stud, Drus
24 ea. 35B1406-3 Spring, Drus
24 ea. 35B1406-4 Grommet Drus
12 ea. S5-200 Spring, Drus
12 ea. GF6 1/2 250 Grommet, Drus
12 ea. GA5-312 Grommet Drus
12 ea. A5-40 Stud, Drus
5 lb. Brass safety wire .043
5 lb. " " " .032
2 lb. " " " .025
5 lb. Copper safety wire .043
5 lb. " " " .032
2 lb. " " " .025
50 gal. Oil lubricating S.A.E. #10
50 gal. Prestone (Commercial grade)
36 ea. Spark plugs B.G. for R1340-AN-1Engine

FOR:bcm

(14-S-2)

Inter-Office Memorandum to Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, subject: "Equipment and Supplies Required for B. W. 8", dated February 10, 1942.

2 lb. Sparkplug thread lub.
6 ea. 19-31013 Bolt Engine Ring Cowl Special
6 ea. 11-31004 Trunion
6 ea. 36-31055 Lug Assy. Engine Ring Cowling Supporting
12 ea. 36-31059 Pad Assy. Engine Ring Cowling Supporting Lug
12 ea. Clamp Exhaust Collector for Yc-64 (Noorduyn Aircraft Co. dwg. P-67)
9 ea. AN 7-55 Bolt Engine Mounting
9 ea. AN 310-7 Nut
18 ea. Bushing Engine Mount Ring Rubber for YC-64 (Noorduyn Aircraft Co. Dwg. P-174)
1 ea. Oil temperature regulator 8" dia. with Thermostatic Relief Valve U3315-36 (U.A.P.)
1 ea. Propeller Hamilton Standard Constant Speed, Counterweight Type, Hub 12D40-211, Blade 6101A-6
1 ea. Propeller Governor Control Hamilton Standard Constant Speed Model 1A-1-A5 FOR:bcm
1 ea. Primer Parker 401-1A
1 ea. Extinguisher fire CO2 Pressure type 5 lb. size
1 ea. Battery storage 12 volt, 67 Amp. Exide 6XT-13-1
1 ea. Coil booster 12 volt 2 wire Eclipse 512-3
12 ea. Fuses 6 amp.
12 ea. Fuses 15 amp.
12 ea. Fuses 25 amp. (Radio)
1 ea. Head Airspeed electrically heated 2 wire (Kollsman 518B-02)
1 ea. 3310-2-A Clock Pioneer
1 ea. Indicator Rate of Climb Pioneer 1610-18-C1
1 ea. Indicator Engine Speed, Magnetic 0-3500 R.P.M. Kollsman 557B-01
1 ea. Flexible shaft tachometer 4 ft.
2 ea. Gasket Thermocouple Weston D75-418
1 ea. Indicator Oil Pressure U.S. Fig. 2050
1 ea. Indicator Fuel Pressure U.S. Fig. 2051
1 ea. Volt ammeter (50-0-50) Amps. & 35 Volts, Weston 506 Style 20546.
6 parachutes, seat pack type are needed for use in the aircraft now in operation at this station.
1 ea. Stop watch for use with gyroscopic driftmeter for checking ground speed.

(14-S-2)

Inter-Office Memorandum to Assistant Chief, Air Service Command, Wright Field, Dayton, Ohio, subject: "Equipment and Supplies Required for B.W. 8", dated February 10, 1942.

1 ea. Flight chronograph

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

W. T. HAYLEY
Lt. Col., Air Corps
Executive

FOR: bcm

(14-S-2)

Equipment and Supplies Required for B. W. 8.

The Chief of Ordnance

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8:

2 ea. S-F Flares 3 minute (International)
6 ea. B-3 Flares 1 1/2 minute (International)
1 ea. Pistol Very
12 ea. Charges for Very Pistol, Red
12 ea. " " " " White
12 ea. " " " " Green
1 doz. Targets for A.A., .50 Cal. machine gun
2 doz. Targets, F, E, M, and L type for .30 Cal M1 rifle written
Patches and glue for these targets as well as range 2/10/42
regulations. FOR: bcm
Score cards and regulations for marksmanship requirements.
300 ea. Handgrenades, CN - DM, M6
1000 ea. Handgrenades, fragmentation (new type) MK 2
200 ea. Handgrenades, practice (new type) MK 2
4 ea. 81 m/m mortars
100 ea. H. E. heavy, 81 m/m grenades
100 ea. H. E. light 81 m/m grenades
100 ea. Smoke 81 m/m grenades
100 ea. Practice 81 m/m grenades
1 ea. Training regulations No. 190-15,190-20, 190-27

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

For the Chief of the Air Corps:

2nd #3

SECRET

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DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PXC Date 11-10-75

(14-S-2)

Equipment and Supplies Required for B. W. 8.

The Chief Signal Officer

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8:

1 ea. 7A10 Anemomograph, Frier #450, required for recording the extremely high wind speeds of over 100 mph at this station.
1 ea. 7A1725 Support, iron 18 foot for Dines anemometer
1 qt. 7A1106 Liquid, special for Frier pressure tube anemometer.
4 ea. 7A52 Anemometer ML-62.
1 ea. 7A203A Barograph ML-3-A
1 ea. 7A480 Ceiling light (projector)
1 ea. 7A509 Clinometer
1 ea. 7A1100 Ink, special register green
1 ea. 7A1101 Ink, special register purple
1 ea. 7A1102 Ink, special register red
1 ea. 7A1103 Ink special register for Dines anemometer
3 btl. 7A1200 Oil, watch Grade 1, nongum
6 ea. 7A1208 Pen for barograph, hygrograph, and thermometer
100 ea. 7A1210A Pencil, blue round, blue finish
100 ea. 7A1211 Pencil red, round, red finish
1 ea. 7A1563 Rule ML-63
3 ea. 7A1627 Scale ML-137
4 ea. 7A1324 Psychrometer ML-24
20 ea. 7A2000 Wick for wet bulb thermometer
100 rls. 4A1650 Paper teletype
300 ea. 6D2 Form SC #2
300 ea. 6D97 Form SC #97
400 ea. 6D94 Form SC #94
60 ea. 6D111 Form SC #111
300 ea. 6M1040 Pencil M-140
60 ea. 6D-120-A Form SC #120A
25 ea. 6Z4002A Flashlight TL-122-A
600 ea. 6D201 Form SC #201
7000 ft. 1A115 Wire W-115, 5/16" messenger, 7 strand G.I. test 6000 #
400 ea. 5B3061 Clamps Pf-61, (2 bolt)

written 2/10/42 FOR: bcm

DECLASSIFIED

SECRET

Incl. # 4.

(14-5-2)

Letter to The Chief Signal Officer, subject: "Equipment and Supplies Required for B. W. S."

250 ea.	3G1875-504	Insulators, porcelain, Thomas #504
400 ea.	3G1875-502	Insulators, porcelain, Thomas #502
36 ea.	3G1250-160	Insulators, spreader, Ceramic, round, 10"
24ea.	30960-8	Insulators, strain, isolantite #729
100 ea.	5B2449	Clamps, guy, 3 bolt, Hubbard
12 ea.	3G2002-10	Tubes, porcelain, 3/8" x 10"
12 ea.	30976	Insulators, pyrex, #67076
400 ea.	5B1737	Steps, pole, O.I. Pf-37
6000 ft.	1C404	Cable, WC-404, (25 Pair)
2 ea.	3Z9400	Switch, toat, 100 amp., 250 volt
3 ea.	3Z8089	Switch, SW-89, knife porcelain DPST
6 ea.	3Z8086	Switch, SW-86, knife, porcelain SPDT
6 ea.	3Z8085	Switch, SW-85, knife, porcelain SPST
3 ea.	2Z6380	Loud speaker Panel Assembly
3 ea.	2Z8920	Headset F-20
1 ea.	6Q32005-5X	Drill, hand ratchet, 3/8" chuck
1 ea.	6Q5425	Set Bit equipment TE-25
24 ea.	3Z12006	Terminal, lug, soldering
50 ea.	3Z1927	Fuse, FU-27, 2 amp. Littlefuse
20 ea.	3Z1923	Fuse, FU-23, 10 amp., 25 volt Littlefuse
15 ea.	3Z1912	Fuse, FU-12, 1/2 amp. 1000 volt Littlefuse
15 ea.	3Z1913	Fuse, FU-13, 30 amp, 250 volt
15 ea.	3Z1922	Fuse, FU-22, 60 amp., 250 volt
500 ft.	1A106	Wire W-106, #18, single, solid copper weld
1 ea.	2Z3524-2280	Crystal holder, FT-164 with crystal of frequency of 2280 kcs. at 30 deg.
1 ea.	2Z3524-2640	Crystal holder, FT-164 with crystal of frequency of 2640 kcs. at 30 deg.
1 ea.	2Z3525A-2600	Crystal holder, WE Co. #5A, or equal with crystal of frequency of 2600 kcs. at 30 deg.
1 ea.	2Z3525A-2800	Crystal holder, WE Co. #5A, or equal with crystal of frequency of 2800 kcs. at 30 deg.
3 ea.	5C5119	Binding Post Chamber, sealed, 11 pairs, with 6 foot cable stub, (WE Co. #G11, or equal)
2 ea.	5C5269	Binding Post Chamber, sealed, 26 pairs, with 10 foot cable stub, (WE Co. #P26 or equal)
6 ea.	3D88	Capacitor, fixed, 8-8-8 mf., 450 volt electrolytic
3 ea.	3D816	Capacitor, fixed, 16 mf., 450 volt electrolytic
24 ea.	2Z5925	Lamp, LM-25, electric, 6.3 volts, 0.15 amp. bulb, clear, miniature screw base
6 ea.	2Z7155	Plug, PL-55, phone
8 ea.	2Z5534	Jack, JK-34, (headset, two conductor, fits plug PL-55)

written 2/10/42
FOR:bcm

(14-S-2)

Letter to The Chief Signal Officer, subject: "Equipment and Supplies Required for B. W. S."

100 ea. 3A30	Batteries, BA-30
24 ea. 6Z6802.7	Lamp, flashlight, 2.7 volt (to fit TL-122-A)
6 ea. 3997	Resistor, bias, two taps, Hammarlund
3 ea. 4945	Capacitor, paper filter, one mfd. Hammarlund
6 ea. 6174	Capacitor, fixed tubular type, 500 volt, Hammarlund
6 ea. 6175	Capacitor, fixed tubular type, 500 volt, Hammarlund
6 ea. 6176	Capacitor, fixed tubular type, 500 volt, Hammarlund
1 ea. 4918	Sensitivity control, 50,000 ohm, Hammarlund
1 ea. 4919	Audio gain control, 250,000 ohm, Hammarlund
1 ea. 225210	Flywheel, reference number DK, Part #225210, complete with one each ring gear, reference number DK, part #245480; units to be assembled for Power Unit PE-79-A, Signal Corps Stock Number 3H4879A, Serial number 726808, Model QXB5 manufactured by United States Motors Corporation, Oshkosh, Wis.

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

For the Chief of the Air Corps:

written 2/10/42
FOR:bcm

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By ALN/PRC SC. Date 11-10-75

Equipment and Supplies Required for B. W. 8

OCAC/14-8 FKE:mw

1. OCAC Air Ser Com. — OCAC AGO (Publ. Div.) — 1942 2-10

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8, ~~XXXXXXXXXXXX~~

2 ea. Copies Air Almanac for 1942, January to April with loose leaves for tearing out.

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

H. J. F. M.
C/ASC

DECLASSIFIED
~~SECRET~~

Incl #5

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.10
31 Jan. & 30 June 1974
By ALN/PRC Date 11-10-75

Equipment and Supplies Required for Bluie West 8

OCAC/14-8 FEB:nw

1.	OCAC Air Ser Com.	OCAC Operations Div. (Map Sec.)	1942 2-10	1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8, ~~XXXXXXXXXX~~

2 ea. Maps obtainable from Hydrographic Office of Navy Dept. Wash., D. C. Catalog No. 2560 (Polar Regions)

2 ea. Maps obtainable from Hydrographic Office of Navy Dept., Wash., D. C. Catalog No. 7192.

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

H. J. F. M.
C/ASC

DECLASSIFIED

~~SECRET~~

Incl #6

MCAO-448-WF-6-28-41-50M

~~SECRET~~ DECLASSIFIED

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS

OFFICE CHIEF, MATERIEL DIVISION, Air Service Command

(14-5-2)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/EXT.UC. Date 11/14/75

February 10, 1942

TO:

Assistant Chief, Air Service Command
Wright Field, Dayton, Ohio

SUBJECT:

Equipment and Supplies requested for B. W. 8.

1. In accordance with a request received from the Commanding Officer of the Greenland Base Command and approved by the Chief of the Army Air Forces, it is requested that the equipment and supplies listed below be supplied immediately to the Air Corps Detachment, Bluie West 8:

12 ea. A. C. Form 1A
2 ea. A. C. Form 41
8 ea. A. C. Form 41B
2 ea. A. C. Form 60B
1 ea. Set T.O.'s pertaining to R1340-AN-1 Engines.
1 ea. Set Blueprints for R1340-AN-1 Engines.
1 ea. Copy "Aviation Medicine" by Harry Armstrong

2. It is requested that action be initiated immediately for the procurement and shipment of the above items and this office advised regarding the approximate date shipment will be made.

FKS:bcm

W. T. HENLEY
Lt. Col., Air Corps
Executive

DECLASSIFIED

~~SECRET~~

Incl #7

SECRET
DECLASSIFIED

AAF/A-4
JFW/coc
Written December 30, 1941.

Subject: Equipment and Supplies Required for D.W. S.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To: Chief of the Air Corps.

JAN 12 1942

1. Request that supply action be accomplished according to basic communication with reply as to action taken through this Headquarters.

Hq. Army Air

JAN 10 1942
AAG Received

For the Chief of the Army Air Forces:

JOHN B. COOLEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

Dispatched
JAN 12 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
							G.S. Hdq.				

AAF-39

DECLASSIFIED
SECRET

Army Air Forces Headquarters (3)

- - ~~SECRET~~ - -
DECLASSIFIED

DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1974
By AL NARA Date 11-10-75

AIR CORPS DETACHMENT
Bluie West 8, A.P.O.809.

December 3,1941.

Subject : Equipment and Supplies Required for B.W. 8.

To : Office of The Chief of The Army Air Forces.
(Thru : Commanding Officer Greenland Base Command.)

1. The following transportation is needed for the transfer of personnel and equipment between the camp and the flying field which is located eight (8) miles by road from the camp.

a. Two (2) personnel cars (Station Wagon Type),and one(1) 1 1/2 ton truck. Also spare parts necessary for one years operation.

2. General maintenance euipment and supplies necessary for the service and handling of aircraft are as follows:

1 ea. Field servicing truck,1000 gal.cap.
1 ea. Towing tractor for moving of aircraft(Clark Heavy Duty).
1 ea. Mobile machine shop complete with all equipment for all types of repair and maintenance.
1 ea. Air Compressor unit for use in cleaning,tire inflation,oleo servicing,and spraying.
1 ea. Outfit acetylene welding complete with tanks,regulators,hose, and torch with tip range for general aircraft and utilities work.
1 ea. Engine cleaning spray gun with 50ft. of hose and necessary fittings.
1 ea. Riveting gun to take up to 5/32" alloy rivets with bits to fit flat,round and brazier head rivets from 3/32 to 5/32 inch dia. rivets. Also 50ft. of air hose and necessary connections to fit this gun.
1 ea. Hand nibbler and necessary connections to place in operation.
1 ea. Carpenters miter box and saw to be used for wood wing rib repair.
1 ea. Combination flaring tool capacity 1/8 to 1 inch.
1 ea. Tubing cutter capacity 1/8 to 1 inch.
12 ea. Drills twist straight shank H.S. # 1 to # 9 incl.
24 ea. Drills twist straight shank H.S. # 10 to # 60 incl.
12 ea. Extinguishers fire CO2 type 4lb. cap.
6 ea. Extinguishers fire CO2 type 15 lb. cap.
12 ea. Extinguishers fire hand Fyrene 1 qt.cap.
30 Sq. Ft. Alum. sheet .040"thick Spec. 57-151-1A.
30 Sq. Ft. Alum. Alloy sheet 24 ST .025" thick Spec. 11067.
30 Sq. Ft. Alum. Alloy sheet 24 ST .035" thick Spec. 11067.
9 Sq. Ft. C.M. Sheet steel .062" thick,Spec. 57-136-8
3 Sq. Ft. Gasket sheet .015" thick
3 Sq. Ft. Gasket sheet .062" thick
6 Sq. Ft. Plastic sheet transparent,(Plexiglas) .062" thick.
6 Sq. Ft. Plastic sheet transparent,(Plexiglas) .128" thick.

DECLASSIFIED

air 2400 Greenland (3)

24 ft. Steel tubing CM 1/4"O.D. x .028" wall Spec. 57-180-2
24 ft. " " " 3/8"O.D. x .035" wall " "
24 ft. " " " 1/2"O.D. x .035" wall " "
12 ft. " " " 5/8"O.D. x .049" wall " "
24 ft. " " " 3/4"O.D. x .049" wall " "
24 ft. " " " 7/8"O.D. x .049" wall " "
24 ft. " " " 1" O.D. x .049" wall " "
24 ft. Copper tubing 1/8"O.D. .028" wall
24 ft. " " 3/16"O.D. x .028" wall
24 ft. " " 1/4" O.D. x .035" wall
24 ft. " " 5/16"O.D. x .035" wall
24 ft. " " 3/8" O.D. x .035" wall
36 ft. " " 1/2" O.D. x .042" wall
12 ft. Brass rod round,hard 1/4" dia.
12 ft. " " " " 3/8" dia.
12 ft. " " " " 1/2" dia.
12 ft. " " " " 1" dia.
12 ft. Steel rod round CM annealed 1/4" dia.
12 ft. " " " " " 1/2" dia.
12 ft. " " " " " 1" dia.
12 ft. Tubing flexible,Alum 2" I.D.
12 ft. Tubing flexible,Stainless Steel 2" I.D.
20 gal.Dope yellow Semi-pigmented Spec. 3-158
2 gal.Dope clear cellulose nitrate Spec. 3-158
10 gal.Thinner nitrate dope and lacquer Spec. 3-154
1 lb. Compound welding alum. sheet and cast.
1 lb. Compound welding stainless steel (18-8)
1 lb. Compound welding Inconel
1 lb. Compound brazing and silver soldering stainless steel(Handy Flux, Brazo or equal).
1 lb. Sodium borate(Borax)
16 oz. Solder silver 1/16" dia.
5 lb. Iron welding rod 1/16" dia.
5 lb. " " " 3/32" dia.
10 lb. " " " 1/8" dia.
5 lb. Welding rod stainless steel (18-8)
5 lb. Welding rod Inconel
5 lb. Welding rod Alum.Silicon
10 lb. Brass welding rod or Tobin bronze or equal
1 lb. AN425AD3-8 Rivet alum.alloy Type AD c'sunk head, 3/32" x 1/2"
1 lb. AN430AD3-8 " " " " Round head,3/32" x 1/2"
1 lb. AN455AD3-8 " " " " Brazier head,3/32" x 1/2"
1 lb. AN425AD4-8 " " " " Round head, 1/8" x 1/2"
1 lb. AN425AD4-16 " " " " " " 1/8" x 1"
1 lb. AN455AD4-8 " " " " Brazier head, 1/8" x 1/2"
1 lb. AN425AD4-16 " " " " c'sunk head 1/8" x 1"
1 lb. AN455AD5-8 " " " " Brazier head 5/32" x 1/2"
1 lb. AN430AD5-8 " " " " Round head 5/32" x 1/2"
6 ft. Hinge continuous alum. alloy
12 ea. AN 285-17 Lubricators
12 ea. AN 780-4 Nipple Union
12 ea. AN 800-4 Cone Union
12 ea. AN 800-3 Cone Union
12 ea. AN 805-3 Nut Union
24 ea. AN 805-4 Nut Union

24 ea. 35B14[illegible]1 Stud,Dzus
24 ea. 35B1406-3 Spring,Dzus
24 ea. 35B1406-4 Grommet Dzus
12 ea. S5-200 Spring,Dzus
12 ea. GF6 1/2 250 Grommet,Dzus
12 ea. GA5-312 Grommet Dzus
12 ea. A5-40 Stud,Dzus
5 lb. Brass safety wire .043
5 lb. " " " .032
2 lb. " " " .025
5 lb. Copper safety wire .043
5 lb. " " " .032
2 lb. " " " .025
50 gal. Oil lubricating S.A.E. # 10
50 gal. Prestone (Commercial grade)
36 ea. Spark plugs B.G. for R1340-AN-1 Engine
2 lb. Spark plug thread lub.
6 ea. 19-31013 Bolt Engine Ring Cowl Special
6 ea. 11-31004 Trunion
6 ea. 36-31055 Lug Assy. Engine Ring Cowling Supporting
12 ea. 36-31059 Pad Assy. Engine Ring Cowling Supporting Lug
12 ea. Clamp Exhaust Collector for Yc-64(Noorduyn Aircraft Co.dwg. P-67)
9 ea. AN 7-55 Bolt Engine Mounting
9 ea. AN 310-7 Nut
18 ea. Bushing Engine Mount Ring Rubber for YC-64(Noorduyn Aircraft Co. Dwg. P-174)
1 ea. Oil temperature regulator 8" dia. with Thermostatic Relief Valve U3315-D5(U.A.P.)
1 ea. Propellor Hamilton Standard Constant Speed,Counterweight Type, Hub 12D40-211, Blade 6101A-6
1 ea. Propellor Governor Control Hamilton Standard Constant Speed Model 1A-1-A5
1 ea. Primer Parker 401-1A
1 ea. Extinguisher fire CO2 Pressure type 5 lb. size
12 ea. A.C.Form 1A
2 ea. A.C. Form 41
8 ea. A.C. Form 41B
2 ea. A.C. Form 60B
1 ea. Set T.O.ls pertaining to R1340-AN-1 Engines.
1 ea. Set Blueprints for R1340-AN-1 Engines.
1 ea. Battery storage 12 volt, 67 Amp. Exide 6XT-13-1
1 ea. Coil booster 12 volt 2 wire Eclipse 512-3
12 ea. Fuses 6 amp.
12 ea. Fuses 15 amp
12 ea. Fuses 25 amp.(Radio)
2 ea. B-F Flares 3 minute (International)
6 ea. B-3 Flares 1 1/2 minute (International)
1 ea. Pistol Very
12 ea. Charges for Very Pistol,Red
12 ea. " " " " White
12 ea. " " " " Green
1 ea. 3310-2-A Clock Pioneer
1 ea. Head Airspeed electrically heated 2 wire(Kollsman 518B-02)
1 ea. Indicator Rate of Climb Pioneer 1610-1B-61
1 ea. Indicator Engine Speed,Magnetic 0-3500 R.P.M. Kollsman 257B-01

1 ea. Flexible shaft tachometer 4 ft.
3 ea. Gasket Thermocouple Weston D75-416
1 ea. Indicator Oil Pressure U.S.Fig.2050
1 ea. Indicator Fuel Pressure U.S. Fig. 2051
1 ea. Volt ammeter(50-0-50) Amps. & 25 Volts,Weston 506 Style 20546.

3. In order to have mess equipment enough available to accomidate a contemplated 75 men it is necessary to have enough equipment to serve an additional 50 men. This equipment to include complete chinaware,silverware and serving utensils for this number of men. The following equipment is also needed for the Detachment mess at this time: One Hobart Mixer 80 quart capacity,One Meat Block, 600 ft. Battleship linoleum for tables and floors,and a 500 gallon watertank with gasoline driven charge and discharge pump,and one Washing machine for laundering purposes.

4. Trail and Dog equipment and supplies required for this organization are are as follows:

Two dog sleds and materials to build two more.
300 yards of webbing for harnesses(30 dogs)
30 Sq.Ft.Felt for dog harnesses
2 Heavy whips
30 Dog collars large(1" x 24" leather)
3 Dozen buckles,skate strap 1"
3 Dozen D rings 1"
1 Dozen packages copper rivets 1 1/2" No. 11 and burrs
1 Dozen packages copper rivets 5/8" No. 11 and burrs
1 Dozen packages grommets No. 2 and 6 with punches and dies for same.
1 Bolt of Canvas duck No. 20
1 Pair of Canvas shears
1 Pair of Taylors shears
2 Picket lines 75 ft. long
30 Collar chains 2 ft. long
30 Spratts feed pans
1 Gallon of fly ointment for dogs ears from Mr.Seeley
1 Dozen packages of rawhides for lashing sleds
72 Needles for Singer Sewing machine Type 42-5 for sewing canvas, webbing and leather. Only needles for sewing webbing were sent with the sewing machine and then only six needles. At least two dozen of each kind of needles are needed.
1 Cobblers repair outfit
1 Barbers clippers
1 Barbers scissors
An assortment of thread for the sewing machine
2 Dozen Indian Moccasins of tanned deer hide. These can be secured from the main depot of the Hudson's Bay Company at Winnipeg, Man. They generally have several thousand pair in stock. Ask for largest sizes. Price runs about $ 1.75 per pair. At present we have to make this type of footwear from canvas. They are used for traveling on dry snow in cold weather. Light and warmer than any other footgear.
100 Pair of Sun Glasses. The sun glasses sent are not of a shade requested and are too light to be of any help when spring comes. Contact Dr. Paul Siple or Dr. Dana Coman on these.

For further information concerning dog harnesses equipment contact Major Anderson the transportation Officer at Boston Army Base, Mr.Harvey Smith of the same address or Mr. Seeley at Chinook Kennels,Wonalancet,N.H.

5. Information is desired concerning the whereabouts of five (5) .50 Cal. machine guns assigned to but not yet received by this organization.

The following additional equipment and supplies are requested for use in this organization.

1 doz. Targets for A. A., .50 Cal.machine gun
2 doz. Targets, F, E, M, and L type for .30 Cal M1 rifle
Patches and glue for these targets as well as range regulations.
Score cards and regulations for marksmanship requirements.
300 ea. Handgrenades, CN - DM, M6
1000 ea. Handgrenades,fragmentation (new type) MK 2
200 ea. Handgrenades, practice (new type) MK 2
4 ea. 81 m/m mortars
100 ea. H.E. heavy, 81 m/m grenades
100 ea. H.E. light 81 m/m grenades
100 ea. Smoke 81 m/m grenades
100 ea. Practice 81m/m grenades
1 ea. Training regulations No. 190-15, 190-20,190-27
1 ea. Copy "Aviation Medicine" by Harry Armstrong

6. Six (6) Parachutes seat pack type are needed for use in aircraft now in operation at this station. These parachutes were originally requested by radio on November 29,1941.

It is further requested that this organization be furnished the following for use with aircraft operation at this station.

2 ea. Copies Air Almanac for 1942,January to April with loose leaves for tearing out.
1 ea. Copy Hydrographic Office publication No. 216
1 ea. Stop watch for use with gyroscopic driftmeter for checking ground speed.
1 ea. Flight chronograph

7. Additional meteorological equipment required for operation of the station are as follows:

1 ea. 7A10 Anemomograph,Friez # 450, required for recording the extremely high wind speeds of over 100 mph at this station.
1 ea. 7A1725 Support,iron 18 foot for Dines anemometer
1 qt. 7A1106 Liquid,special for Friez pressure tube anemometer.
4 ea. 7A62 Anemometer ML-62
1 ea. 7A203A Barograph ML-3-A
1 ea. 7A480 Ceiling light(projector)
1 ea. 7A509 Clinometer
1 ea. 7A1100 Ink,special register green
1 ea. 7A1101 Ink,special register purple
1 ea. 7A1102 Ink,special register red
1 ea. 7A1103 Ink special register for Dines anemometer
3 btl.7A1200 Oil,watch Grade 1, nongum
6 ea. 7A1208 Pen for barograph,hygrograph,and thermometer
100 ea. 7A1210A Pencil,blue round,blue finish
100 ea. 7A1211 Pencil red,round,red finish
100 ea. 7A1212 Pencil,green,round,green finish
1 ea. 7A1563 Rule ML-63
3 ea. 7A1637 Scale ML-137
4 ea. 7A1324 Psychrometer ML-24
20 ea. 7A2000 Wick for wet bulb thermometer

100	ea.	4A1650	Paper teletype
300	ea.	6D2	Form SC # 2
300	ea.	6D97	Form SC # 97
400	ea.	6D94	Form SC # 94
60	ea.	6D111	Form SC # 111
60	ea.	6D-120-A	Form SC # 120A
300	ea.	6M1040	Pencil M-140
25	ea.	6Z4002A	Flashlight TL-122-A
600	ea.	6D201	Form SC # 201

8. Additional equipment and supplies required for operation of the Radio Station are as follows:

7000	ft.	1A115	Wire W-115, 5/16" messenger, 7 strand G.I. test 6000 #
400	ea.	5B3061	Clamps Pf-61,(2 bolt)
250	ea.	3G1875-504	Insulators,porcelain,Thomas # 504
400	ea.	3G1875-502	Insulators,porcelain, Thomas # 502
36	ea.	3G1250-160	Insulators,spreader,Ceramic,round, 10"
24	ea.	3G960-8	Insulators,strain,isolantite # 729
100	ea.	5B3449	Clamps,guy,3 bolt,Hubbard
12	ea.	3G2002-10	Tubes,porcelain,3/8" x 10"
12	ea.	3G976	Insulators,pyrex, # 67076
400	ea.	5B1737	Steps,pole,G.I. Pf-37
1000	ft.	1C404	Cable,WC-404,(25 pair)
[illegible]	ea.	3Z9400	Switch,tpst,100 amp., 250 volt
[illegible]	ea.	3Z8089	Switch,SW-89,knife porcelain DPST
6	ea.	3Z8086	Switch,SW-86,knife,porcelain SPDT
6	ea.	3Z8085	Switch,SW-85,knife,porcelain SPDT
3	ea.	2Z6380	Loud speaker Panel Assembly
3	ea.	2B920	Headset P-20
1	ea.	6Q32005-5X	Drill,hand ratchet, 3/8" chuck
1	ea.	6Q5425	Set Bit equipment TE-25
24	ea.	3Z12006	Terminal,lug,soldering
50	ea.	3Z1927	Fuse,FU-27, 2 amp. Littlefuse
20	ea.	3Z1923	Fuse,FU-23,10 amp.,25 volt Littlefuse
15	ea.	3Z1912	Fuse,FU-12, 1/2 amp. 1000 volt Littlefuse
15	ea.	3Z1913	Fuse,FU-13, 30 amp, 250 volt
15	ea.	3Z1922	Fuse,FU-22, 60 amp.,250 volt
500	ft.	1A106	Wire W-106, # 18,single,solid copper weld
1	ea.	2Z3524-2280	Crystal holder,FT-164 with crystal of frequency of 2280 kcs. at 30 deg.
1	ea.	2Z3524-2640	Crystal holder,FT-164 with crystal of frequency of 2640 kcs. at 30 deg.
1	ea.	2Z3525A-2600	Crystal holder, WE Co. # 5A, or equal with crystal of frequency of 2600 kcs. at 30 deg.
1	ea.	2Z3525A-2800	Crystal holder,WE Co. #5A, or equal with crystal of frequency of 2800 kcs. at 30 deg.
3	ea.	5C511G	Binding Post Chamber,sealed, 11 pairs,with 6 foot cable stub,(WE Co. #G11, or equal)
2	ea.	5C526E	Binding Post Chamber,sealed, 26 pairs, with 10 foot cable stub,(WE Co. #E26 or equal)
6	ea.	3DB8	Capacitor,fixed, 8-8-8 mf.,450 volt electrolytic
3	ea.	3DB16	Capacitor,fixed, 16 mf.,450 volt electrolytic

24 ea.	2[illegible]5925	Lamp, LM-25,electric, 6.3 volts, 0.15 amp. bulb, clear,miniature screw base
6 ea.	2Z7155	Plug,PL-55,phone
8 ea.	2Z5534	Jack,JK-34,(headset, two conductor, fits plug PL-55)
100 ea.	3A30	Batteries, BA-30
24 ea.	626802.7	Lamp,flashlight, 2.7 volt(to fit TL-122-A)
6 ea.	3997	Resistor,bias,two taps,Hammarlund
3 ea.	4945	Capacitor,paper filter,one mfd. Hammarlund
6 ea.	6174	Capacitor,fixed tubular type, 500 volt,Hammarlund
6 ea.	6175	Capacitor,fixed tubular type, 500 volt,Hammarlund
6 ea.	6176	Capacitor,fixed tubular type, 500 volt,Hammarlund
1 ea.	4918	Sensitivity control, 50,000 ohm, Hammarlund
1 ea.	4919	Audio gain control, 250,000 ohm,Hammarlund
1 ea.	22521C	Flywheel, reference number DK, Part # 22521C,complete with one each ring gear, reference number DK, part # 24548C; units to be assembled for Power Unit PE-79-A, Signal Corps Stock Number 3H4579A, Serial number 726808,Model QXB5 manufactured by United States Motors Corporation,Oshkosh,Wis.
2 ea.		Maps obtainable from Hydrographic Office of Navy Dept. Wash.,D.C. Catalog number 2560(Polar Regions)
2 ea.		Maps obtainable from Hydrographic Office of Navy Dept.,Wash.,D.C. Catalog number 7192

9. These lists have been submitted to Col. Giles,Commanding Officer, Greenland Base Command who concurrs. It is requested that these articles be forwarded at the earliest opportunity.

B. Balchen,
Commanding Officer.

1400 Riverland (1)

2. AAF C/AC 1941 AAF/A-4
C/AS 12/2 JFW/ccc

1. Subject equipment request approved. It is desired that supply action be taken and this Headquarters advised relative any difficulty or unusual delay involved.

CS
C/AS

4

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	JFW										

AAF-39

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1964
By ALM/PSC Date 11-10-75

SUBJECT: Special Equipment, Force Bluie West 8.

AAF/A-WPD
PCO/alm

1. AAF C/AS — AAF A-4 — 1941 11/27

1. A request has been received from the Commanding Officer, Air Corps Detachment, B. W. 8 requesting the following items of equipment be sent him without delay:

3 ea. Radio sets for trail use (See Dr. Siple for details).
2 doz. Buckskin Mocassins, pairs, equal to shoe sizes 9½ and 10.
2 doz. Rubber overshoes, pairs, to fit over mocassins.
- - Wool knit union suits, sizes and quantities as per original list- 2-piece garments unsatisfactory.
- - Trail biscuits (See Dr. Siple) as per list, not received.
1 ea. Washing machine, electric.
4 doz. Needles, sewing machine, assorted sizes including plenty of larger sizes - for Singer Model 425.
- - Thread for sewing machine all sizes in white, brown and black.
--- China dishes, issue.
- - Silverware; forks, knives, spoons, assorted.
- - Mirrors.
- - Ink, fountain pen blue black.
- - Ink, drawing india.
36 ea. Sheets 022 Galvanized Iron, sheeting 30" x 10'.
6 ea. Machine guns, Cal..50, not received.
- - Targets for mgs and rifle cal .30 and .22
- gal. Dry cleaning fluid.
1 ea. American Air Almanac 1942.
1 ea. American Nautical Almanac 1942.

2. It will be noted that a shortage of Ordnance equipment is listed. It is requested that this be covered by a priority shipment.

DECLASSIFIED

~~SECRET~~

SUBJECT: Special Equipment, Force Bluie West 8.

1. C/AS AAF 1941
Continued A-4 11/27

3. Numerous items requested are not issue but are essential and should be supplied, even if special purchase is necessary.

4. A shortage of Trail Biscuit is noted.

5. Attention is invited to the information that Captain Balchen intends to lay out caches of supplies and provide for possible rescue expeditions by dog sled to the interior of Greenland along the route to Angmagssalik.

6. The C.O. Air Corps Detachment B.W.8 also requests that arrangements be made for United States Consul Penfield, at Godthaab, Greenland, to purchase and deliver to him native dogs sufficient for two (2) additional teams. It is assumed that this will involve the simultaneous purchase of native dog food.

CS
C/AS

SAS 400
Hawaii

409

~~SECRET~~ DECLASSIFIED

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

DECLASSIFIED
DOD Rts.
8 Jan. & 20 June 1974
By ALN/PRC, GC, Date 11-16-75

AG
G-4/33822

G-4

SUBJECT: P-39 Airplanes not Properly Prepared.

Date MAR 7 1942

TO	___C/S	___G-1	___G-2	___G-3	___G-4	X Air Staff	
	___TAG	___WPD	___USW	___ASW	___ASWA	___CG	_____Army
	___AC	___BLP	___BOWD	___ExRA	___NGB	___CG	_____Army Corps
	___INF	___FA	___CAV	___CA	___ENGR	___CG	_____CA
	___ORD	___QMG	___CSO	___SG	___FIN	___CG	_____Dept
	___GHQ	___JAG	___CWS	___IG	___B/PR		

FOR:	___S/W directs	___Comment or concurrence	___Necessary action
	___Draft of reply	___Remark and recommendation	___Information for reply
	___Direct reply	___Inviting attention to	___ _____Ind. approved
	___Approved	___See notation of_____	___Primary interest
	___Disapproved	___Information	___Notation and return
	___File	___Consult_____	Noted in G-4
By:	___Spcl Msgr | ___Radio | ___Air Mail | ___Immed Action Ltr | ___Letter |		

400 Hawaii (3)

BREHON SOMERVELL,
Major General,
Assistant Chief of Staff.

MAR 9 1942
AAG Received

W. C. RUTTER,
Lieut. Col., General Staff
Asst. Executive

Incl:
Ds from A-4
3/3/42 w/incls.

~~SECRET~~ DECLASSIFIED

AAG/1620

400 Hawaii (3)

SECRET

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 30 June 1954
By ALN/PRC, Date 11-10-75

Date MAR 3 - 1942

AG

AAF

SUBJECT: P-39 Airplanes not Properly Prepared.

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	I G-4	WPD
	Sec. G/S	NGB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:

SW directs
Draft of reply attached
Approved
Disapproved
File

Comment or concurrence
Direct reply made
Inviting attention to
See notation of _____
Information

Information for reply
_____ Ind. approved
Primary interest
Notation and return
Noted _____

AAF/A-4
JFW/mwb

I. To note and return. General Somervell called A-4 Division by telephone on this subject.

MAR 4 - 42 AM
33822

For the Chief of the Air Staff:

IN IN

Incl:
Ltr to C/AC, 2/13 frm AAF w/1st Ind. and 1 Incl:
Cy cable to Gen. Emmons.

G-4 DIVISION
WAR DEPT. GEN. STAFF

for Whitelaw Grove
T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4

MEMO FOR RECORD: Reference paraphrase information copy of radiogram No. 2204 from Hawaii, dated Feb. 11, 1942, it appears that shipments of P-39 airplanes were not properly prepared, that three out of the first five airplanes were damaged, that radio sets became loose from mountings, that wing came loose in crate.

DECLASSIFIED N-4689, A.C.
AAG 7/6/29
auth 400 Stewart

SECRET

DECLASSIFIED

DECLASSIFIED 11-10-75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON (Air AG)

SECRET
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
2/13/42 gsc
DATE INITIALS

February 13, 1942

SUBJECT: P-39 Airplanes Not Properly Prepared.

TO: The Chief of the Air Corps.

1. Reference is made to paraphrase information copy of radiogram No. 2204 from Hawaii, dated February 11, 1942.

2. It appears that shipments of P-39 airplanes were not properly prepared, that three out of the first five airplanes were damaged, that radio sets became loose from mountings, that wing came loose in one crate.

3. It is directed that action be taken to insure that aircraft and equipment or supplies destined for overseas shipments are more suitably packed or crated and inspected to insure this condition before delivery to Ports of Embarkation. It is paramount that serviceable aircraft arrive at destinations.

By command of Lieutenant General ARNOLD:

John B. Cooley,
JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

RECEIVED FEB 19 1942 PROD. ENGR. BR. O. C. A. C.

Incl:
Para. info. cy
radio No. 2204,
2/11/42.

DECLASSIFIED

SECRET

1639

Dep. of Army Hawaii (2)

SECRET

236

P-39 Airplanes Not Properly Prepared. DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/PAC NC. Date 11-10-75

1st Ind.

(4-E-4)

War Dept., Office, Chief of the Air Corps, Washinton, D. C., to The Air Adjutant General. FEB 27 1942

1. Bell Aircraft has been repeatedly warned about damage being done to airplanes in crates.

2. Attached find copy of cable being sent to General Emmons outlining action which is being taken in the case of radio in this particular instance.

For the Chief of the Air Corps

F. I. Ordway Jr.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Incl.
Cy Cable to
Gen. Emmons

SECRET
By Authority of
the Chief of the Air Corps
2-27-42 TJV
Date Initials

DECLASSIFIED AAG/1676
ALNOS 400 Hawaii

N-733

SECRET (4-E-4)

DECLASSIFIED Written 2-27-42

Damage to P-39's in Shipment

Air Adjutant General
Attention: Cable Section

1. It is requested that a cablegram, substantially as follows, be sent to General Ramons referring to his radiogram No. 2204 dated February 11th.

> "For Ramons re radiogram 2204, February 11. Factory has been requested to exercise greater care and supervision in crating P-39 airplanes. They have also been instructed to pack radio in separate boxes inside of case."

HKH-ss

Incl.
Par.Cy.Radio.
No. 2204-2-11-42

SECRET

1624
AAG/HH
airs 400 Stevens (5)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir
8 Feb. & 30 June 1964
By ALN/PKC/C. Date 11/6/75

RECEIPT

Date March 5 1942

SUBJECT: P-39 Airplanes not Properly Prepared.

Received from Headquarters, Army Air Forces a disposition form on the above subject with the following inclosures:

Ltr to C/AC, 2/13
frm AAF w/1st Ind.
and 1 Incl:
Cy cable to Gen. Emmons.

M. Warning Maj.
Officer Rank

Transportation Branch G-4.
Office

DECLASSIFIED

~~SECRET~~

AAG/16 20
Gen. 400 Emmons (5)

SECRET

DECLASSIFIED

DECLASSIFIED
DOD INS
8 Jan. & 30 June 1954
By ALN/PRC NC. Date 11-18-75

Trnt 3/3/42

MAR 3 - 1942

P-39 Airplanes not Properly Prepared.

I G-4

AAF/A-4
JFW/mrb

I. To note and return. General Somervell called A-4 Division by telephone on this subject.

For the Chief of the Air Staff:

Incl:
Ltr to C/AC, 2/13
frm AAF w/1st Ind.
and 1 Incl:
Cy cable to Gen.
Emmons.

T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4

MEMO FOR RECORD: Reference paraphrase information copy of radiogram No. 2204 from Hawaii, dated Feb. 11, 1942, it appears that shipments of P-39 airplanes were not properly prepared, that three out of the first five airplanes were damaged, that radio sets became loose from mountings, that wing came loose in crate.

DECLASSIFIED

SECRET

AAG/1630
Cable 400 Hawaii

SECRET

DECLASSIFIED
DECLASSIFIED
DOD INS
8 Jan. & 30 June 1954
By AIA/PROC Date 11-14-75

AAF/A-4
JFWmwb
Wrnt 3/3/42

MAR 3 - 1942

P-39 Airplanes not Properly Prepared.

I G-4

400 Hawaii (5)

Dispatched
MAR 4 1942
AAG

AAF/A-4
JFW/mwb

I. To note and return. General Somervell called A-4 Division by telephone on this subject.

For the Chief of the Air Staff:

Hq. Army Air Forces
MAR 5 1942
AAG Received

Incl:
Ltr to C/AC, 2/13
frm AAF w/1st Ind.
and 1 Incl:
Cy cable to Gen.
Emmons.

T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4

MEMO FOR RECORD:											COORDINATION

Reference paraphrase information copy of radiogram No. 2204 from Hawaii, dated Feb. 11, 1942, it appears that shipments of P-39 airplanes were not properly prepared, that three out of the first five airplanes were damaged, that radio sets became loose from mountings, that wing came loose in crate.

AAF-39

SECRET DECLASSIFIED Hawaii (6)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By AIN/PAC NC. Date 11-10-75

P-39 Airplanes Not Properly Prepared.

1st Ind.

DECLASSIFIED

(4-E-4)

War Dept., Office, Chief of the Air Corps, Washinton, D. C., to The Air Adjutant General.

1. Bell Aircraft has been repeatedly warned about damage being done to airplanes in crates.

FEB 27 1942

2. Attached find copy of cable being sent to General Emmons outlining action which is being taken in the case of radio in this particular instance.

For the Chief of the Air Corps

Incl.
Cy Cable to
Gen. Emmons

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

DECLASS

SECRET

A AG/1191

0-2 33

ans 25 400 Hawaii

SECRET

DECLASSIFIED
DOD Dir 5200.9 Sec 4 (a) (2) (iii) 1954
By ALN/PSC NC Date 11-10-75

DECLASSIFIED

RECEIPT

Date_____

SUBJECT: P-39 Airplanes not Properly Prepared.

Received from Headquarters, Army Air Fordes a disposition form on the above subject with the following inclosures:

Ltr to C/AC, 2/13
frm AAF w/1st Ind.
and 1 Incl:
Cy cable to Gen.Emmons.

_____
Officer Rank

_____
Office

DECLASSIFIED

SECRET

Ass'ds 440 Hawaii (5)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. .....

Tally No. AAF .....

Note.--A line will be drawn across sheet after each comment.

SUBJECT: P-39 Airplanes Not Properly Prepared.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-4	AAF/AAG	1942 2/12	AAF/A-4 JFW/mwb 1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. Reference is made to paraphrase information copy of radiogram No. 2204 from Hawaii, dated February 11, 1942. 2. It appears that shipments of P-39 airplanes were not properly prepared, that three out of the first five airplanes were damaged, that radio sets became loose from mountings, that wing came loose in one crate. 3. It is directed that action be taken to insure that aircraft and equipment or supplies destined for overseas shipments are more suitably packed or crated and inspected to insure this condition before delivery to Ports of Embarkation. It is paramount that serviceable aircraft arrive at destinations". Eq. Army Air Forces FEB 12 1942 AAG RECEIVED Incl: Para. info. cy radio No. 2204, 2/11/42 FSB For TJH, Jr., C/A-4

(Do not write below this line)

Page No. .....

AF 40 F 10, Rev. 8/14/41

Air Ab 400 Haw. (5)

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1974
By ALN/PRC SC. Date 11-10-75

(Air AG)

A G 13

January 3, 1942

SUBJECT: Ferrying Solenoids to Copper

TO : Chief of the Air Corps

1. It is desired that one hundred ten (110) E-4 solenoids be sent to Copper on the two B-17E's awaiting departure on the West Coast for Copper. These solenoids are replacements to Copper for those General Emmons sent from Copper to "X".

2. These instructions confirm telephone conversation of January 2, 1942, between Colonel Naiden and Major Hefley.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt.Col., A.G.D.
Assistant Air Adjutant General.

Copy cert to A-3

Dispatched
JAN 4 1942
AAG

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta tistics	
		FSC			✓						
						DECLASSIFIED					

AAF 39

an answer Hav. (4)

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

January 2, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Ferrying Solenoids to Copper.

It is requested that instructions substantially as follows be issued to the Office, Chief of the Air Corps.

These instructions confirm telephone conversation of January 2, 1942, between Colonel Naiden and Major Hefley.

One hundred ten (110) E-4 solenoids will be sent to Copper on the two B-17E's awaiting departure on the West Coast for Copper. These solenoids are replacements to Copper for those General Emmons sent from Copper to "X".

EARL L. NAIDEN,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By ALM/PKC NO. Date 11-10-75

21

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Equipment to West Coast for General Emmons for Copper.

NO.	FROM	TO	DATE	DATA OCAC/14-S JPN:ems
1.	OCAC Air Ser. Com.	AAF C/AS	1941 12-18	1. Reference is made to Paragraph 1 d of Routing and Record Sheet from your office dated December 18, 1941, same subject as above. 2. The Sacramento Air Depot has been advised to make immediate shipment of four Type B-2 Portable Field Lighting Sets to the destination as indicated above. H. H. E. M. C/ASC
				Noted

DECLASSIFIED

~~SECRET~~

(Do not use reverse side)

ac-55

KN-545

W-4071, AC

Air ab 400 Haw (2) B

SECRET SIFIED

DECLASSIFIED
DOD Ltrs.
8 Jan. & 30 June 1974
By: ALA/DAV JC; Date 11-10-75

Equipment to West Coast for General Emmons for Copper.

OCAC/14-S JPN:ms

1.	OCAC Air Ser. Com.	AAF C/AS Thru: C/AC	1941 12-18

1. Reference is made to Paragraph 1 d of Routing and Record Sheet from your office dated December 18, 1941, same subject as above.

2. The Sacramento Air Depot has been advised to make immediate shipment of four Type B-2 Portable Field Lighting Sets to the destination as indicated above.

H. J. F. M.
C/ASC

~~SECRET~~ DECLASSIFIED

Air Adcom Hon (2) B

~~SECRET~~

DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1976
By ALN/PAC JC Date 11-10-75

Equipment to West Coast for General Emmons for Copper.

400 Hawc (2)

1. AAF C/AC 1941 AAF/A-4
C/AS 12/18 DPG/ccc

1. Telephone message relayed by Col. Jordan to A-4 that following equipment is desired as soon as possible by General Emmons for shipment to West Coast for Copper.

a. 2 SCR-270-B mobile long range detector sets. These are available in depot at Lexington, Kentucky now. Copper now has 6 SCR 270-B.

b. 6 Ultra-high frequency radio sets of maximum range for point to point communication. 12 being obtained by OCAC for Copper - 6 could be made abailable this purpose in about one week.

c. 4 Portable public address systems. These can be procured by OCAC as standard equipment.

d. 4 Mobile field lighting units. These available Sacramento Air Depot now. No information immediately available as to number at Copper now.

2. The Chief of the Air Corps is requested to take necessary action to insure shipment of above equipment at earliest practicable date. Shipment to be marked as follows:

Port Quartermaster, San Francisco,
Port of Embarkation,
Fort Mason, California,
Shipment #1225

DEC 17 1941
5:40 PM

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	SGS Files 6/18	

AAF-39

DECLASSIFIED

SAS 400

Hawaii -
Philippines

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Hrs.
6 Jan. & 30 June 1974
By ALN/PXC MC Date 11-10-75

AAF/A-4
DPG/emd
Written February 20, 1942.

Subject: Shipment of Equipment and Supplies to Bases on the South Pacific Ferry Route.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C., The Chief of the Air Corps.

FEB 23 1942

1. Noted.

Incls: n/c

By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

400 Hdw - Phil (1)

Dispatched
FEB 23 1942
AAG

Hq. Army Air Forces
FEB 26 1942
AAG RECEIVED

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

DECLASSIFIED
SECRET

Incls. A & B (Charts) forwarded with original only
air 27 400 Hdw - Phil (1)

(15-02)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 10 Series 1954
By ALN/RT NC Date 11-14-75

FEB 12 1942

Shipment of Equipment and Supplies to Bases on the South Pacific Ferry Route.

SECRET
By Authority of the Chief of the Air Corps
FEB 12 1942
Date Initials

Chief of the Army Air Forces.

1. Status of shipment of Air Corps equipment and supplies to the various bases on the South Pacific Ferry Route is furnished for your information as follows:

a. (Incl. #1): Copy of teletype message from the Division Engineer, South Pacific Division, pertaining shipment of gasoline, oil, tanks and approximately 10% of Air Corps supplies from the Sacramento Air Depot, as well as, gasoline and oil on docks awaiting shipment.

b. (Incl. "A"): Pertaining to items shipped on SS "IOWAN" on December 26, 1941.

c. (Incl. "B"): Pertaining to items shipped on the SS "LAKE CHARLES" on January 8. Items covered in "A" and "B" were shipped to COPPER, the attached reports indicate original points to which each item was destined.

d. (Incl. "C"): Pertains to report of items on hand.

e. (Incl. "D"): Pertains to items on hand received subsequent to the preparation of information included in Incl. "C".

2. Request attached inclosures be returned to this office for final disposition.

For the Chief of the Air Corps:

5 Incls.
Incls. #1, "A", "B", "C" and "D", as above

CHAS. A. HORN,
Lieut. Col., Air Corps,
Executive,
Operations Services.

DECLASSIFIED

~~SECRET~~

Airdrg 400 Hawaii Shipping ①

COPY

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By RLN/FRC JC Date 11-10-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

CGA

January 5, 1942.

Subject: Southwest Pacific Ferry Route.

MEMORANDUM TO Colonel James B. Newman, Air Staff,
Room 3115, Munitions Building,
Washington, D. C.

The following teletype message from the Division Engineer, South Pacific Division, is quoted for your information relative to delivery of Air Corps supplies to bases on Trans-Pacific route:

"3 DIV ENGR OFC SAN FRANCISCO JAN 2 1942: CHIEF OF ENGINEERS, US ARMY, WASHINGTON, D. C., REURAD DECEMBER 30, 15,718 DRUMS AVIATION GASOLINE COMMA 50 GALLONS HYDRAULIC BRAKE OIL COMMA 75,000 GALLONS AVIATION LUB OIL COMMA 29 25,000 GALLON STORAGE TANKS AND APPROXIMATELY 10 PERCENT OF AIR CORPS SUPPLIES FROM SACRAMENTO AIR DEPOT SHIPPED STOP FOLLOWING NOW ON DOCKS AND WILL BE SHIPPED SHORTLY STOP 30,154 DRUMS AVIATION GASOLINE COMMA 225 TONS LUB OIL AND 10,000 DRUMS AVIATION GASOLINE, HANNUM 635 PM"

For the Chief of Engineers:

WM. J. ELY,
Capt., Corps of Engineers,
Assistant Chief, Operations Branch.

3/4 - cc: Col. L. P. Whitten, Room 4116, Munitions Building.

DECLASSIFIED
~~SECRET~~

Incl. #1

SECRET DECLASSIFIED

TELETYPE

EXTRA PRIORITY

DECLASSIFIED
DOD dir's
8 Jan. & 30 June 1974
By ALN/PKC J.C. Date 11-10-75

JANUARY 20, 1942

CONFIDENTIAL

TP: ASSISTANT CHIEF, AIR SERVICE COMMAND

AAC-106. RE YOUR ASC-TWX-5262. ALL AVAILABLE RECORDS THIS PORT INDICATE THAT ALL OVERSEAS SHIPMENTS UNDER PROJECT 20 WERE DISPATCHED TO COPPER. THE FOLLOWING ITEMS ARE ON HAND FOR DIVERSION AND THE DIVISION ENGINEER HAS CONCURRED WITH SUCH ACTION:

DESIGNATION	SHIPPING TICKET NO.	No.BXS.	ITEMS	WT.	CU. FT.
S.A.D. BY VAN	149688	1 TO 5	TOOLS, MECHANICS HAND	1392	77
S.A.D. B/L 4323252-4061	160824	1	ENGINE PARTS, INTERNAL COMB	22	2
SWANSTON, CAL. B/L 4323328	172989	1	ASBESTOS SUIT	55	5
SWANSTON, CAL. B/L 4323343	162605	1	FILM, PHOTO, UNEXPOSED	118	4
		1 TO 2	LAMPS, PHOTO	74	10
S. A.D. B/L 4323402	172285	1	WATCH, NAVIGATION TYPEA-8	9	1
S.A.D. BY VAN	169347	1	CRADLE ASS'Y., OIL BARREL	96	14
S.A.D. BY VAN	169697	1 TO 4	JACK ASSY.	1380	48
S.A.D. BY VAN	162545	1 TO 2	BRUSHES, MOPS	131 23	10 3
S.A.D. BY VAN	160784	1	GASKETS, PACKING, ASSY. (ROCKER)	49	
S.A.D. BY VAN	160894	12	CASINGS & TUBES	1047	

DECLASSIFIED

SECRET

'C'

DESIGNATION	SHIPPING TICKET NO.	NO. BXS.	ITEM	WT.	CU. FT
S.A.D. BY VAN	160884	1	CAN. STEEL	84	2
S.A.D. BY VAN	160874	1	LAB. EQUIP.	83	8
S.A.D. BY VAN	160834	1	CLOTH WIPING ROPE MANILA	228	
S.A.D. BY VAN	160794	1	TOOLS, MECH.HAND	18	
SWANSTON, CAL. B/L 4322702-3536	160844	1 TO 14	OIL, LUBRICATING	842	20
SWANSTON, CAL. B/L 4322702-3536	160804	1	HOSE, RUBBER	15	1
SWANSTON, CAL. B/L 4322985-3788	162555	1	SPECIAL TOOLS	13	1
S.A.D BY VAN	NA 11008	1 TO 2	JACK	211	15
MC CLELLAN FIELD B/L 4321502-67881	135114 135124	1	TOOLS	64	3
S.A.D. BY VAN	160754	1	TIRES	225	
S.A.D. BY VAN	160814	1	TIRES	127	
S.A.D BY VAN	183468-6899	1	LAB. EQUIPMENT	370	26

THE FOLLOWING ITEMS PROJECT 20 ALSO ARE NOW ON HAND:

DESIGNATION	SHIPPING TICKET NO.	NO. BXS.	ITEMS	WT.	CU. FT
PHLOX	183470-6901	1	LAB. EQUIPMENT	370	26
PHORN	183471-6902	1	LAB. EQUIPMENT	370	26
EBONY	183472-6903	1	LAB. EQUIPMENT	370	26
HOLLY	183467-6898	1	LAB. EQUIPMENT	370	26
POPPY	183466-6897	1	LAB. EQUIPMENT	327	26
GRASS	183465-6896	1	LAB. EQUIPMENT	370	26
ASTER	183469-6900	1	LAB. EQUIPMENT	370	26

THE ABOVE ITEMS WILL BE FORWARDED TO DESTINATIONS TO WHICH CONSIGNED FOR MOVEMENTS NOW UNDER WAY. DISPOSITION IS REQUESTED ON THOSE TO OTHER DESTINATIONS.

DETAIL ON COPPER SHIPMENTS WILL FOLLOW IN LATER TELETYPE.

JORDAN

SECRET
DECLASSIFIED

H-169

DECLASSIFIED
DOD INS
By ALN/PROC Date 11-10-75

TELETYPE

JANUARY 27, 1942

TO: ASSISTANT CHIEF, AIR SERVICE COMMAND
AAC-157H.

RE YOUR 2971 JANUARY 24, 1942 AND SUPPLEMENTING OUR AAC-153H JANUARY 26, 1942. DIVISION ENGINEERS OFFICE ADVISES THAT ALL OF THE ITEMS LISTED IN OUR AAC-108 WERE ORIGINALLY INTENDED FOR DIRECT DELIVERY TO ADLER, EXCEPT AS NOTED THEREIN. DIRECT DELIVERY TO ALDER CAN NOT NOW BE ACCOMPLISHED. THEY ADVISE THAT THEIR OWN MATERIAL FOR DESTINATIONS IN THAT AREA IS BEING SHIPPED TO COPPER FOR RESHIPMENT FROM THERE. ENGINEERS ADVISE THAT ACCORDING TO THEIR RECORDS ALL EQUIPMENT FOR PROJECT 20 HAS BEEN SHIPPED WITH THE EXCEPTION OF THOSE ITEMS REPORTED IN OUR AAC-108 WHICH ARE BEING HELD AWAITING DISPOSITION INSTRUCTIONS.
IN ADDITION TO THOSE ITEMS LISTED IN OUR AAC-108 THERE HAS NOW ARRIVED FROM SAD 8 BOXES MECHANICAL HAND TOOLS AS FOLLOWS: 2 BOXES FOR HVECH, SHIPPING TICKET 172362; 2 BOXES FOR ASTOR, SHIPPING TICKET 172359; 2 BOXES FOR PHLOC, SHIPPING TICKET 172361; 2 BOXES FOR ALDER, SHIPPING TICKET 172360, ALL 8 BOXES COVERED BY BILL OF LADING NUMBER 4874632.

SINE, AIR OFFICER

DECLASSIFIED
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"D"

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir
8 Jan. & 20 June 1974
By RLN/RKC Date 11/14/75

"R E C E I P T"

DATE_____

SUBJECT: Shipment of Equipment and Supplies to Bases on the South Pacific Ferry Route.

Received from Headquarters Army Air Forces, 1st Indorsement with the following inclosures:

Incl. #1, "A", "B","C", and "D".

_____
Officer Rank

_____
Office

DECLASSIFIED

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SAS 400
Vaeland

Cy for Col. Curtis

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DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/PAC, JC; Date 11-10-75

AFADS/431
WMR/mhh

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/JC; Date 11-10-75

June 24, 1942.

MEMORANDUM FOR THE CHIEF OF THE BUREAU OF YARDS AND DOCKS, NAVY DEPARTMENT: (ATTENTION: Lt. Commander Conrad)

Subject: Equipment Navy Procured For Army Air Force Field at Keflavik, Iceland.

1. It is contemplated that the Army Air Forces will procure from the Navy Contractor at Keflavik, Iceland all equipment in usable condition in order that trucks, tractors, bull dozzers, cranes and graders will not have to be shipped in with the Air Force.

2. It is requested that a list of equipment now being used by the Navy Contractor for installation of field at Keflavik, Iceland that will be available for use by the Army Air Forces upon the completion of his job in that area be furnished this division.

For the Commanding General, Army Air Forces:

JUN 25 1942

MAX F. SCHNEIDER,
Colonel, G. S. C.,
Acting Assistant Chief of the Air Staff, A-4.

File per Col. Curtis
6/26/42

400 Iceland 0

DECLASSIFIED

SECRET

AC 25 400 Iceland 0

SAS 400
Cludia

AFADS/475
TJH/gwd
Written 3/17/42.

CONFIDENTIAL

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALN/PKC LC, Date 11-18-75

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June, 1974
By ALN, LC; Date 11-18-75

March 17, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

1. The following cablegram from General Brereton to General Arnold is quoted for your information:

"It is my recommendation that the following equipment be supplied to troops for India: cots, heavy tentage supplied with double flys, mosquito nets having big reserve, auxiliary power units sufficiently big to handle the needs of a couple of squadron airdromes. From home dry rations should be supplied in view of the fact that in India there is a scarcity of food. We must depend upon our own medical staffs for treatment and hospitalization. With the exception of those in or close to British garrisons there are no hospitals."

2. The statement in the above "From home dry rations should be supplied in view of the fact that in India there is a scarcity of food." does not check with other information available in this office. It is believed that this might mean there is a scarcity of canned food.

For the Commanding General, Army Air Forces:

Hq. AAF
MAR 17 1942
AAG Received

Dispatched
MAR 18 1942
AAG

T. J. HANLEY, JR.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

100 India

JAS 400
Magnet

AG 400 (1-20-42)MSC-D MMK/fm-1705.

January 21, 1942.

SUBJECT: Supply of Magnet Force.

TO: The Commanding General, Second Corps Area.

Pending further instructions, the United States Army Forces in Magnet will be supplied as follows:

a. The Commanding General, Second Corps Area, will be responsible for all supply other than Air Corps technical supply.

b. The Chief of the Army Air Forces will be responsible for Air Corps technical supply.

c. The level of supply will be as indicated in letter, this office, January 2, 1942, AG 370.5 (1-1-42)MSC-C-M, subject: Movement Orders, Shipment 4558; thereafter as follows:

(1) Class I and III will be automatic.

(2) Class II and IV will be on requisition.

(3) Class V (Ammunition) will be as directed by the War Department.

By order of the Secretary of War:

D.R. Van Stokler

Adjutant General.

COPIES TO:

Chief of Coast Artillery;
Chief of the Air Corps;
Chief of Chemical Warfare Service;
Chief of Engineers;
Chief of Ordnance;
Chief Signal Officer;
The Quartermaster General;
The Surgeon General;
Commanding General, U.S. Army Forces in British Isles;
Commanding General, Field Forces;
Chief of the Army Air Forces.

Air AG 400 Magnet

Air AG 400 Magnet

SAS 400
Newfoundland

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~

DECLASSIFIED
DOD Dir 5 Jan. & 20 June 1974
By ALN/PKC NC, Date 11-16-75

File No. A-1-2330A

Tally No. AAF 2-311

Note -- A line will be drawn across sheet after each comment.

SUBJECT: Relief Personnel and Supply Ships Expedited to Newfoundland.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Hanley	1942 10/8	Message from Newfoundland states "Expect freeze in about 3 weeks. Request that relief personnel and supply ships be expedited before that time." In view of the above, submit a report to me on the following: a. Status of relief of personnel and their replacement in the Arctic Theatre. b. Status of supplies which must be gotten in there before winter starts. H. H. A.
2.	AFADS General Hanley.	AFACG General Arnold.	1942 10/9	WMB/mhh/3131 1. This message refers to Crystal III. 2. The Polarbjorn and Polaris left Crystal I today, (10/8/42), with 350 tons of cargo. They are bound for Crystal II where they will pick up the twelve relief personnel and the "Bear" as an escort vessel, this has a plane on deck to do ice patrol. They will proceed to Crystal III. 3. They should arrive at Crystal III within ten days. 4. The personnel and supplies for the weather stations at Crystal I and Crystal II have already arrived. T. J. HANLEY, JR., Brigadier General, U.S.A. WMB.

Hq. Army Air Forces
OCT 10 1942
AAG Received

DECLASS

2-311

PAGE 1 ~~SECRET~~ See attachment (1)

3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES

Date .....

_____ Colonel Sorensen, Chief _____ Colonel York, Executive

Equipment and Planning Section	Facilities Section	Liaison and Special Study Section
WPS Col. Schneider, Chief	Col. Crumrine, Chief	Colonel Wilson
Col. Langmead	Major Woolley	Colonel Murphey
Col. Whiteley	Captain Garr	Lt.Col. Newman
Major Burgess	Captain Quinlin	Lt.Col.Coupland
Major Richardson	Lt. Cramer	Major Graul
Capt. Donoghue		
Capt. O'Shea	**Air Service Command**	**Administrative**
Lt. Bedanes	Colonel Borum	Mr. Gibson
Lt. Burt	Col. Aldrin	Mrs. Finton
Lt. Finton		
Mr. Darringer		

FOR:

PRIORITY	Circulation	Note & Return to _____
Action ( ) or	Comment or concurrence	Noted
Reply ( ) in 24 hrs	File: A-4 AAF	Preparation of reply
Necessary Action	✓ Information	Primary Interest
		Recommendation

TO:

Chief, Army Air Forces	Office, Chief of Air Corps	AWPD Division
Chief of the Air Staff	A-1 Division	Statistics
Secretary of Air Staff	A-2 Division	Air Inspector
Air Adjutant General	A-3 Division	Return to A-4 Division

(?) Pass to Air Free Files

JOHN Y. YORK, Jr.
Col., Air Corps.

A-4 Division
AIR STAFF

Air 400 Newfoundland (2)

AAF-460

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

2850

~~SECRET~~

Note.--A line will be drawn across sheet after each comment.

DECLASSIFIED DOD Ltr. 8 Jan. & 20 June 1974 By ALN/RKC NC, Date 11-10-75

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Immediate Shipment of Equipment and Supplies to Caribbean Area and Newfoundland.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-4	OCAC (Mat.)	1941 12/19	AAF/A-4 JYY/ihf 1. Attached hereto for your information and necessary action is memorandum from G-4, 12/18/41, pertaining to the above subject. 1 Incl. Memo frm G-4, 12/18/41, above subj. EPS C/A-4
2.	OCAC Air Ser Com	AAF A-4	1941 12/31	(14-T) WAM/tb 1. With reference to Comment 1 and attached memorandum from G-4, dated December 18, 1941, this is to advise that necessary action has been taken by Air Service Command to fulfill the requirements of G-4's memorandum. H. J. F. M. C/ASC

RECEIVED DEC 19 1941 MAINTENANCE SECTION O.C.A.C.

Air Cos 400 Newfoundland (3)

AAF Files

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. DECLASSIFIED

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acc-65

air cos 400 Newfoundland (2)

WAR DEPARTMENT
War Department General Staff
Supply Division, G-4
Washington.

SECRET

DECLASSIFIED
DEC 18 1941

DOD Ltr
8 Jan. & 20 June 1974
By NNIRAC, NO Date 11-10-75

MEMORANDUM FOR THE QUARTERMASTER GENERAL:
THE CHIEF OF CHEMICAL WARFARE SERVICE:
THE CHIEF OF COAST ARTILLERY:
THE CHIEF OF ENGINEERS:
THE CHIEF OF ORDNANCE:
THE CHIEF SIGNAL OFFICER:
THE SURGEON GENERAL:
THE CHIEF OF THE AIR CORPS:

Subject: Immediate Shipment of Equipment and Supplies to Caribbean Area and Newfoundland.

1. The President has directed the evacuation at the earliest practicable date of all dependents from the following localities:

a. Panama Canal Zone
b. Trinidad
c. Bermuda
d. Puerto Rico
e. Newfoundland.

2. For the above purpose, all available shipping on the Atlantic Coast which can be utilized for the movement is to be assembled immediately. All boats going to the above localities will be loaded to capacity with supplies to fill shortages therein.

3. In connection with the above immediate movement of supplies and equipment, it is desired that you report to this office as soon as practicable the ship and dead-weight tonnage of all equipment and supplies, other than construction materials, available for rush shipment in an immediate priority to the above points (by destination and class) of the following categories:

a. Supplies and equipment to meet unfilled requisitions and approved requests.
b. Equipment and supplies (except ammunition) to meet priority shortages in the Panama Canal and Puerto Rican Departments, as shown in Column (13) of Status Report to Defense Reserves, Oct. 1, 1941, after deduction of shipments made since that date.

4. As an initial step it is further desired that you cause to be prepared for immediate shipment to destination all supplies in categories in 3 a above.

By authority of the Secretary of War:

RECEIVED
DEC 18 1941
MAINTENANCE SECTION
O. C. A. C.

BREHON SOMERVELL,
Brigadier General.
Assistant Chief of Staff.

DECLASSIFIED
SECRET

S. H. GOODMAN
Colonel, General Staff
Acting Chief, Requirements & Distribution Branch

bh

(2)

December 22, 1941

Special Equipment.

Lt. F. J. Donovan, 809th Engineers (Avn), Westover Field, Mass.

1. Reference is made to attached copy of radiogram from you dated December 18, 1941, above subject.

2. Major Hosmer wants to locate the Arctic equipment furnished your Engineer Corps Detachment and which you advised was still at Westover. He is seeking to obtain a transfer of this equipment to the Newfoundland Base Command.

3. Major Clark L. Hosmer, Air Corps, can be reached at U. S. Army APO 801, c/o Postmaster, New York, N.Y.

Incl. - Radio

PAUL C. OSCANYAN,
Captain, Air Corps,
Air War Plans Division.

POO/aca

400 Newfoundland (1)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	

S. C. Form No. 11

Signal Corps, United States Army

Received at

War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

34 WVO CU 46 WD

WESTOVERFIELD MASS 1148 AM DEC 18

Copy

P C OSCANYON 3116 MUNITIONS BLDG

WASHN DC

A C SUPPLY OFFICER WESTOVER RECEIVED WIRE QUOTE REGARD SPECIAL EQUIPMENT REFER LT DONOVAN 809 TH ENGINEERS REQUEST RADIO INFORMATION NUMBER SERVICEABLE SETS PRESENT STATUS AND AVAILABILITY SIGNED HOSMER RCOH 8 TH AC SQUADRON UNQUOTE WOULD HE REFER TO ARCTIC CLOTHING STOP REPLY ATTENTION DONOVAN

BALLARD

1214PM

DEC 19 '41 AM

Dispatched DEC 19 1941 AAG

Hq. Army Air Forces DEC 18 '41 AAG RECEIVED

2:10 P.M.

Rec'd in mon Dec 20 pcg

RECEIVED
AIR WAR PLANS DIV.

SAS 400
Office Strategic
Services

DGR/SAN 400
Requirements

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NC, Date 11-14-75

AFDBS-4-E 30 May 45
Mr Statzer/cad/4288

Asst Chief of Staff, G-4
ATT: Lt Col M H Clark

~~SECRET~~

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By [illegible] NC; Date 11-10-75

Revised Estimated Requirements, OSS, Calendar Years 1945 - 46

COMMENT NO. 2

1. The inclosure listed in preceding comment #1 was not received in this office and same, to the knowledge of this office, has not been located to date. Three (3) additional copies of the subject requirements were obtained direct from the Office of Strategic Services.

2. The following information is furnished regarding the availability and procurement of the subject requirements within the periods specified:

a. The requirements listed under items six (6) through eighty-five (85) can be furnished either from stock, current procurement, or increased production and procurement without interference with other Army requirements of equal or higher priority.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

(Signed) JOHN G. MOORE
Colonel, Air Corps

JOHN G. MOORE,
Colonel, Air Corps,
Acting Deputy AC/AS,
Materiel & Services

UNPATCHED
31 MAY 1945
AFSA

AFDBS-4 AFDBS-1 AFDCO AFAMS

DECLASSIFIED

SAS 4ms 055

WDGDS 13719

Revised Estimated Requirements, OSS,
Calendar Years 1945-46

CG/AAF

G-4

May 23, 1945
Lt Col M H Clard/5169/jtr 1

SW DIRECTS:

1. References:

a. Attached copy of Revised Estimated Requirements, OSS, for Calendar Years 1945-46

b. Letter from The Adjutant General's Office, file AG 400 (28 Aug44) OB-S-D-M, subject: "Supplies and Equipment for the Office of Strategic Services," dated 30 August 1944.

2. It is desired that requirements for all materiel shown in the attached reference 1 a above, which are of a type procured by your, be reviewed as indicated in paragraph 1 b above.

3. It is desired that the Supply Division, G-4, War Department General Staff, be informed as to whether the revised estimated requirements of the Office of Stragegic Services can be provided under the conditions outlined in reference 1 b above.

FOR THE ACofS, G-4:

J. G. SHINKLE
Colonel, GSC
Chief, Program Branch

1 Incl
OSS Rev Estd Reqmts
dtd 13 Apr 45

SAS 400
Philippine
Depot

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DOD INS.
8 Jan. & 30 June 1974
By AUWRC NO. Date 11-10-75

2329

AG 400 (12-17-41)MSC-D LPL/lhw-1712

December 19, 1941

SECRET

Auth: T.A.G.
Initials: J.L.C.
Date: DEC 19 1941

SUBJECT: Ammunition Shipment via POLK.

TO: Chief of Ordnance.

1. Confirming telephone instructions issued to your office (Lt. Col. Rice) December 18, 1941, it is desired that the following items of ammunition previously released to the Commanding General, Western Defense Command, be shipped to Pium via the S.S. President POLK:

Caliber .50 AP & Tracer (Linked 4 - 1)	442,000 rounds
Caliber .30 Ball	20,000,000 rounds
Shell HE, 3" AA	30,000 rounds
Shell, HE, 75mm Gun (Normal)	5,000 rounds
Shell, HE, 81mm Mortar, M43	15,500 rounds

2. In addition to the above it is desired that 2,000 bombs, demolition, 300-lb., now at Benicia Arsenal, be shipped to Pium via the S.S. President POLK.

3. Insofar as the available stocks of ammunition permit, action will be taken immediately to replace the items withdrawn from previous releases to the Western Defense Command for the purpose of effecting the above shipments.

By order of the Secretary of War:

Joseph L. Clark

Adjutant General.

Ord 400.0 (7)

Sq. Army Air Forces
DEC 22 1941
Received

COPIES TO: A.C. of S., WPD.
Chief of Staff, GHQ.
Chief of the Army Air Forces.

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DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1961
By RLN/PAC NC. Date 11-10-75

Equipment for Philippine Department.

AAF/A-4
MFS/mhh

1. AAF C/AS C/AC 1941 12/23

1. To note and return.

2. Arrangements for the movement of the extractors were made directly with the Ferrying Command (Lt. Col. Schneider - Captain Gimbel).

Incls.
Ltr. to C/AC fr.AG 12/20/41 above subj.; par.cy.radio to CG USAFFE,12/19/41;cy.ltr. AGO to C/Ord. 12/20/41

CS
C/AS

HEADQUARTERS ARMY AIR FORCES											COORDINATION	
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta [illegible]		

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AAF 19

Aircraft 100 Phil. (6)

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DOD Dir.
E.O. 10501 & 2d June 1954 -15
By AWPRC NC, Date 11 10 LJL/thw-1712

AG 400 (12-17-41)MSC-D

IMMEDIATE ACTION

December 20, 1941

SECRET

Auth: T.A.G.
J. L. C.
Initials:
Date: DEC 20 1941

SUBJECT: Equipment for Philippine Department.

TO: Chief of the Army Air Forces.

1. Attention is invited to the inclosed paraphrased copy of radiogram, this office, to the Commanding General, United States Army Forces in the Far East, December 19, 1941, and letter to the Chief of Ordnance, December 20, 1941, subject and classification as above.

2. The extractors referred to in paragraph 1 of the inclosed copy of letter to the Chief of Ordnance, identified above, were delivered to the Pan-American Hangar, LaGuardia Field, New York, at 2:05 A.M., December 18, 1941.

3. In confirmation of arrangements made with the Air Staff (Colonel York), it is desired that these extractors be shipped to the Philippine Department, by air transport, if necessary, by replacing an equivalent weight of ammunition now scheduled for shipment.

By order of the Secretary of War:

Joseph L. Clark

Adjutant General.

2 Incls.
#1 - Para. cy of radio to CG, USAFFE, 12/19/41.
#2 - Cy ltr, AGO, to C. of Ord., 12/20/41.

DECLASSIFIED

SECRET

AAS 400 PHD

COPY

~~SECRET~~ DECLASSIFIED ~~SECRET~~

DECLASSIFIED
DOD Dir. 5200.9 Jan. & 30 June 1974
By ALA/PKC NC, Date 11-14-75

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AG 400 (12-17-41) MSC-D

EHB/voc--1705
December 19, 1941

From: THE ADJUTANT GENERAL

TO: COMMANDING GENERAL, U. S. ARMY FOURCES IN THE FAR EAST, MANILA, P.I.

TWENTY FIVE THOUSAND OLD TYPE EXTRACTORS BEING SHIPPED BY FIRST AVAILABLE FAST TRANSPORT PERIOD WILL SHIP REMAINDER OF REQUEST URAD DECEMBER SEVENTEEN AS SOON AS POSSIBLE

COPY TO: CHIEF, Army Air Forces

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

DECLASSIFIED

~~SECRET~~

COPY

~~SECRET~~ ~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALM/PKC JC, Date 11-12-75

War Department

The Adjutant General's office

In reply AG 400 (12-17-41) MSC-d LFL/lhw-1712
refer to: Washington

IMMEDIATE ACTION

December 20, 1941

Subject: Equipment for Philippine Department.

To: Chief of the Army Air Forces.

1. Attention is invited to the inclosed paraphrased copy of radiogram, this office, to the Commanding General, United States Army Forces in the Far East, December 19, 1941, and letter to the Chief of Ordnance, December 20, 1941, subject and classification as above.

2. The extractors referred to in paragraph 1 of the inclosed copy of letter to the Chief of Ordnance, identified above, were delivered to the Pan-American Hangar, LaGuardia Field, New York, at 2:05 A.M., December 18, 1941.

3. In confirmation of arrangements made with the Air Staff (Colonel York), it is desired that these extractors be shipped to the Philippine Department, by Air transport, if necessary, by replacing an equivalent weight of ammunition now scheduled for shipment.

By order of the Secretary of War:

S/by Joseph L. Clark
Adjutant General

2 Incls.
#1- Para. cy of radio to CG, USAFFE, 12/19/41.
#2- Cy ltr, AGO, to C. of Ord., 12/20/41.

DECLASSIFIED

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By NLN/RC NC, Date 11-10-75

AAF/A-4
RCC/cas

December 20, 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4, W. D.

Subject: Shipping Space.

1. Request that shipping space be made available on first transport for Plum Area for:

a. 70-1000 lbs. M-2 trunnion bands
b. 668 500lbs. M-1 trunnion bands
c. 1644 100 lbs. M-1 suspension bands
d. 104 gun solenoids
e. 52 electric firing mechanism
f. 52 armoured seats for pilot
g. 52 armoured units for guns
h. 52 sets leak proof tanks
i. 52 portable bomb-hoisting gear

2. The above materiel has been shipped to the quartermaster, Fort Mason, San Francisco and is urgently needed in connection with the operation of A-24 airplanes (dive bomber) previously forwarded to Plum.

For the Chief of the Air Staff:

EDGAR P. SORENSEN
Colonel, Air Corps
Assistant Chief of Air Staff, A-4

400 Phil Dept (5)

HEADQUARTERS ARMY AIR FORCES COORDINATION										
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sig

~~SECRET~~ DECLASSIFIED AAF 19

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir 5
8 Jan. & 20 June 1974
By ALN/DAC NC. Date 11-10-75

RECEIPT

DATE_____

SUBJECT: Shipping Space.

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject.

_____
OFFICER RANK

_____
OFFICE

SECRET

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir
5 Jan. 4, 20 June 1961
By ALN/PSC NARS, Date 11-10-75

Shipment of Supplies and Equipment Destined for Water Transport to Philippines.

AAF/A-4
EPS/gwd

1. C/AS C/AC 1941 12-10
(Attention: Air Service Liaison)

1. This is to confirm telephone call, this date, from Colonel Sorensen to Major Hefley.

2. Major Henning of G-4 telephoned Colonel Sorensen to state that a directive would be issued shortly by the Adjutant General to the following effect:

> "It is desired that all shipments to Ports of Embarkation of supplies and equipment destined for water transport to the Philippine Islands be suspended. Items which were intended for the Philippine Islands but on which orders for diversion to Hawaii have been or are being issued are not included in this suspension."

3. The purpose of this is to avoid congestion at Ports of Embarkation. All shipping agencies should recapture and stop items which were to have gone to the Philippines and which have not since been designated for shipment to Hawaii.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	

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Ans as 400 Phil. (4)

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DOD DIR
5200.9 & SUPPLEMENT
By BWB/PRC 1/20/75

Shipments of Equipment and Supplies to the Philippine and Hawaiian Departments.

1. AAF C/AS C/AS 1941 12/13 AAF/A-4 JFW/ccc

1. For information and required action in confirmation of telephone transmittal to Assistant Executive and Air Service Command L December 12.

Incl:
Ltr fm AGO to CAAF
12-10-41, abv subj.

CS
C/AS

4.0 C Phil (+) A

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

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DOD Dir 5
By ALNPRC, Date 1-10-75

IMMEDIATE ACTION

AG 400 (12-10-41) MB-D

IG:gab - 1713

December 10, 1941.

SUBJECT: Shipments of Equipment and Supplies to the Philippine and Hawaiian Departments.

~~SECRET~~

Auth: T.A.G.
Initials: CB
Date: DEC 10 1941

TO: The Chief of the Army Air Forces.

1. It is desired that all shipments to Ports of Embarkation, of supplies and equipment destined for water transport to the Philippine Islands, be suspended. Items which were intended for shipment to the Philippine Islands but on which orders for diversion to Hawaii have been or are being issued, are not included in this suspension.

2. This confirms instructions telephoned to your office by the Assistant Chief of Staff, G-4.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

HQ. Army Air Forces
DEC 1 1941
AAG Received

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G-4
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DECLASSIFIED
DOD INS
By ALW/PRC 11-10-75

G-4/27573-22

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DECLASSIFIED

MEMORANDUM FOR THE ADJUTANT GENERAL:

DEC 13 1941

Subject: Defense Reserve of Aviation Gasoline, Ammunition, Bombs and Pyrotechnics, Philippine Islands.

The Secretary of War directs:

I. That a SECRET letter substantially as follows be sent to Chiefs of Air Corps, Ordnance and Chemical Warfare Service:

1. So much of secret letter this office, AG 381.4 MO-E, subject, "Defense Reserve of Aviation Gasoline, Ammunition, Bombs and Pyrotechnics, Overseas Department and Alaska," dated August 8, 1941, as establishes subject reserves for the Philippine Department only, is rescinded. The following aircraft reserves are authorized for the Philippine Department:

a. Gasoline - 100 octane 18,952,020 gals.
b. Oil - lubricating 473,801 gals.
c. Bombs - General Purpose Demolition except where otherwise indicated:

2000#		944
1000#	(or 1100#)	6,096 (30% SAP)
500#	(or 600#)	14,925 (30% SAP)
300#	(or 250#)	17,604
100#		13,410
30#	Frag.	7,408
20#	Frag.	6,270
30#	Incen. (WP)	2,000
100#	Incen. (Gasoline)	23,170
1500#	(AP)	1,000*
325#	(Depth Mark 17)	5,000
100#	(Chem.)	21,053

*Equivalent number of 1000# modified 12" C.A. projectiles or 2000# demolition bombs to be substituted if available prior to production of AP bombs.

d. Ammunition - (50% AP 30% Incend., 20% Tracer for other than 37mm)

30 Cal.	7,534,100 rounds
50 Cal.	21,832,090 rounds
37mm	40,000 rounds

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~~SECRET~~

e. Chemical spray tanks (provided by CWS)

Wing (100# station, A-24 Airplanes) 520
Belly (500# station, A-24 Airplanes) 260

f. Trunnion Bands, A-24 Airplanes (provided by Ordnance):

1560 for 1000# bombs
2340 for 500# bombs

g. Suspension Bands, A-24 Airplanes (provided by Ordnance):

3510 for 100# bombs
1170 for 100# Incend. bombs (gasoline filled)
520 for 100# Chemical bombs

h. Cluster Adapters (provided by Ordnance):

1045 cluster adapters for 20# Frag. bombs on 100# stations

2. It is desired that you take necessary action to effect supply of shortages in the above Defense Reserves, at the earliest practicable date, in accordance with current priorities, subject to the availability of shipping.

II. That the Chief of Army Air Forces, and all interested divisions of the General Staff, be advised of Action I above.

X. (TAG) File attached memo for Chief of Staff, (AAF 295-2, November 27, 1941).

BRETON SOMERVELL,
Brigadier General,
Assistant Chief of Staff.

EKP
Incls.
Memo OCh/AAF to
Cos, 11-27-41

FOR RECORD ONLY:
1. Defense Reserves given in Action I above were approved by the Deputy Chief of Staff (Air) by DCS 18136-129, November 29/41, on AAF

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(See Next Page)

ary 2400 Phil (3) B

memo for CoS, subject, "Reserves of Aviation Fuel, Bombs and Ammunition in the Philippine Islands," (AAF/295-2, November 27, 1941).

2. Par. 2, Section II of approved Action Recommended, provides that the ACoS, G-4, determine when, on the basis of current priorities, the above defense reserves can be completed and advise the Ch/AAF accordingly. Under conditions arising since approval of this action, it is impracticable to predict at this time when the foregoing reserves can be filled. The Ch/AAF has been informed that every effort will be made to complete these reserves at the earliest practicable date, in accordance with current priorities and availability of shipping, and that he will be kept advised of the status thereof at all times. (G-4/27573-22). This will be done by the Ammunition Unit, Reqs. Section, G-4 (Major Cotulla)

3. Chs/SAS have already been advised informally of the reserves approved in Action I above (Lt. Col. York, A-4).

4. The item, chemical spray tanks, wing (100# station, A-24 airplanes) has not been developed or standardized and is not being procured by Ch/CWS at present (Lt. Hayes, OCh/CWS). However, Ch/AAF (Lt. Burt, A-4) advises that Ch/AC has been instructed to initiate a request for the early development, standardization and procurement of this item. Ch/AAF (Lt. Col. York, A-4) requests that the item be included in the reserves announced at this time for planning purposes. Ch/CWS (Lt. Hayes) has been advised informally of the above.

5. The CG, USAFFE, is not being formally advised of the above action at this time as mail schedules to the PI are uncertain, and the Ch/AAF (Lt. Burt, A-4) advises that the CG, USAFFE (Gen. Brereton) was furnished a copy of these reserves prior to his departure for the PI.

6. Informal concurrence:
Lt. Col. York (A-4)

WAR DEPARTMENT
Headquarters Army Air Forces
SYNOPSIS

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Reserves of Aviation Fuel, Bombs, and Ammunition in the Philippine Islands.

I. Discussion.

1. Projected augmentation of Philippines will result in increased strength in airplanes.

2. Uncertainties as to security of supply lines to Philippines after beginning of hostilities makes laying down of supplies sufficient for combat life of airplanes desirable.

3. Laying in of supplies should be completed by March.

4. Limited storage facilities for fuel necessitate utilization of storage in whole Oceania area.

5. Supplies to be laid down for all airplanes.

6. Further study by ~~WPD~~ G-4 necessary to determine when stockage of supplies can be completed.

II. Action Recommended.

1. Defense Reserve requirements as presented in Tab A be approved.

2. A.C. of S., G-4 determine on basis of priorities when stockage may be completed.

3. Ch. of the Army Air Forces proceed with stockage of fuel and lubricants in accordance with requirements of Tab A.

The Secretary of War directs:

That Divisions of Gen. Staff and Chiefs of Arms and Services be notified of action taken.

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DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By ALAI/PKC LC. Date 11-10-75

AAF/A-4
WRB/amd

Written November 24, 1941

NOV 27 1941

AAF/295-2

400 Phil. Dept (3)

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Reserves of Aviation Fuel, Bombs and Ammunition in the Philippine Islands.

I. Discussion.

1. Current augmentation of the Philippine Air Force will result in the following strength in airplanes:

a. Modern types

165 Heavy Bombers (1)
240 Pursuit Interceptors
52 Dive Bombers (2)

(1) includes 56 B-17C's and D's with no provision for turrets.

(2) consists of 52 A-24's without leak-proof tanks.

b. Obsolescent types

55 P-35 A Pursuit Interceptors
18 B-18 Medium Bombers
65 Miscellaneous Model Airplanes

2. Uncertainty as to the possibility of delivering additional supplies after the beginning of hostilities indicates, it is believed, the desirability of establishing defense reserves in fuel, lubricants, munitions, and munition accessories sufficient for the estimated combat life of the airplanes involved (Tab A, Schedule of Requirements; Tab B, Basis of Computation).

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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AAF-39

5. Inasmuch as the projected augmentation in airplanes is estimated to be completed in April of 1942, it appears desirable to have the laying in of defense reserves completed by March of 1942. Existing stockage and the estimated date by which the balance of stockage required will have been produced and can be ready for shipment are presented in Tab A.

4. In relation to gasoline and oil (Requirements, Tab A) the principal limitation is storage facilities. In this regard it has become necessary to consider the entire Oceania area (Singapore, Strait Settlements, etc.) as a part of the Philippine theater of operations. In general the principle evolved has been to store all possible gasoline and oil in the Philippines and the balance of requirements as near to the Philippines as possible, while, at the same time, making every effort to expedite the expansion of Philippine storage facilities.

5. It is to be noted that, whereas supplies are being stocked for the combat life of all airplanes, combat crews are being provided on an organizational basis. That is, there will be heavy bombardment crews for two groups and supplies for 165 heavy bombardment airplanes.

6. The shortages listed in Tab A indicate the condition which would exist with respect to essential supplies if the expanded Air Force was gotten to the Philippines, without, at the same time, any addition being made to those supplies. The quantities of supplies which can be gotten to the Philippines during the same period within which the airplanes and organizations are to go there is not yet fully determined.

II. Action Recommended.

1. That the defense reserve requirements for the Philippine Air Force as shown in Tab A herein be approved.

2. That the Assistant Chief of Staff, G-4 initiate action to determine when, on the basis of existing and pending priorities, the stockage of supply requirements, other than fuel and lubricants, will be completed and advise the Chief of the Army Air Forces accordingly.

3. That the Chief of the Army Air Forces proceed with stockage of gasoline and lubricants for defense reserve purposes in accordance with requirements indicated in Tab A of this study.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

SECRET

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The Secretary of War direct,

4. That the divisions of the General Staff and chiefs of arms and services concerned be informed of the above action.

Concurrences:
A. C. of S., WPD ( )
A. C. of S., G-4 ( )

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

Carried by Lt Burt to OCS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics	

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DOD Ltrs
8 Jan. & 20 June 1974
By ALM/PRC Inc. Date 11-10-75

Tab A

Schedule of Requirements

1. Requirements, (Defense Reserve only).

a. Gasoline - 100 octane — 18,952,020 gals.
b. Oil - lubricating — 473,001 gals.
c. Bombs - General Purpose Demolition except where otherwise indicated:

2000#	964
1000# (or 1100#)	6,096 (30% SAP)
500# (or 600#)	14,925 (30% SAP)
300# (or 250#)	17,604
100#	15,410
30# Frag.	7,408
20# Frag	6,270
30# Incen. (WP)	2,000
100# Incend. (gasoline)	23,170
1500# (AP)	1,000*
325#(Depth Mark 17)	5,000
100# (Chem.)	21,063

* Equivalent number of 1000# modified 12" C.A. projectiles or 2000# demolition bombs to be substituted if available prior to production of AP bombs.

d. Ammunition - (50% AP 30% Incend., 20% Tracer for other than 37 mm)

30 Cal.	7,554,100 rounds
50 Cal.	21,832,080 rounds
37 mm.	40,000 rounds

e. Chemical spray tanks (provided by CWS)

Wing (100# station, A-24 Airplanes) 2600
Belly (500# station, A-24 Airplanes) 1300

f. Trunnion Bands, A-24 Airplanes (provided by Ordnance):

1560 for 1000# bombs
2340 for 500# bombs

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g. Suspension Bands, A-24 Airplanes (provided by Ordnance):

5510 for 100# bombs
1170 for 100# Incend. bombs (gasoline filled)
520 for 100# chemical bombs

h. Cluster adapters (provided by Ordnance):

1048 cluster adapters for 20# Frag. bombs on 100# stations

2. Stockage and Supply

a. Gasoline - 100 octane

There are 2,000,000 gals. stored in the Philippines at this time and there will be 6,300,000 gals. of gasoline, including 3,780,000 gals. released by the British from Oceania sources, available in the Philippines by February 1, 1942. There will be 3,276,000 gals. of gasoline in drums (78,000 drums) available for shipment from the West Coast by December 12, 1941 and negotiations are pending to add another 4,200,000 gals. from continental U. S. sources for storage in the Oceania area on January 1, 1942.

Production of Oceania refineries has been obligated to the British in accordance with anti-Axis trade measures and indications are that release of Standard-Vacuum Company's share of the production, or 1,260,000 gals. per month, will be made by the British to the U. S.

Gasoline consumption from October 1, 1941 through March 31, 1942 for peacetime operational missions is estimated at 7,420,000 gals. with an indicated maximum monthly rate of 1,820,000 gals.

Assuming shipments from the U. S. of 4,200,000 gals. per month from January 1, 1942 and either rapid progress in Oceania storage facilities or procurement and use of steel drums as necessary, a gain toward defense reserves can be made at the rate of 3,600,000 gals. per month beginning February 1, 1942. This will result in full stockage of defense reserves of 100 octane gasoline in the Oceania area by April 30, 1942. Included in the calculations are continued monthly releases by the British of 1,260,000 gals. from Oceania sources.

b. Oil - lubricating

Approximately 300,000 gals. are available in the Philippines at this time and the balance can be made available early in February, 1942.

c. Bombs - General Purpose Dem. except where otherwise indicated.

	On Hand	Shortages	Balance Required Available from Production
2000#	384	560	February 1, 1942
1000#	1,710	4,386	March 10, 1942
500#	12,432	2,493	Immediately
300#	1,765	15,859	January 10, 1942
100#	11,390	2,020	Immediately
50# frag.	7,408	None	-
20# frag.	0	6,270	December 1, 1941
30# Incend.(WP)	2,000	None	-
100 # Incend. (gasoline)	0	23,170	20,000 Dec. 8, 1942 3,170 Dec. 15, 1942
1500# (AP)	0	1,000*	Indefinite (late 1942)
325 (Depth-M17)	0	5,000	July 31, 1942
100# chem.	0	21,063	January 1, 1942

* 12" Coast Artillery projectile modified as a bomb to be substituted and made available for shipment by March 1, 1942.

d. Ammunition - 50% AP., 30% Incend., 20% Tracer.

	On Hand	Shortages	Balance Required Available from Production
.30 Cal. (all types)	Adequate	None	60% by March 1, 1942 Bal. by June 1, 1942
.50 Cal. (all types)	4,500,000 rds *	17,332,090 rds/	
.37 mm.	0	40,000	Immediately

* for ground and air requirements.
/ for air only.

e. Chemical spray tanks

	On Hand	Shortages	Balance Required Available from Production
Wing	200	2,400	(late summer
Belly	0	1,500	(of 1942

f. Trunnion Bands, A-24 Airplanes

	On Hand	Shortages	Balance Required Available from Production
For 1,000# bombs	100	1,460	January 1, 1942
For 500# bombs	100	2,240	February 1, 1942

g. Suspension Bands, A-24 Airplanes

For 100# bombs	400	3,110	December 6, 1941
For 100# bombs	0	1,170	December 13, 1941
For 100# Chem. bombs	0	520	December 13, 1941

h. Cluster Adapters

For 20# frag. bombs on 100# stations	0	1,045	January 15, 1942

BASIS OF COMPUTATION OF REQUIREMENTS FOR SUPPLIES

1. Premise: The computation of "Defense Reserve" is made to determine supplies required for the estimated combat life (five months) of each airplanes It does not pertain to peacetime or some of interior operations.

2. LIFE OF PLANE taken as five (5) months (20% wastage per month) based on approximation derived from War Department attrition rate for planes in a theater of operations.

3. MISSIONS on basis of approved War Department rates (AG-452 (1-14-41)M-WPD dated January 21, 1941).

4. GASOLINE. Consumption of 75% of maximum capacity of airplane including auxiliary tanks per mission (per Air Corps Board Study - 68 and Air Corps Field Manual 1-55, subject: Reference Data).

NOTE: 75% of maxi[illegible] load including auxiliary tanks used as basis even thou[illegible] large percentage of missions are bombing missions. In this way provision is made for flight and motor operations other than on tactical missions and also for wastage through enemy action and normal operations.

5. OIL. One-fourtieth (1/40) of gasoline consumption.

6. BOMBS. One hundred (100) percent consumption of maximum bomb load per plane per bombing mission.

NOTE: 1. Weight distribution of bombs for missions during life of plane based on percentages set up in "Minutes of Subcommittee of the Air Corps Technical Committee on Revision of Air Corps Ordnance Requirements" dated May 5, 1941. Example:

Bomb Load Distribution for Heavy Bombardment Airplanes

8%	2000# demolition
10%	1000# demolition
23%	500# demolition
24%	300# demolition
9%	100# demolition
20%	Incendiaries

2. In view of War Department restrictions regarding the use of chemicals and in order that the airplanes may be provided with munitions for their full postulated mission

life in the event use of chemicals is not authorized, it is believed desirable to consider chemical missions as alternate missions and provided substitute missions in 20# fragmentation bombs (So set up in Tab A).

7. AMMUNITION. 35% consumption of total rounds carried per plane per mission.

SAS 400
Russia

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON, D. C.

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 (8 Nov. & 30 June 1954)
By [illegible] Date 11-18-75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON, D. C.

10 OCT 1944

MEMORANDUM FOR: Deputy Chief of Air Staff (Attn: General Timberlake)

SUBJECT: Disposition of Scrap in U.S.S.R.

1. Reference cable MX 21306 dated 6 October 1944. Cable answered 9 October 1944 by OPD. (Col. Charles P. Smith, 74675)

2. The copy of answer is being sent through as an information copy and should reach this office in due course.

3. The answer refers to War Department Circular 379, dated 19 September 1944, which rescinds Circular 283, mentioned in subject cable. It further states that the disposition of scrap in Russia is entirely the problem of the theater, which can dispose of salvage without further War Department authorization.

4. War Department Memorandum 30-44, dated 28 July 1944, orders that certain ferrous metal items in salvage together with scrap pliofilm, nylon and rubber tires and tubes be returned to the United States. An exception is made in the case in question. A cable to all theaters dated 23 September 1944, CM-OUT-35082, suspends the return of all ferrous metals but requires assembly and storage in the theaters pending possible future use.

OPEchols

O. P. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff,
Materiel and Services

File
10/16/44

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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SECRET

SA 400 Russia (4) 1-10

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DECLAS...
DOD Dir.
8 Jan. & 30 June 1974
By AWP/RKC, Date 11-10-75

400 Russia (2)

2 AFMAO AFATC 8-25 Attention is invited to attached copy of Memorandum for General Burns which was signed by General Arnold and dispatched August 25, 1942.

J.B.C.
Lt.Col., A.G.D.
Asst. Air A.G.

1 Incl. n-c

---

file 8/26/42

Dispatched
AUG 26 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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Was 400 Russia (2)

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DOD Dir.
5 Jul. & 30 June 1974
By ALN/PRG NC. Date 11-10-75

Transmittal of Memo to General Burns from General Arnold re Air Transport to Russia.

AFATC/CG/HLG/ds 3584

1.	General George	General Arnold	1942 8/22

1. There is attached hereto my suggested reply to General Burns regarding the establishment of an air transportation route from Iceland to Archangel.

2. If you sign this letter will you please advise me on this B&R so that I can start action to secure permission from the Soviets to make the survey flights indicated?

H. L. G.
CG/AFATC

1 Incl.
Ltr to Gen. Burns
frm Gen. Arnold,
8/22/42.

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SECRET

DECLASSIFIED

August 24, 1942

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS
Munitions Assignment Board

Subject: Air Transport to Russia.

1. Referring to your communication of August 18 regarding the possible establishment of an air transport service between Iceland and Archangel I wish to advise you that such a route has been previously considered as a supply link in the movement of materiel to the Soviets. The total distance, even avoiding passing over Norway, Sweden, and the northern battle front is within the capabilities of the B-24 transport type aircraft. However, as you stated, the range would result in a considerable reduction of the pay load to be carried. Since neither the C-46 and C-54 have been sufficiently service tested to warrant their use on such an extended route, there is only one aircraft left that could accomplish this operation, namely, the C-87 which will start coming out of the factory within the next two weeks.

2. I appreciate what you say about the increasingly difficult task of insuring a flow of vitally needed supplies to Russia and, although the aircraft to commence this service are not now available, I have directed that action be taken at once to secure permission from the Soviets to make one or more survey flights from Iceland to Archangel for the purpose of determining operational and maintenance problems. As you know the winters are intense in that area and violent storms occur frequently. For that reason I do not wish to unduly encourage the Russians concerning the regular operations of an air transport service over this route until the situation has been thoroughly explored. This I am desirous of having done without delay and I hope the present difficult logistical situation now facing the Soviets may enable us to secure their expeditious approval of our request to initiate the survey flight mentioned.

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Commanding General, Army Air Forces.

As rewritten in Gen. Arnold's Office.

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STAYBACK COPY

Aviation Forces (2)

SECRET

DECLASSIFIED

DECLASSIFIED
By ALN/RAC Date 11-10-75

August 24, 1942

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS
Munitions Assignment Board

Subject: Air Transport to Russia.

1. Referring to your communication of August 18 regarding the possible establishment of an air transport service between Iceland and Archangel I wish to advise you that such a route has been previously considered as a supply link in the movement of materiel to the Soviets. The total distance, even avoiding passing over Norway, Sweden, and the northern battle front is within the capabilities of the B-24 transport type aircraft. However, as you stated, the range would result in a considerable reduction of the pay load to be carried. Since neither the C-46 and C-54 have been sufficiently service tested to warrant their use on such an extended route, there is only one aircraft left that could accomplish this operation, namely, the C-87 which will start coming out of the factory within the next two weeks.

2. I appreciate what you say about the increasingly difficult task of insuring a flow of vitally needed supplies to Russia and, although the aircraft to commence this service are not now available, I have directed that action be taken at once to secure permission from the Soviets to make one or more survey flights from Iceland to Archangel for the purpose of determining operational and maintenance problems. As you know the winters are intense in that area and violent storms occur frequently. For that reason I do not wish to unduly encourage the Russians concerning the regular operations of an air transport service over this route until the situation has been thoroughly explored. This I am desirous of having done without delay and I hope the present difficult logistical situation now facing the Soviets may enable us to secure their expeditious approval of our request to initiate the survey flight mentioned.

H. H. A.

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Commanding General, Army Air Forces.

File
CS 8/25/42

As rewritten in Gen. Arnold's Office.

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AAF FILE COPY

SECRET

Authority Prima (2)

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DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PRC NC, Date 11-10-75

AFATC/CG/HLJ/ds
3584

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS
Munitions Assignment Board

Subject: Air Transport to Russia.

1. Referring to your communication of August 18 regarding the possible establishment of an air transport service between Iceland and Archangel I wish to advise you that such a route has been previously considered as a supply line in the movement of material to the Soviets. The total distance, even avoiding passing over Norway, Sweden, and the northern battle front is within the capabilities of the B-24 transport type aircraft. However, as you stated, the range would result in a considerable reduction of the pay load to be carried. Both the C-46 and C-54 have not been sufficiently service tested, as yet, to warrant their use over an extended route such as the one under discussion. This would restrict the operation to our new B-24 type transport aircraft (the C-87) which will start coming out of the factory within the next two weeks.

2. I appreciate what you say about the increasingly difficult task of insuring a flow of vitally needed supplies to Russia and, although the aircraft to commence this service are not now available, I have directed that action be taken at once to secure permission from the Soviets to make one or more survey flights from Iceland to Archangel for the purpose of determining operational and maintenance problems. As you know the winters are intense in that area and violent storms occur frequently. For that reason I do not wish to unduly encourage the Russians concerning the regular operations of an air transport service over this route until the situation has been thoroughly explored. This I am desirous of having done without delay and I hope the present difficult logistical situation now facing the Soviets may enable us to secure their expeditious approval of our request to initiate the survey flight mentioned.

rewritten in Gen. Arnold's office 8/23/42

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Commanding General, Army Air Forces.

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AAF FILE COPY

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THE COMBINED CHIEFS OF STAFF

WASHINGTON

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DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ALM/PRC NO. Date 11-10-75

MUNITIONS ASSIGNMENTS BOARD

August 18, 1942.

TO: THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Air Transport to Russia.

1. Interference by the enemy makes it increasingly difficult to insure the flow of vitally needed supplies to Russia. Air transport appears to offer the means of moving supplies to Russia which is least vulnerable to enemy activity.

2. As a factor in preserving Russian morale and in order that a limited quantity of absolutely vital supplies may reach the Russians for their use, the question has been raised as to the possibility of utilizing air transports for the movement of vital spare parts, medicines and other badly needed items by air from Iceland to Archangel or other bases in Russia which are within the range of airplanes such as the B-24, the C-46, or the C-54. It is realized that the distance from Iceland to Russia will considerably reduce the pay load which can be carried, and that there is an acute shortage of 4 engine air transports which can be applied to this service.

3. It is requested that your office determine the practicability of establishing an air cargo service capable of moving by air up to 600,000 pounds of supplies per month between Iceland and Russia.

J. H. Burns

J. H. BURNS
Major General, U. S. Army

8/19/42
Gen George
prepare reply for MC

Office, C. G., A.A.F.
AUG 18 1942
Received

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5 Aug 600 Russia (2)

A-1011

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DOD Dir. 5200.9, 27 June 1974
By ALN/PKC NO. Date 11-18-75

AFATC/CJ/HLJ/ds
3584
Written 8/22/42

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS
Munitions Assignment Board

Subject: Air Transport to Russia.

1. Referring to your communication of August 18 regarding the possible establishment of an air transport service between Iceland and Archangel I wish to advise you that such a route has been previously considered as a supply link in the movement of materiel to the Soviets. The total distance, even avoiding passing over Norway, Sweden, and the northern battle front is within the capabilities of the B-24 transport type aircraft. However, as you stated, the range would result in a considerable reduction of the pay load to be carried. Both the C-46 and C-54 have not been sufficiently service tested, as yet, to warrant their use over an extended route such as the one under discussion. This would restrict the operation to our new B-24 type transport aircraft (the C-87) which will start coming out of the factory within the next two weeks.

2. I appreciate what you say about the increasingly difficult task of insuring a flow of vitally needed supplies to Russia and, although the aircraft to commence this service are not now available, I have directed that action be taken at once to secure permission from the Soviets to make one or more survey flights from Iceland to Archangel for the purpose of determining operational and maintenance problems. As you know the winters are intense in that area and violent storms occur frequently. For that reason I do not wish to unduly encourage the Russians concerning the regular operations of an air transport service over this route until the situation has been thoroughly explored. This I am desirous of having done without delay and I hope the present difficult logistical situation now facing the Soviets may enable us to secure their expeditious approval of our request to initiate the survey flight mentioned.

rewritten in
Gen Arnold's office
8/23/42

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Commanding General, Army Air Forces.

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STAYBACK COPY

SAS 400
South America

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DOD Dir.
8 Jan. & 30 June 1954
By ALNPAC NC Date 11-14-75

Equipment for South and Central American Countries (continued)

Acting Chief of Air Staff 28 July 1945

2

Special Assistant to the Commanding General, AAF.

1. In accordance with Comment #1 above, the following are submitted herewith:

a. Report on Aid to Latin American Aviation and covering memorandum to the Commanding General, AAF (Tab A)

b. R&R, suggested directive to AC/AS, M&S, on allocation of C-47 and C-45 aircraft to Latin America. (Tab B)

c. R&R, suggested directive to AC/AS, M&S, on excess AAF airways equipment. (Tab C)

d. R&R, draft directive to AC/AS, Personnel, to set up two survey missions. The exact personnel which the AAF will be required to furnish and the date when they should be made available will be determined after consultation with the CAA as to what personnel they wish to supply. (Tab D)

e. Program for training Latin American air crews and specialist personnel for the aircraft to be allocated in b above. This program is being submitted to CAA for their information and utilization. (Tab E)

f. Memorandum for information of the Commanding General on the Act of 5 June 1920. (Tab F)

R. L. WALSH,
Major General, U. S. Army,
~~Special~~ Assistant to the Commanding General,
Army Air Forces

Incls.
Incl. 1 n/c
Tab A, Rept.
Tab B, R&R to M&S
Tab C, R&R to M&S
Tab D, R&R to Personnel
Tab E, Training Program
Tab F, Memo re. Act of 1920

Copied to Gen Clowes for Gen Walsh 7/28/45

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AFAGC/RIN/jh/6861

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DOD INS
8 Jan. & 30 June 1971
By ALN/AKC JC; Date 11-10-75

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

SUBJECT: Report on Aid to Latin American Aviation.

1. The following action has already been taken pursuant to Commanding General's cable of 12 July and letter of 20 July. (Parenthetical references refer to attached report.)

a. 5-year program for military requirements has been approved and sent to OPD.

b. Civil aviation survey teams are already at work in Brazil and Uruguay.

c. AC/AS Personnel has been directed to provide personnel for two survey teams, one for central and one for northern and western South America. (pg 1, A, 1)

d. CAA have been requested to furnish any personnel they wish to for these survey missions.

e. Mr. Rockefeller has been asked to have our ambassadors secure formal requests from Latin American governments for survey missions.

f. National policy for military aviation in Latin America is now in the SWNCC for submission to the President.

g. Draft legislation has been prepared to implement national policy.

h. A 5-year training program has been set up for Latin American military personnel.

i. AC/AS, MAS, has been directed to make available as excess 84 C-47 type airplanes, with 5-year supply of spare parts, for Latin America; and to follow the same procedure with 20 C-45 type airplanes, with 5-year supply of spare parts, as soon as they become available.

j. Program has been set up to train sufficient air crews for the 84 C-47's to be allocated to Latin America, and submitted to CAA.

k. CG, GDC, has been requested to instruct air missions in Latin America to investigate feasibility of establishing U. S. civilian technical schools in these countries.

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l. AG/AS, MAS, has been directed to assemble all suitable excess airways equipment and earmark it for Latin America.

m. CG, SDC, has been requested to ask Chiefs of Latin American Air Missions for requirements for specialist personnel to be assigned for temporary duty with the Missions.

n. AG/AS, MAS, has been directed to modify one B-17 and one C-47 for commercial airline use.

2. The following action remains to be taken:

a. Commanding General, AAF, to secure from Under Secretary of War approval for the use of AST of 5 June 1920 as the most direct means of implementing the AAF Latin American program. (pg. 3,B, 2a)

b. CAA to prepare a statement of national policy in regard to civil aviation and draft legislation to implement it as needed, parallel to that of the AAF. (pg. 3,B,2b)

c. Program for training of civilian specialist personnel to be drawn up in accordance with the needs indicated by survey mission reports.

d. Arrangements to be made with FEA to insure proper allocation among the Latin American nations of aircraft declared surplus and optimum condition of these aircraft.

e. Deputy Commander, AAF, to approach Brazilian officials while in Rio to offer B-17's for use in establishing Brazilian transatlantic airline. (pg. 7,2b)

3. Difficulties presented by other government agencies up to the present have originated chiefly with the State Department and to a lesser degree with the CAA. State Department opposition was the result of the lack of a national policy and disagreement within the Department. Approval of the proposed national policy will eliminate this obstacle, and Mr. Rockefeller, who concurs completely with the Commanding General's expressed aims in Latin America, is endeavoring to eliminate the opposition. CAA has not appreciated the urgency of the Latin American civil aviation situation; while they have not had the means to make an extensive effort in this field, they were in the past reluctant to accept AAF assistance. Recently, however, expressions of willingness to accept aid have been received.

R. L. WALSH,
Major General, U. S. Army,
Special Assistant to the Commanding General,
Army Air Forces

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DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1974
By AUN/PRC NC Date 11-10-75

AFACO
Gen. Walsh:mkm:6551
28 July 1945

JUL 2 8 1945

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

SUBJECT: Report on Activities to Develop Latin American Aviation

With reference to CM-IN-11321 dated 12 July 1945 and letter dated 20 July from the Commanding General, AAF, the following report on aid to Latin American aviation is submitted. It will be noted that the specific actions taken and needed all conform to the broad outlines of policy indicated in subparagraphs a. through g. of page 1 of the Commanding General's letter.

A. "Make surveys in all South and Central American countries as to their requirements for civilian and military schools, air lines, and air forces, based upon the size of the country, their importance to us and their ability to pay for the equipment and maintain and replace it." (Subparagraph b, page 2, of Commanding General's letter)

1. Action taken.

a. For the military requirements of Latin American air forces and military schools, the necessary survey work has been carried out in the Bilateral Staff Conversations which have been completed in all but three of the Latin American republics. Those with Colombia and Argentina have been suspended because of political instability, and those with the Dominican Republic are scheduled for approximately August 6th.

b. Civil aviation survey teams are already at work in Brazil and Uruguay, reporting satisfactory progress.

c. AC/AS, Personnel, has been directed to make available personnel for two more teams, one to cover Central America, and one the northern and western countries of South America. CAA will provide as much personnel as they are able.

d. In Mr. Burden's absence, his office has been contacted and asked that, as in the previous cases of Brazil and Uruguay, they furnish their suggestions as to organization and secure the personnel that they desire to send on these survey missions.

e. Mr. Rockefeller, with the concurrence of Mr. Burden's office, has been requested to have our ambassadors approach the Latin American governments to have them formally request these survey teams. Generals Brett and Scott have been informed of the steps taken.

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2. Action to be taken.

a. As personnel are made available for these teams, and pending receipt of request for their services, they will be employed to determine what data are available within the War Department, the CAA, or other government agencies in Washington on the needs of civil aviation in Latin America. Much information already furnished through various channels will, when properly collated, provide a good estimate of these needs for planning purposes. This, however, will not take the place of the field survey to be made, but does permit a certain orientation prior to the departure of the survey teams.

B. "Have the survey reports sent to the United States for evaluation and implementation." (Subparagraph c)

1. Action taken.

a. Based on Staff Conversations, capabilities of each country, and an estimate of the desirable balance of strength between the Latin American countries, there have been approved by the Chief of Air Staff and forwarded to SPG:

A recommended 5-year Latin American Air Force program.

Estimated 1942-43 Latin American requirements.

A desired interim allocation to provide an immediate working nucleus for Latin American Air Forces.

A desired token allocation of aircraft to be assigned to the U. S. Missions in Latin American countries as an immediate means of enabling Latin American flying personnel to familiarize themselves with our equipment.

b. To implement this program and other future AAF activities in Latin America, a joint statement by the State, War and Navy Departments of a national policy for assistance to Latin American military aviation has been prepared and is now under consideration by SWNCC for submission to the President;

a draft of legislation to implement this policy if approved by the President has been prepared and is now under consideration by the Joint Strategic Survey Committee; and

a paper setting forth interdepartmental responsibilities for implementation of the policy is now in the hands of the Latin American Subcommittee of the Air Coordinating Committee.

Cat 4 on Ex A. (3)

I. Action to be taken.

a. In order to carry out the AAF military program, the first essential is to transfer aircraft and equipment to the Latin American countries. This will be done by one or more of the following methods:

(1) The Act of 8 June 1920, giving the Secretary of War authorization to sell at terms he may deem expedient equipment found to be surplus, offers the most direct and simplest means of implementing the AAF program for Latin America. Procedures and prices under this Act could be patterned after those of Surplus Property and administered either by the AAF or the Army-Navy Liquidation Commission. It is, however, recommended that the administration of this program be retained insofar as is feasible within the War Department to avoid complexity of operation and division of responsibility. The Under Secretary of War, however, has indicated his unwillingness to put the Army in the position of a sales agent. It will be necessary that he be requested to reverse his decision in this matter.

(2) If the Act of 8 June 1920 cannot be utilized, some aid can be provided through Surplus Property procedures. Through this means, however, domestic priorities and the lack of control of purchaser or quantity purchased are obstacles to the proper execution of the AAF program.

(3) While the legislation drafted to implement the proposed national policy now awaiting Presidential approval would be of use, it cannot be relied upon for immediate purposes.

(4) Lend-Lease, except for a bare possibility of fulfilling some of our previously incurred commitments, is no longer effective as a means of providing aid to Latin America, and outright gift would, apart from being legally impossible at present, result in charges of discrimination among the Latin American countries.

b. Recommendation should be made to CNO that a statement of national policy with regard to civil aviation in Latin America and draft legislation to implement it, be prepared and submitted for Presidential approval as soon as the statement of military policy has been approved. This parallel statement and legislation would be almost identical with the military policy in its objectives, and would serve to provide for that part of Latin American needs uncovered by the survey which might be beyond

the legal provinces of the AAF. This recommendation has not heretofore been made since it was not desirable to complicate or hinder the statement of military policy by bringing in at this time the questions of civil aviation.

C. "Send their students to the United States and train their air, weather, control tower, radio mechanics, inspectors, pilots pending the time they can start their own schools." (Subparagraph d.)

"Train airplane crews for airways, in the United States, until the schools start in South America. (Subparagraph i)

"Take advantage of the surplus civilian schools we have in the United States by sending them with all instructors and equipment to the countries that can support them. (Subparagraph e)

The Training Act of 1938 provides the necessary authorization for training of foreign personnel in the United States, and is broad enough in its provisions to cover any training needs which may be indicated by the results of the surveys.

1. Action taken.

a. 1200 Latin American air force personnel graduated from U. S. AAF schools from 1940 through 1944; and 183 from the Pan American Air Force School at CDC.

b. A training program has been set up for military personnel to cover estimated needs on a basis of the 5-year aircraft allocation program.

c. The CAA has trained and is training in the U.S. a limited number of air crews and technicians, and have also conducted training in various Latin American countries. This activity, however, has been limited by lack of funds. The AAF has prepared a program for training sufficient air crews and specialists personnel for the aircraft tentatively allotted to Latin American civil aviation under the Surplus Property Board survey. Mr. Burden's office has been informed that we are prepared to undertake this program.

d. 300 primary and basic trainers were reconditioned and set aside for Latin American air forces. These are being disposed of through surplus sales.

e. Sometime ago all military attaches were requested to inform the countries to which they were accredited that civilian schools were available; apart from Brazil and Cuba, none of the Latin American countries have thus far displayed any interest. However, the subject is being approached again by a letter to the Missions in Latin American countries, requesting them to investigate the feasibility of establishing U.S. civilian technical schools in these countries. In the meantime, investigation is being conducted to determine what schools are interested in negotiating a contract with a Latin American country.

f. Your Brazilian crews will have completed C-87 training at the end of September. At such time as we give the Brazilian government definite indication of our intention to provide them with B-17 aircraft, the question for transition training to B-17's for these pilots can be arranged.

2. Action to be taken.

a. Further action will be taken on training of such personnel for civil aviation operations as weather and communications experts and inspectors in accordance with the needs indicated by the surveys.

D. "Gather together all surplus airways equipment all over the world and sell it to the countries where needed at a reasonable price." (Subparagraph f.)

1. Action taken.

a. A directive has been issued to AC/AS, MAS, to assemble all suitable surplus airways equipment in depots at Natal, Recife and Panama or in the United States to be earmarked for disposition to Latin America through surplus sales or other means to be determined. In addition arrangements have been made with General Connolly's office to make known Latin American needs to officers who are disposing of surplus property in the European theater; it is understood the procedures have been set up for an organization within General Connolly's office to work on this project.

E. "Find ways and means of sending experts in all branches of air operators and airdrome and airline construction to Central and South America to supervise these projects by attaching the experts to our missions." (Subparagraph g.)

"When the country can take these experts on their payrolls and they qualify for the jobs, let them get out of the service and take over civilian jobs." (Subparagraph h.)

1. Action taken.

a. A letter has been sent to the Missions indicating AAF interest in civil as well as military aviation and informing them that experts in the fields enumerated above would be available for attachment on temporary duty with a possibility of such personnel being released from the service in Latin America and accepting corresponding civilian employment if desired. Chiefs of Missions were encouraged to anticipate their requirements for personnel in specific qualifications.

F. "Sell transport planes, of types as nearly suitable as possible, for the newly established airlines." (Subparagraph j.)

1. Action taken.

a. A directive has been issued to [illegible], WAC, to make arrangements to declare excess, following the usual procedures, enough C-47 type airplanes so that 34 will be available to Latin American commercial aviation in accordance with the schedule of requirements drawn up by the Surplus Property Board. It was also directed that as soon as C-46 type airplanes become available, the same procedure will be followed. The directive further stated that the airplanes should be especially selected so as to be in the best possible condition and that spare parts for five years be made available. In this connection, it is pointed out that there is no assurance that these airplanes will be in the condition desirable. There exists no legal method of reconditioning airplanes which are to be disposed of as surplus, but WAC has also been directed to investigate this question.

2. Action to be taken:

a. Arrangements will be made with [illegible] to insure that these aircraft are properly allocated among the Latin American nations in accordance with the Surplus Property Board schedule and are in the best possible condition.

G. "Take combat planes (surplus) in the United States and modify them in our depots for airline use." (Subparagraph k.)

1. Action taken.

a. A directive has been issued to [illegible], WAC, to modify a B-17 aircraft for commercial airline use as directed by the CG, [illegible]. WAC was further directed to modify one C-47 at minimum cost for use as a commercial airliner. Since it is desired to deliver C-47 type aircraft to the Latin American nations as rapidly as possible in order to block foreign competition, it is planned to deliver them in as-is condition and show them how easily these planes can be modified. The airlines will also be informed where they can purchase the necessary materials to carry out these modifications. WAC was directed further to investigate the possibility of designating some [illegible] installation as a modification and reconditioning center and find out what action would be necessary to obtain authorization for this step.

2. Action to be taken.

a. Upon completion of the modification of the B-17, the Brazilian Government will be approached with a view to delivering to them a number of such aircraft for use in establishing a South Atlantic transoceanic airline. It should be made clear to them, however, that the B-17's are being offered merely as a stopgap until such time as they can obtain C-54's, since preliminary data indicate that the B-17 is not economical for such use.

b. In view of Air Chief Marshal Harris' visit to Rio with three Lancaster airplanes, it is suggested that General Baker approach the subject of a transoceanic line during his visit to Brazil, emphasizing to the Brazilians that the adoption of the B-17 is a stopgap in order to establish the franchise until C-54's can be made available to them.

R. L. WALSH,
Major General, U. S. Army,
Special Assistant to the Commanding General,
Army Air Forces

ACP-34

[redacted]

DECLASSIFIED
DOD Dir 5
8 Jan. & 20 June 1972
By AUN/PKC NARS Date 11-10-75

wtn 27 Jul 45

Excess USAAF Airways Equipment

AC/AS, Materiel - Services

1

Chief of Air Staff

Lt Col Hughes/mlw/2842

1. In accordance with Paragraph 2 (f) of General Arnold's letter of 20 July 1945, it is directed that steps be taken to designate Natal, Recife and Panama as concentration points for excess airways equipment applicable to Latin American military and civil aviation activities.

2. A procedure will be established whereby excess equipment throughout the World will be stored at the above points for transfer to the governments of the other American Republics when its disposition has been determined.

Signed

DOWNGRADED
4 AUG 1966

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[redacted]

SAS 400
South Pacific

AFDAO 471

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DECLASSIFIED
DOD DIR
5 Nov. & 26 June 1964
By AN/PAC Date 11-10-75

AFDAO-2A 11 Jul 45

Lt Col Walker/lk/72345

SDGS, OPD

Class V Supply Levels.

COMMENT NO. 2

1. The following remarks concerning referenced cable are submitted in compliance with comment 1 above:

a. This Headquarters believes that a maximum of 150 days supply of aircraft ammunition in the forward Pacific areas, under the War Department definition of theater levels, is most desirable and necessary to afford the selectivity between calibers and types which will make missions against enemy targets most effective and efficient. From experience in Europe with an air force having less potential carrying capacity and served by a considerably shorter pipeline, it is anticipated that this level will be required to support the fluctuating demands of the air forces operating in the Pacific.

b. It is understood that the Pacific land masses available to our air forces in the immediate future may prohibit the handling and storage of a tonnage of aircraft ammunition equal to a 150 day supply for the forces to be deployed. Active planning is being carried on in this Headquarters and in Pacific Air Force Headquarters to assure that those supplies of aircraft ammunition which can be received are in the types and quantities which most nearly approximate foreseeable demands.

c. The loading of resupply ammunition direct from the United States would of course be the most efficient system provided that "roll up" of stocks in rear areas is accomplished continually. The only value which this Headquarters can place upon the use of intermediate or closer land masses as resupply points is that of providing a supply of ammunition at closer range to offset emergency demands or failures in the pipeline.

d. The projected requirements for procurement purposes which have thusfar been submitted by CINC AFPAC have included requirements for all units in the Pacific including those of the Twentieth Air Force. Since these requirements have not been in agreement with those submitted by AAFPOA, the forecasts from the two Headquarters have been of dubious value. It is anticipated that they cannot be given full consideration until supply responsibilities are clearly defined.

e. It is considered that allocation of stock within the United States would be undesirable because:

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aa 8700 Sec (45)

WDGS, OPD

Class V Supply Levels.

COMMENT NO 2 (cont'd)

(1). As long as there is more than one receiving and requisitioning agency, the allocation of stocks to one might result in supply of any item being unavailable to another even though the agency to which they were allocated did not have an immediate need. The use of such allocated stocks as Zone of Interior reserve would be controversial.

(2). The retention of part of the theater stocks in the United States might result in a higher rate of fluctuation of flow of ammunition than could be handled satisfactorily by facilities here and abroad.

(3). In the event that the requisitioning agencies are reduced to one, Zone of Interior reserves become allocated automatically to that agency.

f. The contents of referenced cable appear to be inconsistent with the planning expressed in communications received from CINCPOA which indicate the usage of much lower theater levels.

2. It is recommended that:

a. A 150 day level of supply of ammunition be authorized for active Pacific Areas.

b. Future plans provide for logistical support and establishment of facilities for a 150 day ammunition level as soon as physically possible.

c. The resupply of aircraft ammunition direct from the United States be approved where operations make such shipments more practicable than resupply from intermediate supply points contingent upon the continual "roll up" of ammunition stocks from rear areas at the highest possible rate.

d. Early action be taken to coordinate and fix the supply responsibilities in the Pacific so forecasts and other ammunition reports can be of value in procurement planning.

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WDGS, OPD

Class V Supply Levels

COMMENT NO. 2 (Cont)

e. The allocation of a part of the approved theater level in the United States be disapproved until such time as only one requisitioning agency is involved.

For the Commanding General, Army Air Forces:

C. C. CHAUNCEY,
Major General, U. S. Army,
Deputy Chief of Air Staff.

Disapproved
17 JUL 1945

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SECRET

DECLASSIFIED

AFDAC 471

AFDAC-2A 11 Jul 45

Lt Col Walker/lk/72345
(11 Jul 45)

WDGS, GPD

Class V Supply Levels.

COMMENT NO. 2 (cont'd)

e. The allocation of a part of the approved theater level in the United States be disapproved until such time as only one requisitioning agency is involved.

For the Commanding General:

JOHN G. MOORE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff,
Materiel and Services

Rewritten by Gen Chauncey

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Air Force Supply in the Pacific Ocean Areas

AC/AS - Materiel & Services

29 May 1945

1

Chief of Air Staff

PWT/is/5265

A report is desired on paragraph 1b, "Air Force Supply in the Pacific Ocean Areas" of The Inspector General's report on page 7 of the Minutes of the Meeting of the General Council dated 28 May 1945.

Signed

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 400 Sec. + POD (15)

Cy for Sec - 400 Sec + POD (15)

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SAVE

IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

13 April 1945

DECLASSIFIED

DECLASSIFIED
DOD DIR. 5200.9 Sept. 27, 1968
By AWTPAC Date 11-10-75

MEMORANDUM FOR MAJOR GENERAL L. S. KUTER:

Subject: General Frank's Report on Surplus Property in POA and SWPA.

1. General Frank's report has been forwarded to the staff agencies concerned, and satisfactory action has been taken on his recommendations.

2. One very special point made by General Frank in his report was the lack of intra theatre shipping available to move supplies and equipment from rear areas to the fighting zones. This had evidently been brought to the attention of the Joint Chiefs of Staff, and was acted upon accordingly, resulting in a message being sent to the Pacific Ocean Area and Southwest Pacific Theatre on the 9th of April, J.C.S. paper 1286/1.

Patrick W. Timberlake
PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 400 Surplus (3)

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ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

Sa 5 400 Sa. Pac (13)

DECLASSIFIED SECRET

General Frank's Report on Surplus Property in POA and SWPA

DECLASSIFIED
DOD Dir. 5200.9 Sec. 6 20 June 1964
By ALN/PRC Date 11-10-75

TO: General Powers

DATE 10 April 45

FROM: Chief of the Air Staff.

COMMENT NO. 3
PNT/eva/5265

1. AC/AS, Materiel & Services has missed General Frank's point. General Frank believes, and I agree, that in order to move supplies from the rear to forward areas within the theaters it will be necessary to furnish the shipping from the U. S. to the theater commanders with some personnel to act as supervisors especially earmarked for the purpose. General Coupland is attempting some action along these lines to get bombs out of New Caledonia. It is well known that theater commanders set up operations as first priority and will not make available any of their own shipping for the purpose. They would much rather order supplies from the U. S. which could be put ashore in their forward areas at no expense to themselves.

2. If nothing can be done about this now, plans should be made to take effect soon after V-E Day.

1 Incl
n/c

Signed

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PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

~~SECRET~~

400 50 Pac (12)

SAS 400 50 Pac (12)

(written AFDTR-5 74786)
Apr 45 Maj Schwarz/mb

SECRET

By Authority of
The Commanding General
Army Air Forces

Date Initials

DECLASSIFIED
DOD Dir
6 Jan. & 20 June 1954
By ALA/ARC 11-10-75

SECRET

DECLASSIFIED

7 APR 1945

SUBJECT: Disposition of Surplus Property in Pacific Ocean Area and Southwest Pacific Area.

TO : Director, AAF - Air Technical Service Command, Wright Field, Dayton, Ohio

1. In a report submitted to the Commanding General, Army Air Forces, Maj. Gen. W. H. Frank advised that surplus Army Air Forces materiel is available in rear areas awaiting shipping for movement to forward areas in the Pacific Ocean Area and also the Southwest Pacific Area.

2. The report also states that surplus Army Air Force materiel is available in those theaters awaiting shipping for return to the United States.

3. The report recommends that vigorous action be taken to furnish adequate shipping facilities to move vital supplies to forward areas which would permit closing out of installations no longer needed in rear areas and also to provide adequate shipping to return authorized surplus Army Air Force materiel to the United States.

4. Inasmuch as the overseas theater commanders control priority of intra-theater shipping as well as facilities for loading materiel for return to the United States, it is directed that necessary action be taken to assure that proper representations are made to the respective theater commanders for shipping space, as necessary, to move the surplus critical Air Corps materiel to which reference is made.

5. If adequate shipping can not be provided, a full report, including type, quantities and location of materiel involved, should be submitted to this Headquarters for further action.

6. It is requested that after the facts have been determined, a report be submitted to this Headquarters as to the situation with respect to movement of vital Air Corps supplies in each of the involved theaters.

BY COMMAND OF GENERAL ARNOLD:

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

DECLASSIFIED

SECRET

SAS Doc So. Pac. (12)

SECRET

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DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ALM/PKC JCC; Date 11-10-75

TO: AC/AS, Materiel and Services - (Attn: Gen. Echols) DATE Dec 28 1944

FROM: Chief of Air Staff COMMENT NO. 2

General Giles has requested me to inform you that basic paper has been noted by General Arnold and that the General apparently was satisfied with the explanation.

Signed

T. A. FITZPATRICK
Colonel, G. S. C.
Secretary, Air Staff

1 Incl.
Cable CM-IN-22002

28 DEC 1944

DECLASSIFIED

SECRET

SAS 400 Sec Rec (4)

File.

SAS 400 Sec Rec. (4)

HEADQUARTERS AAF

ROUTING SLIP

TO → OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1. Col Fitzpatrick	27 Dec
2.	
3.	
4.	
5.	

FOR → FOLLOWING ACTION(S) AS CHECKED

	COORDINATION		NOTE AND RETURN		INFORMATION
	NECESSARY ACTION		RECOMMENDATION		FILE
	SEE OR PHONE ME		APPROVAL		SIGNATURE

COMMENT

Gen Giles wanted Gen Echols informed that Gen Arnold noted the attached explanation and was apparently satisfied.

FROM → OFFICE & INDIVIDUAL

PHONE

3-218. AF Rev. 1 Aug 1944

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.10
By ALNTAC Date 11-16-75

AFOCR
Maj Stebbins/reh/5132
wrtn 10-21-44

30 OCT 1944

Lt. General George C. Kenney, USA
Commanding General, Far East Air Forces
A. P. O. 925, c/o Postmaster
San Francisco, California

Dear George:

You will remember that at our conference at Brisbane you furnished us some memoranda on supply problems. Here is a summary of the result of our investigations and of the action being taken.

Supply Personnel: A packaging committee has been operating at Air Technical Service Command with a view to properly preparing and packaging for export shipment all AAF equipment and supplies. Constant effort is being made to improve processing methods on materiel moving both from manufacturers and from depots. Particular study is being made of redeployment problems. A minimum of repackaging is done at the intransit depots.

We believe it desirable to set up personnel at POASC for the purpose of reviewing requisitions and supplies leaving the Port. We have so recommended to the General Staff.

Storage: Shortage of refrigerated craft of various types exists by virtue of the critical nature of electrical and refrigerator machinery.

Additional units are being sent to the Theater as speedily as they can be procured. Five large refrigerated barges are enroute to the Southwest Pacific. An additional refrigerated steamer is being assigned to the Theater, and delivery will shortly start on 100 C1-M-AV1 steamers, 95 of which will have about 10,000 cubic feet each for refrigerated cargo, and 5 of which will have 100,000 cubic feet refrigerated cargo each.

Critical Items:

(1) Tentage: All canvas and tentage items are extremely critical due to unanticipated demands. The original plan for housing part of the troops was changed through necessity to housing these troops in tents. Tentage in the Pacific area has deteriorated to a much greater extent than had been expected, which necessitated the increasing of maintenance factors and replacements. A shortage of yarn has prevented manufacturing facilities from

Cy for T.H.M.

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400 So Pac (1)

meeting the increased demands. Substitutions for tentage have been employed wherever possible. It is expected that 50% of requirements for tentage will be met this year.

(2) Typewriters and Parts: One year's supply of typewriters and parts was originally provided in all theaters except the European theatre which was set up for six (6) months. All requisitions from the theatres have been met and filled on time. The average time lag for filling requisitions has been fifteen (15) days. Some substitutions have been made for portable typewriters and long carriage typewriters, but the total called for on the requisitions have been filled. Two thousand (2000) typewriters were shipped through the San Francisco Port for the Air Forces during the last two weeks. Stocks are available, and there are no reasons why there should be a shortage if requisitions are submitted before the stock level becomes too low.

(3) Generators: If requisitions based upon operations contemplated or in progress are submitted by the Theatre Commander, it is believed that supply will be adequate.

Disposition of Equipment: Progress has been made in the direction of giving the theater commanders more latitude.

War Department Circular 283 has been revised and amended by Section VI WD Circular 379, the latter being entitled "Disposition of Salvage, Excess, and Surplus Property Overseas". Based upon this latest circular, AAF Regulation 65-85 provides substantially as follows for the disposition of excess property:

(1) Aircraft:

(a) Excess aircraft are classified in accordance with restoration standards as reportable or non-reportable. Aircraft capable of being restored to operational use will be reported to Headquarters, Army Air Forces who will provide theatre commanders with disposition instructions. It is the intent of the regulation to definitely limit the return of reportable excess aircraft, and to authorize the disposition of such aircraft by the local Foreign Economic Administration (or its authorized agent).

(b) Non-reportable excess aircraft will be salvaged in accordance with existing instructions, except for liaison or cargo types which will be reported to F.E.A.

(2) AAF Property Other Than Aircraft:

(a) All non-reportable property will be turned over to the salvage officer to be disposed of in accordance with existing regulations under authority of the Theater Commander.

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(b) All serviceable or repairable property will be sold or otherwise disposed of by the Theater Commander in accordance with rules and regulations referred to in Circular No. 379, except: 1. Critical items which from time to time will be listed in Air Technical Service Command T.O. for return to the United States and 2. Certain aeronautical parts and equipment specified in AAF Regulation 65-85, dated 23 September 1944 which are to be reported to the Foreign Economic Administration (or its authorized agent).

Shipping: The shortage of LST and LCM is now being overcome and it is anticipated that additional craft, particularly LCT's and LCM's, will be available for part operation. The matter is being actively pursued on the highest echelons.

LCM 3's and LCM 6's are now being furnished the Southwest Pacific Areast the rate of 200 per month. During 1944 a total of approximately 2200 will have been supplied, and it is planned to supply an additional 2400 during 1945.

Loading of Air Supplies: We have gone very extensively into this problem, particularly with reference to the San Francisco Port. We feel here that we have made great progress and that the considerable number of deficiencies which we know to have existed have now been corrected. Organizational equipment is no longer preshipped and the policy of the Port is to unit-load as much of the organizational equipment as is possible on the passenger vessel containing the personnel. Anything that can't get on this boat is loaded on a follow-up vessel.

At the time of my previous report to you on matters which arose on our trip, I did not have the foregoing information to give you. I am sending it along now so that you will not think we had overlooked these matters. What you are interested in, of course, are the results. Please let us know if there are other matters that need our attention.

Sincerely yours,

PATRICK W. TIMBERLAKE
Brigadier General, U. S. A.
Deputy Chief of Air Staff

for

BARNEY M. GILES,
Lieutenant General, U. S. Army
Chief of the Air Staff.

DECLASSIFIED

30 OCT 1944
AAG

SECRET

225400 S.1.3.1.(3)

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DOD Dir.
5 Jan. & 30 June 1971
By ALN/PKC NC. Date 11-10-75

Col Edmunds

Maj Edmunds
SD965
71583

1 Sept. 44

Supply Problems in the Southwest Pacific

AC/AS M&S

Chief of Air Staff

1

1. Attached are a number of memorandums given me by General Kenney on my recent trip. Of particular importance I found to be: (1) the lack of refrigeration, (2) disposition of equipment and (3) loading of air supplies.

2. Go over the attached memorandums carefully and make every effort to assist within the limits of our capabilities.

3. Inform me hereon what action you have taken or you propose to take.

6 Incls.

Sgd. by Gen. Giles

Goes to Pac

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declassified by M+S
~~FOR SECRET~~

SAS/400 South Pacific

(15)

HENRY HARLEY ARNOLD

Box 115 Folder 5

MILITARY DECIMAL

SAS 400
20th Air Force
"X"

DECLASSIFIED
DOD Dir.
5200.9 & 10 June
By NARA, Date 11/10/75

SAS 400 20th Air Force

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DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By ALN/PMC NO. Date 11-10-75

Allocation of Shipping Tonnages to Twentieth Air Force

ACAS, Plans 5/24/45

Deputy Commander, AAF 1

General Arnold is considering putting in a separate paper to the JCS in an effort to get approval on a definite allocation of shipping tonnages to the Twentieth Air Force. I pointed out to him that this logistic independence for the Twentieth was going in the Command paper for the Pacific. He believes we should be prepared to submit a separate paper which will be convincing in showing the necessity for our having tonnage allocation for the Twentieth set up at the JCS level.

Signed

IRA C. EAKER
Lieutenant General, U. S. A.
Deputy Commander, A. A. F.

MAY 45

DECLASSIFIED
DoD letter. 1/8/74
By 8-27-74

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SAS 400 20th AF (1)

SAS 400 "X"

CONFIDENTIAL

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Hawaiian Air Depot - services rendered

General Hanley 5/14/43

General Giles 1.

Note the attached letter from General Emmons. I think we should push this through as fast as possible and give the Air Depot the Army-Navy E Award.

B. M. G.

Incl: Ltr to Gen. Arnold frm Gen. Emmons
5/6/43 /w/ Cpy of Ltr to CG/Haw. Dept.
4/30/43 frm Com. A.F., Pac. Fleet and
Cpy of Ltr to Army Board for Production
Awards, War Dept. frm Gen. Emmons, 3/30/43

TO: A.C. A.S., Materiel, Maintenance & Distribution DATE 15 May 43

FROM: Deputy Chief of the Air Staff. COMMENT NO. 2
MAL/mdg/5265

To note in connection with other papers on the same subject forwarded to your Division within the last two or three days.

~~Dispatched~~
MAY 15 1943
AAG

MILLARD A. LIBBY,
Colonel, G. S. C.,
Secretary of the Air Staff.

Incl. n/c

File
a 5/15/43

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CONFIDENTIAL

Channels of Air Force Supply in the Pacific Area.

Asst. Chief of Air Staff, Materiel, Maintenance & Distribution — 6 May 43

Deputy Chief of the Air Staff — 1

MAL/mdg/5465

1. Note the attached.

2. For necessary action to effect the action requested in Paragraph 6 of the basic communication.

Dispatched
MAY 6 1943
AAG

MILLARD A. LIBBY,
Colonel, G. S. C.,
Secretary of the Air Staff.

Att: Ltr to CG, AAF fm.
CG, ATC, 4/30/43, w/8 incls.

Transfer of Equipment at Bora Bora.

Asst. Chief of Air Staff, Materiel, Maintenance & Distribution 6 May 43

Deputy Chief of the Air Staff. 1

M/L/mdg/5265

1. Note the attached request of the Commanding General, Air Transport Command.

2. For necessary action in connection therewith.

Dispatched
MAY 6 1943
AAG

Atts: Ltr to CG, AAF fm. CG, ATC w/
Incls 3.

MILLARD A. LIBBY,
Colonel, G. S. C.,
Secretary of the Air Staff.

File
ei 8/1/43

Ans ab 850 (3)

Incl. Paraphrased copy outgoing message to New Caledonia

To: Chief of Air Staff **Date: Feb. 16, 1943**

From : Assistant Chief of Air Staff, A-4

Comment No. 2
WMK/fmv 74380

1. Reference is made to paragraph two above, the subject equipment is expected to arrive at destination on or about April 1st.

2. All transport planes manufactured after December 1, 1942, are equipped with automatic pilots, and no planes are being sent to theaters at the present time without this equipment. New Caledonia has been so informed by Air Service Command.

Incl. n/c

Noted
File
MA

RICHARD H. BALLARD
Colonel, G. S. C.

File
G 2/1

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937

3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD INS.
By RUP/PRC, Date 11-16-75

TALLY NO.	894
FILE NO.	

SUBJECT: Equipment for New Caledonia

TO: Assistant Chief of Staff, A-4

DATE February 14, 1943

FROM: Chief of the Air Staff

COMMENT NO. 1

WEH: jb 5246

1. Reference is made to message No. 3394 dated February 7, 1943, from New Caledonia and paraphrased copy of reply from the Air Service Command which is attached.

2. Information is desired concerning an estimated date of arrival in the theatre of the equipment referred to and also as to the nature of the reply to the last part of the incoming message concerning equipment of future transports sent to the New Caledonia area.

WEH

WILLIAM E. HALL
Colonel, G.S.C.
Secretary of the Air Staff

Incl. Paraphrased copy Outgoing message to New Caledonia

AIR RES Yr "X"

FEB 16 '43 PM

RECEIVED

Air Adjutant General

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DECLASSIFIED
DOD Dir. 5 200.9 & 30 June 1972
By AUN/DRC NO. Date 11-14-75

Equipment for New Caledonia

To: Chief of Air Staff

Date: Feb. 16, 1943

From : Assistant Chief of Air Staff, A-4

Comment No. 2
WMK/fmv 74380

1. Reference is made to paragraph two above, the subject equipment is expected to arrive at destination on or about April 1st.

2. All transport planes manufactured after December 1, 1942, are equipped with automatic pilots, and no planes are being sent to theaters at the present time without this equipment. New Caledonia has been so informed by Air Service Command.

Incl. n/c

RICHARD H. BALLARD
Colonel, G. S. C.

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AG 202 400 X (14)

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DECLASSIFIED
DOD Dir
8 Jan. & 20 June 1974
By ALN/PRC I.C. Date 11-10-75

A-4/894

Paraphrased copy Outgoing Message

To New Caledonia 2-9-43 (from ASC) in reply to 3394, ASC 474

Emergency Request No. 5E896 being shipped by water at earliest date possible contains:

11 ea. Type B-3 Drift type meter assembly, 51", stock No. 600X-291000
11 ea. Tank Assembly main fuel left hand No. 5110508
(for CG SOS, Attn: Co. 13 Troop Carrier Sq & Co 13 Air Depot Group
11 ea. Tank assembly main fuel right hand, Part No. 511-508-1
11 ea. Giro Assembly, Sperry Type A-3

Msg # 394 2-7-43 from Neal 2-9-43

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DOD Dir
8 Jan. & 20 June 1974
By AIN/PKC NC, Date 11-10-75

Equipment for New Caledonia

Assistant Chief of Staff, A-4

February 14,1943

Chief of the Air Staff

1

WEH: jb 5246

1. Reference is made to message No. 3394 dated February 7, 1943, from New Caledonia and paraphrased copy of reply from the Air Service Command which is attached.

2. Information is desired concerning an estimated date of arrival in the theatre of the equipment referred to and also as to the nature of the reply to the last part of the ~~rapming~~ message concerning equipment of future transports sent to the New Caledonia area.

WILLIAM E. HALL
Colonel, G.S.C.
Secretary of the Air Staff

Incl. Paraphrased copy Outgoing message to New Caledonia 2-~~10~~-43 (from ASC).

Dispatched
FEB 15 1943
AAG

File

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FILE COPY

HEADQUARTERS ARMY AIR FORCES CONFIDENTIAL

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Dir. 5 Jan. & 20 June 1974 By AFHRC Date 11-10-75

TALLY NO.	
FILE NO.	794

SUBJECT: Reply to Cable XA 1014 from Brisbane

TO: Chief of Air Staff

DATE Feb. 6, 1943

FROM: Assistant Chief of Air Staff, A-4

COMMENT NO. 1
WMK/fmv 74380

1. Paraphrase copy of answer to cable XA 1014 from Brisbane is attached as requested in memorandum of January 31st.

2 Incl.
Para cy cable 2-1-43
Memo cable sec. 1-31-43

RICHARD H. BALLARD
Colonel, G. S. C.

Noted
File
NSA

File
2/8/43

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PAGE 1

3-1109 A.F.

CONFIDENTIAL

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Paraphrase of a confidential cable dispatched by W. D. Dana to Commanding General, Southwest Pacific Area, Australia, signed Frank dated February 1, 1943: (Re XA 1014, January 30, 1943)

"Air shipping from Hamilton Field on or about February 15, overhaul parts for Allison engines. This is on Project 50460."

Paraphrased by:
mc 2/6/43

CONFIDENTIAL

4751

January 31, 1942

MEMORANDUM TO: Air Service Command. (Att: Maj. Ettinger.)
A-4. (Att: Col. Frost.)

SUBJECT: Message No. XA 1014 Dated January 30, 1943. From Brisbane signed No Sig.

1. The above message appears on page 258 of General Stratemeyer's log of messages, concerning which General Stratemeyer made the following comment:

> "A-4. Follow through on this reply. It is important. I want to see copy of reply."

2. Your attention is directed to the above message for such action as is necessary.

3. You are requested to inform the undersigned officer of the action you have taken on the above message in accordance with General Stratemeyer's comment.

Roger L. Shearer

ROGER L. SHEARER,
Lt. Col., Air Corps.
OFFICE OF CABLE SECRETARY
Air Staff
Telephone 71660

Distribution:

A-4
Air Ser. Comd.
Cable Secretary

3-3602-B, AF

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5200.9 Sep. & 30 June 1974
By ALN/PKC NC. Date 11-10-75

Rept. on A.F. Maintenance & Supply Situation in S.Pacific Area Submitted by Col.Levi Beery, October 29,1942.

Asst. Chief of Air Staff, A-4. 1-11-43

Deputy Chief of Air Staff. #1

TJH/cmc/6371

As soon as practicable a report should be submitted showing the corrective action taken on all of these items or, if no corrective action has been taken, the comment of the responsible division.

Dispatched
JAN 11 1943

Incl: Conf.Memo for the CG AAF, frm A-4, Subj. as above. AAG w/incl: Ltr dtd 10-29-42 frm Col.Beery to Gen.Arnold.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

file
a 1/12/43

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Alle (1) 400 X (11)

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DECLASSIFIED
DOD Dir. 5200.9 & 5200.10
By ALN/PKC NO. Date 11-10-75

327

January 8, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Report on Air Force Maintenance and Supply Situation in South Pacific Area Submitted by Col. Levi Beery, October 29, 1942.

1. The attached report on the Air Force maintenance and supply situation in the South Pacific Area, which was submitted by Colonel Levi Beery under date of October 29, 1942, has been studied by this Division.

2. Action has been taken on the recommendations made by Colonel Beery, with the exception of the following, which are a present under study by the Air Service Command:

a. "A central agency to keep track of and allocate critical items, and to erect and dispose of repairable items."

b. "Liberalization of the policy reference the issue of watches."

3. Your attention is invited to paragraph 14a, which is quoted below:

"14 a. In order to promote unity of command and solve certain problems of maintenance and supply, it is recommended that New Zealand, New Caledonia, New Hebrides and the Solomon Islands be included in the South Pacific Area and pass to the control of that headquarters, and that the remainder of the South Pacific Islands, to include the Fiji Group, be included in and pass to the control of the Hawaiian Department."

The organization of the 13th Air Force has aided materially in coordinating the problems of command, maintenance, and supply, and making the Hawaiian Air Depot the control depot for the whole area has gone far in simplifying the service and supply problems in this theatre. This Division feels that no further action on this recommendation should be taken at the present time.

Incl:
Ltr. dtd. 10/29/42, frm.
Col. Beery to Gen. Arnold.

RICHARD H. BALLARD,
Colonel, G.S.C.,
Assistant Chief of the Air Staff, A-4.

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Orig. Ltr. X ①

Summary of Report on AF Maintenance and Supply in the South Pacific Area

WEH:JT 5246

1 AFCAS AFADS 1942
12-17

1. Your attention is invited to General Stratemeyer's note to General Hanley attached.

2. General Hanley directs that a paper be prepared based on the attached memorandum from Colonel Ballard and the report from Colonel Beery showing in graphical form the action recommended and resultant action taken or proposed.

3. General Hanley had the following comments to make concerning Colonel Ballard's memorandum:

a. It should have been addressed to the Commanding General, Army Air Forces in place of to Lt. General H. H. Arnold.

b. Unimportant matters or subjects which have already been cleared up should not have been mentioned.

c. Materiel Squadrons no longer exist.

4. It is suggested that an officer of your Division contact Colonel Hall for assistance in preparation of the paper in the manner that General Hanley desires.

Dispatched
DEC 18 1942
AAG

File

1 Incl.
Memo to Gen Arnold fr ADS
12-8-42 w/ Incl.

WILLIAM E. HALL
Colonel, G. S. C.

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

1240

File No. _____

Tally No. AAF _____

Note -- A line will be drawn across sheet after each comment.

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DECLASSIFIED DOD Dir 5200.9 8 Nov. & 20 June 1958 By AWRC Date 11-10-75

SUBJECT: Memo from General Royce to General Harmon

RHH/hk

NO.	FROM	TO	DATE	COMMENTS
1.	CAS	PLANS	6/23	1. The following was contained in a personal letter from General Royce to General Harmon and is passed on to you for such action as you deem advisable: "Speaking of these Islands to the Eastward, I believe that they should be supplied from Honolulu rather than Australia. It seems also that every time a boatload of our airplanes or supplies stop at one of those places, that some of our airplanes and supplies are taken off and never reach here. "The holding of 8 Heavy Bombardment planes at Fiji and Noumea appears to me to be a mistake. If the airplanes were sent to us then we could use them against targets such as Koepang, Ambon and Rabaul, which might stop any expedition from even starting out towards the Islands. If those Islands need long-range reconnaissance then I think the Navy should supply it with PBYs or similar type." R.C.W.B. S/AS
				AFAEP AW-hlg
2.	AFAEP	AFADS	6/27	Request your comments and action recommended, if any, relative to the first paragraph above quoted from General Royce's letter. O.A.A. AFAEP
				File 8/3/42

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(Do not use reverse side) W-4071, AP. Rev. 8/14/41

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. .....

Tally No. AAF .....

SUBJECT: Memo from General Royce to General Harman

ACC/hmh

NO	FROM	TO	DATE	COMMENTS
3.	AFADS	AFAEP	1942 6-29	1. In reference to the preceding the following recommendations were made to the Joint Staff Planners by the Sub-Committee on Joint Army-Navy Service Force for Pacific Theater.
			5/25/42 JPS 21/9	a. That the Commanders of the Southwest and the South Pacific Areas respectively should organize the necessary staffs to coordinate the requisition, purchase and storage of supplies and material for all arms and services within their respective areas, and for the operation of such transportation as may be assigned to and based within their respective areas.
				b. That the closest liaison be established between the Commanders of the foregoing areas with respect to supply and that they cooperate in the purchase and exchange of supplies and in securing economy of shipping and escorts in their transportation.
				c. Requirements in the South Pacific Area for supplies in excess of those which can be procured within the area will be met by requisition (1) on the Commander Southwest Pacific Area and (2) upon usual sources in the United States, in that order of priority. Full advantage to be taken of automatic supply both inter- and intra- area where possible.
				d. That shipping out of West Coast ports continue to be coordinated under the principle of mutual cooperation as at present.
				e. To save shipping on the long haul from the U. S. Mainland, the procurement of supplies and shipping locally should be exploited to the utmost.
				f. That all shipping assigned to the South Pacific Area should be pooled and placed under the control of the Commander thereof.
				g. That Bora Bora be supplied from the Mainland in accordance with current directives.

DECLASSIFIED

Do not use reverse side

W-4071, AC Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. .....

Tally No. AAF.....

SUBJECT: Memo from General Royce to General Barsen

MCC/brh

NO	FROM	TO	DATE	COMMENTS
3. (Cont'd)	AFAMS	AFAIP	6-29	h. That Canton continue to be supplied from Hawaii under current directives. i. That full ship loads be delivered direct to bases from the Mainland and from Australia when possible. (1) The Commander of the South Pacific area be directed to consider and report to the Joint Chiefs of Staff on the possibility of shipment to centrally located distribution points to which full ship loads can be delivered and further distributed in small vessels. j. In the supply of bases in the South Pacific area, full use be made by the Commanders of both the Southwest and the South Pacific areas of space in ships of all categories on their return voyages; that the foregoing Commanders be authorized to retain control of these ships on their return voyages until such military cargoes have been discharged at the island bases. k. That opportunities for return of strategic cargoes for the United States be exploited and utilized in cooperation with local representatives of the War Shipping Administration, military requirements having priority; and that in the interest of over-all shipping economy, the turnaround of all categories of such ships must be expedited. l. That each Area Commander be responsible for the safe escort of shipping within his area but that flexibility and economy of escorting be effected between the Commanders concerned. m. Until the above described organization in New Zealand is perfected and operating, the supply of the South Pacific Area to be continued from the Mainland and from Australia in accordance with existing directives. File Bull 8/3/42 MB Actg C/S

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

Note -- A line will be drawn across sheet after each comment.

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File No. _____

Tally No. AAF _____

SUBJECT: Memo from General Royce to General Harmon.

NO.	FROM	TO	DATE	COMMENTS
4.	AFAEP	AFCAS	7/2	AFAEP AW/sl 1. Col. Wylie, of the Operations Division, Transportation Service, SOS, states that the situation of which General Royce complains (see comment 1), has been to some extent alleviated by the establishment in New Zealand of a joint Army, Navy and Marine Corps staff for local procurement of materiel for the South Pacific area and coordination of Army and Navy agencies in San Francisco for the procurement of shipment of supplies to the South Pacific area. While this action has improved the service of supply to the South Pacific Islands, it has probably not entirely stopped the unauthorized unloading, in those islands, of materiel destined for Australia. Col. Wylie stated that action would be taken by blanket instructions issued to all Masters of cargo vessels bound for Australia, via the South Pacific Islands, to permit no diversion of their cargoes consigned to Australia. 2. A memorandum on this subject has been dispatched to the Commanding General, Services of Supply, for the attention of the Operations Division, Transportation Service, as per copy attached. 3. With reference to the second paragraph of that portion of General Royce's letter quoted in comment 1, it is not believed advisable to recommend that heavy bombardment airplanes now assigned to Fiji and Noumea be transferred to the Air Commander in Australia. The Assistant Chief of the Air Staff, A-3, concurs in this conclusion. C.A.A. Actg./AFAEP Incl. 1- Cy memo to CG, SOS Att. Oper. Div. SECRET DECLASSIFIED

In file with See page 3 Telephone Conf. Capt. Taylor 8/3/42

Air AG 400.X (9)

(Do not use reverse side) W-4071, AF. Rev. 8/14/41

Page No. 4

Air AG 400 X (9)

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY
(Attention: Operations Division, Transportation Service).

Subject: Diversion of Material Consigned to the Air Commander, Southwest Pacific Theatre.

1. In a personal letter dated May 25, 1942 from General Royce, commanding the Fifth Air Force, in Australia, to General Harmon, then Chief of the Air Staff, General Royce states that airplanes and supplies consigned to him, or to the Commanding General, Southwest Pacific Theatre, for his use, are being taken off the cargo vessels at intermediate stops in the South Pacific Islands, seriously handicapping his operations. General Royce states:

> "It seems also that every time a boatload of our airplanes or supplies stop at one of those places, that some of our airplanes and supplies are taken off and never reach here."

2. It is requested that such action be taken as you deem appropriate, and likely to be most effective, to insure, in so far as the Services of Supply is able to do, that military materiel consigned to Australia will not be removed from cargo vessels at intermediate ports.

3. This matter was the subject of a conference between Lt. Col. Williamson of the Plans Division, Air Staff, and Col. Wylie, of the Operations Division, Transportation Service.

For the Commanding General, Army Air Forces.

O.A. ANDERSON
Col., G.S.C.
Acting Assistant Chief of the Air Staff, Plans Div.

Air Ab v 0 0 r (9)

Subject: Air Corps Supplies for Australia.

1st Ind. (14-S-2)

War Department, Office, Chief of the Air Corps, Washington, D. C.
MAR 9 1942 To: Chief, Army Air Forces, Washington, D. C.

1. Arrangements have been made by this office to ship by air one third of the total of material requested by the Commanding General, United States Air Forces in Australia. This shipment was marked destination X, order number for shipment A-1112, by way of ACFC.

2. The remaining two thirds of the material requested has been ordered shipped to X by the most expedious method.

For the Chief of the Air Corps.

Incl.
n/c

W. T. Hefley

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

File
Information only
Information
A-4 Air

IMMEDIATE ACTION

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 June 1974
By AIA/PKC NC, Date 11-10-75

IN REPLY REFER TO

WAR DEPARTMENT

March 4, 1942.

SECRET
BY AUTHORITY OF THE CHIEF OF ARMY AIR FORCES
3/4/42 JBC
DATE INITIALS

SUBJECT: Air Corps Supplies For Australia

TO: Chief of Air Corps

1. The Commanding General, United States Army Forces in Australia has submitted a cable request for the following listed materiel with a further request that 1/3 of the total of each item be shipped by air:

1000 Spark Plugs for each type of American Airplane in Australia.
300 Oxygen Masks.
300 Throat Microphones.
300 Goggles, type D-1.
300 Goggles, type B-7.
200 Watches, Navigation.

2. Copy of this cablegram in which the foregoing materiel was requested (AGO 400(3-3-42) was furnished the Air Service Command. The cable contained the desired marking instructions.

3. It is desired that a report of your action include the date and method of shipment be submitted to the Chief of the Army Air Forces, Assistant Chief of Air Staff, A-4.

4. Lt. Col. James P. Newberry, Air Service Command, is familiar with this matter.

Incl.
Cy.radio
#460 3/3/42.

By Command of Lieutenant General Arnold

John B. Cooley,

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

DECLASSIFIED

Q. M. C. Form 556 (Old Form 403)
Approved December 1, 1922
P-4 3-86

SECRET

Inc as noted (2)

P-5624 GPO

IMMEDIATE ACTION

DECLASSIFIED

CABLEGRAM

AC-4

MD
P067
2205/3

DECLASSIFIED
DOD INS
By AAF/BRC Date 11-10-75

AG 400 (3-3-42)

From: Sans Origine

To: Adjutant General

No. 460 March 3

The order number for this shipment is A 1112, reference my radio NR 143 dated January 21, 1942. Of each item requested, desire air shipment of one third of the totals of each item. Earliest possible shipment of the following items requested: 1000 spark plugs for each type American plane now in Australia; 300 oxygen masks; 300 throat microphones; 300 goggles, type D-1; 300 goggles, type B-7 and 200 watches Navigation. In replying cite AC4-503.

Brett

Exact Action Copy to: Chief, Army Air Forces, Cy No. 1

Exact Information Copy to: A. C. of S., G-2, Cy No. 2
A. C. of S., G-4, Cy No. 3
A. C. of S., WPD, Cy No. 4
Miscellaneous Division AGO, Cy No. 5
Secretary, General Staff, Cy No. 6

Received in Cable Section, AAF/AAG
3/3/42 6:40 PM

Paraphrased by Capt. Wilbourn:jln

Distribution:
ACTION COPY TO AAF/A-4

Air Forces
Gen. Arnold
Gen. Harmon
A-2 XAWPD

Air Corps
Air Serv. Com.

DECLASSIFIED

R E C E I P T

DATE _____

SUBJECT: Air Corps Supplies For Australia.

1. Received from the Headquarters, Army Air Forces, one letter, above subject w/ inclosure:

Copy radio #460 frm. USAFIA
dated March 3, 1942.

_____
OFFICER RANK

_____
OFFICE

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir
6 Jan. & 30 June 1954
By AAA/PAC NO. Date 11-10-75

AAF/A-4/258
DPG/emd
Written February 23, 1942.

FEB 23 1942

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: The Quartermaster General.

1. Under the authority contained in paragraph 6. b. (2) (a), secret Immediate Action letter, file AG 370.5 (2-21-42) MSO-C-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

For: Shipment 6901-4.

1100 X (1)

FOR COMMANDER OF THE ARMY AIR FORCES:

JOHN B. COOLEY
Lt. Colonel, A. G.

Incl:
Equipment list (in dupl.)

HEADQUARTERS ARMY AIR FORCES [redacted]											
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	[redacted]	A-4	A-Inspr.	Budget & Fiscal	Sta-tistics	

AAF-39

DECLASSIFIED

SECRET

SECRET

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

QUARTERMASTER EQUIPMENT

Ax, handled, chopping, single bit standard grade, 4 pound	ea. 22
Bag, canvas, water, sterilizing, complete with co ver and hanger	ea. 20
Bucket, general purpose galvanized, heavy weight, with out lip 14 qt.	ea. 410
Can, corrugated, nesting, galvanized, with cover	
10 gal.	ea. 16
16 gal.	ea. 16
24 gal.	ea. 16
32 gal.	ea. 16
Chair, folding, metal or wood	ea. 30
Chest, record, company, 19 3/4 x 19 1/4 x 10½	ea. 20
Clock, alarm	ea. 12
Container, water, 5 gal.	ea. 400
Cot, canvas, folding	ea. 2000
Desk, file, large regimental	ea. 12
Estinguisher, fire, carbon tetrachloride 1 quart, pump type	ea. 40
File, paper archboard, without index and cover, 9 x 17 inches.	ea. 30
Flag, national standard, complete with case and staff.	ea. 1
Fly tent, wall large, 21ft. 6 in. x 14 ft. 3 in., complete with pins and poles.	ea. 5
Head net, mosquito	ea. 2000
Hook, grass, curved blade.	ea. 30
Lantern, gasoline, with mantles and pump.	ea. 15
Machine:	
Duplicating, stencil process,	ea. 1
Hand operated, 16 x 21 inches.	ea. 1
Marking outfit, stamping, metal	ea. 1
paper fastening, lever or plunger type, wire staple performed, light duty.	ea. 7
Outfit, officers mess	ea. 4
Paulins, canvas: 20 x 40 ft.	ea. 2
Perforator, 2-hole (distance between holes, center to center, 2 3/4 in.)	ea. 7
Pick, handled, RR, 6-7 pound	ea. 30
Rake, garden, steel, 14 teeth	ea. 12
Range, field M 1937 (1 unit)	ea. 42
Safe, field, key lock	ea. 7
Saw, cross cut, 2 man, type L, 6 foot.	ea. 2
Screen, latrine, complete with pins and poles	ea. 12
Seal, official	ea. 1
Shears, office, straight trimmers, 20 in over all	ea. 7
Shovel, general purpose. D handled round pound	ea. 35

SECRET

Air Ad 400 x (7)

(Continued) Quartermaster equipment.

DECLASSIFIED
SECRET

Sledge, blacksmiths, double faced, 8 lb.	ea. 14
Sling, color	ea. 1
Stamp, rubber, official	ea. 2
Stencil outfit, complete with figures and letters, ½ x 1 in.	ea. 1
Store, tent, complete with accessories	ea. 400
Table, camp folding	ea. 30
Tent:	
Pyramidal, complete (with pins and poles)	ea. 400
Storage, complete (with fly, pins, and poles)	ea. 5
Wall, large, complete (with fly, pins, & poles)	ea. 5
Wall, small, complete (with fly, pins, & poles)	ea. 16
Tool kit (complete with tools)	ea. 2
Carpenters	
Typewriter, non-portable, 14½ inch	ea. 26
Whistle, thunderer	ea. 70

DECLASSIFIED

SECRET

Ans AG 400 x (7)

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

MOTOR TRANSPORT EQUIPMENT

A. Standard tools and equipment.

Chain, motor vehicle tow, 16 ft. x 7/16 in.	ea. 18
Drum, inflammable, liquid (gasoline, steel, galvanized, with carrying handle, capacity 10 gal.	ea. 36
Rope, tow, 1 inch diameter, 20 ft. long	ea. 20
Tool set (complete with tools):	
Motor vehicle mechanics	set
Pioneer equipment motor vehicle set no. 1	set 36
Unit equipment, second echelon:	
Set No. 2	set 2
Tube, flexible, nozzle, for refillable drums	ea. 36

B. Vehicles

Car, light, 5 passengers	ea. 2
Car, C & R, ½ ton	ea. 7
Truck, ¼ ton, 4 X 4	ea. 4
Truck, ½ ton, carry all	ea. 7
Truck, 1 ½ ton, cargo	ea. 10
Truck, 2 ½ ton, cargo	ea. 8

AR. 30-3010
Cir. 1-18 OQMG

DECLASSIFIED SECRET

DECLASSIFIED
DOD Dir 5
8 Jan. & 30 June 1974
By ALN/BRC Date 11-10-75

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

QUARTERMASTER EQUIPMENT (CON'T)
SUPPLIES

A. Miscellaneous supplies.

Regular Supplies Cir. 1-18 OQMG

B. Cleaning and Preserving Material

Cleaning & preserving material Cir. 1-18, OQMG

D. Stationery

Cir. 1-18 OQMG

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SECRET

Can OQ 4 box (1)

SECRET

DECLASSIFIED
DECLASSIFIED
DOD Dir 5
Sep. 6, 30 June 1974
By ALM/PAC NC. Date 11-10-75

AAF/A-4/256
DPG/emd

Written February 23, 1942.

FEB 23 1942

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: The Chief Signal Officer.

1. Under the authority contained in paragraph 6. b. (2) (a), secret Immediate Action letter, File AG 370.5 (2-21-42) MBC-C-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

For: Shipment 6901-A.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN H. COOLEY
Lt. Colonel, A. G. D.
Assistant Air Adjutant General

Incl:
Equipment list (in dupl.)

400 X (7)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics	
			WB								

AAF-39

DECLASSIFIED

SECRET

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

SIGNAL EQUIPMENT

Flashlight, TL-122-A	ea. 103
Gloves LO-[illegible]10	pr. 2
Lineman's equipment TS-21	ea. 2
Telephone central office set TC-4 on Switchboard BD-14	ea. 1
Telephone, EE-8-A	ea. 12
Wire W-110 on reels.	miles 10

An ad 400 x (7)

DECL SECRET

DECLASSIFIED
DOD Dir. 5200.9 & 26 June 1974
By ALN/PRC JC; Date 11-10-75

AAF/A-4/261
DPG/emd

Written February 23, 1942.

FEB 2

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: The Surgeon General.

1. Under the authority contained in paragraph 6. b. (2) (a), secret IMMEDIATE ACTION letter, file AG 370.5 (2-21-42) MSC-G-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

For: Shipment 6901-A.

FOR THE CHIEF OF THE AIR FORCES:

Incl:
Equipment list (in dupl.)

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics	

AAF-39

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SECRET

DECL SECRET

DECLASSIFIED
DOD Dir
By ALN/PKC Date 11-10-75

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

MEDICAL EQUIPMENT

Group Aid Station equipment	eq 1
Machine, imprinting (For use with individual identification tag)	ea 1

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Au AG 400 X (7)

SECRET

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DECLASSIFIED
DOD Dir
8 Jan. & 30 Nov. 1972
By ALN/DXC NO. Date 11-10-75

AAF/A-4/257
DPG/emd
Written February 23, 1942.

FEB 25 1942

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: The Chief of Ordnance.

1. Under the authority contained in paragraph 6. b. (2) (a), secret Immediate Action letter, file AG 370.5 (2-21-42) MSC-C-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

For: Shipment 6901-A.

(1) X 204

FOR THE CHIEF OF THE ARMY AIR FORCES

Incl:
Equipment list (in dupl.)

J. A. B. COOLEY
Lt. Colonel, A. G. D.
Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Detail	Stationery	

AAF-39

DECLASSIFIED

SECRET

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

ORDNANCE EQUIPMENT

Chest, Armorer's tool, with contents complete.	ea. 1
Pistol, automatic cal. .45 M 1911A1	
Organization spare parts and equipment	as provided in SM. B-6
Rifle, U. S. Cal. .30, M1903	
Organization spare parts and equipment	as provided in SM.

air AS 400 x (7)

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DECLASSIFIED

DECLASSIFIED
DOD DIR
5200.10 and DoD Dir 5200.9
ALNPAC 11-10-75

IMMEDIATE ACTION

AG 400 (2-5-42)MSC-D February 5, 1942. (Cont'd).

TO: The Port Quartermaster,
San Francisco Port of Embarkation,
(Via Ogden Regulating Station).

FOR: Shipment No._____ (Additional Maintenance)
* Forces in "X" January 1, 1942 (Additional Maintenance)
* This marking to be used for supplies destined for troops listed on Inclosure No. 1 only.

b. Shipments specified in paragraph 1 b above will be marked as indicated in paragraph 2 a above immediately prior to movement from the Utah General Depot to the San Francisco Port of Embarkation.

3. Shipping releases and routings will be obtained from The Quartermaster General, as directed by letter, this office, January 26, 1942, AG 523.OR (1-24-42)MO-D-M, subject: Control of Freight Shipments.

4. a. Shipments of materiel, whose distribution is controlled by the Chief of the Army Air Forces, under the provisions of letter, this office, December 17, 1941, AG 322.2 AAF (12-13-41)MO-D-M, subject: Control of Certain Munitions having Exclusive Interest to the Army Air Forces, and all materiel furnished by the Chief of the Air Corps, will be shipped in accordance with separate instructions to be issued by the Chief of the Army Air Forces.

b. Action has been taken in a separate communication to the Chief of Ordnance, letter this office, February 4, 1942, AG 471 (2-4-42) MSC-D, subject: Ammunition for U. S. Forces in Australia, to provide 30 days of supply of ammunition for ground weapons and ammunition for one months' operations for airplanes now in "X" or enroute thereto. It is desired that the Chief of Ordnance take the necessary action to send approximately 50% of the above ammunition with each of the shipments of additional maintenance supplies directed in paragraphs 1 a and b above.

By order of the Secretary of War:

Joseph L. Ch[illegible]

Adjutant General.

1 Incl.
Troop Basis Forces
in "X" January 1, 1942.

COPIES TO: Commanding General, San Francisco P of Emb.
Commanding General, American Forces in "X".
Chief of the Army Air Forces.
Chief of the Air Corps.

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SECRET

DECL SECRET

DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1972
By ALM/PRL NC. Date 11-10-75

AAF/A-4/261
DPG/emd
Written February 23, 1942

MARSEB-2

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: Chief of Chemical Warfare Service.

1. Under the authority contained in paragraph 6. b. (2) (a), secret Immediate Action letter, File AG 370.5 (2-21-42) MSC-S-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

Port Shipment 6901-A.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G.
Assistant Air Adjutant General

Incl:
Equipment list (in dupl.)

400 X (1)

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Dptmt Statistics	Sta-tistics
			273			4-4 W83				

AAF-39

DECLASSIFIED

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SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.10
Exec. Order 11652
By ALN/PKC NARS, Date 11-10-75

EQUIPMENT LIST

111th REPLACEMENT CONTROL DEPOT

CHEMICAL WARFARE EQUIPMENT

SECRET

Alarm, gas	ea. 6
Apparatus, decontamination:	
3 gal. pressure type	ea. 20
~~Canister, service~~	~~ea. 100~~
Kit, repair:	
Gas Mask, regimental	ea. 1
Mask:	
Respirator, dust, M 1	ea. 38
Supplies:	
Agent, demustardizing	lbs. 2000
Non-corrosive	qts. 240
~~Set, antidim~~	~~ea. 400~~

DECLASSIFIED
SECRET

Au AS 400 x (7)

SECRET

DECLASSIFIED DOD DIR 5200.9 Sec. 5 Par. 1 (a) (2) By ALM/PRC Date 11-10-75

DECLASSIFIED

AAF/A-4/259
DPG/emd
Written February 23, 1942.

FEB 23 1942

Subject: Shipment of Supplies and Equipment for Shipment 6901.

To: Chief of Engineers.

1. Under the authority contained in paragraph 6. b. (2) (a), secret Immediate Action letter, file AG 370.5 (2-21-42) MSC-C-M dated February 21, 1942, subject: "Movement Orders, Shipment 6901", request the items on attached equipment list be shipped as follows:

a. Shipments will be made so as to reach the San Francisco Port of Embarkation not later than March 3, 1942.

b. Shipment to be marked as follows:

To: Port Quartermaster,
San Francisco Port of Embarkation,
San Francisco, California.

For: Shipment 6901-A.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOL[illegible]
Lt. Colonel, A[illegible], D.,
Assistant Air Adj[illegible] General

Incl:
Equipment List (in dupl.)

X 004

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-Wpn	A-Inspr.	Dptmt	Statistics	

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AAF-39

SECRET

EQUIPMENT LIST

11th REPLACEMENT CONTROL DEPOT

ENGINEER EQUIPMENT

Drafting equipment:
Regimental ea. 1

Au Ad 400 X (7)

SECRET

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DECLASSIFIED
DOD DIR
8 Jan. & 30 June 1954
By AUTHSC 10; Date 11-10-75

AG 400
(2-5-42)MSC-D

MNK/ved-1705.

IMMEDIATE ACTION

February 5, 1942.

SUBJECT: Shipments of Additional Maintenance Supplies to "X".

TO: Chief of Chemical Warfare Service,
Chief of Engineers,
Chief of Ordnance,
Chief Signal Officer,
The Quartermaster General, and
The Surgeon General.

SECRET

Auth: T.A.G.
Initials: J.L.C.
Date: FEB 5 1942

1. It is desired that you take necessary action to ship additional maintenance supplies for overseas forces as follows:

a. To reach Ogden Regulating Station, Ogden, Utah, as soon as possible and not later than February 15, 1942, to be available there for further shipment to the San Francisco Port of Embarkation and thence to "X" on call of the Commanding General, San Francisco Port of Embarkation.

For	Additional Maintenance Supplies
Force in "X" as of January 1, 1942 as shown in Incl. # 1.	60 days of supply (T/O) all classes (except as indicated in Par. 4 below).
Troops included in shipment numbers 1258, 1269, 2469, 4502, 4580, 5691, 6814.	30 days of supply (T/O) all classes (except as indicated in Par. 4 below).

b. To be set up at the Utah General Depot, Ogden, Utah, not later than February 20, 1942, prepared for prompt shipment to the San Francisco Port of Embarkation and thence to "X" on call of the Commanding General, San Francisco Port of Embarkation. Duplicate shipment in a above.

c. So much of the maintenance supplies specified in a and b above as are now more conveniently located to the Port of Embarkation will be held at their present location and the Port Commander immediately so informed.

2. a. Shipments in 1 a above will be marked as follows:

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SECRET

#6/#36
Ai AG 400 "X" (6)

SECRET
DECLASSIFIED

TROOP BASIS FORCES IN X JANUARY 1, 1942

Unit	T/O
Hq & Hq Btry, 26th FA Brig	6-50
147th FA	6-21
148th FA (less 2d Bn)	6-21
2d Bn, 131st FA	6-85
3d Cml Co Lab	3-97
Hq & Hq Sq, 7th Bomb Group (H)	1-117
Bomb Sq (H) 9th	1-117
Bomb Sq (H) 11th	1-117
Bomb Sq (H) 22d	1-117
Recon Sq (H) 88t	1-217
Materiel Sq 8th	1-413
453d Ord Co Avn Bomb	9-157
Signal Platoon AB 36th	11-237
Co A, 91st QM Bn (LM) (-2d Plat)	10-1-37
Co B, 33d QM Regt Trk (-1 Plat)	10-57

Aggregate Strength of Above Units.....4591

DECLASSIFIED
SECRET

INCLOSURE NO. 1

AA7/AS
BB

February 6, 1942

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, W.P.D.:

Subject: Request of C.G., USAFIA for troops and materials.

Reference Par. 2 of your Disposition Form dated February 5, 1942, above subject, the following data are furnished:

1. Movement orders, shipment 1258 transferred the 4th Air Depot Group to "X". No others available.

2. Movement orders, shipment 2469 transferred the following A.C. units to "X":

Hq. & Hq. Sq., 35th Pur. Gp (I) with 35th I.C. Sq.
Hq. & Hq. Sq., 45th A.B. Gp - 59th Mat. Sq.
Hq. & Hq. Sq., 49th Pur. Gp (I) with 49th I.C. Sq. (7th, 8th, 9th Pur. Sq.)

Hq.,& Hq. Sq., 51st A.B. Gp - 54th Mat. Sq.
Hq. & Hq. Sq., 51st Pur. Gp. w/51st I.C. Sq. (16th, 25th, 26th Pur Sqds.
43rd Mat. Sq.

3. Movement orders, shipment 6814 transferred the following Air Corps units to "X":

67th Pur Sq. (I) w/1 Sect. 5th I.C. Sq.
694th Sig. (A.W.) Reporting Co.

4. Movement orders, shipment 5691 transferred following AC Units:

Hq. & Hq. Sq. 43d Bomb Gp. (H) 63d, 64th, 65th, Bomb Sq. (H)
13th Recon. Sq. (H)
Hq. & Hq. Sq. 8th AB Gp. - 11th Mat. Sq.

5. Movement orders, shipment 4580 transferred the following Air Corps units to "X":

Hq. & Hq. Sq. 22d Bomb Gp (M) 2d, 19th, 33d Bomb Sqds. (M)
18th Recon. Sq.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION											
Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

air ab 400 "X" (5)

AAF-29

400 "X" (3)

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
W. COM. AERO BD.

GPO 16—9970-1

DECLASSIFIED

Shipment 4580 (continued)

Hq. & Hq. Sq. 38th Bomb Gp (M) 69th, 70th, 71st Bomb Sqdn (M)
15th Recon. Sq.
3d Bomb Group (L) 8th, 13th, 90th and 89th Bomb Sqds. (L)
31st I.C. Sq. 39th, 40th and 41st Pur Sqdns. (I)
8th Pur. Gp. (I) 35th, 36th, 80th Pur Sqdns. (I)
8th I.C. Sq.
Hq. & Hq. Sq. 35th AB Gp. - 30th Mat. Sq.
Hq. & Hq. Sq. 46th AB Gp. - 61st Mat. Sq.
Hq. & Hq. Sq. 36th AB Gp. - 47th Mat. Sq.
Hq. & Hq. Sq. 22d AB Gp. - 49th Mat. Sq.
2nd Mat. Sq.
699th Signal Reporting Co.
700th Signal Reporting Co.

6. Requirements for 10,000,000 gallons of aviation gasoline and 500,000 gallons of aviation oil were stated in the foregoing reference not only for three months' employment of the Air Force in ABDA but considering possible future developments. In this connection the following remarks are pertinent. A total of 6,666,000 gallons of aviation gasoline including 45,000 in drums and 103,000 barrels in bulk is being shipped from the West Coast, which with 7,000,000 gallons reported in X will total over 13,000,000 barrels. Action is being taken to ship 6,000 drums of aviation oil from the West Coast in order to increase 262,000 gallons reported available to meet 500,000 gallons desired. In this connection, however, it has been understood that Oil Company and possible Asiatic Petroleum in the amount of 3,000 barrels or more. However, supply action as indicated will be taken.

7. Airplane landing mat totalling 10,000,000 square feet will be shipped to X with highest priority in connection with shipping available. Approximately 1,141,000 square feet has been shipped to date with 860,000 square feet awaiting shipment or to be shipped.

Encl. 1
D/F 2/5/42
Above subject

For the Chief of the Air Staff:

B. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspector			

DECLASSIFIED
SECRET

AAF-30

Air 04 400 "X" (5)

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
W. COM. AERO BD.

GPO 16—9970-1

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

February 6th, 1942

MEMORANDUM:

Movement orders, shipment 1258 transferred the 4th Air Depot Group to "X". No others available.

Movement orders, shipment 2469 transferred the following A.C. units to "X":

Hq. & Hq. Sq., 35th Pur. Gp (I) with 35th I.C. Sq.
Hq. & Hq. Sq., 45th A.B. Gp - 59th Mat. Sq.
Hq. & Hq. Sq., 49th Pur. Gp (I) with 49th I.C. Sq. (7th, 8th, 9th Pur. Sq.)
Hq. & Hq. Sq. 51st A.B. Gp - 54th Mat. Sq.
Hq. & Hq. Sq. 51st Pur Gp. w/51st I.C. Sq. (16th, 25th, 26th Pur Sqds. 43rd Mat. Sq.

Movement orders, shipment 6814 transferred the following Air Corps units to "X":

67th Pur Sq. (I) w/1 Sect. 58th I.C. Sq.
65th Mat. Sq.
694th Sig. (A.W.) Reporting Co.

Movement orders, shipment 5691 transferred following AC Units:

Hq. & Hq. Sq. 43d Bomb Gp. (H) 63d, 64th, 65th Bomb Sq. (H)
13th Recon. Sq. (H)
Hq. & Hq. Sq. 8th AB. Gp. - 11th Mat. Sq.

Movement orders, shipment 4580 transferred the following Air Corps units to "X":

Hq. & Hq. Sq. 22d Bomb Gp (M) 2d, 19th, 33d Bomb Sqds. (M)
18th Recon. Sq.
Hq. & Hq. Sq. 38th Bomb Gp (M) 69th, 70th, 71st Bomb Sqdn (M)
15th Recon. Sq.

(continued)

Shipment 4580 (continued)

3d Bomb Group (L) 8th, 13th, 90th and 89th Bomb Sqds. (L)
31st I.C. Sq. 39th, 40th and 41st Pur Sqdns. (I)
8th Pur. Gp (I) 35th, 36th, 80th Pur Sqdns. (I) 8th I.C. Sq.

Hq. & Hq. Sq. 35th AB Gp. - 30th Mat. Sq.
Hq. & Hq. Sq. 46th AB Gp. - 61st Mat. Sq.
Hq. & Hq. Sq. 36th AB Gp. - 47th Mat. Sq.
Hq. & Hq. Sq. 22d AB Gp. - 49th Mat. Sq.
2nd Mat. Sq.

699th Signal Reporting Co.
700th Signal Reporting Co.

This report does not include units at Poppy and those diverted from Plum and Holly.

BREAM C. PATRICK
Captain, Air Corps

DECLASSIFIED
DOD Dir. 5200.9
By ALN/PKC NC, Date 11-10-75

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No.,.....

Tally No. AAF.....

Note.--A line will be drawn across sheet after each comment.

SUBJECT: Reference Cablegram No. 143.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-4	AAF S/AS (Major Beaman)	1942 2/5	AAF/A-4 JFW/mwb 1. Reference is made to cablegram No. 143 from Melbourne, dated January 31, 1942. 2. Requirements for 10,000,000 gallons of aviation gasoline and 500,000 gallons of aviation oil were stated in the foregoing reference not only for three months' employment of the Air Force in AFDA but considering possible future developments. In this connection the following remarks are pertinent. A total of 6,666,000 gallons of aviation gasoline including 45,000 in drums and 103,000 barrels in bulk is being shipped from the West Coast, which with 7,000,000 gallons reported in X will total over 13,000,000. Action is being taken to ship 6,000 drums of aviation oil from the West Coast in order to increase 262,000 gallons reported available to meet 500,000 gallons desired. In this connection, however, it has been understood that aviation oil was available on call in X from the Vacuum Oil Company and possible Asiatic Petroleum in the amount of 3,000 barrels or more. However, supply action as indicated will be taken. 3. Until information is received otherwise, it is considered desirable to maintain stockages of gasoline and oil requested by the Commanding General, U. S. Army Forces in X. It is, therefore, requested that expenditure rates per month be determined in order to estimate replacement and shipping requirements. 4. Airplane landing mat totaling 10,000,000 square feet will be shipped to X with highest priority in connection with shipping available. Approximately 1,141,000 square feet has been shipped to date with 860,000 square feet awaiting shipment or to be shipped. In this connection also future requirements of landing mat should be determined insofar as possible. TJH/Dwl TJH, Jr., C/A-4

DECLASSIFIED

(Do not use reverse side)

W-4071, AC. Rev. 8/14/41

SECRET

Page No._____

SECRET
DECLASSIFIED

DECLASSIFIED
DOD INS
11-10-75

(Air AG)

A C 248

January 30, 1942

SECRET
BY AUTHORITY OF THE
CHIEF OF AIR FORCES
DATE INITIALS

SUBJECT: Supplies for "X".

TO : The Chief of the Air Corps

1. It is imperative that from now on every advantage be taken of shipping to send gasoline, oil, and spares to "X". Supplies of this sort should be kept at all times on the West Coast and used to fill up any vacant space in any ships so that there will be a constant flow of such material as long as that area is a theatre.

By command of Lieutenant General ARNOLD:

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

"X" 004 (3)

Dispatched
JAN 31 1942
AAG

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat Statics	

DECLASSIFIED

air AG 400 "X" (3)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED SECRET

DECLASSIFIED DOD Rts. 8 Jan. & 20 June 1974 By ALN/PKC AC. Date 11-10-75

File No. .....

Note: A line will be drawn across sheet after each comment.

Tally No. AAF /A-4/7.....

SUBJECT: Supplies for "X".

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 JRF/emd
1	AAF A-4	AAF AAG	1942 1/28	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is imperative that from now on every advantage be taken of shipping to send gasoline, oil, and spares to "X". Supplies of this sort should be kept at all times on the West Coast and used to fill up any vacant space in any ships so that there will be a constant flow of such material as long as that area is a theatre." for TJH, Jr. C/A-4

DECLASSIFIED SECRET

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. -1-

Air AB 400 "X" (3)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

3669

Note.--A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SECRET

DECLASSIFIED

SUBJECT: Supplies for "X".

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Spaatz	1942 1/23	It is imperative that from now on every advantage be taken of shipping to send bombs, ammunition, gasoline, oil and spares to "X". Supplies of this sort should be kept at all times on the West Coast and used to fill up any vacant space in any ships so that there will be a constant flow of such materiel as long as that area is a theatre.

File

J.R.F.

"X" Cpy

(Do not use reverse side.)

W-4071, AC.Rev.8/14/41

Page No.

DECLASSIFIED

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By AAM/PAC MC. Date 11-10-75

DECLASSIFIED
SECRET

AAF/A-4
HGB/mja

January 21, 1942

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G4:

Subject: Bombs, Ammunition and Pyrotechnics for "X".

1. From time to time various munitions are released and send to San Francisco by the Army Air Forces for shipment to "X". When available space permits, it is requested that these munitions be placed on ships leaving for "X" in such a manner that no one specific shipment will contain such a quantity of these items that the loss of one ship would seriously effect the entire munitions situation.

2. Request the following munitions which have been ordered to San Francisco be placed on the first available transportation for "X":

629		2000# Bombs (Demolition)
1428		1000# " "
5177		500# " "
6348		300# " "
20720		100# " "
25000		30# Frag. Bombs
132130		4# Incendiary
50000	rounds	37 mm Aircraft
170800	rounds	20 mm Aircraft
100000	rounds	Cal .30 Incendiary
38150	rounds	Cal .50 Incendiary
2000	Signals	M8
5000	"	M9
10561	"	M11
1000	"	M13
5000	"	M14
6060	"	M15
4921	"	M16
2072	"	M23
1170	"	M24
10000	"	M25

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	Budget	Statistics	

For the Chief of the Air Staff:

T.J. McNarney, Jr.
Colonel, Air Corps
Assistant Chief of Air Staff, A-4:

AAF-39

DECLASSIFIED
SECRET

JAN 22 1942
AAG

Am 18400 X (1)

RECEIPT

DATE_____

SUBJECT: Bombs, Ammunition and Pyrotechnics for "X"

1. Received from the Headquarters, Army Air Forces one memorandum, above subject;

_____
OFFICER RANK

_____
OFFICE

RECEIPT

HENRY HARLEY ARNOLD

Box 115 Folder 6

MILITARY DECIMAL

SAS 400.111 through 400.112 Research & Development

SAS 400.111
CASE 1 —

DECLASSIFIED
DOD Dir. 5200.9 Sec. 4.A.2 Date 1974
By [illegible] NC Date 11-10-75

SECRET

DECLASSIFIED

Aerial Delivery Container

AC/AS, Intelligence

28 Oct 44
TAF/jm/5789
1

Chief of Air Staff

For necessary action and preparation of reply for transmittal to New Developments Division, Attention: Lt. Col. Henderson, through this office, not later than 1000 hours, 29 October 1944.

Signed

T. A. FITZPATRICK
Colonel, G. S. C.
Secretary, Air Staff

Incls.
Suspense Case 7633
w/attachments

CLEARED
28 OCT 1944
AAG

Q 111.605

File
10/28/44

SECRET

DECLASSIFIED

OFFICE SYMBOL	1	2	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

SAS 420.111

INTERDEPARTMENTAL COMMUNICATIONS OFFICE

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 Sept. 27, 1958
By Nelson NARS, Date 8/10/75

29 OCT 1944

SUBJECT: Aerial Delivery Container.

TO: New Developments Division
War Department General Staff
Attention: Lt. Colonel Henderson

1. A copy of Technical Series Report No. 14 regarding subject container has been referred to this office. The report contains a recommendation that immediate steps be taken to prevent the release of information on new developments which might be of assistance to the enemy.

2. In the present case, two errors were made. The Air Technical Service Command should not have permitted mention of a project in the experimental and development stage in a Quartermasters publication carrying the relatively low classification of Restricted. This will be called to the attention of the Office of the Assistant Chief of Air Staff, Materiel and Services, with a request that steps be taken to see that this does not recur.

3. The Air Forces division of the War Department Bureau of Public Relations was in error in permitting the Review Branch of the Bureau to allow the article to be published in an unrestricted magazine. This will be called to the attention of the Assistant to the Director of the Bureau of Public Relation for Army Air Forces and to the Chief of the Review Division, with a request that all future articles on new developments be referred to the Office of the Assistant Chief of Air Staff, Intelligence, before permission to publish same is granted.

4. The Assistant Chief of Air Staff, Intelligence agrees that all development and experimental projects should retain a classification of Top Secret or Secret until fully tested and accepted for production. For training and production purposes the classification is then reduced to Confidential or Restricted. In no case, however, should information be allowed to reach the public in unrestricted publications until the equipment is in operational use in the theaters and until there is satisfactory evidence that it has been compromised.

For the Commanding General, Army Air Forces: Signed

RAY L. OWENS,
Brigadier General, U.S.A.
Deputy Chief of the Air Staff.

29 OCT 1944

DECLASSIFIED

SECRET

Copy: Office of Signature

Miss Gentile SAS 400.111 (1)

SAS 400.111 (1)

"SKYHOOK"

AERIAL DELIVERY CONTAINER

It was reported on August 17, 1944, that an aerial delivery container, which could be dropped from aircraft without the use of a parachute, i. e., a free-fall device, had been developed and was capable of delivering about 50 pounds of supplies. (Copy of report attached)

Recent publicity describing this device, which is known as "Skyhook", in considerable detail gives the enemy complete knowledge of the existence of the device, as well as its characteristics and design features. In this connection there is attached a copy of a clipping appearing in a New York paper on September 30, 1944.

Similar information appeared in the "Science" column of the New York Times, Sunday, October 8, 1944, and also in Business Week, October 7, 1944.

It is reported that the channel for release of this information was the Air Quartermasters publication in July, after which the editor of the Quartermaster Review, a private publication, saw the description of the skyhook in the above restricted Army Bulletin and, desiring to publish it, requested removal of the restriction by the

Public Relations Office of the Air Forces. Permission was immediately granted and it appeared in the July-August issue of his magazine. The release prepared by Science Service as appearing in the attached clipping is almost a verbatim account of the article appearing in the Quartermaster Review.

It is reported that the problem of dropping supplies to troops, isolated guerillas, or natives has many times been a difficult one because of the visibility of parachutes to the enemy. It is further reported that the need for a "free fall" container to assure unobtrusive aerial delivery is very great.

At the present time the skyhook container is reported to be still under development and test, no actual deliveries having been made for use by the Services as yet. In this connection it is reported that the common practice has generally been to maintain the highest classification until such time as the equipment has actually been in use in the theaters of war for at least one year.

It is recommended that immediate steps be taken to prevent the release of information of this character which might be of assistance to the enemy.

It is further recommended that steps be taken to more properly evaluate the need for continued classification in the higher categories.

COPY

August 17, 1944

AERIAL DELIVERY CONTAINER

A free-fall aerial delivery container capable of delivering a maximum of 50 pounds safely on the ground from nominal air speeds of from 120 to 140 miles per hour at altitudes above 600 feet has been successfully tested at Wright Field.

A recent test conducted last Saturday (August 12) under R and D, OSS, was a total failure due to overloading the containers and excessive air speed, as well as complete lack of attention to type of package to be delivered, as well as packing.

SECRET

DECLASSIFIED

COPY

New York World Telegram,

October 2, 1944

NEW SKY-HOOK DROPS

FOOD, MAIL TO TROOPS

By Science Service.

WASHINGTON, Sept. 30. — A new device, known as a "Sky-hook", soon will be dropping supplies of food, medicine and mail from cargo planes to military personnel in isolated spots. It is better for this use than a parachute, since in ordinary winds it will land almost directly beneath the point of release.

Developed by the Material Command, Wright Field, the sky-hook drops to earth with the floating movement of the winged seed of the maple tree. The moment that the sky-hook is released it begins spinning directly toward earth without forward motion. Various models can drop loads ranging in weight from ounces up to 100 pounds. The heavier the load the faster it spins as it drops to the ground.

Sky-hooks are made in several models of steel, aluminum and plastics. They look like a woman's large hat box with a wing stuck on one side. They are about 10 inches thick and 18 to 20 inches in diameter. The cargo container is circular in shape with a slightly rounded bottom. It has a capacity of 2.5 cubic feet, or about 17 gallons. Each sky-hook has a wing, made from spruce or balsa wood, attached to the top of the container. The wings can be quickly removed and are interchangeable among various models.

DECLASSIFIED

SECRET

TO: Chief of Air Staff

Date: 29 Oct 44

FROM: AC/AS, Intelligence

Comment No. 2
NPS/esm 72790

Attached is draft of reply in accordance with Comment No. 1 above.

Incls. n/c
Added: Draft of reply
to NDD, WDGS

W. J. PAUL
Colonel, Air Corps
Executive
Office of Assistant Chief of
Air Staff, Intelligence

File

400.111(1)

Major Mason:bbb:71806
AFRDB:4D 151
Wrtn 12 Sept 45

17 SEP 1945

Mr. H. C. Hindley
Director General
British Air Commission
1785 Massachusetts Avenue
Washington, D. C.

Dear Mr. Hindley:

This is to acknowledge your letter of 8 September 1945, concerning the scheduled tests against captured German targets.

I am indeed appreciative of the attitude taken by your Ministry of Aircraft Production and Ordnance Board with respect to Army Air Forces participation in these tests. Our representatives, headed by Lt. Colonel Fix, are now enroute, and they have been instructed to call on Air Marshall Sir Ralph Sorley when they reach London. Arrangements for airplanes and any other equipment the Bomber Command may need will be effected by Lt. Colonel Fix.

With renewed thanks, I am,

Sincerely yours,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

cc: A/M D. Colyer
A/V/M L. M. Iles

DISPATCHED
17 SEP 1945
AFAAO

AFRDB AFREQ AFOCR AFCAS

Doc. Collection AAG

8 SEP 1945

MEMORANDUM FOR LIEUTENANT COLONEL FIX:

SUBJECT: Directive on Large Bomb Test Program Against German Structures.

1. You are directed to proceed to London accompanied by Lt Col Hanes, AAFPOC, Capt Hurley, AFRDB, and Mr. Boehm, Material Division of AC/AS-4 for the purpose of conferring with the RAF on their proposed test program on large bombs on German structures. You will also proceed to Germany for examination of these structures, and then to the Occupational Air Force Headquarters to complete arrangements for any U.S. tests that may be conducted.

2. Specifically, the following functions are to be performed by this group:

a. Determination of proposed RAF test program.

b. Discussion with RAF of a joint AAF-RAF program. (You are authorized to commit the AAF to a test program that will involve not more than a maximum of 5 B-29's especially modified for large bombs and a total of one hundred 12,000 and/or 22,000 lb bomb drops.)

c. Completion of arrangements with Occupational Air Forces of all requirements to carry out the U.S. part of the program.

(1) Arrangements for basing airplanes.

(2) Statement of munition requirements and initiation of necessary instructions to cover required shipments.

(3) Determination of additional personnel requirements to conduct tests. (O.A.F. personnel will be utilized to the fullest extent.)

(4) Establish coordination between O.A.F. and RAF so project will continue without additional supervision from Hq. AAF.

(5) Present to O.A.F. test program desired by Hq. AAF, and report of tests desired.

d. Observe as much as possible in any RAF large bomb tests that may be in progress while you are there.

3. If it should appear that AAF participation in the tests is not possible for any reason, you are directed to make arrangements for adequate observation of RAF tests by personnel of the O.A.F.

Lt Col Fix/edn/2656
Wrtn 7 Sept 1945

4. As soon as action required by 3a, b, and c has been completed, you are to return promptly in order to implement the action here to carry out the program. The rest of the group will stay under the direction of Lt Col Ramee up to 60 days if deemed advisable, to complete any of the details of the functions authorized above.

Signed

REUBEN C. HOOD, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

AFRDB AFREQ AFOCR

DECLASSIFIED
By [illegible]

DECLASSIFIED

Lt.Col.L.T.Bradbury/mm/6716
Written 10 Aug. 1945

AFDMA-2

10 AUG 1945

Temporary Duty for One Radar Crew

Commanding General, Continental Air Forces
Bolling Field, D. C.

1. The Commanding General, Army Air Forces, has directed that certain tests, the nature of which can not be revealed, will be run at Hendover Army Air Base, Hendover, Utah. A necessary part of the equipment for these tests is the SCR-584 radar which requires an operating crew.

2. For the past several months this requirement has been fulfilled by a crew on temporary duty furnished by the Commanding General, Fourth Air Force. This crew which was very competent and entirely satisfactory in every respect was ordered to return to its home station on or about 7 August 1945. The need for a SCR-584 crew still exists with the project at Hendover Field, Utah. Operations will be resumed on 15 August 1945 and will be continuous for an indefinite period.

3. It is directed that immediate action be taken to provide a trained operating crew for the CR-584 radar to be used for the above purpose. This crew should be of equal competence and qualifications to the one just relieved so that there will be no break in the test program. They should report immediately to the Commanding Officer, 216th Army Air Forces Base Unit, Hendover Field, Utah. The period of temporary duty should be for not less than four and preferably six months from 15 August 1945.

4. Personnel specifications for this group are as follows:
   a. One (1) qualified repair man, SCR-584, WOJG-752
   b. Four (4) qualified operators, preferably WOJG-752 but not absolutely necessary. However, one of these must be familiar with operation and maintenance of M-7 Generators; also one should be a good Sergeant to command the crew.

By command of General ARNOLD:

Signed

REUBEN C. HOOD, JR.
Brigadier General, U. S. Army.
Deputy Chief of Air Staff.

AFDMA-2 AFAMS-1

DECLASSIFIED

EPH

Joint AAF-RAF Bomb Tests on German Targets

Chief of Air Staff

1

AC/AS-3

Forwarded for your signature.

1 Incl:
Memo for Deputy Commanding
General, AAF, subj as above
w/1 incl.

CPA

MEMORANDUM FOR DEPUTY COMMANDING GENERAL, ARMY AIR FORCES:

11 AUG 1945

SUBJECT: Joint AAF-RAF Bomb Tests on German Targets

1. The target that the RAF has secured for tests of very large bombs is the submarine pen at Farge, Germany. This structure is 520 ft. wide by 1400 ft. long, with varying roof thicknesses of from 14 to 24 ft. of reinforced concrete. It has been estimated that it would cost roughly 50 million dollars to duplicate this building in this country.

2. This is considered an ideal target for test purposes because the size would permit a maximum of hits with a reasonable amount of bombing effort, and because the roof thicknesses are strong enough to present almost impenetrable surfaces to presently available bombs.

3. It is believed that the AAF part of the test could be carried out principally by the occupational air force with probably four or five specialized AAF personnel from the Proving Ground and the Board to participate in the tests. In addition, the Chief of Ordnance would want to send some five or ten people to participate in the tests. Either a B-32 or a B-29 equipped to carry the Tall Boy and the Grand Slam bombs would have to be provided for our part of the tests. In addition, a quantity of fifty or one hundred of these bombs would be required, and it would be particularly desirable to have the U.S. fabricated type manufacture to compare with the British cast manufacture.

4. Undoubtedly, AAF participation in these tests would establish a precedent for future AAF-RAF participation in other tests on large bombs that might be conducted in the future. However, it is pointed out that we are to date completely dependent on the British for various components of large bombs, and our whole development and operational program has been tied in closely with RAF experience. This is being carried to even a further degree by the proposed operation of the British RAF big bomb squadrons in Okinawa under General Spaatz' direction. It is felt, therefore, that ~~irregardless~~ of whether the AAF does participate in this particular test, there is already in existence a sufficient basis for the RAF to justify joint programs on future tests.

5. Our present knowledge of bomb design in very large bombs is extremely limited, and there are many fundamental questions that must be solved before the program can be carried on into the larger sizes of bombs up to and including the 100,000 lb. size. Of particular importance is the type of explosive filling most suitable for withstanding the impact, and

the required case strength to achieve the necessary penetrations. It is believed that this present target under consideration offers an excellent opportunity to obtain this much needed information, and it is considered highly desirable that the AAF obtain this information directly without continuing to be completely dependent on British sources for information on large bombs.

6. Attached is letter to the British Air Commission, suggesting the joint test program.

1 Incl:
Ltr to British Air
Commission

HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

SECRET

AFRDB/O

Lt Col Fix/edm/2656
wrtn 18 July 1945

28 AUG 1945

Mr. H. O. P. Hindley,
Director General
British Air Commission
1785 Massachusetts Avenue
Washington, D. C.

Dear Mr. Hindley,

It has been brought to my attention informally that the Royal Air Force is planning a series of tests of bombs against captured German targets, such as the submarine pens at Farge. The Army Air Forces are extremely interested in a similar series of tests, and it appears that the nature of the program under consideration by the RAF coincides very closely with our ideas.

As all phases of the bomb development program, particularly in the Tall Boy and Grand Slam categories, are of such mutual interest, it would be mutually profitable if the tests could be conducted as a joint program. The details of such a program could be worked out later, if authority is obtained to conduct the tests.

It is requested that this matter be presented to the proper authorities in the RAF, and that you advise us of their reaction. We would appreciate also some information as to what progress has been made in overcoming the many obstacles for conducting these tests. If the Army Air Forces can be of any assistance through American channels, we will be glad to do everything we can towards achieving the joint test program.

Sincerely yours,

Signed

IRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy [illegible], Army Air Forces.

AFRDB AFREQ AFRCR AFRBC

MEMORANDUM FOR DEPUTY COMMANDING GENERAL, ARMY AIR FORCES: 11 AUG 1945

SUBJECT: Joint AAF-RAF Bomb Tests on German Targets

1. The target that the RAF has secured for tests of very large bombs is the submarine pen at Farge, Germany. This structure is 320 ft. wide by 1400 ft. long, with varying roof thicknesses of from 14 to 24 ft. of reinforced concrete. It has been estimated that it would cost roughly 50 million dollars to duplicate this building in this country.

2. This is considered an ideal target for test purposes because the size would permit a maximum of hits with a reasonable amount of bombing effort, and because the roof thicknesses are strong enough to present almost impenetrable surfaces to presently available bombs.

3. It is believed that the AAF part of the test could be carried out principally by the occupational air force with probably four or five specialized AAF personnel from the Proving Ground and the Board to participate in the tests. In addition, the Chief of Ordnance would want to send some five or ten people to participate in the tests. Either a B-32 or a B-29 equipped to carry the Tall Boy and the Grand Slam bombs would have to be provided for our part of the tests. In addition, a quantity of fifty or one hundred of these bombs would be required, and it would be particularly desirable to have the U.S. fabricated type manufacture to compare with the British cast manufacture.

4. Undoubtedly, AAF participation in these tests would establish a precedent for future AAF-RAF participation in other tests on large bombs that might be conducted in the future. However, it is pointed out that we are to date completely dependent on the British for various components of large bombs, and our whole development and operational program has been tied in closely with RAF experience. This is being carried to even a further degree by the proposed operation of the British RAF big bomb squadrons in Okinawa under General Spaats' direction. It is felt, therefore, that irregardless of whether the AAF does participate in this particular test, there is already in existence a sufficient basis for the RAF to justify joint programs on future tests.

5. Our present kn[illegible] design in very large bombs is extremely limited, and the[illegible] questions that must be solved before the program [illegible] carried on into the larger sizes of bombs up to and including the 100,000 lb. size. Of particular importance is the type of explosive filling most suitable for withstanding the impact, and

the required case strength to achieve the necessary penetrations. It is believed that this present target under consideration offers an excellent opportunity to obtain this much needed information, and it is considered highly desirable that the AAF obtain this information directly without continuing to be completely dependent on British sources for information on large bombs.

6. Attached is letter to the British Air Commission, suggesting the joint test program.

1 Incl:
Ltr to British Air Commission

HOYT S. VANDENBERG
Major General, U.S.A.
Assistant Chief of Air Staff - 3

AFRDB
Lt Col Fix/edm/2656
Wrtn 18 July 45

1st Ind.
Hq. Army Air Forces, Washington 25, D. C.

To: Commanding General, Army Air Forces Center, Orlando, Florida,
Attn: Army Air Forces Board

1. The suggestion in the basic correspondence that tests be conducted against captured German targets has been under consideration in this Headquarters, and the merit of the idea is unquestionable. However, it appears that there will be many diplomatic obstacles to be overcome in obtaining the use of these targets because of other activities that are now being carried on in those areas.

2. Informal discussion with Air Vice-Marshal Pidcock of the RAF indicates that the British also have been working on this idea, with a view towards obtaining the submarine pens at Farge as a target. It appears that to use this target would require a displacement of some 10,000 people, plus some interference with the neighboring port and ship channel. The RAF has already started some negotiations with proper authorities to attempt to get the clearance.

3. It is believed that the AAF-RAF joint program would be ideal, and a letter has been sent to the British Air Commission, a copy of which is attached. Further information will be forwarded as developments arise.

BY COMMAND OF GENERAL ARNOLD:

1 Incl:
Cy of ltr to
British Air
Commission

AFRDB AFREQ AFOCR AFRBC

Proposed Plan for Evaluation Tests on B-32 and B-29 Aircraft

TO: Chief of Air Staff — Date 9 JUN 1945

FROM: AS/AS, Operations, Commitments and Requirements — Comment No. 2

1. This office concurs with the proposed project.

2. Inclosed is cable to be dispatched as proposed in basic communication.

2 Incls
#1 - n/c
#2 - cable

WILLIAM F. McKEE
Brigadier General, U.S.A.
Acting [illegible] Staff
Operations, Commitments and Requirements

Proposed Plan for Evaluation Tests on B-32 and B-29 Aircraft

Assistant Chief of Air Staff, Operations, Commitments — 2 Jun 45

Chief of Air Staff — WDG:jb 5789 — 1

For comment or concurrence.

Sign

T. A. FITZPATRICK
Colonel, G. S. C.
Secretary, Air Staff

1 Incl.
Ltr 31 May 45
fr CAF in dup, same subj

HEADQUARTERS, CONTINENTAL AIR FORCES
Andrews Field
Camp Springs, Maryland

CAF-452.04 31 May 1945

SUBJECT: Proposed Plan for Evaluation Tests on B-32 and B-29 Aircraft.

TO: Commanding General, Army Air Forces.

1. In order to conduct unbiased complete tactical tests on B-29 and B-32 aircraft, it is deemed necessary to obtain two (2) complete lead crews, including H2X Navigators with no apparent bias for either type of aircraft. One of these crews should be a B-17 crew and the other a B-24 crew. After receiving the necessary transition training, these crews would complete a series of test missions alternating in B-32's and B-29's. It is, therefore, requested that one B-17 and one B-24 crew be drawn from the Eighth Air Force and assigned to the Continental Air Forces to arrive at this headquarters not later than 18 June 1945, reporting upon arrival to Brigadier General E. J. Timberlake, who will take them to the Second Air Force to complete transition arrangements and personally conduct the tests.

2. If possible, it is desired that the crews be completed lead crews, one from the First Air Division and one from the Second Air Division, have not less than twenty-five (25) missions of which five (5) missions are to have been visual missions. It is desirable that these crews be personally selected by the Wing Commanders concerned, and that they bring back with them their complete operational records. It is believed that the Eighth Air Force and the individuals comprising the selected crews should be advised at the time of their selection, that this entire project will take approximately thirty (30) days, that their selection for these tests will in no way affect their eligibility for discharge, redeployment, or retention in service within the continental limits of the United States.

3. It is further requested that Major Carmelo V. Alba, now assigned to the twentieth Combat Wing in the UK, be returned to the United States and assigned to Headquarters, Continental Air Forces, with the two crews in order that he may act as statistical officer on this project and that Major John A. Fino, at present on leave at 934 Alhambra Avenue, Martinez, California, be assigned to Headquarters, Continental Air Forces, for this project. Major Fino was a Combat Wing bombardier with an excellent war and directive record.

4. If the above plan is approved, it is requested that a cable substantially as follows, be sent to the Eighth Air Force:

* Cable dispatched to Eighth Air Force under CM-OUT # WAR X-14353.

B-32 Board.

Chief of Air Staff, Attn: General Giles

12 April 1945

5

AC/AS, M.& S.

1. With reference to General Giles' inquiry regarding explanation of range data on Tabulation 1 b of the attached comparative data sheet, the apparent poor showing of the B-29 with respect to range is due to the following factors:

a. The data on all four (4) airplanes is based on operational bomb load of 6,000# for each airplane.

b. Assuming that B-29's and B-32's would operate off of B-24 runways, gross weight of airplanes was limited to 100,000# to provide better take-off performance. Basic weight of the B-32 is approximately 14,000# lighter than the B-29. Therefore, in order to maintain the B-29 at a gross weight of 100,000# with a bomb load of 6,000#, approximately 75% of fuel load had to be deleted. It therefore follows in order for the B-29 to equal the range of the B-32 with 6,000# of bombs, additional fuel would have to be carried for the B-29.

1 Incl:
n/c.

(Signed) O. P. Echols

O. P. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff,
Materiel and Services

AFHQ/M
15 December 1944

MEMORANDUM FOR GENERAL WILSON, AC/AS, OC&R:

Subject: New Developments

1. In accordance with OC&R's request of 15 July, above subject, the following information on experimental projects is submitted, based on M&S Weekly Information Report:

a. Boeing (Fisher Body) XB-39: The by-passes have been installed and the ground run has been completed. The taxi tests and the first flight were made 7 December. The flight of thirty-five (35) minutes duration indicated take-off and landing and handling was normal and that performance is considerably improved. Preliminary performance will be run as soon as weather permits.

b. Pratt & Whitney XB-44: Engineering on this project is estimated to be 90% complete, with fabrication and construction reported as 50% complete. The first engine is scheduled for delivery this month with the other three arriving in January. A list of T.O.'s applicable to this airplane has been sent to the contractor for accomplishment before the first flight.

c. Two Place P-47: Two of these airplanes are being modified at Evansville in accordance with TI-1584. First airplane flew on 20 November with one pilot. During proof testing, when airplane was in a 400 mph dive, the canopy over the front cockpit was lost. This will necessitate redesign of a better canopy before additional flight tests can be made.

d. Northrop XP-61D: A forced landing was recently made due to oil line failure, however, the airplane is again back on flight status. A brief 689 inspection will be held about 12 December. Second airplane is practically complete except for propellers which are not yet available.

e. Northrop XP-61E: Contractor is having some difficulty in forming the free blown canopies for this airplane. It is expected that a satisfactory canopy will be available in the near future and no delay in the scheduled first flight on 20 December. The second airplane should be completed in January 1945.

f. Republic XP-72: The No. 2 airplane will remain at the contractor's plant for comparative performance tests between the single and dual rotation propellers. These tests are expected to be complete 1 January, after which airplane will undergo 689 inspection. No. 1 airplane is awaiting engine, blower and propeller, after which airplane will be prepared for ferrying to Wright Field.

g. Bell XP-83: First airplane should be ready for flight testing the latter part of December if there is no further delay in delivery of an I-40 engine. Second airplane should be completed in March 1945.

h. Fairchild XC-82: Representatives of the Air Technical Service Command flew and checked out in the first XC-82 airplane at Hagerstown, Maryland. Army pilots reported satisfactory handling characteristics in flight and on the ground. Static test article complete now at Wright Field in new Static Test Building.

i. Fairchild Package Stabilization for Martin Turrets: Information was received from Fairchild indicating that one Fairchild package stabilization unit is complete and indicating that Fairchild will have additional servo motors and gyros to permit the construction of an additional unit by 30 January 1945.

j. Modified Allen Dive Bombsight: The modified Allen bank and turn dive bombsight has been tested at Eglin Field. A total of thirty bombs was dropped, ranging from altitudes of 5500 feet to 10,000 feet. Various settings were experimented with and, on the last mission of six bombs, the range error was approximately thirty feet average. The release altitude was about 5500 feet at a dive angle of about 30°.

k. XCG-14 Glider: Air Technical Service Command personnel inspected the first flight article of Chase XCG-14 glider during the past week. It is expected that this article will arrive at Clinton County Army Air Field, by truck on or about 15 December 1944. It will require approximately one week to set up and inspect the glider. Flight tests will start as soon as possible after the glider is completely ready.

l. XCG-15A Glider: Special static tests now in progress on the Waco XCG-15A glider indicate that it will probably be possible to approve this glider for a gross weight of 9000 pounds with its original design load factor. A few minor tests such as pilot seat, tie-down rings, safety belt and litter installations remain to be run on the original static test program. Both flight articles of XCG-15A glider and the first production article CG-15A glider are now at Clinton County Army Air Field undergoing flight tests.

m. XCG-16 and XCG-16A Gliders: On 30 November 1944, General Airborne Transport Company was notified by the Readjustment Division in teletype to discontinue all work on this contract. Therefore, no further progress reports on this project will be forthcoming.

S. F. GIFFIN
Colonel, G.S.C.
Deputy Chief, Requirements Division

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(12)

DAS

Test of Fuel Injection on B-29 Airplane, AAF Board Project No. 3828G452.1 (M-1) 136

DEC 15 1944

Asst C/AS, MMS, Materiel Division

Asst C/AS, OCR

2

Lt Col McKenzie/slj/72485

1. The recommendations of the attached report are approved with the exception of paragraph 3 of the AAF Board's comments. Sufficient data has been obtained by ATSC on short cowl flaps.

2. Inasmuch as the test of fuel injection engines on the B-29 airplane is part of the development tests by ATSC, it is requested that action be taken as deemed necessary by ATSC as a result of the information made available in the subject report.

3. It is requested that a report be submitted to this office on the progress of action taken by ATSC on the subject report's recommendations two weeks after receipt of a directive by ATSC from MMS. This report should include in detail the progress made by ATSC in designing fuel injection lines that will withstand vibration and be more accessible for maintenance.

1 Incl
Cy #1 w/d

Bomb Br _____

A/C Sec _____

AFRDC/M _____

AFRDC _____

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

File

12/20/44

DECLASSIFIED

CONFIDENTIAL

Gen Timberlake

2 SAS 4-1-112 (79)

AFRDB/ONT

13 DEC 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Continuity of Project AC-92.

1. General Arnold, while on a recent visit to the Headquarters, Second Air Force, dispatched a TWX directing that Dr. Workman and his organization be placed at once under the control of General Gardner rather than General Williams to insure proper channeling of operations. TWX instructions from this Headquarters confirmed this decision, but the Commanding General, Second Air Force, was instructed to leave at the disposal of Dr. Workman for the time being the Second Air Force facilities, equipment and personnel which have been devoted to furthering Dr. Workman's analysis, under Project AC-92 at Alamogordo, of the method by which the B-29 and the APQ-7 radar can be employed to obtain optimum bombing results with minimum damage from enemy action.

2. There can be little doubt that Project AC-92 should be of primary interest to General Gardner rather than General Williams, although reports of Dr. Workman's analysis and the conduct of his tests are actually under control of NDRC (Dr. Warren Weaver) and any control by the AAF has been exercised with NDRC consent. Essence of the value in Project AC-92 lies in its objectivity which results from the disinterested attitude of an outside agency. Project AC-92 has given us results of great value, is by no means completed, and will be of even greater value if permitted to continue under the auspices of an outside agency. No Army agency has been able to accomplish work similar to that involved in Project AC-92, and if we are to utilize the capabilities of highly specialized scientists who must be involved in such a project, it appears essential that Dr. Workman's project retain its continuity.

3. General Eaf was intensely interested in Project AC-92 and assisted the project by devoting Second Air Force facilities, equipment and personnel to its furtherance. He considered the drain on the Second Air Force fully justified in terms of the great return thus offered to future VHB operations. General Williams desires a minimum of interference with his training program and wishes to be relieved of Project AC-92 so that he can regain full use of the Alamogordo base, the 4 B-29 aircraft and the 8 P-47, 1 C-45, and 1 AT-23 aircraft now at Dr. Workman's disposal, and the 40 officers and 143 enlisted men, all highly qualified, who have been working with Dr. Workman for some time past.

4. Regardless of whether General Williams or General Gardner is charged with AAF primary interest in this project, continuity and value of the project will be completely destroyed unless Dr. Workman can retain equipment of the type available in the Second Air Force, base facilities at either Alamogordo or Albuquerque, and the Second Air Force personnel with whom he has been cooperating. The problem of insuring continuity to Project AC-92 is further complicated at present by internal NDRC administrative problems. Dr. Weaver, NDRC administrator of Project AC-92, is attempting to turn the project over to the Air Forces, an action which would almost certainly destroy Project AC-92 since Dr. Workman has indicated he will continue the work only as the representative of an outside agency. Dr. Stratton (of Dr. Bowles' office) is now attempting to assist us by dissuading Dr. Weaver from abandoning Project AC-92.

5. It is recommended that, in the interest of insuring continuity to this highly important project, General Gardner continue as the AAF field agent of primary interest in Project AC-92, that the project be moved to Albuquerque (where University of New Mexico scientists can better assist Dr. Workman), that Second Air Force personnel, aircraft and equipment now engaged in assisting this project continue to be so engaged until such time as Dr. Workman's work is completed or loses its value. This time lies at least six months in the future.

DONALD WILSON
Brigadier General, U. S. Army
Assistant Chief of Air Staff
Operations, Commitments & Requirements

Modification of a B-24 Airplane with APG-8 Equipment in the Nose Turret

Asst C/AS, M&S, AFMMA-2B — 7 Dec 1944

Asst C/AS, OCR, Requirements Division — 1 Capt Michehl/edn/72497

1. Sometime ago a B-24 aircraft incorporating APG-8 equipment in an Emerson tail turret was sent to Eglin Field for test purposes. It is requested that this aircraft, if still available, be modified in such a manner as to have the APG-8 equipment installed in the nose turret. Upon completion of the necessary modifications the airplane should be returned to Eglin Field for test of the equipment in conjunction with LAB bombing practices, to determine the relative effectiveness against frontal attack.

2. It is requested that this office be notified of action taken and the approximate transfer date of the B-24 to Eglin Field.

CLARE W. BUNCE
Colonel, A. G.
S. F. GIFFIN
Colonel, G.S.C.

Bombardment Br._____

ORT Sec._____

AFREQ/M_____

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MAH

SAS 400.112 (97)

DEC 11 44 PM

11 Dec 1944

RECEIVED
SECRETARY, AIR STAF

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DECLASSIFIED

AFMRQ
Gen. Gross:ctw/3020
wrtn. 30 Nov 44

1 DEC 1944

Lt. General B. K. Yount
Commanding General,
AAF Training Command
Ft. Worth, Texas

Dear General Yount:

Because of the nature of the suggestion made below and because of the nationality and peculiar position of the individual concerned, this is being brought to your personal attention.

At Alamogordo, New Mexico, under the NDRC and sponsored by this Headquarters, there has been conducted for quite some time a highly technical and practical test program of fighter versus bomber armament capabilities with special attention to the central fire control system of the B-29. You have already received some information on this project and some information on the results so far attained. The actual practical tests and evaluation thereof are under the direct supervision of Dr. Workman, professor of physics at the University of New Mexico located at Albuquerque. One of Dr. Workman's most enthusiastic, energetic, and capable assistants is Squadron Leader George C. Barwell, RAF. Squadron Leader Barwell has flown more than 600 hours of combat missions with the RAF in RAF aircraft. He was Special Advisor on gunnery to the American Air Forces in North Africa during the planning of many missions against the souther part of Europe, as well as in North Africa. Subsequent to combat missions performed directly for the RAF, S/L Barwell has flown more than 50 voluntary combat missions in American military aircraft and with American Air Force units, accumulating over 540 hours of combat flying in American aircraft. He is extremely well-qualified educationally, with special reference to mathematics and engineering. He has proven of inestimable value in the expediting and execution of the Alamogordo gunnery project. Since his assignment to AAF activities, his entire time has been given to AAF problems relating to aerial gunnery with no time at all being given to any project either for, or of value to, the RAF.

The project on which he is now working has reached that stage where his services are not now so greatly required, and has further reached that stage where it is most desirable that no representative of any foreign military organization be associated with it.

It is the personal desire of S/L Barwell, and often expressed by him, to become an American citizen and to become a member of the AAF. He has not taken definite action to that end, however, due to the many complications attendant thereupon, and the length of time before such citizenship might be obtained and receiving a commission in the AAF.

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SAS 400.112

So that the AAF might not lose the very valuable services of this officer, but at the same time diverting his ability and energy to other activities where they might most usefully be employed, it is suggested that he might be of great value to the Training Command in the organization and execution of its gunnery programs. If this suggestion meets with your approval and you desire to act upon it, it is further suggested that you contact S/L Barwell at the University of New Mexico, through Dr. Workman, professor of physics thereat, and invite him to your Headquarters for such discussion as you deem most appropriate. No information has been given to S/L Barwell as to this proposal. Further, it is not intended that he shall be informed that his connection with the Alamogordo project is no longer desired because of the change in the nature of the project which it is now taking.

It is desired that this matter be handled most confidentially and that this Office be advised as early as practicable your desires in this connection.

Sincerely,

Signed

FREDERIC H. SMITH, JR.
Brigadier General, U. S. Army
Deputy Chief of Air Staff

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*CONFIDENTIAL

Strato-Chamber Test of Bell M-7 Tail Gun Mount, AAF Board Project No. 3522C473 (M-5) 227

Asst C/AS, M&S (AFMRA-2B)

NOV 13 1944

2

Capt Michehl/slj/2960

Asst C/AS, OCR

1. The attached Eglin Field Proving Ground Command report on a test for Bell M-7 tail gun mount when subjected to extreme temperatures has been reviewed by this office. The provisions of paragraphs 3 and 4 thereof are approved, and it is requested that the necessary modifications be immediately incorporated into installations equipped with the M-7 mount.

2. Information contained in paragraph 4c and 6j indicates that poor inspection of manufacturing processes is occurring causing a failure of the vanes after a relatively small amount of usage. This condition must be corrected as soon as is possible and if it is impossible to correct another more suitable mount for installation as a substitute should be developed. It is recommended that the Motor Products tail mount now under development at Detroit, Michigan be investigated as a possible substitute for the Bell mount.

1 Incl
1 cy w/d

Comb Br _____

R&D&T Sec _____

AFRFQ _____

AFRDC _____

DONALD WILSON
Brigadier General, U. S. Army
Asst Chief of Air Staff
Operations, Commitments & Requirements

*CONFIDENTIAL

Hon Lumberlake

SAS 400.112 (94)

AFRBC-5
2 November 1944

MEMORANDUM FOR COLONEL McKEE

Subject: Status of Board Projects

There follows a summary of AAF Board activities during the period, 17 - 26 October, inclusive:

a.	Total number of active Board projects as of last report	409
	(1) Less number of projects cancelled during preceding week	6
	(2) Number of projects completed during preceding week	13
b.	Subtotal	390
c.	Plus number of projects activated during preceding week	33
d.	Total number of active projects as of 26 October 1944	423

e. List of projects cancelled and completed:

(1) Cancelled:

(M-2) 81	Operational Test of Automatic Control and Landing Device (Combined with (T) 37).
(M-4)447	Printer, Automatic, Contact, Type C-1 (Cancelled by authority of the AAF Board).
(M-4)468	Tests of Photoflash Bombs (Cancelled by authority of the AAF Board).
• (M-5) 82a	Supplementary Test of Booster Installations in the Ammunition Boxes in the P-38 Airplane (Cancelled by authority of the AAF Board).
(T) 14	Comparison of Enemy Fighter Type Aircraft versus American Fighter Type Aircraft. (Cancelled by authority of the AAF Board).
(T-2) 42	Attack of Armored Vehicles by Aircraft (Cancelled by authority of the AAF Board).

(2) Completed:

(M-1) 89	Aircraft Rockets
• (M-4)194	Test of Caliber .45 Tracer Ammunition, T-30
• (M-4)632	Compressor, Air, Portable, 3 Stage, 1 CFM, High Pressure
• (M-5)174	Test of Martin Upper Turret, Type A-30, With General Electric Gyro Stabilized Drive

•	(M-5)181a	Supplementary Test of Trailer, Airborne, T50
•	(M-5)233	Test of Proposed Type M-2 Link Chute Adapter
•	(M-5)249	Test of Two-Gun Nose and Tail Ball Turret, Type A-17
•	(M-5)300	Test of Modified B-17 Tail Gun Sights to Provide a Vector Sight Solution
	(T) 32	Tactics Course for Combat Gunnery Officers
	(T-5) 35	Operational Test of Rebecca-Eureka for Control of Tactical Bombardment Aircraft
•	3993	Preliminary Report on Test of Type B-4 and 8th Air Force Fragmentation Bomb Racks for B-17 Airplanes
•	4008	Test of Method of Locating Enemy Jet-Propelled Bomb Installations
•	4023	Test of Air-to-Ground Toss Bombing Using Acceleration Intergator

f. List of projects activated during week:

•	E4029	Test to Determine Maximum Combat Radius of P-51D Airplane as Escort for Very Heavy Bombers
•	J4030	Set, Aircraft Weapons Repair, Airborne, in H-1 Trailer
•	E4031	Operational Suitability Communications Equipment in the P-61 Airplane
•	E 4032	Test of Operational Suitability Communications Equipment in P-51D Airplane
•	E4033	Test of Operational Suitability Communications Equipment in P-77 Type Airplane
•	J4034	Temperature at Crew Positions in AAF Aircraft
•	J4035	Glasses, Sun, Graded Density
•	F4036	Report on Turbulence Effect in Bomb Bay of B-29 Airplane
•	F4037	Test of Incendiary Mixture for Use in Droppable Tanks as Fire Bombs
•	E4038	Service Test of the AN/APQ-7
•	J4039	Barograph, Type B-2
•	J4040	Parachutes, Types XA-5 and XB-10, with Quick Release Harnesses
	J4042	Radiosonde Equipment, Airborne, for Parachute Sounding from Aircraft
	J4043	Navigator's Log - Revised
	Q4044	Air Survey from Liaison Aircraft
	F4045	A Study of the Desirability of Air Bursting Various Types of Aerial Bombs
•	E4047	Service Test of AN/ARC-10 (Airborne Automatic VHF Radio Relay Station)
•	E4048	Test of Safe Ferrying Range of P-51D Airplane
	E4049	Suitability of Radio Set SCR-694 for Use by Ground Observer Units
	E4050	Operational Test and Calibration of Radio Set SP-1M

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•	J4051	Papers Photographic Contact
•	J4052	Papers, Photographic, Projection
	Q4053	Tactics & Technique of Night Strategical Air Attack
•	J4054	Bombs, Photoflash - Oxidizers for M-46 Photoflash Bombs
•	J4055	Bombs, Photoflash - Type T-6
•	J4056	Bombs, Photoflash - Optimum Technique for Aerial Photoflash Photography
•	J4057	Bombs, Photoflash - Type T6E1
•	J4058	Bombs, Photoflash - Adaptation of Optimum Flashbombing Techniques to Combat Conditions
•	F4059	Test of K-15 Computing Gun Sight in SAC-7 Turret in B-24 Type Airplane
•	F4060	Service Test of K-10 Gun Sight Installation in New SAC-7 Turret in B-24 Type Airplane
	J4061	Sferica Observation - Suitability for Use by AAF Weather Service
	J4066	Radiosonde, AN/AMT-2, for Combined Determination of Radiosonde and Radio Wind Data
	Q4069	Test of Aircraft Approach Control System (Ground)

RALEIGH E. MACKLIN
Colonel, Air Corps

• Indicates projects being tested at Eglin Field.

File
11/8/44

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SAS 400.112 (93)

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

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ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

DECLASSIFIED
DOD Dir 5200.9 Par. 5 20 June 1954
By [illegible] NC Date 11/10/75

MEMORANDUM FOR GENERAL ARNOLD:

Subject: AC-92 Project; B-29 Gunnery and Bombing Tests

1. A most important steering committee meeting is to be held at Alamogordo on 31 October and 1 November. All of the scientists and others working on this project will discuss tests, findings and conclusions of great importance to the B-29 fire control system and its value in defending the airplane. Matters of great import discussed in a memorandum to the Chief of Air Staff of 15 September 1944, in a preliminary way, will be treated now in the form of a final report. The findings and conclusions are expected to be so contrary to previously considered value and effectiveness of the B-29 fire control and defense armament, and therefore of so much importance to the Twentieth Air Force, that it is suggested, if at all practicable, General Norstad and yourself attend that part of the meeting to be held on Wednesday, 1 November, General Norstad, if practicable, to attend both the morning and afternoon sessions and yourself, if unable to attend both sessions, attend the afternoon session beginning at 1:00 P. M.

2. The specific reason why attending the meeting at Alamogordo is considered so much more important than seeing the final report, which will be submitted to this Headquarters, is that you can see at first hand the extreme care which has been exercised to establish a firm basis for every test, conclusion, and recommendation and the very unbiased attitude of all participants in the project.

Gen Norstad -
for comments
HHA

Noted.
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mah

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Per Auth: DOD letter, 1/8/74
By 8/27/74

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CONFIDENTIAL

SDS 400.112 (91)

OCT 30 1944

OUT OUT

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

7522

OCT 28 1944

In ~~OUT~~ In ~~OUT~~

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

7522

AFHRQ
Gen Gross/ek/3020
27 October 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: AC-92 Project; B-29 Gunnery and Bombing Tests

1. A most important steering committee meeting is to be held at Alamogordo on 31 October and 1 November. All of the scientists and others working on this project will discuss tests, findings and conclusions of great importance to the B-29 fire control system and its value in defending the airplane. Matters of great import discussed in a memorandum to the Chief of Air Staff of 15 September 1944, in a preliminary way, will be treated now in the form of a final report. The findings and conclusions are expected to be so contrary to previously considered value and effectiveness of the B-29 fire control and defense armament, and therefore of so much importance to the Twentieth Air Force, that it is suggested, if at all practicable, General Norstad and yourself attend that part of the meeting to be held on Wednesday, 1 November, General Norstad, if practicable, to attend both the morning and afternoon sessions and yourself, if unable to attend both sessions, attend the afternoon session beginning at 1:00 P. M.

2. The specific reason why attending the meeting at Alamogordo is considered so much more important than seeing the final report, which will be submitted to this Headquarters, is that you can see at first hand the extreme care which has been exercised to establish a firm basis for every test, conclusion, and recommendation and the very unbiased attitude of all participants in the project.

AFHEQ
Gen Gross/ek/3020
27 October 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: AC-92 Project; B-29 Gunnery and Bombing Tests

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Suggested Test of Neutralization of Antiaircraft Defenses

AC/AS, Operations, Commitments and Requirements — 26 October 44

Chief of the Air Staff — 2

FHS,Jr:JT 6371

Effective neutralization of antiaircraft fire by high release dive bombing tactics was eminently successful on at least heavy attacks on targets in the well defended Pas de Calais area in the ETO. I believe that there is considerable merit in the recommendations contained in paragraph 4 of Comment No. 1. It is directed that the AAF Board proceed to conduct adequate tests as soon as possible.

Signed
F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

DECLASSIFIED SECRET

WAR DEPARTMENT

WASHINGTON

3 October 1944.

MEMORANDUM FOR: General Giles.

SUBJECT: Combat use of war-weary aircraft.

A letter was recently sent to General Arnold by General Gardner asking for assistance on the control problem associated with his study of the applicability of war-weary aircraft to controlled bombardment.

Today a conference was held with General Echols, General McClelland and others concerned. It was agreed to bring together at Eglin Field a balanced group of men from the Materiel Command, the Air Communications Office, and my own office to meet with General Gardner on Sunday, October 8th to outline what it is we can do in the shortest possible time to carry out area bombing by means of pilotless, war-weary aircraft and, secondly, to lay out the second step in the program for more elaborate control and greater precision. The second stage in the program is not to interfere with the first. It is understood that this effort will be directed toward the application of these aircraft to the European Theater problem.

I have asked Mr. Collbohm of the Douglas Aircraft Company, who is now attached to my office, to assist in this program. He will also act as my representative on all matters relating to controlled missiles. He will attend the Eglin conference. I am asking Dr. Getting of the Radiation Laboratory to be present and also a tip-top man from RCA, from which I am sure we shall need to draw radio and television talent.

I shall ask Mr. Collbohm to monitor the work insofar as my own office is concerned, and shall make it a point to give General Gardner whatever outside assistance appears to be necessary to collaborate with the Army personnel involved. The importance of speed has been emphasized and we shall do our best to apply the heat by giving General Gardner the best support we can find.

I believe Mr. Collbohm can be particularly helpful because of the study he is making of controlled missiles in connection with the Special Bombardment Project recently approved by General Arnold and yourself.

Edward L. Bowles

Edward L. Bowles

cc: Gen. Echols
Gen. Craig
Gen. Gardner
Gen. McClelland

SAS 401.112 (89)

3 October 1944.

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cc: Gen. Echols
Gen. Craig
Gen. Gardner
Gen. McClelland

Edward L. Bowles

SECRET

DECLASSIFIED

Test of Bombing Equipment Installed in B-29 Type Airplane, AAF Board Project No. 37840452.1. (B-5) 286

DECLASSIFIED

Per Auth: DoD letter 1/8/74

By 8/27/74

TO: AC/AS, M&S, 2nd Division, Twentieth Air Force

FROM: AS/AC, Operations, Commitments & Requirements

Date SEP 26 1944

Comment No. 2

Lt.Col.Bailey/vaj/73488

S 12 Oct 44

1. Inclosed preliminary report for the AAF Board has been reviewed by this office and approved.

2. Request immediate action be taken to install those items on all B-29s with the changes incorporated as recommended in par. 4.a.(1) & (2) of report.

3. This is a bona modification and should be made retroactive to all combat aircraft in continental U.S. and overseas. Both overseas aircraft arrangements should be made to make this installation in the depots.

4. Request this office be advised of availability and effective point for installation in modification centers and factories.

Incl - n/c

Comb Nr. _____

A/C Seq. _____

AFRDC _____

AFRDC _____

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED

See Demselbe SC 5296

SAS 1400.12

SECRET

ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FO
WAR DEPARTMENT
WASHINGTON, D. C.

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By: clr/ac JC, Date 11/18/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AFDMA-2
29 September 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF
Attention: Brig. General F. W. Timberlake

SUBJECT: A.A.F. Projects in Los Angeles Area

1. In compliance with your request to Colonel J. W. Sessums this date, the following list of projects is furnished. The list represents a selection of projects of greatest present interest to the Army Air Forces but is by no means a complete catalog of all projects in the Los Angeles area.

a. Experimental Projects

(1) Northrup - Hawthorne, California
XB-35 (Tailless Bomber)
XP-56 (Tailless Fighter)
XP-79 (Tailless Fighter)
Alpha-1500 (Turbodyne jet engine)
JB-1 (Tailless controllable missile)

(2) Consolidated-Vultee - Downey, California
XP-81 (Jet plus conventional engine fighter)

(3) Douglas - Santa Monica, California
XB-42 (Pusher type light bomber)
XB-43 (Jet propelled light bomber)
"ROC" (High angle glide bomb)

(4) North American - El Segundo, California
XB-45 (Jet propelled medium bomber)
XP-51F
XP-51G
XP-82 ("Twin Mustang").

(5) Lockheed - Burbank, California
XP-58
XP-80
L-1000 (Jet engine)

(6) Hughes Aircraft - Culver City, California
XF-11 (Special Photo-Reconnaissance airplane)

(7) California Institute of Technology - Pasadena, Calif.
5" HVAR Rockets (Navy)

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SCS 2601

SAS 110.112 (87)

90.112 (87)

Memo. for Chief of Air Staff
Dated 29 Sept. 1944

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By GLC/ec JC. Date 31/10/75

(8) Aerojet Corporation - Pasadena, California
Assisted Take-off projects
Ram jet engine research

(9) Del Riccio - Inglewood, California
Strip camera

(10) Gilfillan Bros. - Los Angeles, California
Ground control approach trainer

(11) Radioplane Company - Los Angeles, California
Radio controlled airplane targets

(12) Consolidated - San Diego, California
XB-36
XB-32
XC-99

b. Interest in aircraft production on the West Coast centers at present in the following changes of production:

(1) Consolidated-Vultee - San Diego
Shift in production from the B-24 to the B-32 in the early part of 1945.

(2) Lockheed - Burbank
Production of the P-80 now starting.

(3) North American - Inglewood
Shift in production of the P-51D to the P-51H in the early part of 1945.

(4) Douglas - Santa Monica
Termination of A-20 production and the acceleration of the C-54 production is now in progress.

R W Batchelder, Lt. Col., A.C.
for J. W. SESSUMS, JR.,
Colonel, Air Corps,
Executive, AC/AS,
Materiel & Services

File
OI

DECLASSIFIED

CONFIDENTIAL

SOS 400.112 (87)

23 AUG 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: P-77 Performance Data With V-770-9 Engine.

1. The following data are contained in the Model Specification for this airplane with the XV-770-9 engine installed as estimated by the manufacturer and supplement the information submitted by memorandum to you, subject: "P-77 Test at Eglin Field" dated 18 August 1944 from Assistant Chief of Air Staff, OC&R:

a. High Speed: Sea Level - 329 mph
5,000 ft. - 346 mph
20,000 ft. - 397 mph
30,000 ft. - 418 mph

b. Rate of Climb: Sea Level - 3,050 ft. per min.
10,000 ft. - 2,840 ft. per min.
26,000 ft. - 2,010 ft. per min.

2. The above data are based on the V-770-9 single stage, two speed engine at Military Power and are considered very optimistic. No other data exist because plans were cancelled for the installation of the XV-770-9 planiel supercharged engine which is still in the experimental stage of development. Also, no War Emergency Rating has been established for this engine.

3. This office concurs with the conclusion and action recommended in the referenced memorandum from Assistant Chief of Air Staff, OC&R.

COPY FOR BRIG. GEN'L. P. W. TUDEPLATE
Ro 0.112 (83)

Approved by Gen Giles
9/2/44
M.C.G.

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

Testing of B-29's at Muroc Lake, California.

AC/AS, Operations, Commitments and Requirements
Attn: GENERAL CRAIG
Deputy Chief of Air Staff

25 July 44

3

PWT/eva/5265

It was agreed that, when the final report was received on the hot weather testing, the matter of continuation of these tests would be taken up with General Arnold. What is the status of the final report?

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

3 Incls n/c

SAS 100.112 (18)

3 SAS 100.112 (18) SAS.

Testing of B-29's at Muroc Lake, California

Deputy Chief of Air Staff - General Timberlake

JUL 10 1944

AG/AS, OCSR

2

Lt.Col.Chiles/vaj/5611

1. As a result of your R&R, dated 11 May 1944, the attached directive (Incl. #2) to the President, Army Air Forces Board was prepared and forwarded to Orlando, Florida, with an additional copy being airmailed to Eglin Field on 15 May 1944.

2. In view of the following circumstances at the time it was decided by the Deputy Chief of Air Staff (General Hansell) that the hot weather testing program would be delayed until such time as test could be accomplished satisfactorily:

a. Only two (2) B-29s were available at Eglin Field.

b. Highest ground temperature obtained at Muroc Lake was 92°.

c. Immediate necessity for range data under varying operational conditions at maximum gross load of 140,000 lbs. (required for planning purposes for XX Bomber Command's first mission).

3. The necessary ground temperatures for conducting the test were not obtained until 30 June when a ground temperature of 108° was found to exist at Phoenix, Arizona. Up until this time a maximum temperature of 98°, which was considered too low by Eglin Field testing personnel, had been reached at Muroc Lake. One (1) B-29 was immediately dispatched to Phoenix for test. The preliminary data obtained is contained in attached copy of Memorandum for the Chief of Air Staff (Incl. #3). Final report is now being prepared and will be forwarded to this Headquarters by airmail. The B-29 which was used for this test returned to Eglin on 6 July 1944.

Incl #1 n/c
Added: copies
Incl #2 Ltr to AAF Board
dtd 15 May, subj "Directive"
Incl #3 Memo fr C/AS dtd 8 July
subj "Status of Hot Weather
Test on B-29 Airplane"

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

Bomb Fr. _____

A/C Section _____

Req. Div. _____

20th A.F. _____

Mrs Henry

Testing of B-29's at Muroc Lake, California.

AC/AS, Operations, Commitments and Requirements — 7 July 44

Deputy Chief of Air Staff

PWT/eva/5265 1

A report is desired by 11 July of action taken as a result of the attached directive.

1 Incl
Cy R&R to OC&R and MM&D 11 May this subj frm PWT.

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 400.112 (81)

SAS 400.112 (81) SHS

DECLASSIFIED
DOD DIR
8 Nov 6 20 June 1964
By alm/lm SC Date 4-10-75

CONFIDENTIAL
DECLASSIFIED

Armor Tests for the B-29 Airplane

PATRICK W. TIMBERLAKE
Brigadier General, U. S. A.
Deputy Chief of Air Staff

Asst C/AS, MMAD, Materiel Div (ATTN: Col. Gustafson)

JUN 10 1944

Asst C/AS, OCR, Requirements Division

Capt Michehl/jk 72435

1. The attached study has been review and although it is recognized that most of the changes were not made, it is considered that several of the original items should be modified or deleted. Accordingly, armor should be furnished for the B-29 aircraft as below:

a. Maximum thickness of armor plate or deflector plate to be not more than 1/4".

b. Flak suits to be provided for all crew members.

c. Flak curtains should be provided for supplementary protection of all component parts of GFC equipment.

2. The engine armor as noted in the attached recommendationis is generally acceptable except that the provisions of paragraph 1a above should apply. Propeller spinners in conjunction with a dural baffle plate over the front of the engine, similar to that now being tested at AAC for installation on the Special Engine Armor project of 25 B-17 aircraft should be tested. This combination with appropriate deflectors is expected to materially improve the cooling characteristics of the engines and should this be the case, installation should be made regardless of other advantages to be gained. The propeller dome armor should be deleted, in favor of flak armor, if any is used at all; due to the low percentage of hits made on this item on combat aircraft.

3. Engine armor, except for cowls, if made of 1/4" dural, and the 3/8" baffle plate behind the Spinners, should not exceed a maximum thickness of 1/8" in dural or .042" manganese steel. Cowl flaps should preferably be made of manganese steel approximately .031" thickness to provide adequate protection, against flak, for the induction and exhaust systems.

4. Other than the above changes, flak curtains should be substituted for fixed armor throughout the aircraft. The Pilot, Co-Pilot, and Navigator's hooded armored seat should be deleted and flak curtains installed as a substitute. This in accordance with an R&R of 8 June, subject: "Mock-up Installation of Flak Curtains in a B-29", requesting this installation in B-29 aircraft, No. #42-93837. Upon completion, the installation will be inspected by representatives of this office and, if approved, should be immediately incorporated into all B-29 aircraft in production.

Incls
n/c

MERVIN E. GROSS
Brigadier General, USA

Bom Sr_____

Equip Sec_____

DECLASSIFIED
CONFIDENTIAL

SC-1033

SAS 000.112 (80)

AFREQ/T
Col Sillin/ltm
AFoCR/Maj Stebbins/ht
AFOCR/Lt Col Hill/br

13 JUN 1944

SUBJECT: Firings from Landing Craft with Standard Artillery and Rockets.

TO: Major General L. H. Campbell, Jr.
Chief of Ordnance
Washington, D. C.

1. The manual "Firings from Landing Craft" transmitted with undated letter subject as above has been read with great interest.

2. Reports from the combat zones which have employed the 4.5 inch rocket have indicated that this weapon is also useful when launched from aircraft. The Air Forces are going ahead with the development of this weapon and expect great things from it in the future.

Signed

PATRICK W. TIMBERLAKE
Brigadier General, U. S. A.
Deputy Chief of Air Staff

AFTER SIGNATURE RETURN TO ROOM 3E-1045

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ORDNANCE
WASHINGTON D C

Subject: Firings from Landing Craft with Standard Artillery and Rockets

To : General H. H. Arnold
The Commanding General
Army Air Forces

1. Extensive tests have been conducted by the Ordnance Department in mounting, firing and beaching standard types of artillery, rockets and mortars from landing craft.

2. Tests showed that if weapons are mounted as indicated in the attached booklet, a large volume of fire-power can be delivered during, and in the support of landing operations, and while the weapons are being transported ashore for their normal function.

/s/
J. H. CAMPBELL, Jr.
Major General, Chief of Ordnance

1 Incl.

COPY

Firings from Landing Craft with Standard Artillery and Rockets

Secretary of Air Staff — 11 June 1944

AC/AS Operations, Commitments & Requirements — 1

1. A suggested reply to Major General Campbell's undated letter subject as above addressed to the Commanding General, Army Air Forces is attached for signature.

1 Incl
Prop ltr to
Gen. Campbell

[illegible]
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

AFOCR
Col McKee/br 6765

26 May 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Tests of British Typhoon Mark 1B.

We now have a British Typhoon equipped with Napier Sabre II engine at Wright Field. This airplane will be ready for tests in approximately 10 days. With this airplane we propose to do the following:

a. Run range extension tests similar to those now being conducted with the two Spitfires at Wright Field.

b. Conduct operational suitability tests at Eglin Field with and without the range extension tanks.

c. Conduct comparative performance tests with our fighters at Eglin Field.

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

1 Incl
Picture of Typhoon

Ltr. 400.112

Noted
File
MAK

CC for C/AS

Testing of B-29's at Muroc Lake, California.

IN TURN: AC/AS, OC&R
AC/AS, MMAD

11 May 1944

Deputy Chief of Air Staff

1

PWT/eva/5265

1. General Arnold has directed that full advantage be taken of the high temperatures at Muroc Lake to thoroughly test B-29 aircraft under the hot weather conditions this summer.

2. He expressed a desire that one aircraft be assigned immediately, and additional aircraft be subsequently assigned so that a sufficient number will be available to "weed out all the bugs" in the shortest length of time.

3. He further desired that a competent practical engineering officer be assigned this project in order that it be pursued energetically. General Giles has suggested that the present engineering officer at Muroc has the qualifications to handle this job.

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

File 400.112 (75)

Sad 400.112 (75)
Cy - Air Ad.

ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

DECLASSIFIED

~~SECRET~~

SECRET
By AUTHORITY DECLASSIFIED
MAY 3 1944

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

5 MAY 1944 AFRDB

MEMORANDUM FOR THE CHIEF OF AIR STAFF ~~Attn: AEAS/OCR~~

Subject: Test of Incendiaries

1. In accordance with directive in R&R dated 18 February 1944, subject: "Test of Incendiaries", a comprehensive test program has been initiated which the AAF Board is conducting at Eglin Field. The test is only partially completed and definite conclusions are not available, but the following comments and tentative conclusions are submitted as requested.

2. Nature of target.

Three or four small villages, called "Little Tokios" have been constructed as a target. These buildings are not representative in detail of typical targets, but do give a good basis for evaluating the spreading action of fire in groups of buildings. They also serve as a fairly realistic basis for comparing HE and incendiary effect on rural areas, and as a basis for determining the optimum ratio of explosive and incendiary load to carry on attacks of predominantly incendiary nature.

3. Results to date.

The first attacked resulted in one complete section burning down, after approximately 13-15 hits with M69, six pound oil bombs. Fire engines and complete equipment were available, but the fire couldn't be stopped. The respect of the PGC personnel (including General Gardner in particular) for incendiaries increased materially. The second test on the next village indicated that when these light buildings were flattened by HE first they did not burn as readily as when standing.

4. Future testing.

Future tests will investigate the use of fragmentation bombs with incendiaries, and will include also other types of incendiaries. Further report will be submitted upon completion of the test.

Merwin E. Gross.

MERVIN E. GROSS
Brigadier General, U.S. Army
Chief, Requirements Division
Office of Asst Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED
FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS
Noted by OCHR
DOD letter 1/8/74-8-21-75

DECLASSIFIED

Air AG 400.112 (74)

AFOCR
Col McKee/hn/6770

21 April 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Toss Bombing

1. Reference your request for information on status of toss bombing the following is submitted.

2. As you recall, this device was tested at Eglin Field last August. At that time, it was recommended for further test in a P-38 as a possible use against enemy bombardment formations utilizing the radar range computer, which at that time was not existent. Moreover, last September you directed that after the toss bombing device (acceleration integrator) and supplementary equipment were developed, toss bombing should be shelved until a tactical need for it arises and we are in a position to exploit this tactic to the fullest before subjecting it to certain adoption by the enemy.

3. Further testing is being delayed pending completion of the radar range-finder. The first model will be ready for test in June.

4. The Navy has been active in the development of a similar device. The fact that their proposed targets are entirely water-borne has dictated their development procedure along lines different from ours. The results of their preliminary tests were very satisfactory.

5. It is planned that upon availability of radar range-finder, future action will include tests in a P-38 to determine accuracy against bombardment formations and water-borne targets; as well as further investigation of the suitability of other similar devices against land and water targets at various altitudes.

WILLIAM F. McKEE
Colonel, Air Corps
Deputy Assistant Chief of Air Staff
Operations, Commitments, and Requirements

Noted
File
MAK

COPY FOR CHIEF OF AIR STAFF

Auth: 10.11.73

Equip

"Sunflower" being forwarded to U.S. from 8th Air Force.

AC/AS, Materiel, Maintenance and Distribution — 24 Feb 1944

Deputy Chief of Air Staff (General Vandenberg) — 1

HSV/gwd/5268

1. General Arnold indicated today that the experimental "sunflower", being sent to the United States from the 8th Air Force, would be examined, a report submitted, and the entire instructions, drawings, suggested improvements, etc., filed for future reference.

2. It is desired that no further action than that indicated above be taken on this project for the time being.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Cy. to General Ferrin

400.112 (69)

400.112 (69)

"Sunflower" Being Forwarded to U.S. From 8th Air Force

IN TURN (1) Deputy Chief of Air Staff (General Perrin) 6 Mar 1944
(2) Chief of the Air Staff

Asst C/AS, Operations, Commitments, and Requirements 3

Noted.

1 Incl
n/c

WILLIAM F. McKEE
Colonel, A.C.,
Deputy Asst. Chief of Air Staff,
Operations, Commitments & Requirements

Installation of 'Sunflower Seed' Rocket Projector

Asst C/AS, MR&D

FEB 22 1944

Asst C/AS, OCR (Requirements Division)

1

Capt Michahl/ac 72936

1. Later considerations by the Eighth Air Force, with reference to the 'Sun flower Seed' rocket projector for installation in the radio hatch of B-17 aircraft, indicates a retraction of the 1000 kit requirement, as set up by this office in accordance with their letter request of 24 January 1944.

2. It is requested that the study mentioned in an R&R from this office of 16 February be carried out, but that the fabrication of the subject kits be suspended until further notification from this office.

MERVIN E. GROSS
Brigadier General, USA

Bomb Br _____

M&E Sec _____

"Sunflower" being forwarded to U.S. from 8th Air Force.

AC/AS, Materiel, Maintenance and Distribution — 24 Feb 1944

Deputy Chief of Air Staff (General Vandenberg) — 1

HSV/gwd/5265

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HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Cy. to General Perrin

400.112 (68)

File

COPY FOR MISS INGRAM, AIR A.C.

Air Ab 400.112 (69)

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1976
By dla/ac JC, Date 11-10-75

DECLASSIFIED SECRET

Noted by Gen. Giles

File mah.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

18 February 1944

MEMORANDUM FOR GENERAL GILES:

Subject: Spitfires for Test at Wright Field.

1. Air Vice Marshal Mansell has informed General Craig that the two Spitfires to be tested at Wright Field will leave UK about 22 February.

William F. McKee
WILLIAM F. MCKEE,
Colonel, Air Corps,
Deputy Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

Gen Adj 400.112 (61)

DECLASSIFIED
~~SECRET~~

Gen Adj 400.112 (61)

~~SECRET~~

Ordnance

Test of Incendiaries.

AC/AS OCAR, Requirements Division — 18 Feb 1944

Chief of Air Staff — 1

1. General Arnold has directed that a directive be prepared to the Commanding General AAF Proving Ground Command which will cause him to find a group of buildings such as an abandoned camp in order to test out the various effects of various type incendiaries with long and short delay fuses to determine the proper type of bombs to drop on Japanese urban objectives.

2. It is desired that you report to this office at appropriate intervals the status of this project.

Van
for BARNEY M. GILES,
Major General, U. S. A.

600.112 (67)

~~SECRET~~ 600.112 (67)

Outgoing

SECRET

471.6

Test of Incendiaries.

Chief of Air Staff — 24 Feb 44

ACAS, MW&D, Air Chemical Officer. — 3

LS/mds/74076

1. The above R&R was referred to the Air Chemical Officer from Bombardment Branch.

2. The effectiveness of the various types of incendiary bombs has already been tested by the Chemical Warfare Service at the Dugway Proving Ground in Utah by dropping rather large quantities of each type bomb on a prototype village, the construction of which was as nearly Japanese as could be reproduced in this country. As a result of these tests it has been determined that the bomb, incendiary, 6 lb. oil, M69, is the most effective incendiary for use against Japanese targets. The tests did not include the M47 - 100 lb. oil bomb, nor the 500 lb. incendiary bomb. However, consideration of size, loading, efficiency of airplanes etc indicated that there would probably be no advantage of using these two incendiary bombs on urban Japanese targets.

3. The incendiary bomb does not have variable fuzes. In the case of the magnesium bombs, the fuzes are instantaneous and in the case of the oil filled tail ejection bomb (M69) there is a short delay sufficient to permitthe bomb to penetrate and fall on its side before ejection of the incendiary charge.

4. It is understood that in accordance with the desires of General Arnold, expressed verbally during his recent visit to Eglin Field, the Proving Ground has initiated a project to test the effects of demolition bombs and incendiary bombs, and mixtures of the two on simulated Japanese objectives with the view to determining the optimum proportion of each type of bomb to secure the greatest incendiary effect. As far as is known in this office, and by the Chemical Warfare Board Liaison Officer, no written directive has ever been furnished setting up the project described.

400.112 (67)

DECLASSIFIED

DOD Letter, 1/8/74

Sn 8-27-74

E. MONTGOMERY
Brig Gen US Army
Air Chemical Officer.

TO: AC/AS - Operations, Commitments & Requirements

FROM: Deputy Chief of the Air Staff

DATE 25 Feb 1944

COMMENT NO. 4
WRB/is/5458

SECRET

DECLASSIFIED

1. To note last sentence of paragraph 4, Comment No. 3 above.

2. Forwarded for necessary action.

400.112 (67)

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

400.112 (67)

TO: AC/AS - Operations, Commitments & Requirements

DATE 25 Feb 1944

FROM: Deputy Chief of the Air Staff

COMMENT NO. 4
WRB/is/3408

1. To note last sentence of paragraph 4, Comment No. 3 above.
2. Forwarded for necessary action.

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

a 9 400.112 (67)

WAR DEPARTMENT - ARMY AIR FORCES (AFDMA-4E)
JRO:gew
Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

Inter-Desk Memorandum

TO: Brig. General B. W. Chidlaw Date 12 January 1944

SUBJECT: Exerpts from Eglin Field. Final Report dated 4 November 1943, Comparative Performance of P-47D-10 Airplane Equipped with a Water Injection System.

1. This test at Eglin Field was to determine the effect of water injection, and was not necessarily a test to determine comparative propeller performance.

2. It was determined in speed runs from sea level to 35,000 feet that the use of water injection increased the high speed of the airplane approximately twenty (20) miles per hour with either a narrow bladed or a wide bladed propeller.

3. Time to climb to 30,000 feet was found to be:

a. With Curtiss narrow blade propeller - 20 minutes 0 seconds
b. With Curtiss narrow blade propeller and water injection - 17 minutes 0 seconds. Average R/C, 1770 ft/min.
c. With Hamilton Standard wide blade propeller - 14 minutes 30 seconds.
d. With Hamilton Standard wide blade propeller and water injection - 11 minutes 50 seconds. Average R/C, 2500 ft/min.

4. It will be noted that with both types of propellers the difference in time to altitude is approximately three minutes when water injection is used.

HIGH SPEED COMPARISON

	Eglin Figures			Wright Field Figures	
	Curtiss Narrow	Ham. Std. Wide	Curtiss Wide	Curtiss Narrow	Curtiss Wide
With Without Water	414	407	No test figure	427	No test figure
With Water	435	427	430	435	430

5. In a telephone conversation with Colonel J. O. Guthrie, Eglin Field, on 11 January 1944, we were advised that in later tests it was found that when a wide blade Curtiss propeller was installed, the loss in high speed was approximately five (5) miles per hour as compared with a narrow bladed Curtiss propeller.

6. Colonel Guthrie expects to be in Washington on 17 January 1944, and will bring the latest reports on performance data of wide bladed vs narrow bladed propellers with him.

From
S. R. BRENTNALL, Col. AC.

DECLASSIFIED
DOD Dir
By [illegible] 10 Date 11-10-75

CONFIDENTIAL DECLASSIFIED

(AFDMA-4E)
JRO:gew

WAR DEPARTMENT - ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

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6. Colonel Guthrie expects to be in Washington on 17 January 1944, and will bring the latest reports on performance data of wide bladed vs narrow bladed propellers with him.

DECLASSIFIED

CONFIDENTIAL

From
S. R. BRENTNALL, Col. AC.

Doc. 112 (64)

Col Pepple 71175

SECRET
DECLASSIFIED

AFDAS
ESP/eva/6371

DECLASSIFIED
DOD Dir. 5200.9
E.O. 10501 as amended
By: [illegible] NC Date 11-18-75

25

12 August 1943

Brigadier General G. Gardner,
Proving Ground Command,
Eglin Field, Florida.

Dear Gran:

At the conference the other day, a few recommendations were agreed on which require some action from you. The first was the continuation of comparative tests between the .50 caliber and the 20 mm. gun. These tests must first be based on a decision as to what will be the basis of comparison. I believe you stated that no definite basis has yet been decided upon. General Barnes, as you remember, suggested tests against a real airplane to determine relative destructive qualities.

As you no doubt know, we are making an effort to obtain some Navy 40 mm. guns for you to test. Comparative results with our 20 mm., 37 mm., and 50 mm. should be run against this Navy 40 mm.

It was further recommended that the B-41 which you and the School of Applied Tactics are testing will be sent to the Eighth Air Force for tests. You are to let me know when this airplane is ready to go.

I will probably contact you by telephone regarding the Navy 40 mm.

Will you please keep me advised of your comparative tests in order that I may pass it on.

Sincerely,

Signed

EDWIN S. PERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched 12 August 1943 AAG

DECLASSIFIED

SECRET

AAG 400.112 (63)

AAG 400.112 (63)

Narrative on Armor Plate for Tail Gunner

Director of Bombardment THRU: Military Requirements — 13 March 43

Deputy Chief of the Air Staff

1

MAL/mdg/5265

The attached is forwarded for your information and any action indicated.

Dispatched
MAR 13 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Att: Ltr to Colonel Ivins
fm. Captain Dale, 2/22/43
w/2 Inds. & 1 Photograph

file
3/14/43

February 10, 1943

Captain Eddie Rickenbacker,
10 Rockefeller Plaza,
New York City.

Dear Eddie:

In accordance with your request for performance characteristics of the P-51, I am quoting the following information obtained from our Materiel Command:

"1. Enclosed herewith are rates of climb and speed curves reproduced from the latest "Experimental Department Report, subject 'N.A.A. Mustang Fighter with Merlin 65 (RM.10.SM) Engine'", dated December 14, 1942. According to Colonel Hitchcock, who has recently returned from Boscombe Down, and is familiar with the test upon which this report is based, this is the latest and only report from England with the Merlin engine. The Merlin 65 is essentially the Merlin 61, the only change being in the blower ratio.

"2. Climb performance is not yet fully determined but preliminary figures show a rate of climb at sea level of 450 ft. per minute above the estimated figure.

"3. The following remarks on the general handling of the aircraft are given by the Chief Test Pilot, who carried out the majority of the flying:

"a. Taxying

Satisfactory. There is no tendency to nose over when brakes are applied with either 70 lb. or 30 lb. tail ballast, providing care is exercised.

"b. Take-Off

Normal. There is practically no tendency to swing. The aircraft has to be 'pulled off' the ground, and this is the same characteristic as with the Allison engined installation.

"c. Climb

Very stable. Aircraft will maintain climb with hands

and feet off when trimmed.

"d. Level Flight

Easy to trim, and very stable fore and aft, laterally, and directionally.

"e. Maneuverability

This aircraft is as maneuverable with the Merlin engine as with the Allison. All controls are well balanced; and delightfully light. Controls remain light at high speeds (470 A.S.I). The aircraft has no tendency to accelerate unduly during recovery from a dive.

Due to the weight of the aircraft, acceleration to high speed in level flight is somewhat lower than the standard fighter with the Merlin engine.

In a dive the aircraft is very stable and can easily be maneuvered on to its target.

The radius of turn of this aircraft is good, but it is doubtful if it could turn inside a Spitfire IX.

The general maneuverability of this aircraft is excellent.

"f. Landing

Glide and landing speed is satisfactory, and is about the same as with the Allison installation. Comfortable gliding speed is 115 A.S.I. Reasonable care must be exercised when applying brakes after initial 'touch down'."

My best personal regards.

Sincerely,

2 Incls.

GEORGE E. STRATEMEYER,
Major General, U.S.A.,
Chief of the Air Staff

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED DOD Dir. 5200.9 & 20 June 1974 By [illegible] NC Date 11-10-75

ROUTING AND RECORD SHEET

CONFIDENTIAL DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Latest Tests Made on P-51

TO: Commanding General, Materiel Command — DATE 1/27/43

FROM: General Stratemeyer — COMMENT NO. 1.

It is desired that you furnish by comment hereon the results of the latest tests made in Great Britain on the P-51. Captain Eddie Rickenbacker has not seen these figures, and I have informed him that I would obtain same for his information.

G. E. S.

G. E. S.

To: General Stratemeyer — Date 2/5/43

From: Materiel Command — Comment No. 2

WHJ, jr:bml - 71148

J.H.B.

1. Enclosed herewith are rates of climb and speed curves reproduced from the latest "Experimental Department Report, subject, 'N.A.A. Mustang Fighter with Merlin 65 (RM.10.SM) Engine'", dated December 14, 1942. According to Colonel Hitchcock, who has recently returned from Boscombe Down, and is familiar with the test upon which this report is based, this is the latest and only report from England with the Merlin engine. The Merlin 65 is essentially the Merlin 61, the only change being in the blower ratio.

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Normal. There is practically no tendency to swing. The aircraft has to be 'pulled off' the ground, and this is the same characteristic as with the Allison engined installation.

c. Climb.

Very stable. Aircraft will maintain climb with hands and feet off when trimmed.

DECLASSIFIED

CONFIDENTIAL

128

128

PAGE _____

3-110 9 A.F.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

CONFIDENTIAL

DECLASSIFIED

SUBJECT: Latest Tests Made on P-51. (Cont'd)

TO: General Stratemeyer

DATE 2/5/43

FROM: Materiel Command

COMMENT NO. 2

d. Level Flight

Easy to trim, and very stable fore and aft, laterally, and directionally.

e. Maneuverability

This aircraft is as maneuverable with the Merlin engine as with the Allison. All controls are well balanced; and delightfully light. Controls remain light at high speeds (470 A.S.I). The aircraft has no tendency to accelerate unduly during recovery from a dive.

Due to the weight of the aircraft, acceleration to high speed in level flight is somewhat lower than the standard fighter with the Merlin engine.

In a dive the aircraft is very stable and can easily be maneuvered on to its target.

The radius of turn of this aircraft is good, but it is doubtful if it could turn inside a Spitfire IX.

The general maneuverability of this aircraft is excellent.

f. Landing

Glide and landing speed is satisfactory, and is about the same as with the Allison installation. Comfortable gliding speed is 115 A.S.I. Reasonable care must be exercised when applying brakes after initial 'touch down'.

FEB 6 43 PM

RECEIVED

Air Adjutant General

O. P. Echols
Major General, U. S. Army
Commanding General.

Incls:
Rate of climb and speed curves as mentioned in Par. 1.

DECLASSIFIED

CONFIDENTIAL

W. 670

3-1109 A.F.

To: General Stratemeyer

From: Materiel Command

Date 2/5/43
Comment No. 2
WHJ,jr:bml - 71148

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Latest Tests Made on P-51. (Cont'd)

General Stratemeyer 2/5/43

Materiel Command 2

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O. P. ECHOLS
Major General, U. S. Army
Commanding General.

Incls:
Rate of climb and speed
curves as mentioned in
Par. 1.

DECLASSIFIED
DOD dtd
8 Jan. & 20 June 1974
By: [illegible] NO. Date 11-6-75

HEADQUARTERS ARMY AIR FORCES

SECRET

DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Detachment for Eglin Field.

TO: Deputy Chief of Air Staff thru Asst. Ch. of Air Staff, A-1 DATE JAN 29 1943

FROM: Program Planning. COMMENT NO. 3
BLS:mls 71089

1. Necessary action is being taken to authorize the activation of the following:

Unit	Table of Organization
1st Minimum Altitude Bomber-Torpedo Unit (M)	1-127 dated July 1, 1942 (less Flights B, C, and D).
2nd Minimum Altitude Bomber-Fighter Unit (Twin Engine)	1-37, dated July 1, 1942 (less Flights B and C).

AUBRY L. MOORE
Colonel, G. S. C.

TO: Deputy Chief of Air Staff

FROM: Ass't Chief of Air Staff, A-1.

Date: Jan. 30,'43
Comment No. 4
WHM/ls 71126

Noted.

F. TRUBEE DAVISON
Colonel, G. S. C.,
A/C of A.S., A-1.

TO: Air Adjutant General

FROM: Deputy Chief of the Air Staff

DATE 2/2/43

COMMENT NO. 5
MAL/mlg/5265

1. Noted.

2. For files.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

DECLASSIFIED

SECRET

3-1109 A.F.

TO: Deputy Chief of Air Staff

FROM: Ass't Chief of Air Staff, A-1.

Noted.

Date: Jan. 30,'43
Comment No. 4
WHM/ls 71126

F. TRUBEE DAVISON
Colonel, G. S. C.,
A/C of A.S., A-1.

TO: Air Adjutant General

FROM: Deputy Chief of the Air Staff

1. Noted.

2. For files.

DATE 2/2/43

COMMENT NO. 5
MAL/mdg/5265

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Air as 410-112 (3)

DECLASSIFIED
EO 12356 Sec. 3.3 & 20 June 1974
By alm/ae NLC, Date 11-10-75

DECLASSIFIED SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Detachment for Eglin Field.

TO: Assistant Chief of Air Staff, Program Planning,
THRU: Assistant Chief of Air Staff, A-1.

DATE 1-25-43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. #1

TJH/cmc/6371

1. It is desired that a detachment suitable for operating and maintaining a test detachment of three B-26's and three P-38's be formed in some way and assigned to Eglin Field. This detachment will be the nucleus of a group to be formed later, if these tests work out as expected. Brigadier General Howard C. Davidson will be the commanding officer of this detachment. General Gardner is willing to provide some cadre for this organization. Some of this detachment should be young officers capable of flying the airplane but need not have had operational experience.

2. Care will be taken in the organization, and later in movement orders for General Davidson, to protect the command status of General Gardner.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

TO: Ass't Chief of Air Staff, Program Planning

Date: 1/26/43
Comment No. 2
LCB/ls 2843

FROM: Ass't Chief of Air Staff, A-1.

1. Noted.

2. A-3 has this matter at present under advisement.

for F. TRUBEE DAVISON,
Colonel, G. S. C.,
A-C of A.S., A-1.

DECLASSIFIED

SECRET

3-1109 A.F.

CONFIDENTIAL

DECLASSIFIED

AFDAS
MAL/mdg/5265.

DECLASSIFIED
DOD Dir 5200.9 Sept 27, 1954
By: ch for DC, Date 11-10-75

re Written Orig prep. by A-3 - Col Ogden

January 18, 1943.

Employment of Light Airplanes.

Lieut. Colonel John C. L. Adams, Office of Strategic Services, Washington, D. C.

1. Reference your memorandum of January 4, 1943, to the Commanding General, Army Air Forces, the capabilities and various uses of the light airplanes are recognized.

2. A directive has been issued to the Airborne Command to conduct a test using these light planes to determine their limitations and capabilities as troop carrier vehicles. It is realized that these small planes have some possibilities in hauling men and material, but until the tests are completed, any decision will have to be withheld.

3. Should the tests prove that the light plane is of value in this work, it will be given every consideration.

For the Commanding General, Army Air Forces:

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

Doct. prepared by Air Support — Unclassified

Dispatched
JAN 19 1943
AAG

DECLASSIFIED

CONFIDENTIAL

a. 02 doc. 112 (56)

CONFIDENTIAL (AFASC)

DECLASSIFIED

November 30, 1942

MEMORANDUM FOR: Lieutenant General Henry H. Arnold.

1. Some time ago, during an inspection trip with you at Fort Dix, the matter of more efficient bomb hoist was discussed. I have had reports of our investigations and experiments in developing more efficient bomb hoists, and report that we now have under procurement an electric hoist. This will be an attachment to the present hand operated type hoist, and in cases of emergency and when electrical energy is not available the hoist may still be operated by hand. The objections to hydraulic type hoists were that they were too heavy to transport in aircraft and were also not as adaptable to our equipment as was the electrical equipment. Energy for the electrical type can be taken from either the airplane electrical energy source, or from battery carts, or other available portable sources.

For the Commanding General:

CLEMENTS McMULLEN,
Brigadier General, U.S.A.,
Assistant Chief,
Air Service Command.

400112 (55)

12-2-42
A-4
Look into this & give me a report - I believe he has something. H.H.A.

Dec 3100 so

DECLASSIFIED

~~CONFIDENTIAL~~

400112 (55)

13/3

COPY

OFFICE OF THE COMMANDING GENERAL
HEADQUARTERS FOURTH AIR FORCE (B-rr)
SAN FRANCISCO, CALIFORNIA

400.112 October 30, 1942.

SUBJECT: Conducting Cold Weather Test at Ladd Field, Fairbanks, Alaska.

TO: The Commanding General, Western Defense Command and Fourth Army, Presidio of San Francisco, California.

1. In compliance with your message to me dated October 15, 1942, the following report is submitted.

2. Ladd Field, Fairbanks, Alaska, is now servicing the Transport Command and a Depot group.

a. The Transport Command at Ladd Field is the terminal for all Air Force equipment being transferred to Russia via the Siberian route. This is the station where the United States Government loses control of this equipment and control passes to the U. S. S. R. Government.

b. The Depot group will be in a position to perform its functions of airplane and engine overhaul by January 1, 1943.

3. The activities, outlines above, are now using all of the facilities available at Ladd Field. In addition, the leasing of some shop, storage and office space facilities is now being contemplated by the Base Commander. With the re-establishment of cold weather test at Ladd Field and the space required for forty airplanes, fifty officers and three hundred enlisted men, the facilities at Ladd Field will be greatly over taxed.

4. It is believed that the delivery of lease-lend equipment and the operation of the Depot should take priority over all other activities at this station. It is not felt that heated hangars and accommodations which can be made available at Ladd Field, by moving at least one of the activities outlined in paragraph two, are essential to the conducting of cold weather test.

5. The conducting of cold weather test in Alaska will further tax transportation facilities and communications facilities which are now operating at peak load.

Air Adj 400.112 (5-18)

664

COPY

DECLASSIFIED

CONFIDENTIAL

DECLASSIFIED

By [illegible] 11-10-75

BASIC: Ltr. AAF to CO, WDC, Oct 30, 1942, 400.112, Subj: Conducting Cold Weather Test at Ladd Field, Fairbanks, Alaska

6. It is therefore, recommended that a cold weather test be conducted at some station located in Montana, North Dakota, northern Minnesota, or a station in the vicinity of Hudson Bay where weather is equivalent or more severe than weather at Fairbanks.

7. General Buckner, Commanding General of Alaskan Defense Command; General Butler, Commanding General of Eleventh Air Force, and General Ignico, Commanding General of the 11th Air Service Command, have been contacted by me and concur in the above remarks.

NOV 26 42 AM

/s/ BARNEY M. GILES,
Major General, United States Army,
Commanding.

RECEIVED
Air Adjutant General

DECLASSIFIED

~~CONFIDENTIAL~~

Air as 400.112- (54) B

CONFIDENTIAL

IMMEDIATE ACTION

COPY

BASIC: Conf. ltr CG, 4th AF, S.F., Calif., to CG, WDC & 4th Army, Presidio of S. F., Calif., 10-30-42, subject "Conducting Cold Weather Test at Ladd Field, Fairbanks, Alaska."

600.1 (Ladd Field) (G-3) 1st Ind.

HQ. WESTERN DEFENSE COMMAND AND FOURTH ARMY, Presidio of San Francisco, California, October 31, 1942. To: Chief of Staff, U. S. Army, Washington, DC.

1. Approved.

2. a. Reference is made to secret War Department radiogram, October 22, 1942, and particularly to the following extract therefrom:

"These activities" (transport and cold weather testing) "as well as other operating aircraft which will be permitted to use Ladd Field for servicing and operation to the full limit of facilities which can be made available, will be served impartially by the depot operated by the Air Service Command. In view of these several activities functioning under the control of the Commanding General, Army Air Forces, at Ladd Field, its status as an exempted station will not operate to limit the Air Transport Command nor to curtail capacity of depot installations. Operations of the Eleventh Air Force will not suffer by this action."

b. Reference is also made to War Department radiogram, October 26th, and particularly to the following extracts therefrom:

"Directive will be issued to the Commanding Officer, Ladd Field, to provide such additional support to the Sixth Air Depot Group to furnish fourth echelon supplies and maintenance to the Eleventh Air Force within capability of the remaining facilities and personnel. Remaining facilities and personnel provided at Ladd Field, in conjunction with those to be made available at other fields, will be in sufficient quantities to support Eleventh Air Force."

3. a. In reply to radiogram from this headquarters requesting that a clear-cut directive be issued, the directive of October 25th, copy attached, subject "Status of Ladd Field, Fairbanks, Alaska," was published.

b. Paragraph 1 a places the responsibility on the Commanding General, Alaska Defense Command for air and ground defense of Ladd Field. No housing exists at Ladd Field to provide shelter for the troops required, since housing is usurped by the Transport Command and the Cold Weather Test activities.

c. Paragraph 1 b of the attached memorandum requires the Commanding General, Army Air Forces, to provide air base facilities for units of the Alaska Defense Command "in order to conduct an adequate defense of Ladd Field." Air base facilities are required for the purpose of conducting an adequate defense for Alaska.

CONFIDENTIAL

DECLASSIFIED

HEADQUARTERS WESTERN DEFENSE COMMAND AND FOURTH ARMY
OFFICE OF THE COMMANDING GENERAL
PRESIDIO OF SAN FRANCISCO, CALIF.

BASIC: Conf. ltr CO, 4th AF, S.F., Calif., to CO, WDC & 4th Army, Presidio of S.F., Calif., 10-30-42, Subject "Conducting Cold Weather Test at Ladd Field, Fairbanks, Alaska."

4. a. The Sixth Air Depot Group was established at Ladd Field for the purpose of providing airplane and engine overhaul for the Eleventh Air Force.

b. In accordance with the directive of October 25th, the Sixth Depot Group will perform depot functions for the Transport Command and the Cold Weather Test station, but none for the Eleventh Air Force except for the units detailed to provide protection for Ladd Field. This restriction will necessarily jeopardize combat operations in the Alaskan theatre.

c. Disregard of maintenance problems connected with keeping air combat units of the Eleventh Air Force in operation and subordinating these units to Cold Weather Test Detachment is unsound. It will be noted that the directive of October 25th, as published, is not in accordance with statements contained in War Department radiograms of October 22nd and October 26th.

5. a. As will be noted from the last paragraph of original communication, Commanding General, Eleventh Air Force; the Commanding General Eleventh Air Service Command; the Commanding General, Fourth Air Force and the Commanding General, of the Alaska Defense Command concur in my previous recommendation, which is repeated, that the Cold Weather Test Station be completely removed from Alaska and established at some location within the Continental United States. Adoption of this recommendation is earnestly requested.

b. Favorable action will insure the necessary third and fourth echelon maintenance of the combat elements of the Eleventh Air Force and provide for the needs of the Transport Command.

/s/ J. L. DEWITT,
Lieutenant General, U. S. Army,
Commanding.

1 Incl.
Ltr Oct 25, 1942
AG 320.2 (10-8-42) OB-I-AF-M

DECLASSIFIED

~~CONFIDENTIAL~~

COPY

SUBJECT: Conducting of Cold Weather Test at Ladd Field, Fairbanks, Alaska.

AF 580.82 (10-30-42) OB-S-E 2nd Ind. MMK/gkd - 2B-939 Pentagon.

War Department, A.G.O., November 21, 1942. - To: Commanding General, Western Defense Command.

1. The provision of an adequate cold weather testing organization with facilities for testing, under Arctic conditions, of Army Air Forces aircraft, accessories and equipment, without further delay, is imperative. Ladd Field was set up originally as the cold weather testing station of the Army Air Forces with certain facilities designed therefor, and functioned as such until the summer of 1942, when the testing personnel was made available to the Eleventh Air Force. When the time arrived to reconstitute the Cold Weather Testing Detachment for its important tasks, Ladd Field was again selected as the cold weather station, particularly since the facilities were already there, the climatic conditions were ideal for this purpose, and certain key personnel of the former Cold Weather Testing Detachment were close at hand. Moreover, it was decided that Ladd Field could be turned over to the Commanding General, Army Air Forces, for the operations of the Cold Weather Testing Detachment without disrupting the service activities of the Eleventh Air Force at Ladd Field (6th Air Depot Group), with certain minor adjustments being made.

2. With the advent of the Air Transport Command into the picture and its need for Ladd Field as one of its important terminals, and requiring many of its facilities for housing, maintenance, storage of supplies and operations, the exempted status of Ladd Field, under the Commanding General, Army Air Forces, became even more desirable and necessary.

3. Under present circumstances, two of the mainbeneficiaries of the work performed by the Cold Weather Testing Detachment will be the Eleventh Air Force and the Air Transport Command.

4. In order to further separate Ladd Field from the responsibility of the Eleventh Air Force and the XI Air Force Service Command, with the exception of normal transient aircraft service and other emergency service that may be required, the following plan will go into effect when facilities are provided at Elmendorf Field equivalent to those presently available at Ladd Field:

a. The following service personnel will be transferred from Ladd Field to Elmendorf Field when your Headquarters advises that sufficient housing is available at Elmendorf Field to take care of them:

COPY

AG 580.82 (10-30-42) OB-S-E 2nd Ind. (Con't) MME/gld - 2B-289 Pentagon

(1) The Civilian and officer personnel of the Ladd Field Sub-Depot, less two (2) officers and one-half the civilian personnel of Sub-Depot Headquarters.

(2) The Engine Overhaul Section of Two (2) officers and one hundred twenty-five (125) enlisted men of the 6th Air Depot Group, with their Engine Overhaul Equipment.

(3) The 406th QM Platoon, Air Depot Group.

(4) The 84th Sig Company, Service Group.

b. The 39th Air Depot Group, less Engine Overhaul Section, less QM Platoon, Air Depot Group, less QM Platoon, Truck, Aviation (Separate), less Ordnance Company, MM (4) (Avn), less Signal Platoon, Air Depot Group and less equipment except individual equipment, with the 39th Medical Supply Platoon attached, will be transferred from its present station at San Bernadino, California to Elmendorf Field when your Headquarters advises that sufficient housing is available at Elmendorf Field to take care of them. This Group is now fully trained, but does not have organizational equipment. However, it is understood that there is a sufficiency of equipment in the Elmendorf Field Sub-Depot for this unit. Any shortages will be filled by requisition.

c. When action in 4.a and b is accomplished, the 6th Air Depot Group, less the personnel enumerated in paragraph 4.a above, will be transferred to the control of the Commanding Officer, Ladd Field. Such of the equipment of the 6th Air Depot Group as may be required to implement the Ladd Field station will be used at that station. The balance of the equipment will be reported to the Air Service Command, AAF, for assignment. All warehouses and hangars of the 6th Air Depot Group, now at Ladd Field, will be transferred to the jurisdiction of the Commanding Officer, Ladd Field, subject to return to control of the Eleventh Air Force in an emergency.

5. When the above plan is consummated, it will result in the transfer from Ladd Field to Elmendorf Field of approximately sixteen (16) officers and one hundred fifty-six (156) Sub-Depot civilians and approximately two hundred fifteen (215) enlisted men of the 6th Air Depot Group, and approximately thirty-seven (37) officers and five hundred thirteen (513) enlisted men of the 39th Air Depot Group from the United States. One hundred forty-eight (148) civilians are now in the Elmendorf Sub-Depot.

6. War Department radiogram No. 2100, October 22, stipulated that no action would be taken at Ladd Field whereby operations of the Eleventh Air Force would suffer. Action indicated above insures

COPY

AG 580.82 (10-30-42) OB-S-E 2nd Ind. (con't) MMK/gkd - 2B-289 Pentagon.

continuity of depot facilities service for the Eleventh Air Force, either by 6th Air Depot Group or 39th Air Depot Group, and will eventually result in facilitating and increasing service for the Eleventh Air Force. In view of unexpected load imposed by Alsib activities, it is desired that this move be expedited.

By order of the Secretary of War:

/s/ A. E. O'Leary

Adjutant General.

1 Incl.
n/c

INFORMATION COPY TO: (w/cy of bais & 1st Ind.)
CG, Army Air Forces.

SECRET

December 4, 1942

Major General William O. Butler,
Commanding General, 11th Air Force,
Anchorage, Alaska.

320.2 Alaska (19)

Dear Bruce:

Your letter of November 19th received this morning and I am certainly delighted that you did not bring this matter up direct with General Arnold as I fear your scalp would have been off by now.

There is only one man who has put the heat on to have the Cold Weather Test setup at Fairbanks to operate directly under the Commanding General, Army Air Forces and that person is Lieutenant General H. H. Arnold. As you know, shortly after war was declared, DeWitt and Buckner took over Fairbanks as an operating base, which of course at that time was satisfactory, but they should never have done anything to stop the operation of that Cold Weather Test Unit and scattered its personnel throughout your bases. That Unit is a baby of General Arnold's. He started it and he intends to carry through on its operation in order that we may obtain data on severe cold weather operations.

My advice to you is to cooperate in every way possible with Gaffney and assist him in every job that he has to do in connection with the Cold Weather Test. I feel confident that Gaffney will help you in operations and in the move of your depot from Fairbanks to Anchorage. As a matter of fact, the depot should never have been built at Fairbanks. It should have been at Anchorage in the beginning.

With reference to the activation of another pursuit squadron, that is something you will have to handle through official channels, as General Arnold's idea at this time is to cut down on the Air Forces in Alaska rather than increase them.

File

~~Miss Ingram~~

SECRET

DECLASSIFIED

~~SECRET~~

I have heard that you are not permitted to rotate your own units within your Command without concurrence from the Senior Naval Officer and that every time you try it, there is some reason why it should not be done. If I were in your place, I would simply move units simultaneously without affecting the strength agreed upon and then report that it had been done. As long as the striking force remains the same I don't think the Navy could seriously object to this action. As you stated in your letter, I am making the same statement in this letter. That is, I don't want to be quoted in what I have said above but I do emphasize that I would run my show and make reports afterwards if it were for the benefit of my Command and would make life easier on the boys who were doing the fighting.

There is an official directive coming to you shortly through General DeWitt and the long line of communication, which will clearly set forth this whole rotation problem of personnel and replacements from the mainland.

Was very glad to get your letter and General Arnold, I am sure now is exceptionally well pleased with what you are doing with the 11th Air Force. Keep up the good work. We all [illegible] were delighted with your promotion. You have a fine man [illegible]ickson and he might make you a very superior Chief of Staff. That's your business however, so please don't let me influence you. We were terribly sorry to hear about Davis.

Best regards to you and any of my other friends that are there, I am

Sincerely,

GEORGE E. STRATEMEYER,
Major General, U.S.A.,
Chief of the Air Staff.

DECLASSIFIED
DOD Ltrs
8 Jan. & 20 June 1974
By: [illegible]C; Date 1/10/75

DECLASSIFIED

~~SECRET~~

HEADQUARTERS ELEVENTH AIR FORCE
A.P.O. 937, c/o Postmaster
Seattle, Washington

November 19, 1942

Major Gen. George E. Stratemeyer
Headquarters Army Air Forces
Washington, D. C.

Dear George:

I am sorry to bother you but I have a matter of importance which I do not know how to approach in any other way.

Some time ago the Alaska Defense Command received a directive concerning re-establishment of the Cold Weather Test Detachment at Ladd Field. It was my understanding that this was to be a small affair which could be carried on at Ladd Field without greatly disrupting the activities planned for that station. Since that time, and while I was away at Adak directing operations there, Gaffney appeared on the scene with certain directives which called for turning over a large part of the facilities at Ladd Field to this activity.

The provisions of these directives were such that they would force the removal of the Alaska Air Depot from Ladd Field where it is now pretty well established. It has been there several months and buildings have been erected for the personnel to live in; some shop and warehouse buildings have also been completed. I had planned to use the heated hangar at Ladd as an air repair building for this Depot but now will have to turn this hangar over to Cold Weather test which makes depot operations impossible at Fairbanks.

In view of this, I wrote a radiogram for the personal attention of General Arnold recommending that the Cold Weather Test be established elsewhere than in Alaska. I did this because I had never expressed myself directly on this subject and I was afraid that my views had never reached General Arnold. I received a radiogram in reply to the above mentioned radio which was prepared by some branch of your office, designation of which was garbled in the radio. As near as I could make out the letter designation was UNDEBR.

If General Arnold knows all the facts in this case and has decided that the Cold Weather Test should be at Fairbanks, I have no complaint to make but I am afraid that this was engineered without General Arnold's knowledge or consent. I am only writing you to try to make sure that General Arnold was fully informed on the subject since I believe that the establishment of the Cold Weather Test at Fairbanks will handicap the operations of both the Eleventh Air Force and the Air Transport Command.

One other matter is the activation of an additional pursuit squadron for Alaska. I talked to Barney Giles over the telephone and he said he thought that General Arnold would agree to this if all the experienced personnel came from the Eleventh Air Force. Since talking to Barney on the phone, I received a radio from W.D.C. in which they said they would not reopen the subject of the activation of a new squadron since they had already been turned down several times on

SECRET

this proposition.

We really need this squadron badly to give us any sort of security for the Aleutian Chain as the plans contemplate additional fields further to the West and I have no more pursuit squadrons to defend these fields without taking them from other fields on the Aleutian Chain. This will spread us out so thin that we will have no effective defense anywhere and will leave no fighters for offensive operations.

I hesitated a long time in resorting to this form of communication but the military channels are so long and involved that I am never sure that any matter finally gets to the people who should know about it. All the military commanders demand that all these matters pass through their hands so I never know which of a dozen places may finally say no.

I am in the unfortunate position of having to secure the concurrence of at least three different authorities before any project moves forward. This always takes at least three months so that nothing moves very fast. Unless we start to work on the new pursuit squadron now, we will not have it ready for combat next spring. If General Arnold sees fit to activate this new squadron, I would appreciate it very much if no reference is made to this letter as I would undoubtedly be subject to criticism for writing it.

Best regards to all my friends in Washington.

Sincerely yours,

Bill

WILLIAM O. BUTLER,
Major General, Air Corps,
Commanding.

DECLASSIFIED
DOD Dir 5 Apr. & 23 June 1954
By alpfae 1C. Date 11-10-75

DECLASSIFIED
SECRET

Possible Blinding of Aircraft by Chemical Means.

TJH:cmc 6371

400.112 (53)

1. AFDAS AFDMR 1942
General 11-12
Fairchild

1. Please note the attached letters. General Stratemeyer request that you have an officer of your Command investigate the possibilities outlined therein and decide whether or not it is worthy of being forwarded to the Proving Ground or some other agency for experimentation. The officer designated should talk with Mr. Lovell, who is in Colonel Donovan's office, (telephone: Executive 6100 - extension 2104).

Incls: Ltr to Col.C.Edw.Buxton
frm Stanley P.Lovell dtd 11-7-42,
subject as above; and
Ltr to Gen.Arnold frm
Wm. J. Donovan, Office of Strategic
Services, dtd 11-11-42.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff,

File
11/12/42

DECLASSIFIED
SECRET

Mr Gerry
Aug 2 400.112 (53)

PERFORMANCE CHARACTERISTICS

GPS/cjs 71715

1 AFRAD AFDAS 1942 thru 10-17 (AFDMR

1. As a result of efforts to decrease the weight of our Fighter Aircraft and to increase the power which can safely be drawn from our engines, the performance tests of the P-39N Airplane are materially better than has been anticipated. This model is essentially the P-39K with weight removed and equipped with an Allison engine with a 9.6 blower and a more efficient propeller gear. The armament of this aircraft is one cannon, two synchronized caliber .50 machine guns in the fuselage, and provision for one .50 under each wing. This airplane also has self-sealing gasoline provision for 99 gallons.

2. Performance follows:

a. Speed at military power:
16,100 feet - 388 mph (critical altitude)
20,000 feet - 380 mph
30,000 feet - 353 mph

b. Climb at emergency power (approx. 1400 hp)

Sea level	4,140 fpm
7,400 feet	4,440 fpm
9,700 feet	3,985 fmp
20,000 feet	2,670 fpm
30,000 feet	1,260 fpm
35,600 feet	500 fpm

3. The only difficulty encountered was that the prestone overheats in emergency climb to 140° centigrade. Tests will be run to determine whether this has a serious effect on the engine, then the red line will be moved from 120° to 140°.

4. We are making every effort to have Colonel Price take this airplane to the West coast to engage in the flight tests to be conducted out there with the Jap Zero in the hands of the Navy. As you know, we are also running comparative tests on the P-38, P-51, P-39, and P-47.

GORDON P. SAVILLE
Colonel, Air Corps

2 AFDAS AFMAG 10-22

FOR FILE

M. A. LIBBY,
Lt. Col., G.S.C.

AAF/A-2
5563
WHT:em
(3/9/42)

MAR 12 1942

SUBJECT: Data for Special Army Observer.

TO: The Special Army Observer,
American Embassy,
London, England.

THROUGH: The Adjutant General.

1. Attached hereto is one (1) copy of the following memorandum report:

Tests of a 0.36-Scale Model of the Curtiss P-60A Airplane in the NACA 19-Foot Pressure Tunnel by James G. McHugh, Langley Memorial Aeronautical Laboratory.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

1 Incl.
Memo.Rpt.
listed above.

HEADQUARTERS, ARMY AIR FORCES — COORDINATION								
Chief of Staff	Deputy Chief of Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]

Air Ab 400.112 (45)
A2/445

400.112 (45)

115

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

The following item(s) have been removed from the collections because they contain security classified information:

Series: Decimal

Folder Title: 400.112

Item(s) and Security Classification:

1. Letter, G.W. Lewis to Arnold, 3/3/42, 1p. C.
   Originating Agency: NACA

PK / ALN
Reviewer

1994 / 11.16.75
Date

85-57 (rev 4/90

DECLASSIFIED

AAF/A-3
GHoC/jg
written 3/5/42

MAR 7 1942

SUBJECT: Allocation A-31's for Dive Bombing Tests.

TO: The Chief of the Air Corps.

1. It is directed that three A-31 Dive Bomber airplanes be assigned from current production to the Air Corps Proving Ground for service test at the earliest practicable date.

2. These airplanes are assigned for the specific purpose of testing Technical Manual 1-260 Dive Bombing. Upon completion of this test, the above A-31's will be reassigned to combat units.

3. This confirms instructions transmitted to Air Service Command, Office, Chief of the Air Corps by telephone.

400.112 (43)

MAR 5
AAG RECEIVED

7 1942
AAG

DECLASSIFIED

Air AG 400.112 (43)

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED
By authority of
By [illegible] Date 11-10-75

MWK:bbm

SUBJECT: Test of Quick-Work Equipment.

2nd Ind.

HQ, AAF, Washington, D. C., March 7, 1942. To: Chief of (Air Ad) the Air Corps.

1. Approved.

2. Development of subject processes and method of obtaining Quick-Work photography will be discontinued.

By Command of Lieutenant General Arnold

Dispatched
MAR 10 1942
AAG

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	~~Dir/~~ Photo
											M

DECLASSIFIED

AAF-39

CONFIDENTIAL

400.112 (42)

400.112 (42)

(Air AG)

February 26, 1942

Subject: Test at Wright Field

To: Chief of the Air Corps

In connection with the tests now being conducted at Wright Field, it is directed that the manifold pressure and r.p.m., noted on the attached paper prepared from the Martin Factory estimates and performance charts, be followed as closely as practicable.

By Command of Lieutenant General H. H. Arnold:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

Dispatched
FEB 27 1942
AAG

Incls:
1-Memo frm. Col. McMullen to Gen. Arnold, 2/15/42.
2-Load & Range Estimate on B-26 Airplane.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By [illegible] NC, Date 8-18-75

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

Note.—A line will be drawn across sheet after each comment.

File No. .....

Tally No. AAF .....

SUBJECT: Test at Wright Field.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 TJH/gwd
1.	AAF A-4	AAF AAG	1942 2-25	1. It is requested that a directive be forwarded to the Chief of the Air Corps, attention: Experimental Production, substantially as follows: "In connection with the tests now being conducted at Wright Field, it is desired that the manifold pressure and r.p.m., noted on the attached paper prepared from the Martin Factory estimates and performance charts, be followed as closely as practicable." Incls.: 1-Memo frm.Col.McMullen to Gen.Arnold,2/15/42. 2-Load & Range Estimate on B-26 Airplane. Hq. Army Air Forces FEB 25 1942 AAG RECEIVED

DECLASSIFIED

SECRET

(Do not use reverse side)

W-4071, AC. Rev. 8/14/41

Page No. _____

Ary WT 400.112 (41)

COPY

February 15, 1942

MEMORANDUM TO: General Arnold.

1. Shipping B-26 airplanes to Hawaii is a most uneconomical procedure in the matter of time due to the length of time it will take to assemble them in Hawaii. Hence, I recommend that five (5) such airplanes with crews be ordered to Wright Field immediately and that tanks be installed for sufficient fuel to fly these airplanes 3,000 miles; that Wright Field conduct flight tests to insure that these airplanes can be flown to Hawaii.

2. I likewise recommend that similar tests be conducted on B-17E airplanes to eliminate the recent requirement of 500 additional gallons of fuel in those airplanes.

/s/ Clements McMullen,
CLEMENTS MCMULLEN
Colonel, Air Corps.

Approved.

For the Chief of the Air Staff:

/s/ T. J. Hanley, Jr.
T. J. HANLEY, JR.,
Colonel, A. U. S.,
Assistant Chief of the Air Staff, A-4.

LOAD AND RANGE ESTIMATE ON A B-26 AIRPLANE

Gross load with guns, ammunition, armorplate and
1,184 gallons of fuel - - - - - - - - - - - - 30,727#
Add 500 gallon auxiliary tank @ 6# - - - - - - - - - 3,000
Add weight of tank - - - - - - - - - - - - - - - - - 500
34,227

Remove: 3 - 50 cal. guns and 600 rd. ammunition
2 - 30 cal. guns and 1200 rds. ammunition
All standard armorplating and such accessories as are not necessary for ferry purpose 2,000
Total gross weight remaining - - - - - - 32,227
Total fuel on board - 1,684 gallons.

Computed for density altitude of 10,000 feet and no wind.

Hours	Gross Load	Mani. Pres.	RPM	Gal/hr 1 hr	Tot.Gals Consumed	Gallons Remain.	T.A.S. for 1 hr	Tot.Dist. Travelled
						1684		
1st	32,227	25.9	2125	168	168	1516	235	235
2nd	31,227	26.1	1970	150	318	1366	230	465
3rd	30,327	26.2	1900	140	458	1226	230	695
4th	29,487	25.7	1850	130	588	1096	227	922
5th	28,707	25.0	1775	120	708	976	218	1140
6th	27,987	24.6	1700	110	818	866	208	1348
7th	27,327	23.3	1600	100	918	766	197	1545
8th	26,727	23.3	1600	100	1018	666	198	1743
9th	26,127	23.3-	1600	100	1118	566	201	1944
10th	25,527	23.3	1600	100	1218	466	204	2148
11th	24,927	23.3	1600	100	1318	366	207	2355
12th	24,327	23.3	1600	100	1418	266	209	2564
13th	23,727	23.3	1600	100	1518	166	212	2776
14th	23,127	23.3	1600	100	1618	66	215	2991
14:20	22,527	23.3	1600	33	1651	33	72	3063

Average Speed 214 mph

Contemplated trip 2400 miles - 11:12 hrs.
Reserve: - - - - - - - - - - - 3:08 hrs.
@ average speed 212 mph - - 663 miles

Flight can be made at an average speed of 169 mph, therefore, a constant headwind of 45 mph can be encountered and trip completed to destination.

AAF/A-WPD
DWK/egh
Written 3/2/42

2nd Ind.

Headquarters, Army Air Forces, Washington, D. C.,
To: Chief of Air Corps. MAR 5 1942

1. This Division is of the opinion, that with improved equipment, over that which is explained in this report, smoke screens could be used to a great advantage in protecting vital installations, shielding the field during servicing of the planes, and smoking many dummy fields or areas for deceptive purposes.

2. There appears, from conversations made between this Division and the Technical Service of the Chemical Warfare Service, that a new type of smoke generator (oil type) has been made and is now undergoing tests. Should these tests prove satisfactory, it is recommended that the Air Corps take steps to set up the requirement and secure the same.

By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

1 Inel.
n/c

MAR 5 1942
AAG

MAR 5 1942
AAG Rec'd

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5 WPD	A. Insp.	Budget	Statistics	
	WDF										

AAF-3

Air Ad 400.112 (40)

400.112 (40)

1st Ind. (X)

War Department, Office, Chief of the Air Corps, Feb. 24, 1942.
To: Air War Plans Division.

1. The attached confidential report, T.D.M.R. 325 of C.W.S. on Engineering Tests of Large Area Smoke Screen Generators (Oil type), is referred to your Division for consideration and recommendation.

2. There appears no record that the Air Corps has set up a requirement for such equipment.

3. From the record it would appear that smoke screens have possibilities for at least night effacement of airdromes and other targets and it is suggested that further study and experiment might be warranted.

For the Chief of the Air Corps:

E. L. JONES,
Major, Air Corps,
Acting Asst. Exec. for Technical
Planning & Coordination

1 Incl.
Report, T.D.M.R. 325 of CWS, Cy. #7
"Eng.Tests of Large Area Smoke Screen
Generators (Oil Type) - 13 pages
w/incls.

WAR DEPARTMENT
OFFICE CHIEF CHEMICAL WARFARE SERVICE
Washington, D. C.

CWS 660.2/40 Conf.
(1-13-42)

January 13, 1942

Subject: Edgewood Arsenal Technical Report N. 325

To: The Chief of the Air Corps

1. There is forwarded enclosed for your information and file, copy No. 7 of T.DM.R. 325, "Engineering Tests of Large Area Smoke Screen Generators (Oil Type)".

For the Chief of the Chemical Warfare Service:

/s/ M. E. Barker
M. E. Barker
Colonel, C.W.S.
Chief, Technical Service.

1 Incl.
Copy No. 7 of
T.D.M.R. 325.

SECRET

DECLASSIFIED

AAF/A-3
JHA
2/21/42

FEB 2 1942

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

Subject: Carrier Operation Test - P-39 Type Airplane.

400.112 (39)

1. It is planned to use the P-39 airplane in connection with pursuit operations from carriers on the Gyrenet Project and possibly other operations in the future.

2. Informal information from the Navy Department, Bureau of Aeronautics, indicates that the P-39 will take off in approximately 600 feet with a 25 knot wind over the deck with a gross weight of 7400 pounds.

3. It is requested that a carrier be made available for take-off tests with the P-39 airplane under varying land conditions in order to determine the practicability of operating this type plane from carriers and that this headquarters be notified of the place and date this test is to be conducted.

Chief of Staff.

H. H. Arnold
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

to CCS

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sig	

AAF 19

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SECRET

RESTRICTED

DECLASSIFIED

AAF/A-2
BRS:JCM:ce
written 2/18/42

DECLASSIFIED
By [illegible] Date 11-10-75

FEB 21 1942

MEMORANDUM TO: Assistant Chief of Staff, G-2
Attention: Air Section

SUBJECT: Distribution of Wright Field Evaluation Reports on Foreign Airplanes No. 108 and 109.

400.112 (37)

1. Forwarded under separate cover, are 24 copies of the above reports.

2. It is requested that the following distribution of these be made:

a.	Air Section, G-2, for file		1
b.	Chief of Infantry		
	(1) For file	1	
	(2) Infantry School	1	2
c.	Chief of Coast Artillery		
	(1) For file	1	
	(2) Coast Artillery School	1	2
d.	Chief of Cavalry		
	(1) For file	1	
	(2) Cavalry School	1	
	(3) 91st Reconn. Sqdn.	1	
	(4) 92nd Reconn. Sqdn.	1	4
e.	Chief of Field Artillery		
	(1) For file	1	
	(2) Field Artillery School	1	2

HEADQUARTERS ARMY AIR FORCES — COORDINATION

[illegible]	[illegible]	A-[illegible]		A-3	A-4	[illegible]	A-[illegible]	[illegible]	[illegible]	[illegible]	

JCM

DECLASSIFIED

AAF-39

RESTRICTED

G 2 / 10111

f.	Commandant, Command & General Staff School		
	(1) For file	1	
	(2) 3rd Staff Squadron	1	2
g.	Commandant, U.S. Military Academy		1
h.	Office of Naval Intelligence		10
		Total	24

3. Distribution to interested agencies within the Army Air Forces is made direct by this office. This is the same distribution given report No. 107, covering the Focke-Wulf 200K, with the addition on this and all subsequent reports of 10 copies for Office of Naval Intelligence.

For Chief of the Air Staff:

MARTIN F. SCANLON,
Brigadier General, U.S.A.
Assistant Chief, Air Staff, A-2.

Dispatched
FEB 24 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	[illegible]	[illegible]	[illegible]	[illegible]

 Air 145 400.112 (3) A-2/10/44

AAF/A-2
Air Intel.
BRS/pmr
Written 2/20/42

FEB 2 4 1942

SUBJECT: Distribution of Wright Field Evaluation Report No. 106 re Focke-Wulf, FW-187.

TO: Commanding General,
Air Force Combat Command,
Bolling Field, Anacostia, D. C.

1. Available in the Administrative Division of the Adjutant General's Office, O.C.A.C., for distribution by you, are sixty copies of subject report.

By command of Lieutenant General ARNOLD:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

400.112 (36)

Dispatched	Dispatched
FEB 24 1942	24
AAG	AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
		RCO.		Gen RZW							

AAF-39

Air CG 400.112 (36)
A-2/10135

DECLASSIFIED

By [illegible] 4-10-75

DECLASSIFIED
CONFIDENTIAL

1st Ind.

WD HQ. Army Air Forces, Washington, D. C. February 18, 1942.
TO: Commanding General, Air Force Combat Command, Bolling Field, D. C.

initiated JBC

400.112 (33)

HEADQUARTERS—ARMY AIR FORCES — COORDINATION										
Chief of Staff	Air [illegible]	A-	A-1	A-2	A-3	A-4	A-[illegible]	A-[illegible]	Budget	Statistics

DECLASSIFIED
~~CONFIDENTIAL~~

AAF

~~CONFIDENTIAL~~ (15-[illegible])

DECLASSIFIED

Test of Lamp Assembly Tow Target, A-1, for Illumination of Towed Targets.

FEB 17 1942

Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

THRU: Chief, Army Air Forces.

1. Reference is made to Air Corps Proving Ground Report, Serial No. 2-41-25, dated January 3, 1942, above subject.

2. It is requested that remarks and recommendations be made on subject report.

For the Commanding General:

1 Incl.
Memo Report of
above subj 1/3/42 fr
ACPG, Eglin Field

CHAS. A. HORN,
Lt. Col., Air Corps,
Executive,
Operations Services.

~~CONFIDENTIAL~~

Air AS 200-112 (33)

SECRET

DECLASSIFIED

AAF/A-4
MFS/mhh
(Written Feb. 19, 1942)

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: Requisition No. 154-100-42.

1. Letter from your office (Air Service Command) dated February 13, 1942 forwarded a requisition from Bolling Field for ten (10) .50 caliber water-cooled, flexible machine guns (AA).

2. Subject letter requested that the items called for be furnished as soon as possible.

3. Attached hereto is a copy of an extract of an AG letter dated August 13, 1941 which states that rifles and pistols will be substituted for anti-aircraft machine guns and other ground weapons now listed or contemplated for inclusion in Tables of Organization and Tables of Basic Allowances.

4. Your attention is also invited to the War Department Training Circular No. 47 covering the responsibilities for the defense of airdromes.

400.112 (32)

By command of Lieutenant General ARNOLD:

Incls.
Ltr. to C/AAF
frm. C/AC 2/13/42
w/Reqn 154-100-42
(in dup) 1 cy. w/d
extract AG ltr. 320.2
(5-8-41) 8/13/41

Dispatched
FEB 24 1942
AAC

R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	WJF	ROR				MS					
						TJB					

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AAF-39

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SECRET
By Authority of
Chief of the Air Corps
(14-87)
FEB 13 1942 7 7 W
Date Initials

Requisition No. 154-100-42

FEB 13 1942

The Chief of the Army Air Forces

1. The attached requisition 154-100-42, relating to two (2) items of Ordnance supply, is forwarded to your office recommending approval.

2. It is requested that the items called for on the subject requisition be furnished as soon as possible. If the attached requisition is disapproved, it is requested that same be forwarded the Air Staff War Plans Division for consideration in view of the study being made by that office on Airdrome defense.

3. Similar requests have been received from various other Air Corps stations and it is believed that a definite policy should be formulated for the supply of Airdrome defense weapons.

For the Chief of the Air Corps:

1 Incl
Reqn 154-100-42
(in trip)

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

DECLASSIFIED

SECRET

32

WAR DEPARTMENT
Q. M. C. Form No. 400
Revised Apr. 6, 1921

DECLASSIFIED SECRET

DECLASSIFIED
DOD dir.
8 Jan. & 20 June 1974
By dla/ac I.C. Date 11-10-75

REQUISITION

To: Office, Chief of Air Corps, War Department, Washington, D. C. No. of Sheets 1 Sheet No. 1

Requisition No. 154-100-42 Date February 2, 1942 Period SPECIAL

SHIP TO Ordnance Officer, Bolling Field, D. C.

REQUISITIONED BY (show Signature, Rank, Organization, Destination. If different from "SHIP TO" include address):

GEORGE F. PLOTT,
Capt., Air Corps,
Ordnance Officer.

APPROVED BY:

R. B. WALKER,
Colonel, Air Corps,
Commanding.

STOCK No.	ARTICLES	UNIT	ON HAND AND DUE	CONSUMED	REQUIRED	APPROVED
	S.N.L. A-36					
	GUN, machine, Browning, Cal. .50, M2, Water-Cooled, flexible (A.A.)	ea	0	0	10	
	MOUNT, machine gun, A.A., M2	ea	0	0	10	

[redacted] Arrangements have been made at this station for their disposition in local defense of the airdrome.

DECLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE 3—9023

SECRET

Incl 1[3]

INSTRUCTIONS FOR PREPARATION OF REQUISITION

Space "TO."—To show the approving office to which requisition is submitted.

Space "PERIOD."—Show period for which the supplies are required.

Space "SHIP TO."—Full shipping address to be given. Where mail address is different from shipping address the former should also be shown, e. g., "Q. M., Fairfield Air Depot, Osborn, Ohio. Mail address, Fairfield." Except for established camps, posts, or stations, street or building address should be shown, e. g., "C. O. 328th Inf., National Guard, 456 Republic Bldg., Grand Haven, Mich." Where the property is to be invoiced to an organization, etc., different from that to which it is to be shipped, the required information will be shown.

Space "STOCK NO."—Show stock number listed in Federal Stock Catalogue.

Space "ARTICLES."—Include sizes required. Show purpose numbers applicable to an article or group immediately above the article or group concerned.

Space "ON HAND AND DUE."—Show the quantity on hand plus the quantity approved on previous requisitions and not yet received.

Space "CONSUMED."—Show quantity consumed during the previous period.

Space "REQUIRED."—To be the quantity asked for by the requisitionist.

Space "APPROVED."—To be the quantity approved by the approving officer.

This form may be used in lieu of Q. M. C. Forms Nos. 402, 409, and 410 by appropriate modification.

IN THE SPACE BELOW SHOW BASIS FOR REQUISITION, i. e., Strength of Command, Number of Animals, Number of Animal-Drawn and Motorized Vehicles, Armament, or such other data as may be required by instructions issued by approving authorities.

e3—9423

THIS SPACE FOR ACTION OF APPROVING OFFICER

COPY

EXTRACT of AG 320.2(5-8-41)

dated August 13, 1941

Subject: Organization of Provisional Air Base Defense Battalion.

* *

"2. Air Corps units will be provided with MI rifles and pistols in order to provide for emergencies and to add to the local airdrome defense. These weapons will be substituted for antiaircraft machine guns and other ground weapons now listed or contemplated for inclusion in Tables of Organization and Tables of Basic Allowances. You will determine the proper number of these weapons to be assigned each type unit and will initiate the necessary action to amend existing and proposed Tables of Organization and Tables of Basic Allowances."

****

RECEIPT

DATE _____

SUBJECT: Requisition No. 154-100-42.

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject w/incls:-

Ltr. to C/AAF
frm. C/AC 2/13/42
w/Reqn 154-100-42
(in dup) 1 cy. w/d;
extract AG ltr.320.2
(5-8-41) 8/13/41

_____
OFFICER RANK

_____
OFFICE

DECLASSIFIED

~~SECRET~~

AAF/A-2
2-10-42
JIC-jd
3368

SUBJECT: Test Reports on Hydraulic Remote Control System.

TO: Assistant for Procurement Services, Office, Chief of Air Corps.

FEB 13 1942

1. Reference is made to your Indorsement No. 2 on the Routing and Record Sheet addressed to you by the Intelligence Division, Office of the Chief of the Air Corps, War Department, Washington, D. C., under date of October 21, 1941, Subject: "Test Reports on Hydraulic Remote Control System."

2. In accordance with the information contained in the referenced indorsement, the British Air Commission, Washington, D. C., was informed, in substance, that the information requested in their letter S1-1-75E 1541/ROJ, a copy of which was attached to the Routing and Record Sheet, referred to in Paragraph No. 1, above, could not be furnished them, but the Office of the Chief of the Air Corps had no objection to the desired information being obtained from the Douglas Aircraft Company, Santa Monica, California.

3. The British Air Commission is apparently not satisfied with the answer given them by this office and has verbally reaffirmed their original request, basing their action upon the provisions of Letter AF 400.3295 (10-18-40)M-WPD-M A.G.O., Subject: "Interchange of Technical Information with British Representatives," which was addressed to the Chiefs of Arms and Services, under date of November 4, 1940, by the Adjutant General, a copy of which is attached hereto.

4. In view of the foregoing, it will be appreciated if the information requested by the British Air Commission of Washington, D. C., in their letter S1-1-75E 1541/ROJ, a copy of which is attached hereto, could be furnished this office for transmittal at the earliest practicable date.

For the Chief of the Air Staff:

MARTIN F. SCANLON,
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-2

2 Incls.
1-Ltr.11/4/40 from the Adjutant Gen. to Chiefs of Arms and Services.
2-Ltr. 10/18/41 from the British Air Commission to O.C.A.C.

COORDINATION										
Chief of Staff	Sec Arms and Services	Sec G.S.C.	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Statistics
									DOD letter 1974	

AAF 39

DECLASSIFIED

EO 8-27-74

400.112

SECRET

COPY

War Department
The Adjutant General's Office
Washington

AF 400.3295 (10-18-40)M-
WPD-M

S5404
INTELLIGENCE SEC., A.C. NOV.8, 1940
November 4, 1940

SUBJECT: Interchange of Technical Information with British Representatives

TO: Chiefs of Arms and Services

The following extract from a joint letter from the Secretary of War and the Secretary of the Navy to the National Defense Research Committee, represents the War Department policy reference interchange of technical information with British representatives, and is published for the information and guidance of all agencies of the War Department.

"It is agree that all devices, instruments, or systems in use, developed for use or under development by the War and Navy Departments will be offered for release to the representatives of the British Government except the following:

"Pertaining to the Army: Bomb ballistic tables.

"Pertaining to the Navy: The bombsight and the antennamine with two-way firing device.

"Should the British Government request drawings, specifications, performance data and any other detailed information relating to items available for release, such information will be furnished by the Department concerned.

"In all cases of exchange, it must be understood that the information to be furnished relates to the existence and the operation of specific given devices; and that should the British Government desire to manufacture or have manufactured by other than the patentees or the original manufacturers thereof any such given devices, or to incorporate features of such given devices in other instruments or systems they may devise, the British Government must make such arrangements as may be necessary with the patentees or the original manufacturers of the given devices for the reproduction or use of any features of such given devices, guaranteeing to said manufacturers or patentees a right to establish a claim against the British Government for entire and reasonable compensation for such reproduction and/or use of the given devices or any of their features where such arrangements have not been satisfactorily concluded prior to such reproduction and/or use; and further, the British Govern-

SECRET

ment must agree to protect the rights of such manufacturers or United States patentees against the filing of applications for Letters Patent in Great Britain, its Dominions or Colonies, on any such given devices or any features thereof.

By order of the Secretary of War

(Signed) E. S. Adams
Major General
The Adjutant General

COPY

BRITISH AIR COMMISSION
1785 Massachusetts Avenue
Washington, D. C.

Please quote S1-1-7 October 18, 1941

Reference No. SE 1541/ROJ

Office of the Chief of the Air Corps
War Department
Washington, D. C.

Attention of Major J. T. Clement

We have a request from Ministry of Aircraft Production that we obtain, if possible, any existing test reports on the hydraulic remote control system covered by British Patent Application No. 1483/41 by the Douglas Aircraft Company, Inc.

Should the Air Corps have tested this apparatus and have any test results available, we shall be very grateful if such may be sent to us for transmission to the Ministry of Aircraft Production.

/s/ R. O. Jones

Roderic Hill
Air Marshal

mam

A-107,026

COPY

(3-C-1)

January 14, 1942

British Air Commission,
1785 Massachusetts Avenue,
Washington, D. C.

Attention: Air Commodore R. O. Jones, A.F.C.

Subject: Test Reports on Hydraulic Remote Control System.

N.A.C. File No.: S1-1-7 SE 1541/ROJ
F.L.S. File No.: 3368

~~SECRET~~

Gentlemen:

Reference is made to your letter of October 18, 1941, on above subject.

This office is informed by the Materiel Division, Office of the Chief of the Air Corps, that the Douglas Aircraft Company, Santa Monica, California, which owns the subject information, has definitely stated that it does not want this information given or released or in any imparted to His Majesty's Government.

The Legal Division, Office of the Chief of the Air Corps, has further informed this office that no disclosure of test data can be made to His Majesty's Government without the specific consent of the Douglas Aircraft Company and without signed agreements protecting their rights.

In view of the above, the requested information cannot be furnished to the British Air Commission. However, there is no objection whatsoever to His Majesty's Government dealing directly with the Douglas Aircraft Company, Santa Monica, California.

The Office of the Chief of the Air Corps regrets that it cannot be of assistance to you in the subject matter.

For the Chief of the Air Corps:

J. G. TAYLOR,
Lieutenant Colonel, Air Corps,
Chief, Intelligence Division.

~~SECRET~~

A 127,026

DECLASSIFIED
DOD Dir. 5200.9 & 5200.10 June 1974
By [illegible] NCI Date 11-10-75

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

Note. -- A line will be drawn across sheet after each comment.

File No. 3368

COPY

Talley No.

SUBJECT: Test Reports on Hydraulic Remote Control System

DECLASSIFIED

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	OCAC Mat.	1/21/41	SECRET (3-C-1) HAK:ep 1. Attached is a letter, number S1-1-7SE 1541 ROJ, addressed to the Office of the Chief of the Air Corps, War Department, Washington, D. C., by the British Air Commission, Washington, D. C., under date of October 18, 1941, requesting information on the above subject. 2. It is requested that information be furnished this office upon which to base a reply. JGT C/OCAC, Intel. 1 Incl. Ltr. No. S1-1-7SE 1541 ROJ, by BAC, 10/18/41.
2.	OCAC Mat. (4-E-3)	OCAC Intel.	1/8/42	WPB:lgs 1. The Douglas Aircraft Company which owns the subject information, has definitely stated that it does not want this information given to the British. 2. The Legal Division has informed this office that no disclosure of test data should be made to the British without the Douglas Company's consent and without signed agreement protecting their rights. 3. In view of the above, the requested information cannot be furnished the British at this time. However, there is no objection to the British dealing directly with the Douglas Company in attempting to obtain the test reports desired. O.P.M. Chief, Mat. Div. 1 Incl. no change

DECLASSIFIED

(Do not use reverse side)

SECRET

PAGE NO.

W-4071, AC. Rev. 8/1/41

A-2/27,026

Incl. 1

Copy

BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE
WASHINGTON, D. C.

TELEPHONE HOBART 9000

PLEASE QUOTE 31-1-7
REFERENCE NO. GS 1541/RGJ

October 18, 1941

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: [illegible]; Date 11-10-75

DECLASSIFIED
SECRET

Office of the Chief of the Air Corps
War Department
Washington, D. C.

Attention of Major J. T. Clement

We have a request from Ministry of Aircraft Production that we obtain, if possible, any existing test reports on the hydraulic remote control system covered by British Patent Application No. 1483/41, by the Douglas Aircraft Company, Inc.

Should the Air Corps have tested this apparatus and have any test results available, we shall be very grateful if such may be sent to us for transmission to the Ministry of Aircraft Production.

Signed - R. O. JONES

Roderic Hill,
Air Marshal

nan

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A-1-2,026

DECLASSIFIED
CSD 1st
By [illegible] 11-10-75
By [illegible]

CONFIDENTIAL

DECLASSIFIED

AAF/A-3
JHA:rlc
2/16/42.

SUBJECT: Permission to Conduct Take-Off Tests at Muroc Dry Lake, Calif.

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 18 1942 To: Chief of the Air Corps

1. The request contained in paragraph 1. is approved.

2. This matter has been coordinated with General Headquarters, U. S. Army.

400.112 (30)

Basic ltr to Asst. Chief of Staff A-3
dated Feb. 12, 1942 above subj.

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Hq. Army Air Forces
FEB 17 [illegible]
AAG RECEIVED

FEB 18 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	

AAF-59

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CONFIDENTIAL

Air Ms 400.112 (30)

CONFIDENTIAL

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DOD DIR
By Authority of
By [illegible] Date 11-10-75

FEB 12 1942

Permission to Conduct Take-Off Tests at Muroc Dry Lake, Calif.

Assistant Chief of Air Staff, A-3

1. Following informal telephone discussion with Major Atkinson, Chief of Operations Section, A-3, request is hereby made for the Materiel Division to conduct assisted take-off tests with an A-20A airplane at Muroc Dry Lake, California. It is planned that these tests be made in conjunction with the jet propulsion research program, under way at California Institute of Technology, which is carried on under contract with the National Academy of Sciences.

2. It was originally proposed by this office to conduct these tests at Patterson Field. However, California Institute of Technology has strongly urged that the tests be conducted near Pasadena, California. This is because of the highly experimental nature of the tests which may call for revisions and repairs to the apparatus during the tests. Many of these could only be made at California Institute of Technology where special test facilities and apparatus have been built.

3. The tests are expected to be started on or about March 2, 1942, and should be completed in one or two months. Tests will be conducted under the supervision of the Materiel Division personnel, assisted by technicians from California Institute of Technology.

For the Chief of the Air Corps

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

DECLASSIFIED

~~CONFIDENTIAL~~

0 673 24

Ac. Off 400.112 (30)

CONFIDENTIAL

DECLASSIFIED

SUBJECT: Data for Transmittal to the Special Army Observer, American Embassy, London, England.

AG 452.1 (2-11-42)MSC 1st Ind. RPM/kh - 1705.

War Department, A.G.O., February 12, 1942. TO: Commanding General, U. S. Army Forces in the British Isles.

For the necessary action.

By order of the Secretary of War:

D.H. Van Stokler
Adjutant General.

2 Incls.
#1 - Pressure-Distribution Measurements of a Model of a Davis Wing Section with Fowler Flap Submitted by Consolidated Aircraft Corporation. By Ira H. Abbott. (Confidential)
#2 - Wind-Tunnel Tests of the Read Slotted Wing Scoop. By T. R. Turner (Restricted)

INFORMATION COPY TO: ✓Chief of the Army Air Forces. ref. his ltr. 2-11-42. to TAG.

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED

AAF/A-2
NXX 4990
LWS: em
(2/9/42)

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB [illegible] 1942

SUBJECT: Data for Transmittal to the Special Army Observer, American Embassy, London, England.

TO: The Adjutant General.

1. Attached hereto for transmittal to the Special Army Observer, American Embassy, London, England, Attention: Colonel A. J. Lyon, is one copy of each of the following reports:

Pressure-Distribution Measurements of a Model of a Davis Wing Section with Fowler Flap Submitted by Consolidated Aircraft Corporation. By Ira H. Abbott. (Confidential)

Wind-Tunnel Tests of the Road Slotted Wing Scoop. By T. R. Turner (Restricted)

400.112 (29)

Declassified
11 [illegible] 1942
AAG

FOR THE CHIEF OF THE ARMY AIR FORCES

[illegible] B. COOLEY
Lt. [illegible]nel, A. G. [illegible]
Assistant [illegible]r Adjutant General

2 Incls.
Listed in
paragraph 1.

Declassified
11 [illegible] 1942
AAG

4 CONFIDENTIAL

Air AG 400.112 (29)

115

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

The following item(s) have been removed from the collections because they contain security classified information:

Series: Decimal

Folder Title: 400.112

Item(s) and Security Classification:

1. Letter, G.W. Lewis to Arnold, 2/3/42, 1p. C.
   Originating Agency: NACA

PK /ACN 1994 /11.10.95

Reviewer Date

85-57 (rev 4/90

UNCLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED
DOD 105
8 Jan. & 20 June 1974
By [illegible] LC, Date 11-10-75

1st Ind.

WD HQ ARMY AIR FORCES, Washington, D. C. February 20, 1942.
TO: The Chief of the Air Corps.

Noted.

By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

400.112 (2)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

~~CONFIDENTIAL~~

Auth DD 400.112 (2)

FEB 9 1942

MEMORANDUM FOR: Chief of Air Staff

SUBJECT: Cold Weather Tests at Ladd Field

1. Attached for your information and review is a copy of cold weather test program to be conducted at Ladd Field, for immediate accomplishment. The questionnaire was forwarded direct to Ladd Field before coordination by your office because of the short time yet remaining in this season for test conditions.

2. In this connection, your attention is invited to the fourth entry from Operations Division to Materiel Division, dated December 2, 1941, on routing and record from Chief of Air Staff to Chief of Air Corps, dated November 4, 1941, subject "Cold Weather Tests at Ladd Field," and eighth indorsement thereon from Chief of Air Staff to Chief of Air Corps, dated December 22, 1941.

3. It is requested that copy of this cold weather test program be returned to this division for file.

For the Chief of the Air Corps

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

2 Incl.
Questionnaire for Cold Weather Tests at Ladd Fd.
Cy. R&R from Asst. for Oper., 2/6/42

AAF/A-3
JHA:rlc

SECRET

DECLASSIFIED

By [illegible] 11-10-75

JAN 22 1942

MEMORANDUM FOR ADMIRAL E. J. KING:

Commander-in-Chief, United States Fleet,
Navy Department, Washington, D. C.

Subject: Proposed Test of Cargo Planes Operating From Aircraft Carriers.

1. As per our informal agreement, a study was made with a view of conducting subject test. However, investigation disclosed the following, which appears to preclude the possibility of using any Army equipment now available for this test:

a. The DC-3 and DC-2 type cargo airplanes were first considered for this project inasmuch as they would carry a fair sized pay load. However, the wing span of this airplane is too great for take off as the wing would only clear the "Island-Structure" on the carrier by approximately 5 ft. Also the fuselage is too long to be taken below deck on the elevator. Therefore, none could be stowed below deck.

b. The Lockheed cargo types were considered next with the following results:

(1) The only type cargo plane which could operate from a carrier and transport a worthwhile pay load is the C-63. These are being procured in quantity but none are now available. However, the delivery schedule calls for 100 in April.

(2) Approximately fifteen of these planes could be placed on deck and still have sufficient room to take off with a useful load of 2000 pounds (that is 2000 pounds of gas in 5 gallon tin containers). This could be increased to 3500 pounds in an overloaded condition. However the take off run would be increased, resulting in a decrease of space for parking planes on deck. It is assumed that the C-63 would carry a normal fuel load of 644 gallons.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5 WPD	A. Insp.	Budget	Statistics	
					[illegible]						
					JHA						

AAF-59

DECLASSIFIED

SECRET

Air Ab 400.112 (25)

(3) Approximately twenty-five of these planes could be stowed below deck with the wings off which would preclude any immediate operations with them. Assembly of planes on deck would be a difficult task as the crews would have only hand tools to work with - no hoisting gear or other mechanical aids. Also they would be working in the open on an unstable platform.

(4) If the C-63 type plane were used and the 15 planes on deck could be successfully launched they could only carry fuel enough to service 50 planes with approximately 100 gallons per plane.

2. The above assumptions are based in part on data furnished informally by the Navy Department as to aircraft carrier characteristics.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A.Insp.	Budget	Statistics	

~~CONFIDENTIAL~~

DECLASSIFIED

JBC/gr
(Air AC)
AC 139

January 17, 1942

SUBJECT: Data Required on Army Airplanes for Carrier Operation.

TO: Chief of the Air Corps.

1. In view of the fact that there is an increasing demand for operating Army airplanes from carriers, it is directed that the following data be procured on all tactical army airplanes and transports, except those with a wing spread of 90 ft. or greater, now on hand and which are to be procured in the future:

a. True air speed of the airplane at take off, that is, true air speed of the plane at the point where it becomes air-borne with normal Gross weight load condition.

b. Flap setting used for take off.

c. The ground run required for take off with zero, 20 mph. and 40 mph. wind, at sea level from a hard surface runway with the normal gross weight load condition.

d. Length wing stubs will protrude from fuselage if wings are detached.

e. Height of highest point of airplane with airplane in normal position on its landing gear.

f. Feasibility of detaching wings, in order that plane may be stowed below deck, and estimated time to assemble plane on deck, and number of men required.

HEADQUARTERS											COORDINATION
Chief of Staff	Sec'y Staff	A A G	A	A	A	A	A	A	A	Gen. Staff	
	✓	gjc			✓						

AAF 39

DECLASSIFIED

~~CONFIDENTIAL~~

Ar Ac 000.112 (23)

In this connection it should be borne in mind that the crews will only have hand tools to work with and will be working in the open.

g. Weight of plane empty with wings detached.

h. Arrangement for hoisting sling, including location of hoisting point in plan view and side elevation.

i. Three view dimension drawing of airplane.

2. The above information to be published in a convenient form for ready reference.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY,
Lt. Col., A. G. D.,
Assistant Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES									COORDINATION		
Chief of Staff	Secy A. Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	

AAF 39

AAF/A-3
JHA:rlc

DECLASSIFIED

By [illegible] 11-12-75

January 15, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Data Required on Army Airplanes for Carrier Operation.

I. It is desired that a directive substantially as follows be submitted to the Chief of the Air Corps:

1. In view of the fact that there is an increasing demand for operating Army airplanes from carriers, it is directed that the following data be procured on all tactical army airplanes and transports, except those with a wing spread of 90 ft. or greater, now on hand and which are to be procured in the future:

a. True air speed of the airplane at take off, that is, true air speed of the plane at the point where it becomes air-borne with normal Gross weight load condition.

b. Flap setting used for take off.

c. The ground run required for take off with zero, 20 mph. and 40 mph. wind, at sea level from a hard surface runway with the normal gross weight load condition.

d. Length wing stubs will protrude from fuselage if wings are detached.

e. Height of highest point of airplane with airplane in normal position on its landing gear.

f. Feasibility of detaching wings, in order that plane may be stowed below deck and estimated time to assemble plane on deck, and number of men required. In this connection it should be borne in mind that the crews will only have hand tools to [illegible] will be working in the open.

HEADQUARTERS ARMY AIR FORCES											
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
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DECLASSIFIED

AAF 39

CONFIDENTIAL

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h. Arrangement for hoisting sling, including location of hoisting point in plan view and side elevation.

i. Three view dimension drawing of airplane.

2. The above information to be published in a convenient form for ready reference.

For Chief of Air Staff:

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Secy Air Staff	A A G	A [illegible]	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
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					[illegible]						

AAF 39

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

January 15, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Data Required on Army Airplanes for Carrier Operation.

I. It is desired that a directive substantially as follows be submitted to the Chief of the Air Corps:

1. In view of the fact that there is an increasing demand for operating Army airplanes from carriers, it is directed that the following data be procured on all tactical army airplanes and transports, except those with a wing spread of 90 ft. or greater, now on hand and which are to be procured in the future:

a. True air speed of the airplane at take off, that is, true air speed of the plane at the point where it becomes air-borne with normal Gross weight load condition.

b. Flap setting used for take off.

c. The ground run required for take off with zero, 20 mph. and 40 mph. wind, at sea level from a hard surface runway with the normal gross weight load condition.

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f. Feasibility of detaching wings, in order that plane may be stowed below deck and estimated time to assemble plane on deck, and number of men required. In this connection it should be borne in mind that the crews will only have hand tools to work with and will be working in the open.

g. Weight of plane empty with wings detached.

h. Arrangement for hoisting sling, including location of hoisting point in plan view and side elevation.

i. Three view dimension drawing of airplane.

2. The above information to be published in a convenient form for ready reference.

For Chief of Air Staff:

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

DECLASSIFIED

DECLASSIFIED

(Air AG)

C C 45

January 16, 1942

SUBJECT: Carrier Operation Test.

TO : The Commanding General, Air Force Combat Command

1. It is directed that three (3) B-25 B type airplanes with the best combat crews available, be flown to Naval Air Station, Norfolk, Va., reporting there not later than January 20, 1942.

2. This mission is for the purpose of conducting tests in conjunction with the Navy to determine whether or not this airplane can be used in operations from a carrier deck and if so, maximum fuel load that can be carried. Airplanes will have combat equipment installed, less bombs.

3. The test is being conducted as a result of a conference between General Arnold and Admiral King.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES						COORDINATION				
Chief of Staff	Sec'y A. Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics

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AAF 39

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By [illegible] NC, Date 11-10-75

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. . . . . .

Note.-- A line will be drawn across sheet after each comment.

Tally No. AAF . . . . .

SUBJECT: Carrier Operation Test.

NO.	FROM	TO	DATE	COMMENTS AAF/A-3 DLP-gam
1	AAF A-3	AAF AAG	1942 1/14	It is desired that the following directive be sent to the Air Force Combat Command. 1. You are directed to have three (3) B-25 B type airplanes with the best combat crews available, flown to Naval Air Station, Norfolk, Va., to report there not later than January 20, 1942. 2. This mission is for the purpose of conducting tests in conjunction with the Navy to determine whether or not this airplane can be used in operations from a carrier deck and if so, maximum fuel load that can be carried. Airplanes will have combat equipment installed, less bombs. 3. The test is being conducted as a result of a conference between General Arnold and Admiral King. for E. L. N. C/A-3
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(Do not use reverse side) Y-4071, AC. Rev. 8/14/41

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January 17, 1942

Air AA 400.112 (21)

MEMORANDUM FOR ADMIRAL E. J. KING:

Commander-in-Chief, United States Fleet,
Navy Department, Washington, D. C.

Subject: Carrier Operation Test.

In reference to the carrier operation test to be conducted at Norfolk, Virginia, three (3) B-25s with crews have been ordered to arrive at the Naval Air Station, Norfolk, Virginia, not later than January 20, 1942.

It is understood that three progressive tests will be made with loads as follows:

a. Fuel 650 gallons - no bombs.

b. Fuel 650 gallons - one-half load bombs.

c. Fuel 650 gallons - full load bombs.

These airplanes will in addition have full combat equipment installed.

Dispatched
JAN 17 1942
AAG

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Chief of the Army Air Forces.

Copy of memorandum as rewritten by Gen Arnold 1/17/42. sent to A-3

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Directive No. 3-31

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 13, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Carrier Type of B-25's.

1. Three B-25's with excellent crews will be sent to Norfolk to arrive January 20th for carrier tests. These tests will be to determine the take-off characteristics of the B-25. One of the carriers will be made available at that place and tests will be conducted as follows:

1st plane take-off lightly loaded
2nd plane take-off with a medium load, and
3rd plane with a full load.

Successive take-offs will, of course, be gauged by the preceding ones. A thoroughly capable Army Air Force officer of experience will supervise these tests.

2. Prepare a memo to Admiral King for General Arnold's signature outlining in brief this plan.

By direction of the Chief of the Air Staff.

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	Judge Adv.	Statistics	

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AAF/A-3
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January 13, 1942.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES

Subject: Proposed Test of Cargo Planes Operating From Aircraft Carriers.

I. Discussion.

1. The DC-3 and DC-2 type Cargo Airplanes were first considered for this project. However, investigation disclosed the following which precludes the possibility of using this equipment.

a. The wing span of this airplane is too great for take off as the wing would only clear the "Island-Structure" on the carrier by approximately 5 ft.

b. The fuselage is too long to be taken below on the elevator. Therefore none could be stowed below deck.

2. The Lockheed Cargo types were considered next and investigation disclosed the following:

a. The only type in existence is the C-57. Ten planes of this type are scattered throughout the country. No more on order.

b.

(1) The only type Cargo plane which could operate from a carrier and carry any load worth while, and is being procured in quantity, is the C-63. None are now available. The delivery schedule calls for 100 in April.

(2) Approximately fifteen of these planes could be placed on deck and still have sufficient room to take off with a useful load of 2000 pounds (that is 2000 pounds of gas in 5 gallon tin containers). This could be increased to 2500 pounds in an overloaded condition. However the take off run would be increased, resulting in a decrease of space for parking planes on deck. It is assumed that [illegible] normal fuel [illegible] planes.

(3) Approximately twenty-five of these planes could be stowed below deck with the wings off which would preclude

Dispatched JAN 13 1942 AAG

HEADQUARTERS ARMY AIR FORCES										
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics

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any immediate operations with them. Assembly of planes on deck would be a difficult task as the crews would have only hand tools to work with - no hoisting gear or other mechanical aids. Also they would be working in the open on an unstable platform.

(4) If the C-65 type plane were used and the 15 planes on deck could be successfully launched they could only carry fuel enough to service 50 planes with approximately 100 gallons per plane.

3. It is not believed that any plane now available, which can operate from a carrier, would justify the test under consideration.

4. The above assumptions are based on data from the Navy Department and the Materiel Division.

II. Action Recommended:

1. That no test be conducted until a suitable airplane is produced.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta t. Stats	

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AAF 39

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DECLASSIFIED

Subject: Precipitation Static Reduction

2nd Ind.

AAF/Comm
WGS:mmv

War Department, Headquarters, Army Air Forces, Washington, D. C.
JAN 2 1 - 42 To: Chief Signal Officer.

1. While this headquarters concurs in the remarks in first indorsement, the Army is unable to furnish either an airplane or the personnel to carry out flight tests which attached correspondence indicates will involve several hundred hours of flying.

2. Due to shortage of airplanes, the solution to other important radio problems has been curtailed, and relief from the situation cannot be foreseen for some time to come. Unless arrangements can be made to obtain an airplane through the Navy or from commercial sources, it is believed that the investigation towards eliminating precipitation static should be held in abeyance, rather than temporize with this problem.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

3 Incl.
Ltr. fr Dr. Jolliffe to Dr. Jewett, 12-19-41
Ltr. fr Dr. Jewett to Gen. Barnes 12-29-41
Minutes of Conference, 12-6-41

JAN 2 1 1942
AAG

HEADQUARTERS ARMY AIR FORCES										COORDINATION	
Chief of Staff	Sec'y A. Staff	AAG	A 1	A 2	A 3	A 4	A WD	A Insp	Budget	Sig Corps	
											Yes

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AAF-19

Air Ds 400.112 (19)

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RJPowers/jh

War Department
Office of the Chief of Ordance
Washington

January 2, 1942

Subject: Precipitation Static Reduction

To: Office of the Chief Signal Officer
Signal Corps
War Department

Chief of Air Corps
War Department

IN Turn

1. In accordance with the last paragraph of the basic communication, information is requested upon which to base a reply.

/s/ H. W. Dix

H. W. DIX
LT. Col., Ord. Dept.,
Assistant War Dept. Liaison Officer
National Defense Research Committee

2 Inclosures
Ltr. fr. Dr. Jolliffe to Dr. Jewett, 12-19-41
Minutes of Conference, 12-6-41

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C O P Y

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NATIONAL DEFENSE RESEARCH COMMITTEE
OF THE
OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
WASHINGTON, D C.

195 Broadway, New York,
December 29, 1941

GENERAL G. M. BARNES,
War Department Liaision Officer, NDRC
Social Security Building,
Washington, D. C.

RESTRICTED

My dear General Barnes:

The occurrence of precipitation static on airplanes is a matter of long standing and is of such variable and uncertain occurrence that to date little seems to be known about it. It is a problem that the commercial aviation companies have contended with and so far, I judge, without marked success. It likewise appears to give concern to military fliers, which raises the question as to whether the Communications Section of the NDRC ought to sponsor an investigation of it.

Jolliffe advises me that this is a matter that has come up from time to time in meetings of the Communications Section but that, so far, it has not been possible to agree upon any definite plan of action. It may be that the best we can do is to continue to temporize with the problem Jolliffe, however, is anxious to effect some sort of a meeting of minds, if possible, even though the ultimate result should turn out to be a continuation of the present rather scattered and random attack. To this end he has attempted an analysis of the problem, a copy of which I am attaching and in the final paragraph of which he raises five questions to which he would be glad to have the flying authorities of the Army and Navy give their best answers.

I should be very much obliged if you would so route Jolliffe's memorandum as to elicit such of the desired information as the Army can supply.

Yours very sincerely,

/s/ F. B. Jewett

F. B. Jewett
Chairman, Division C

Enclosure

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COPY

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NATIONAL DEFENSE RESEARCH COMMITTEE
OF THE
OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
WASHINGTON, D C.

195 Broadway, New York,
December 29, 1941

GENERAL G. M. BARNES,
War Department Liaision Officer, NDRC
Social Security Building,
Washington, D. C.

RESTRICTED

My dear General Barnes:

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I should be very much obliged if you would so route Jolliffe's memorandum as to elicit such of the desired information as the Army can supply.

Yours very sincerely,

/s/ F. B. Jewett

F. B. Jewett
Chairman, Division C

Enclosure

DECLASSIFIED

c/o RCA
30 Rockefeller Plaza
New York, N. Y.

RESTRICTED

December 19, 1941

Dr. F. B. Jewett
195 Broadway
New York, N. Y.

Dear Dr. Jewett:

On November 24, 1941 the Communications Section held a conference on the subject of elimination of interference from precipitation static on airplanes. The purpose of this conference was to determine the status of present information on the subject and possible lines of research that might be undertaken to solve the difficulty. A copy of the minutes of the conference is attached.

In brief, a metal plane flying at high speed through certain atmospheric conditions picks up or has produced on it electrical charges which may amount to several thousand volts. This charge reaches the point where it is discharged as corona and causes noise in the radio receivers. However, corona does not always cause interference. The communication laboratories of the commercial air lines have spent considerable time and money trying to discharge this electricity without causing interference. So far they have been only partially successful and the metod used by them has proven less than 50% effective on Army planes. There has been other research carried on in this field. principally by college laboratores, but the fundamental cause of the interference and under what conditions the charge appears has not been determined.

It can be expected that interference from this source will increase as planes become larger and travel at greater speeds. The use of paint for camouflage may also increase the interference.

It appears to me that there are two ways open to attack this problem:

1. Fundamentally, first making a study of causes and effect and then, based on this information, devising means of curing the difficulties.

2. Piecemeal, by authorizing and supporting a number of different methods, with the hope that someone will "stumble" on to an effective method.

Method 1 would certainly be expensive and may involve a total expenditure of several hundred thousand dollars and the research would extend over a period of several months, perhaps years. However, in the hands of capable investigators whose work would spread out and be well organized, a solution could be expected.

Method 2 may cost more or less than Method 1, depending largely on whether or not a "lucky guess" can be made. If the "lucky guess" is early, then the cost will be less. On the other hand, many projects may be tried and no solution found. In that case no progress will have been made.

Both methods require use of airplanes and trained observers in the air. With respect to that, there is probably no difference between the two methods of attack.

The army has stated that it wants this subject studied, but has not indicated officially any order of priority other than indicating that it is not considered to have the highest priority. Navy interest is less than that of the Army, probably because Navy fliers have not encountered this interference as much as Army fliers. The British have no interest in the subject since they have had no complaints on the type of interference described by U. S. pilots.

The situation, therefore, appears to be rather mixed and before going forward on this line of research I would like to have some indication as to the answers to the following questions, which can probably be answered only by the Army and Navy.

1. What priority should be given to this project?

2. Is it worth several hundred thousand dollars to obtain a solution?

3. Will planes and pilots be available for carrying on this investigation? Flying time amounting to several hundred hours would be required.

4. Should the method of long fundamental research be followed or should we take a chance on using individual investigators with the hope that a "lucky guess" will provide an answer?

5. What cooperation can be obtained fro the Army and the Navy in the study of this project?

COPY

Frankly, I am putting this problem up in this way because I can see the possibility of waste of money and time unless there is a clear directive set up with all services cooperating. I am enclosing three carbon copies of this letter and minutes of the November 24 meeting, if you wish to send them to the OSRD, the Army and Navy. The Army and Navy were represented at the conference.

Very truly yours,

/S/ C B JOLLIFFE

Chairman,
Communications Section

cc Dr. Murray

OFFICE FOR EMERGENCY MANAGEMENT
OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
1530 P STREET NW.
WASHINGTON, D. C.

VANNEVAR BUSH
Director

October 30, 1942

SECRET

Army Air Forces
19th and Constitution Avenue, N.W.
Room 2017
Munitions Building
Washington, D. C.

Attention: Lt. General Henry H. Arnold

Gentlemen:

In accordance with a request from Major-General C. C. Williams addressed to Dr. Caryl P. Haskins, dated September 8, 1942, we are enclosing herewith two copies of "List of British Reports and Memoranda Received through the London Office of O.S.R.D., period September 1, 1942 to September 15, 1942."

As these are issued, they will be sent directly to you instead of through M.I.D. as previously.

Very sincerely yours,

Louise W. Paddock
Administrative Aide

RFM/wp

1/13/43 File.

Copy # 17

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SECRET

OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT

LIAISON OFFICE
1530 P Street, N. W.
Washington, D. C.

LIST OF BRITISH REPORTS AND MEMORANDA RECEIVED THROUGH THE LONDON OFFICE OF OSRD

BRITISH MOST SECRET (U.S. SECRET) REPORTS

Classification "Br-MS" - British Most Secret
"US-S" - United States Secret

period
September 1, 1942
to
September 15, 1942

OSRD NUMBER	Classification	Date of Report	Title
WA-125-1-c	Br-MS	4/42	Report S.D.0280 (Provisional)."IFF Interrogation Equipment - Chap. 3. Transmitter T.3117" - Air Ministry
WA-125-1d	Br-MS	4/42	Report S.D.0280 (Provisional). "IFF Interrogation Equipment - Chap. 4 Monitor, Type 25. Air Ministry.
WA-206-2	Br-MS	Undated	Min. of Home Security (R.E.9 Armaments Section) Drg. Ref. A.I. 1b/1/M.S.S. Drawing of German Bomb B2.2 E1-Z, (Anti Personnel Incendiary Bomb). and a description of this bomb and how to extinguish it.
WA-224-44	Br-MS	Undated	C. L. Misc. 3, D.S.R.E. Admiralty, "Absorption of 1 Cm. Radiation by Rain."
WA-233-4-b	US-S	6/42	A.W.A. Paper No. 37, "O[illegible] of Increasing Return t[illegible] of Bombing Effort Per Raid.

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Copy # 17

OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
LIAISON OFFICE
1530 P Street, N.W.
WASHINGTON, D.C.

CONFIDENTIAL
DECLASSIFIED

LIST OF BRITISH REPORTS AND MEMORANDA RECEIVED THROUGH THE LONDON OFFICE OF OSRD

BRITISH SECRET (U.S. CONFIDENTIAL) REPORTS

Classification "Br-S" - British Secret
"Br-C" - British Confidential
"US-C" - United States Confidential
"US-R" - United States Restricted

Period
September 1, 1942
to
September 15, 1942

OSRD NUMBER	Classification	Date of Report	Title

NOTE: This list of reports has been roughly divided, as to subject matter, into the groups listed below:

1. Radar and Communications
2. Chemical (Explosives)
3. Chemical (CW and Miscellaneous)
4. Armor, Ordnance, & Metallurgy (Except Structural Defense)
5. Structural Defense
6. Medical
7. Miscellaneous

A given report, even though containing material which bears on more than one division, is listed only once, in the group in which it appears to be of major interest.

1. Radar and Communications

WA-125-1-b	Br-S	4/42	Report S.D.0303. (Provisional). "Receivers, R.3030, R.3030A. Chapter 2, Panel Type 1/3." Air Ministry.
WA-125-1-e	Br-S	Undated	(TRE). Sketch, A.2384. "Oscillators" R.C. Oscillator" - Sheet 1.
WA-125-1-f	Br-S	Undated	(TRE) Sketch A.2385. "Oscillators - R.C."
WA-125-2-b	Br-S	1/8/42	TRE Report 7/R.355. "Low Flying Coverage with 50 cm. Equipment". File Ref: 4/4/139
WA-125-2-c	Br-S	3/27/42	TRE Report M/40. "Fundamental Unsoundness of Concept of Space Charge Limitation in Magnetrons." D.1316.

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OSRD NUMBER	Classification	Date of Report	Title
WA-135 [illegible]-d	Br-S	3/20/42	Radio/S.4051.D/JS/123. "Test Set Type 74" Provisional Description. Radio Dept., R.A.E.
WA-166-1	Br-S	5/26/42	Roll of microfilm of - "C.H. Stations".
WA-200-2-a	Br-S	3/9/42	1. T.R.E. Report Memo G1/49/KEH. Mark I Fixed GCI Building. CRB. ref. 42/270.
WA-200-2-b	Br-S	3/8/42	2. T.R.E. Memo G1/48/KEH. Fixed GCI Station. Operations Building Layout of Display and Operation Equipment. CRB. ref. 42/267.
WA-200-2-c	Br-S	7/21/42	3. T.R.E. Report 7/R370. 4-Way Capacity Switch for 1942 Fixed GCI Station. CRB Ref. 42/333.
WA-200-2-d	Br-S	2/11/42	4. T.R.E. Report G1/196. Reporting Room Operational Procedure for GCI Mk. I Building Reporting of Tracks from the PPI to PP Plotter at the GSM. CRB ref. 42/271.
WA-200-2-g	Br-S	2/9/42	7. T.R.E. Report No. G1/200/DAW. Relay-Lamp Type Height Signalling. CRB ref. 42/272. File D.1749.
WA-200-2-k	Br-S	6/15/42	11. T.R.E. Memo G1/65/KEH. Mark I GCI Building. The Use of a Totalisator in the Reporting Room. CRB ref. 42/265.
WA-200-2-1	Br-S	7/[illegible]2	12. Air Publication 1163B, Volume I. Sect. 1, Chap. 1. (Provisional). "Standard Glide Path Transmitting Equipment". Air Ministry, CRB ref. 42/3[illegible]1
WA-205-4	Br-S	4/28 to 6/27/42	A.D.R.D.E. Progress Report for period 4/28/42 to 6/27/42. Issue No. 3/42.
WA-205-5	Br-S	7/29/42	S.R.E. Dept., Admiralty. C.L. Misc.2. Noise Factors at 10.7 cm. of Four Bell Telephone Labs Crystals.
WA-205-6	Br-S	2/4/42	C.V.D. Transmitting & Receiving Valves. Extension of List dated 7th April, 1942.
WA-205-7	Br-S	7/16/42	Research Lab Special Report No. L.1918-S (CVB). Magnetrons: Comparison of Experimental Results with Predictions of the Manchester Theoretical Group.

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OSRD NUMBER	Classification	Date of Report	Title
WA-205-9	Br-S	Undated	D.S.R .E., admiralty. C.V.D. Report Ref. Mag. 19. The Mode of Operation of 3-cm. Magnetrons.
WA-210-2-i	Br-S	8/21/42	CRB Ref. 42/419. C. H. Transmission
WA-210-3-b	Br-S	7/12/42	T.R.E. Progress Report for the Period 16th May to 15th June, 1942. M.A.P. File Ref. SS12480. C.R.B. Ref. 42/358.
WA-210-3-c	Br-S	7/16/42	T.R.E. Report No. 9/41. Polar Diagrams for the 3 Cm. Barracuda Installation. (The Lock Scanner for Automatic Following). C.R.B. Ref. 42/334.
WA-210-3-d	Br-S	6/18/42	T.R.E. Report No. 9/40. Method of Tuning a 3 Cm. Common T and R System. C.R.B. Ref. 42/362.
WA-210-3-e	Br-S	7/1/42	R.A.E. Radio Dept. Progress Bulletin No. 13. Pt. I - R.D.F. Ground Station Equipment. Part II - R.D.F. Airborne Equipment. Part III - Communications and Misc Equipment. C.R.B. Ref. 42/357.
WA-210-3-f	Br-S	5/17/42	T.R.E. Report 9/36. Polar Diagrams for the 3 Cms. Barracuda Installation. C.R.B. Ref. 42/347.
WA-210-3-g	Br-S	5/18/42	T.R.E. Report 9/37. Polar Diagrams for the 3 Cm. Barracuda Installation. (Effects of the Hull of the Plane and the Torpedo). C.R.B. Ref.42/346.
WA-210-3-h	Br-S	6/9/42	T.R.E. Report 9/39. Polar Diagrams for the 3 Cm. Barracuda Installation. C.R.B. Ref. 42/345.
WA-210-3-i	Br-S	7/7/42	T.R.E. Report 7/R.376. Test Equipment for 9" PPI. C.R.B. Ref. 42/352.
WA-210-3-j	Br-S	7/1/42	T.R.E. Report M/35/HGB. Theoretical Field Strength of Ten Centimetre Equipment. Over a Spherical Earth. Math. Group T.R.E. Malvern. C.R.B. Ref. 42/359.
WA-214-8	Br-S	7/24/42	287/CRB.2/1. Notes on a Meeting held 7/ 4/42 to discuss policy with regard to the development of S.L.C. Equipment in this country and the U.S.

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OSRD NUMBER	Classification	Date of Report	Title
WA-314-10	Br-S	8/8/42	Natl. Physical Lab. Radio Dept., Monthly Mean Hourly Values Observed at Great Baddow and Burghead During July, 1942.
WA-219-1-c	Br-S	Undated	Report No. 7/R371. Appendix 1. The 9" PPI. Indicator Unit Type 74 A.M. Ref. No. 100B/132. Power Unit Type 228 A.M. Ref. No. 10KB/[illegible]6. File No. D.1639. C.R.B. ref. 42/351.
WA-219-1-d	Br-S	6/15/42	T.R.E. Report No. 34/R101/WHB. Operational Notes on a Highly Accurate Method for Measuring Phase Velocity in Cables About 30 Mc/s. C.R.B. Ref. 42/383.
WA-219-1-e	Br-S	Undated	T.R.E. Report No. G.220/R.103/WDA/PHTB. Resonant Screens in the H_1 Circular Waveguide. C.R.B. Ref. 42/314.
WA-219-1-f	Br-S	Undated	Report No. G1/198. Proposed Electrical Height Calculator for Fixed GCI Stations. C.R.B. Ref. 42/310.
WA-219-1-g	Br-S	2/1/42	Memorandum G1/35/KEH. Mark I GCI Building. Details of Plotting Table & Table Equipment. C.R.B. Ref. 42/311.
WA-219-1-h	Br-S	6/26/42	T.R.E. Report No. DWF/31. Notes on H.F. Cables. C.R.B. Ref. 42/312.
WA-219-1-i	Br-S	Undated	T.R.E. Report 30/R.12/TSE. Charge & Discharge of an Artificial Line with Special Reference to its Application in Spark-Gap Modulation. C.R.B. Ref. 42/313.
WA-219-1-j	Br-S	4/17/42	T.R.E. Report No. G.220/R.104/WDA. The H_{10} to E_{01} Transformer. D.1461, C.R.B. Ref. 42/315.
WA-219-1-k	Br-S	Undated	Report M/42. Theoretical Behaviour of Yagi Aerial having Driver, One Parasite and Infinite Reflecting Screen. CRB Ref. 42/316.
WA-219-1-l	Br-S	6/16/42	Report M/44/HGB. Reports Issued Prior to 16th June, 1942 by Mathematics Group, T.R.E., Malvern. CRB Ref. 42/317. D.1562.
WA-219-1-m	Br-S	6/30/42	Report M/46/HGB. Curves of Attenuation etc. for a Septate Wave-Guide. D.1461, CRB Ref. 42/318.

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OSRD NUMBER	Classification	Date of Report	Title
WA-219-1-n	Br-S	12/18/41	Report No. G1/184. Operational Procedure for the Reporting Section of SCI Mark I Building. File D.1735, C.R.B. Ref. 42/309/A.
WA-219-2-a	Br-S	1/28/42	T.R.E. Report 7/R363/DT. Detection of Very Low-Flying Aircraft. CRB 42/69.
WA-219-2-b	Br-S	2/19/42	Technical Note No. S.M.E. 45. Royal Aircraft Establishment, S. Farnborough. Note on the operation and construction of the "Birdak" Inertia Switch. CRB Ref. No. 42/377.
WA-221-12	Br-S	8/14/42	Minutes of a Meeting on the B.Y.L. Predictor Trials Held in Room 273, Adelphi on 8/14/42.
WA-222-3-a	Br-S	7/42	C.R.B. Ref. 42/432. S.D.0177, Copy 57 (Provisional), R.D.F. Ancillary Equipment Chap. 19 - Monitor, Type 35D. Air Ministry
WA-222-3-b	Br-S	6/42	C.R.B. Ref. 42/472. Air Publication 1766S. Volume 1. Airborne Radio Installation, Type 5049. (Transmitter T. 3130 Receiver R. 3124 and Associated Equipment). Air Ministry.
WA-222-3-d	Br-S	1/21/42	T.R.E. 9/31. Proposals for Combined Mark II CMH and CD Set. C.R.B. Ref. 42/453
WA-222-3-e	Br-S	Undated	T.R.E. Report 7/R.377. Mark VI Receiver C.R.B. Ref. 42/459.
WA-222-4-d	Br-S	7/42	C.R.B. Ref. 42/509. Air Publication 1186B, Volume I, Sect. 2, Chap. 1 (Provisional). Standard Slide Path Receiving Equipment. Air Ministry.
WA-224-2-b	Br-S	7/17/42	Report No. 8025, Ref. No. C.V.D. Report of Research Laboratories of the General Electric Company, Ltd. "The E.1173 (CV.58) Diode."
WA-224-33-a	Br-S	6/10/42	B.T-H. Research Laboratory Report No. Suppl I. 152-S, "Reflector Oscillator (Sutton Type) - Power Supply Unit."
WA-224-33-b	Br-S	6/28/42	B.T-H. Research Laboratory Special Report No. L. 152-S, "Reflector Oscillator (Sutton Type) - Power Supply Unit." (Design and test Data)

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OSRD NUMBER	Classi-fication	Date of Report	Title
WA-202-2-e	Br-S	12/29/41	T.R.E. Report No. G1/191/RCB. A Height Conversion Chart Using an ABAC. CRB ref. 42/273. File D.1463.
WA-202-2-f	Br-S	1/5/42	T.R.E . Report No. G1/192. Fixed GCI Stations. Telephone facilities for Intercomm and R/T Channels. CRB ref. 42/274 File D.1667
WA-202-2-h	Br-S	1/23/42	T.R.E. Report No. G1/195. GCI Mk.I Fixed Station. Reporting Room Height Finding Operational Procedure. CRB Ref. 42/268.
WA-202-2-i	Br-S	1/26/42	Addendum to Report G1/193. GCI Mk. I Building. CRB ref. 42/266. And T.R.E. Report G./193.
WA-202-2-j	Br-S	1/29/42	T.R.E. Report G1/197. Effect of Human Element on Accuracy of Plotting and Telling. CRB ref. 42/264.
WA-222-4-b	Br-S	Undated	C.R.B. 42/427. T.R.E. Report No. S3/R. 100/EKW. Common T and R for a Super-Regenerative Beacon.
WA-222-4-c	Br-S	6/42	C.R.B. 42/287. S.D.0250. (Provisional). I.F.F. Mk. III, IIIG, and Ancillary Equipment. Chap. 1 - Receivers, R.3067 and R.3090.
WA-225-19-a	Br-S	8/17/42	Specifications for C.A. No. 2, Mark I RDF Set.

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OSRD NUMBER	Classification	Date of Report	Title
WA-224-41	Br-S	7/10/42	D.S.R.E. Admiralty - "Modulators for 3 Cm Magnetrons."
WA-224-42	Br-S	Undated	S.R.E. Department, Admiralty, BPR/7/42 - "C.V.D. Research Group at Birmingham University Progress Report to D.S.R. for July 1942."
WA-224-45	Br-S	8/42	C.V.D. Report No. 22 to D.S.R.E. Admiralty, Research Laboratories of the General Electric Company, Ltd.
WA-224-46	Br-S	7/31/42	Report 8032(b), Ref. No. C.V.D. Research Laboratories of The General Electric Co., Lte. - "A Design of Copper Block Magnetron for Very Short Wavelengths.
WA-225-2	Unclassed	Undated	The National Physical Laboratory Radio Department, Monthly Bulletin of Ionospheric Data for July 1942.
WA-225-3	Br-S	7/42	A.D.R.D.E. Christchurch Report No. 168, "Ultra-high Frequency Filters."
WA-225-4	Br-S	1/31/42	A.D.R.D.E. Christchurch Research Report 136, "Equations for Resonant Lines used in Impedance Measurements with Various Methods of Coupling."
WA-230-10	Br-S	Undated	National Physical Laboratory, Radio Research Station, Slough Bucks - Predicted Curves of Maximum Usable Frequency for December 1942 for latitudes 10°N, 30°N, and 51.5°N.
WA-232-9	Br-S	7/11/42	C.S./A.D.R.D.E. Operations Research Group Petersham Report No. 70 - Trials of a high power R.D.F. 10 cm. set at Ventner.

2. Chemical (Explosives)

WA-156-1	Unclassed	5/13/42	R.D.5579/41 Minutes of the Fifth Meeting of the Pressure Bar Committee.
WA-205-1-b	Unclassed	10/2/41	Report No. P.F.92. Gloucestershire Branch of the Research Dept., Woolwich. The Uni., Bristol. Heat Changes in the Mfg. of Tetryl from Dimethylaniline.

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OSRD NUMBER	Classi-fication	Date of Report	Title
WA-205-1-c	Unclassed	10/6/41	Report No. P.F.93. Gloucestershire Branch of the Research Dept., Woolwich. The Uni., Bristol. Catalytic Preparation of Dimethyl Aniline.
WA-205-1-d	Unclassed	12/11/41	Report No. P.F.107. Gloucestershire Branch of the Research Dept., Woolwich. The Uni., Bristol. Estimation of Acidity in Tetryl.
WA-205-1-e	Br-S	4/3/42	Report No. P.F.127. Gloucestershire Branch of the Research Dept., Woolwich. The Uni., Bristol. Catalytic Preparation of Dimethyl Aniline. Part II.
WA-205-1-f	Unclassed	6/11/41	S.W.Scotland Branch of the Research Dept. Woolwich, Royal Tech. College, Glasgow Interim Report No. 12R. Safety Experiments. Fire Risks (Tetryl).
WA-205-1-g	Unclassed	3/5/42	S.W.Scotland Branch of the Research Dept. Woolwich, Royal Tech. College, Glasgow Report No. 12.U. Safety Experiments. Ignition of Tetryl Slurry at High Temperature.
WA-205-1-h	Unclassed	Undated	Tetryl Research Committee. R.D. Woolwich - Report No. 13. Effect of variations in conditions of sulphation of D.M.A. on yield and stability of tetryl.
WA-205-1-i	Br-S	2/12/42	Tetryl Research Committee. Ardeer Research Report. Inflammability of Tetryl Refuse acid Mixtures in the Presence of Aluminium.
WA-205-1-j	Unclassed	12/3/41	Report S(G)1 (Birmingham). Static Electrification: General Principles. Chem. Dept., The Uni., Birmingham, 15.
WA-205-1-k	Unclassed	12/29/41	Tetryl and R.D.X. Research Committee. Report S(X)10. (Birmingham). Static Electrification: Inspection of Tetryl Plant at R.O.F., Pembrey.
WA-205-1-l	Br-S	3/30/42	Tetryl Research Committee. Report S(X) 11 (Birmingham). Static Electrification:

OSRD NUMBER	Classification	Date of Report	Title
WA-205-1-m	Br-S	12/22/41	Report on Fire at R.O.F. Bishopton on 23.10.41. Court of Enquiry, Fire at 33/206. Attached - Report of Fire at R.O.F. Bishopton on 16.11.41. Also attached Bishopton Note No. 33/206/6. Fire in the Continuous Tetryl Nitrating House, dated 1[illegible]/[illegible]/41.
WA-224-3	U.S.-C	8/18/42	Letter to Professor Kistiakowsky from R. Robertson, Directorate of Explosives Research, University College, Singleton Park, Swansea, Glam., re: Specification for our Grade I Ammonium Nitrate.
WA-224-14	Br-S	8/4/42	SR7/2600, "Compounds Related to R.D.X." by Prof. R.P. Linstead, F.R.S.
WA-224-21	Br-S	4/28/42	S.S. Report 1061 - "Examination and Identification of Italian Explosive."
WA-224-39	Br-S	8/7/42	A.C.2320(a) PE.32(a) UPP. 166(a) "The Manufacture of Lecithin P.E."
WA-225-6	Br-S	8/42/	Research Department, Woolwich, R.D. Explosives Report 230/42, "Examination of R.D.X (B) Compositions made by the Tennessee Eastman Corporation, U.S.A.
WA-230-11	Br-S	0/42-	Research Dept., Woolwich, R.D. Explosives Report 223/[illegible]2 - The Grit Sensitiveness of of High Explosives.

3. Chemical (CW and Miscellaneous)

WA-156-2	Unclassed	Undated	Ministry of Aircraft Production - Compound #998 and Compound #667A.
WA-198-2-a	Br-S	6/9/42	Trials of Incendiary Bombs. - Braid Fell Target - Structural Details.
WA-198-5	Br-S	7/9/42	Drawing # 2328 - Arrangement of Stationary Haslar Unit.
WA-198-6	Br-S	6/25/41	Drawing W. 1168 - Detail of Pressure Jet Burner and Water Jet.
WA-198-9	Br-S	8/11/42	Graph of Flame Thrower Performances.

OSRD NUMBER	Classification	Date of Report	Title
WA-198-10	Br-S	8/10/42	Graph of Jet Ranges Pressure in Tank or at Pump.
WA-198-11	Br-S	7/1/42	Methods of Ignition for Flame Throwers.
WA-198-12	Br-S	Undated	Fuels for Flame Throwers, with Blueprint attached - "Limiting Viscosities for Various Flame Throwers.
WA-198-13	Br-S	7/16/42	Pamphlet "Flame Warfare" Part 1. Barrel Flame Traps. (Military Training Pamphlet No. 53.
WA-198-25	Br-S	7/31/42	Aircraft Incendiary Bombs.
WA-198-26	Br-S	8/1/42	Report - New Types of German Incendiary Bombs.
WA-198-27	Br-S	8/6/42	Meeting at the Ministry of Aircraft Production. re: American 6-lb. Incendiary Bomb.
WA-198-28	Br-S	4/42	Report on Flame Thrower Units. - Flow Diagrams and Brief Specifications.
WA-198-29	Br-S	6/25/42	Experimental Report No. 11. Ref: E.23. Heavy Pump Unit.
WA-198-29-A	Br-S	12/1/42	Drawing Heavy Pump Unit with Fixed Monitor.
WA-198-31	Br-S	7/21/42	Report of "Cockatrice" Unit. (Unmounted)
WA-198-31-a	Br-S	7/9/42	F.U.L. Cockatrice Unit Built on Sub Frame for Export
WA-198-32	Br-S	8/6/42	Report on Flame Throwing Units on Certain Types of Mobile Equipment. Demonstration of F.U.L. Units by Logonda.
WA-198-33	Br-S	7/29/42	Report on Ronson Precis for Junior Leaders.
WA-198-34	Br-S	8/6/4	Graph "Jet Ranges Reynolds Number.
WA-198-35	Br-S	4/30/4	F.T. Performance Graph.
WA-198-36	Br-S	7/29/42	Cockatrice - 1.1 Sq. in. Nozzle.
WA-198-37	Br-S	7/30/42	Experimental Report No. 12. - Ref. E.26. The Use of Used Lubricating Oil as Fuel for the Ronson Lighter.

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OSRD NUMBER	Classification	Date of Report	Title
WA-198-38	Br-S	6/42	RC(F) 3e/5. - Interim report on an enquiry into the action and use of incendiary Bombs.
WA-198-40	Br-S	7/42	R.C.(F) 3e/6 - Sub-Committee F. - Report on Incendiary Bombs Proof Test Panel.
WA-198-42	Br-S	7/6/42	Sketches R.D./F.E.(L) Sk. 13/1. - High Pressure Syringe for Fuel Testing.
WA-198-43	Br-S	7/7/42	Drawing No. F.U.L. 1439, Arrangement of Retractor F.U.L. 1396 adapted for use with 1st Sanction Guns.
WA-198-46	Br-S	Undated	Typed Notes on Cockatrice F.T.
WA-198-48 a through v	Br-S	Undated	23 photos - flamethrowers progressive stages.
WA-198-49	Br-S	Undated	Flame Barrage (Sea)
WA-198-54	Br-S	7/16/42	D.2052 Report of the Research Association of British Rubber Mfrs.-- Use of High Boiling Aromatic Distallates from Petroleum as Rubber Extenders.
WA-198-55	Br-S	8/11/42	Report on Results available on Bun rubber mixes containing RT.2208.
WA-198-56-a	Br-S	8/6/42	Report of Incendiary Bombs Committee Minutes of August 6, 1942.
WA-198-57	Br-S	6/20/42	Drg.(Sketches) - P.W.D.(L) SK.1/1 - F.E.(L.) 11 - Assembly of Fuel Pipe to F.T. A/R/132.
WA-198-58	Br-S	6/20/42	Drg.(Sketch) P.W.D.(L) SK. 1/2 F.E.(L) 11 Assembly of Trailer - A/R/132.
WA-198-59	Br-S	6/20/42	Drg. (Sketch) - P.W.D.(L)SK.1/3 F.E.(L) 11 - Diagrammatic Assembly of Firing Circuit - A/R/132.
WA-198-60	Br-S	8/8/42	Drg. T.D.6833 - Proposed Arrt. of F.T. Unit A.F.V.T.52 - Scheme B
WA-198-61	Br-S	7/16/42	F.E.11 SK.2 - Churchill Trailer F.T. Design Sketch to indicate Proposed positions of control valves, etc.
WA-198-62	Br-S	7/16/42	F.E.11. SK.1 - Churchill Trailer F.T. Design sketch showing layout of valve plan with Lid removed.

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OSRD NUMBER	Classification	Date of Report	Title
WA-198-63	Br-S	7/16/42	Chruchill Trailer, F.T. - Design Sketch showing layout of control valves, etc., in trailer F.E.II SK.3
WA-198-64	Br-S	Undated	P.W.D. (L) SK.4/6 - Traversing Gear, Trailer Coupling.
WA-198-65	Br-S	7/25/42	Drg. No. C. c.10693 - Outline of Baseplate.
WA-198-66	Br-S	7/25/42	Drg. No. B.c.10692 - Plate Preparations for Butt Welded Joints
WA-198-67	Br-S	7/30/42	Drg. P.W.D.(L)SK.4/12 - Churchill Trailer F.T.-Design Drawing of Fixing Plate for mantlet to hold flame thrower.
WA-198-68	Br-S	6/8/42	Drg.P.W.D.(L)SK 4/13 - Churchill Trailer F.T. Design drawing of traversing gymbal of mantlet rotatings in fixing plate.
WA-198-69	Br-S	Undated	Churchill Trailer, F.T. - Design Sketch showing positions of fittings in mantlet viewed from inside tank.
WA-198-70	Br-S	8/8/42	Drg. P.W.D.(L)SK 4/17 - Churchill Trailer, F.T. Design Sketch of Section of Mantlet through F.T.ball and socket joint. F.E.(L) 11.
WA-198-71	Br-S	8/1/42	Drg. P.W.D.(L)2/4 - F.E.(L) 3 Pilot Production - Details Pistol.
WA-198-72	Br-S	8/1/42	Drg.P.W.D.(L)2/3 - F.E.(L) 3 Pilot Production - Details Pistol.
WA-198-73	Br-S	1/8/42	Drg.P.W.D.(L)2/2 - F.E.(L) 3 Pilot Production - Details Pistol.
WA-198-74	Br-S	8/1/42	Drg.P.W.D.(L)2/1 - F.E.(L) 3 Pilot Production-General Arrangement - Pistol.
WA-198-75	Br-S	8/7/42	Drg. No.TC 6875 - Details of Torus for F.E.L.3 Lifebuoy.
WA-198-76	Br-S	Undated	Drg. No. TC 6853 - Arrangement of FEL 3 Lifebuoy
WA-198-77	Br-S	Undated	Drg. No. TA 6854 - Harness FEL 3 Lifebuoy.

OSRD NUMBER	Classification	Date of Report	Title
WA-198-77-a	Br-S	Undated	Drg. No. TA 6855 - Details of Discharge Pipe for F.E.L. Lifebuoy.
WA-198-78	Br-S	8/8/42	Drg. No. TD 6877 - Spherical Hydrogen Container for F.E.L. 3 Lifebuoy
WA-198-79	Br-S	Undated	Drg. No.TD 6857 - 18 S.W.G. MS Sump for F.E.L. 3 Lifebuoy
WA-198-80	Br-S	Undated	Drg. No.TD 6521 - 22 S.W.G.S. Pressings.
WA-198-81	Br-S	Undated	Drg. No.TD 6856 - Key for Needle Valve for F.E.L. 3 Lifebuoy.
WA-198-82	Br-S	4/8/42	Drg.No.TD 6861 - Non-Return Valve for F.E.L. 3 Lifebuoy.
WA-198-83	Br-S	Undated	Drg. No. TD 6858 - Shoulder Straps for F.E.L. 3 Lifebuoy.
WA-198-84	Br-S	Undated	Drg. R.D./Z.42/1A - F.E.(L) 4 MK. 1 & MK. II - General Arrangement.
WA-198-85	Br-S	Undated	Drg. RD/Z.42/2A - F.E.(L) 4 MK 1 & MK II. - Details
WA-198-86-a	Br-S	2/7/42	Drg. No.F.U.L.1397 - Nozzle Assembly
WA-198-86-b	Br-S	6/10/42	Drg.No.F.U.L.1345 - - "F.U.L 3" GUN (Wasp)
WA-198-86-c	Br-S	2/7/42	No. F.U.L. (Drg.) 1396 - Retract or Tube Assembly.
WA-198-86-d	Br-S	12/6/42	Drg. No.F.U.L.1361 - Sectional Assembly of Displacement Gun.
WA-198-86-e	Br-S	6/29/42	Drg.No.PART F.U.L. 1303 - 3" F.U.L. GUN Assembly.
WA-198-86-f	Br-S	7/17/42	Drg. No. F.U.L.1439 - Arrangement of Retractor F.U.L.1396 Adapted for Use With 1st Sanction Guns.
WA-200-1-a	Br-S	5/1/42	Universal Flame Thrower Modifications.
WA-200-1-b	Br-S	4/23/42	Mobile Flame Throwers.
WA-200-1-c	Br-S	2/42	P.W.D. U.C.2 (Provisional) Bren Gun Carrier Flame Thrower. Instructions for Assembly. (To be used with P.W.D. U.C.1. Instructions for use.)

OSRD NUMBER	Classification	Date of Report	Title
WA-200-1-d	Br-S	1/42	P.W.D. U.C.1, Bren Gun Carrier Flame Thrower, Instructions for Use.
WA-200-1-e	Br-S	1/1/42	Mobile and Heavy Flame Throwers.
WA-200-1-f	Br-S	4/23/42	Cockatrice - List of Working Drawings for Gun Unit.
WA-200-1-g	Br-S	Undated	Drawings as listed on Cockatrice list above. (See WA-200-1f)
WA-200-1-h	Br-s	4/23/42	Ronson - List of Working Drawings for Gun Unit.
WA-200-1-i	Br-S	Undated	Drawings as listed on Ronson list above (See WA-200-1h)
WA-205-3-a	Br-S	5/22/41	R.C. (E) 19 M.H.S., Research & Experiments Dept., Smoke Screens for Obscuration at Night.
WA-205-3-b	Br-S	9/9/41	Appendix to R.C.(E)19 M.H.S. Research & Experiments Dept. Smoke Screens for Obscuration at Night.
WA-205-15-a	Br-S	Undated	Description of Light High Speed Pressure Air Compressor.
WA-205-15-b thru k	Br-S	10/3/42	Drawings of Ricardo Compressor
WA-209-10-b	Br-S	6/7/42	Ricardo & Co. Report No. 1156. Report to D.S.R., Air Ministry on Three Stage Air Compressor Unit. Preliminary Estimate and Apportionment of the Horse Power available for the Various Component Parts.
WA-209-10-c	Br-S	6/17/40	Ricardo & Co. Report No. 1156A. Report to D.S.R., Air Ministry on Three Stage Air Compressor Unit. Preliminary Tests on Second and Third Stage Intercoolers.
WA-209-10-d	Br-S	4/3/41	Ricardo & Co. Report No. 1156B. Report to D.S.R., Air Ministry on Three-Stage Air Compressor Unit. Preliminary Tests on First-Stage Intercooler.
WA-209-10-e	Br-S	5/22/41	Ricardo & Co. Report No. 1156C. Report to D.S.R., Ministry of Aircraft Production Report 3 SC Compressor.

OSRD NUMBER	Classification	Date of Report	Title
WA-309-10-f	Br-S	11/11/41	Ricardo & Co. Report No. 1106D. Report to D.S.R., Ministry of Aircraft Production. Report on 3 SC Three-Stage Compressor.
WA-214-3-a	Br-S	4/11/42	Paper R.C.305 - "The Assessment of a Gas Attack".
WA-214-11	Br-S	8/11/42	W.8621. With Porton Report No. [illegible]04, "The preparation and examination of methane sulphondichloroamide.

4. Armor, Ordnance, & Metallurgy (Except Structural Defense)

WA-166-2-b	Br-S	6/17/41	F/72/299 - Report on work carried out for Ballistics Research Dept. at the Engineering Dept., Cambridge Univ
WA-166-2-e	Br-S	5/19/42	F/72/245 - Report on the Metallurgical Examination of 2 Pr. Shot fired at Homogeneous Armour Plate.
WA-166-2-f	Br-S	5/27/42	F/72/245, AC.2101/MET.93 - The Compressive Strength of Two A.P. Shot materials.
WA-166-2-g	Br-S	4/7/42	F/72/245 - Report on the Metallurgical Examination of Two Samples of Armour Plate attacked by German High Velocity Tungsten Carbide Bullets.
WA-166-2-h	Br-S	6/42	F/72/245 - Report on the Metallurgical Examination of Two 50 mm. Homogeneous Machineable Armour Plates Nos. [illegible]342 and 3343.
WA-166-2-k	Br-S	12/15/41	F/72/245 - First Report on an Investigation of the Mechanical Properties of Selected Armour Plates.
WA-166-2-l	Br-S	9/26/41	Report on the Examination of 70 mm. Homogeneous Armour Plate attacked by A.P. 2-pr. Mk.III Shot.
WA-166-2-m	Br-S	7/7/41	F/72/245 - Report on the Metallurgical Examination of one of two Discs of Armour Plate received from the Ordnance Board.

OSRD NUMBER	Classi-fication	Date of Report	Title
WA-166-2-n	Br-S	7/41	F/72/212 MOS/21 - Preliminary Report on Penetration Tests with 2-pr. Armour-piercing Shot on Composite Slabs of Armour Plate and Concrete, including Pre-Stressed Concrete.
WA-166-2-o	Br-S	8/41	F/72/212 MOS/16 - First Interim Report on Concrete for Defence Work.
WA-166-2-p	Br-S	6/41	F/72/212 MOS/30 - Second Interim Report on Concrete for Defence Works.
WA-166-2-q	Br-S	10/41	F/72/212 MOS/36 Fourth Interim Report on Concrete for Defence Works.
WA-166-2-r	Br-S	12/41	F/72/212 MOS/44 Fifth Interim Report on Concrete for Defence Works.
WA-166-2-s	Br-S	3/42	F/72/212 MOS/72 Sixth Interim Report on Concrete for Defence Works.
WA-166-2-t	Br-S	4/42	F/72/212 MOS/84 Seventh Interim Report on Concrete for Defence Works.
WA-166-2-u	Br-S	5/42	F/72/212 MOS/106 Eighth Interim Report on Concrete for Defence Works.
WA-166-2-v	Br-S	5/42	F/72/212 MOS/107 Ninth Interim Report on Concrete for Defence Works.
WA-166-2-w	Br-S	6/42	F/72/212 MOS 109 Tenth Interim Report on Concrete for Defence Works.
WA-166-2-cc	Br-S	3/42	F/72/351 MOS/74 The "Dynamic" Compressive Strength of Steel from the Base of 2-pr A.P.: Shot.
WA-166-2-dd	Br-S	3/42	F/72/351 MOS/97 The "Dynamic" Compressive Yield Strength of Duralumin.
WA-198-1	Br-S	Undated	X- Ray of Bomb.
WA-214-5	Br-S	7/14/42	287/Gen/432 Min. of Supply - Conference on Pistol 711.
WA-214-6	Br-S	12/1/41 to 3/31/42	A.D.R.D.E. Operations Research Group, Petersham Report No. 66. Report on the Analysis of ZZ Forms for the Period 12/1/41 - 3/31/42.

OSRD NUMBER	Classification	Date of Report	Title
WA-314-13	Br-S	8/10/42	Proceedings of the Ordnance Board, Nos. 18,862 to 18,900.
WA-221-11-8	Br-C	6/3/42	R.D./Ball/Report 34/42. Report on the elastic stresses produced by indenting thick plates, with an application to a phenomenological theory of armour penetration.
WA-223-6-8	Br-S	5/21/42	P.D.E. Report No. 1942/44. "A technique for the interruption of burning of a "X" rocket charge at any predetermined interval".
WA-224-5	Br-S	8/13/42	R1600/A, ADRDE "Vertical Firing Trial at Cleeve Common - 5th August 1942."
WA-224-6	Br-S	Undated	Research Laboratories, Pye Ltd., Cambridge, Report on H.E. Trial Fired at Shoeburyness on 7-7-42.
WA-224-8	Br-S	8/5/42	R1600/A, ML, "Vertical Recovery Trials July 22nd to 24th". (A.D.R.D.E.)
WA-224-9	Br-S	8/6/42	R/1600/A, ML, "Vertical Recovery Trial at Cleeve Common - 30th July, 1942." (A.D.R.D.E.)
WA-224-10	Br-S	8/7/42	R1600/A, ML, "Vertical Recovery Trial at Cleeve Common - 31st July. " (ADRDE)
WA-224-11	Br-S	8/7/42	R1600/A, ML, "Vertical Recovery Trial at Cleeve Common - 1st August 1942". (A.D.R.D.E.)
WA-224-12	Br-S	8/6/42	R1600/A, ML, "Recovery Trial at Shoeburyness July 31st, 1942." (A.D.R.D.E.)
WA-224-13	Br-S	8/10/42	R1600/A, ML, "Vertical firing trial at Cleeve Common 6th August 1942." (A.D.R.D.E.)
WA-224-36	Br-S	8/14/42	Minutes of a Meeting on the B.T.L. Predictor Trials held on 14.7.42.
WA-224-37	Br-S	8/12/42	O.B. Proceedings Nos. 18,901 to 18,937.
WA-224-38	Br-S	8/19/42	O.B. Proceedings Nos. 19,016 and 19,050.
WA-232-8	Br-S	8/11/42	Ministry of Supply - Conference on Pistol 711 - Minutes of 30th Meeting held at the Adelphi on Aug. 11, 1942.

OSRD NUMBER	Classification	Date of Report	Title
			5. Structural Defense
WA-198-53	Br-S	8/12/42	Short Specification of the proposed houses.
WA-198-53-a	Br-S	Undated	Plan of Proposed House sketch.
WA-198-89	Br-S	10/20/41	A.I.3C (Air Laison) 1.8.41 Folder I Report & Appendix A - THE BLITZ
WA-214-12	Br-S	8/10/42	A.C.3539/B.B.187. Unexploded Bomb Committee 20th Report.
			6. Medical
WA-212-3	Br-S	3/42	E.M.S.I. circular No. 252
WA-212-3-a to	Br-S	6/42	E.M.S.I. Circulars No: 283, 339c, 369, 370, 373, 374, 375, 376.
WA-212-3-e	Br-S	7/42	EMS Gen. 35. M.O.H. Circular No. 2668, 2679, 2681.
WA-212-6	Br-S	Undated	B.P.C.42/71(a) - Sub-Committee on Armoured Fighting Vehicles - "Standards for Gun Fume Trials in Tanks".
WA-212-7	Br-S	7/6/42	B.P.C.42/79 - Sub-Committee on Armoured Fighting Vehicles - Minutes of 9th Meeting.
WA-212-8	Br-S	7/6/42	B.P.C.42/75/FR31 - Rations Sub-Committee "Report on a Compact Ration for Special Troops".
WA-212-9	Br-C	Undated	P.N.I.34(a) - "Note on the Assessment of Recovery in Peripheral Nerve Injuries" Nerve Injuries Committee.
WA-212-10	Br-C	Undated	P.N.I.32(a) - Nerve Injuries Committee "Scheme for Note-Taking in Spinal Injuries with Neurological Complications."
WA-212-11	Br-C	Undated	P.N.I.33(a) - Nerve Injuries Committee "Summary of Notes in Cases of Spinal Injury with Neurological Complications.".
WA-212-12	Br-C	7/7/42	P.N.I.34 - Nerve Injuries Committee - "Progress Report" - Graham Weddell.

OSRD NUMBER	Classification	Date of Report	Title
WA-212-13	Br-C	7/2/42	P.N.I.35 - Nerve Injuries Committee - Minutes of 13th Meeting.
WA-212-17	Br-C	Undated	Official Medical History of the War, Editorial Committee Paper No. - "Preliminary Proposals for Naval Contributions".
WA-212-18	Br-S	8/3/42	GHQ., MEF., CRME/70736/M. "Fatigue and Feeding Problems - Tank Crews".
WWA-215-1	Unclassed	4/42	BT 17 - Blood Transfusion Research Committee, "Behaviour of Lipoids in Serum and Plasma for Transfusion."
WA-215-3	Br-S	Undated	BPC 42/87 - Subcommittee on Analeptic Substances - "Report on Field Trial to Determine if Benzedrine can Keep Physically Tired Men Awake."
WA-215-4	Br-S	7/17/42	BPC 42/103 - Subcommittee on Analeptic Substances - Minutes of 7th Meeting.
WA-215-5	Br-S	Undated	BPC 42/109 - Subcommittee in Analeptic Substances - "Memorandum on the Use of Benzedrine and Methedrine in War."
WA-215-7	Br-S	7/10/42	BPC 42/91/PL 57 - Subcommittee on Armored Fighting Vehicles - "Indirectly Lit Instrument Dials."
WA-215-8	Br-S	7/15/42	BPC 42/92/PL 58 - Subcommittee on Armored Fighting Vehicles - "Gun Fumes in General Grant Tanks."
WA-215-9	Br-S	7/16/42	BPC 42/93/PL 59 - Subcommittee on Armored Fighting Vehicles - "Gun Fumes in Valentine IX Tank."
WA-215-14	Br-S	Undated	PNI 36 - Nerve Injuries Committee - "Nerve Regeneration after Immediate and Delayed Suture."
WA-215-15	Br-S	Undated	PNI 37 - Nerve Injuries Committee - "Functional Recovery following Nerve Grafts and other Types of Nerve Bridge."
WA-215-16	Br-S	Undated	PNI 38 - Nerve Injuries Committee - "The Effects of Stretching Nerves after Suture"

OSRD NUMBER	Classi-fication	Date of Report	Title
WA-215-17	Br-S	Undated	PNI 39 - Nerve Injuries Committee - "Factors Affecting Recovery of Sensory Function after Nerve Lesions."
WA-215-18	Br-S	Undated	PNI 40 - Nerve Injuries Committee - "Factors Affecting Recovery of Motor Function after Nerve Lesions."
WA-215-19	Br-S	Undated	PNI 41 - Nerve Injuries Committee - "The Local Application of Sulphanilamide to Peripheral Nerves."
WA-215-20	Br-S	Undated	BIC 60 - Minutes of a Brain Injuries, Com. Meeting, March 12, 1942.
WA-218-1	Br-S	Undated	Report - "Some observations upon the problem of - SH in relation to the pyruvate dehydrogenase" - By R.A. Peters & R.W. Wakelin.
WA-218-2	Br-S	8/22/36	Reprint from Nature, Vol. 138, page 327, 8/22/36 - "Effect of Dichlor-diethyl-sulphone on Brain Respiration".
WA-218-6	Unclassed	7/30/40	Brief summary of progress of "The S 1-vent-charcoal treatment for H".
WA-218-8	Br-S	7/2/42	Research Item No. 21, Dept. of Biochemistry, Oxford. Note on the Decontamination of T 1024 burns with Bleach Paste.
WA-218-9	Br-S	4/26/41	Research Item No. 21, Dept of Biochemistry, Oxford. The Treatment of Arsenical Burns with Di-thiol compounds.
WA-218-10	Br-S	2/6/42	Research Item No. 21 - Personal Experience with T.724.
WA-218-11	Br-S	6/16/42	Research Item No. 21, Cross reactions in Guinea pigs hyper-sensitised to H.
WA-218-12	Br-S	6/1/42	Research Item No. 21, Inhibition of Cholinesterase by T 1024.
WA-218-13	Br-S	5/7/42	Research Item No. 21, Note on the preparation and properties of N-dicloroethane sulphonamide.
Wa-218-14	Br-S	1/42	Research Item No. 21, On the Mechanism of the Physiological Action of H: a Comparison of some Properties of H and its Analogues.

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OSRD NUMBER	Classification	Date of Report	Title
WA-218-15	Br-S	11/41	Research Item No. 21, On the amount of H entering the skin from saturated vapour at 30?
WA-218-16	Br-S	10/29/41	Research Item No. 21, On the mechanism of the physiological action of H; experiments with dithiol compounds.
WA-218-17	Br-S	11/41	Research Item No. 21 Preparation and properties of B-hydroxy ethyl B' chlorothyl sulphide (H chlorhydrin, H half-hydrolysis product, CH).
WA-218-18	Br-S	9/8/41	Research Item No. 21 The fate of H applied to rat skin with and without treatment with solvent-charcoal paste.
WA-218-19	Br-S	9/4/41	Research Item No. 21, Some further observations on the relative efficiency of solvent pastes as anti-dotes to liquid contamination with H.
WA-218-20	Br-S	7/3/41	Research Item No. 21, Report No. 34. On the characteristics of reactions in aqueous solution involving the chlorine atoms of H. A recapitulation and some further evidence.
Wa-218-21	Br-S	4/3/42	Research Item No. 21, Report No. 43. On the use of DTH as an antidote and prophylactic against H.
WA-218-22	Br-S	3/7/41	Research Item No. 21, Report No. 30 Preliminary Report on the Chemistry of dithiol compounds.
WA-218-23	Br-S	12/40	Research Item No. 21, Report (Interim) No. 27. An analysis of the action of arsenite upon the oxidation of pyruvate.
WA-218-25	Br-S	10/10/40	Research Item No. 21, Report No. 17. The removal of Lewisite from rat skin by solvent-powder mixtures.
WA-218-24	Br-S	12/16/40	Research Item No. 21, Report No. 24. Extraction of H from skin by solvent soaps.
WA-218-26	Br-S	12/7/40	Research Item No. 21, Report No. 10. Arsenic Derivatives of Thiol Proteins.

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OSRD NUMBER	Classification	Date of Report	Title
WA-218-27	Br-S	11/26/40	Tests of certain acids, acid chlorides and acid anhydrides, as antidotes to H Report No. 19, for the Dept of Biochemistry, Oxford.
WA-218-28	Br-S	3/25/41	Research Item No. 21, Addendum to Report No. 18. Disappearance of H applied to Human Skin.
WA-218-29	Br-S	8/1 /40	Research Item - Report No. 12. Progress report upon specificity of poisoning of various enzyme systems by certain vesicating agents or skin irritants, Oxidase systems.
WA-218-30	Br-S	1/40	The relation between toxicity to the pyruvate oxidase enzyme system and vesicant action.
WA-218-31	Br-S	Undated	A summary of some features of work upon H since the last war.
WA-218-32	Br-S	12/31/40	Research Item No. 21, Progress Report No. 26. Upon the specificity of poisoning of some enzyme systems by H.
WA-218-33	Br-S	7/30/40	Research Item No. 21, Report No. 8. Note upon the action of emulsions of H in lecithin upon certain enzyme systems.
WA-218-34	Br-S	12/ /40	Copy of Report 22 (Progress Report) , by Prof. Peters upon investigations with arsenical substances.
WA-218-35	Br-S	7/40	Copy of Report by Prof. Florey, M.D. Upon changes in rats following application of H to the skin.
WA-218-38	Br-S	7/22/40	U.9434. Extra Mural Research Item No. 16. The Respiration of rat skin after damage with H.
WA-218-39	Br-S	9/24/40	U.13762. Extra Mural Research Item No. 16. Further Search for Thiol Antidotes to H.
WA-218-40	Br-S	6/19/40	U.6437. Extra Mural Research Item No. 16. Investigations on the Vesicant Action of Mustard Gas.
WA-218-41	Br-S	7/15/40	U.8136. Extra Mural Research Item No. 16. Addendum to Dr. Berenblum's Interim Report-(U.6437) on the mechanism of the vesicant action of mustard gas.

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OSRD NUMBER	Classification	Date of Report	Title
WA-218-42	Br-S	4/30/40	U.2402. Extra Mural Research Item No. 16 The effects of arsenite and arsenical vesicants on the respiration of skin.
WA-218-43	Br-S	5/7/40	U.2226. Extra-Mural Research Item No. 16 Report No. 4. An analysis of the action of arsenic and arsenical vesicants on carbohydrate oxidation.
WA-218-44	Br-S	6/42	Table illustrating the result of our opportunity to use 10% DTH in T.G. during the month. DTH cases (Detailed).
WA-218-45	Br-S	Undated	U.6536. Extra Mural Research Item No. 17 Dr. H.B. Fell. A Histochemical study of the penetration and spread of dichlordiethyl sulphide in tissues in vitro and in vivo.
WA-218-47	Br-S	12/8/41	V.17929. M.208, the notes of the Biochemical group meeting held 11/28-29/41
WA-218-48	Br-S	9/12/41	V.10850. M.203, notes of the biochemical group meetings held in Oxford, 7/16-17/41.
WA-218-49	Br-S	5/2/41	V.3230. Notes of the meeting of biochemical group held at Cambridge, 3/27-28/41
WA-218-50	Br-S	6/2/42	W.4760. With Addendum to Ptn. Report No. 2349. The treatment of Phosgene poisoning by Dry Air.
WA-218-51	Br-S	Undated	Summary of Porton Report No. 2349. First Report of Phosgene Poisoning. The 14 papers composing this report may be summarised as follows: A. Papers dealing with functional disturbance after phosgene poisoning. B. Papers dealing with the pathology of phosgene poisoning.
WA-232-6-b	Br-S	6/18/42	W.4819, Extra Mural Research - Disturbances in the acid-base equilibrium during the development of experimental pulmonary oedema. - 2nd Report-Acidosis in the course of acute phosgene poisoning.
WA-232-7	Unclassed	8/15/48	Paper entitled, "Hepatitis Following Injection of Measles Serum (Human). Hepatitis Following Inoculation of Mumps Plasma Jaundice in Northern Ireland Jaundic Following Admin. of Homologous Serum.

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OSRD NUMBER	Classification	Date of Report	Title
			7. Miscellaneous
WA-200-3-b	Br-S	8/12/42	Admiralty report on "Area Smoke Screening".
WA-205-13	Br-S	5/5/to 4/4/42	Outline Progress Report No. 34 Issued by R.E.7 Min. of Supply. Covering Experimental Work in Hand for Period May 5 to June 4, 1942.
WA-205-14	Br-S	7/5/to 8/4/42	Outline Progress Report No. 36 Issued by R.E.7. Min. of Supply. Covering Experimental work in hand for Period July 5 to Aug. 4, 1942.
WA-212-14	Br-S	7/31/42 8	F.P.R.C. Vision Committee - Minutes of 8th Meeting.
WA-212-15	Br-S	6/23/42	W.C.2 "Anti-Searchlight Devices - Trials at R.A.F. Station, Abingdon."
WA-212-16	Br-S	7/19/42	"Trial of short delay flashes for dazzle of night fighter pilot by bomber."
WA-212-18	Br-S	Undated	B.P.C.42/96/F.L. 62 - Sub-Committee on Armoured Fighting Vehicles - "Gunflash from Tank Guns."
WA-215-10	Br-S	7/18/42	BPC 42/94/Pl 60 - Subcommittee on Armored Fighting Vehicles - "Rangefinder for Tanks."
WA-215-11	Br-S	7/18/42	BPC 42/95/PL 60 - Subcommittee on Armored Fighting Vehicles - "Interior Lighting of AFV'S."
WA-215-13	Br-S	Undated	BPC 42/104-Subcommittee on Armored Fighting Vehicles - Minutes of 10th meeting.
WA-224-1-b	Br-C	8/10/36	Report for the Captain, H.M.S. Excellent on "Trials of the Ortho Pseudo Stereo Rangefinder". No. E.1098/1/21.
WA-224-1-c	Br-C	Undated	Pamphlet No. 707 of Barr and Stroud, Lt. "Ortho-Pseudo Stereoscopic Rangefinder, Type U.H.1"

OSRD NUMBER	Classification	Date of Report	Title
WA-224-15	Br-S	4/14/42	S.S. Report 1051 - "The Effect of Air Cavities on the Explosive Efficiency of Underwater Charges."
WA-224-16	Br-S	4/3/42	S.S. Report 1052 - "Investigation of the Anti-Sticking Properties of "S" Circuit".
WA-224-17	Br-S	4/3/42	S.S. Report 1056 - "Acoustic and other Mine Sweeping Records, Sept. 1941-Jan.1942.
WA-224-18	Br-S	4/9/42	S.S. Report 1057 - "F.V.A. Signatures with Large Ships."
WA-224-19	Br-S	4/14/42	S.S. Report 1058 -"Depth Charge D Type H. Interim Report on Magnetic Unit."
WA-224-20	Br-S	Undated	S.S. Report 1060 - "Report of D.G. Section, Mine Design Dep. Helensburgh, 'Magnetic Fields of Shark Class Submarine (F.211)" S.S.(D.G.)
WA-224-21	Br-S	Undated	S.S. Report 1062- "Report of D.G. Section Mine Design Dep., Helensburgh, 'Hammering Experiments and Dewing of S.S.Dalewood("
WA-224-23	Br-S	Undated	S.S. Report 1065, S.D.(D.G.) "Tipin Experiments on Submarines."
WA-224-24	Br-S	Undated	S.S. Report 1066,S.S.(D.G.) "Voltage Surges in Deperm Solenoid."
WA-224-25	Br-S	Undated	S.S. Report 1067 S.S.(D.G.) "Deperm of H.M. S.G.B.7."
WA-224-26	Br-S	Undated	S.S. Report 1068, S.S.(D.G.) "Object: To Investigate the effect of sudden make and break of the currents during wiping operations."
WA-224-34-a	Br-S	7/42	Misc. 851, The Paint Research Station, Waldegrave Road, Teddington, Report on "Infra Red Reflecting Grey Paints for Ships."
WA-224-34-b	Br-S	6/42	Serial No. 13, Admiralty Signal Establishment. Report M. 428 - "Outfit LAX."
WA-236-31-a	Br-S	7/29/42	Blooming of Optical Instruments-Minutes of Meeting Held in S.R.E. Dept. on 29th July 1942.

SAS 400.112 Research & Development

CONFIDENTIAL

Preservation of a Progressive Air Force

AC/AS - 4

7 August 1945

Deputy Chief of the Air Staff

1
RCH Jr/mm/6371

1. It is requested that your office consult with the other Assistant Chiefs of the Air Staff and with Special Projects and submit a recommendation to the Chief of Air Staff on the inclosed letter from General Knerr.

2. It is further requested that this matter be expedited since it has a bearing on existing matters under consideration by the Commanding General.

Signed

REUBEN C. HOOD, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

1 Incl
Ltr fr Gen. Knerr
dtd 3 Aug 45

File
a

CONFIDENTIAL

Air Adj General

AAB 700.112 Res. & Dev (58)

3 August 1945

SUBJECT: Preservation of a Progressive Air Force

TO: Commanding General
Army Air Forces
Washington 25, D. C.

1. A realistic appraisal of the probability of the Congress furnishing funds for procurement of new aircraft after VJ Day does not present a hopeful picture. The thought is presented that our best chances for preserving a healthy progressive Air Force lies in the area of engineering research and development and in technical education.

2. It is recommended that :

a. A research and development program be initiated of $250,000,000 a year, effective 1 July 1946.

b. The present Engineering School at Wright Field be expanded to an AAF Technological Institute with a student body of 200, effective 1 October 1945. This institute to present courses in research, maintenance engineering, logistics and procurement, to be followed up by appropriate postgraduate education at civilian institutions.

c. The Fairfield Air Technical Service Command be abolished and the facilities of the depot thereat be incorporated into the activities of Wright Field as laboratories for the expanded program noted in a above.

d. Warner Robins Air Technical Service Command take over the current responsibilities of Fairfield ATSC.

H. J. KNERR
Major General, U.S.A.
Commanding

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DoD Dir 5200.9
8 Jan. & 27 June 1974
By: LC, Date

AFAHP
LH:cwn
5833

Wtn 26 May 45

MAY 28 1945

MEMORANDUM FOR THE CHIEF OF STAFF:

In response to your memorandum of 18 May, there is attached hereto a statement of the Army Air Forces estimate on the potentialities of new developments in warfare. There is also attached a brief statement which condenses the longer memorandum to a short and general statement.

DECLASSIFIED
Per Auth: DoD letter, 1/8/74
By 6-27-74

Signed + dispatched
Gen. Arnold's Office

Filed
5-30-45
ewd

H. H. ARNOLD,
Commanding General, Army Air Forces.

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SPS 400.112 Round Table

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POTENTIALITIES OF NEW DEVELOPMENTS IN WARFARE

It is difficult for any of us to grasp the nature and extent of the catastrophe that has overtaken German industry and its surrounding areas. The metropolis of Berlin is today a desolate wasteland. One may photograph vast craters and twisted wreckage, but no combination of words or pictures can possibly portray this devastation in human terms. Germany's war machine lies shattered in the junkyard of history. It took Allied air power years to accomplish this. And yet, if we had known ten years ago what we know today and had properly applied our knowledge, our campaign against Axis-held Europe might have been a matter of months - very possibly, of weeks. It goes without saying that this knowledge is a sword that cuts two ways. Soberly and without equivocation we may state that at the present rate of technical development, New York, Pittsburgh, Detroit, Chicago or San Francisco may be subject to virtual annihilation from another continent in a matter not of weeks but of hours.

This is a prospect so appalling that an unprepared and civilized mind may well refuse to recognize its urgent immediacy. Nevertheless, if no adequate preventative measures are taken at the present historical moment, this country and its inhabitants will face destruction on a scale undreamed of in the wildest, most sensational fancies of fiction writers and comic strip artists.

Without warning, war can well strike through the stratosphere. In Germany we found devices designed only a little too late to pour 600 rocket shells an hour into London. As it was, 219 V-1 and V-2 incidents in a single day caused 765 casualties, almost entirely civilian. This was in England alone. It is within the scientific capabilities of any modern industrial nation to develop super rockets capable of reaching any given point on the earth's surface from any given site. These weapons will travel at stratospheric heights to exploit the wind currents springing from the rotation of the earth. Equipped by electronic and other devices, they will seek and find targets whose presence is betrayed by mere heat or sound waves or by the play of magnetic forces. Other missiles will be borne by piloted or pilotless aircraft, by jet-propelled bombers of unprecedented size and range. We are, in fact, now actually testing jet-propelled bombers capable of 500 to 600 m.p.h. with a combat radius of over 1500 miles and effective ceilings of 40,000 feet. Under consideration in laboratories <u>today</u> are plans for the development of bombers capable of operating in the stratosphere at speeds faster than sound and with bombloads of over 100,000 pounds.

Bombs weighing 100,000 pounds, striking with assisted velocity, will be guided into their targets by built-in control equipment of great delicacy. New explosives may well generate forces powerful enough to cause disturbances of earthquake proportions. In the past generation long range experiments in the field of advanced physics with elements capable of releasing unmeasured forces indicate clearly the probability of revolutionizing the field of explosives to the ultimate point of endangering human survival. Bombs will reach into subterranean factories, storage depots and industrial areas.

DECLASSIFIED

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Per Auth: DOD letter. 1/8/74 By 8-27-74

Already, a few thousand tons of incendiaries have levelled large portions of cities like Tokyo and Nagoya. Today, experiments are well under way with a heavy gas that would flow into shelters and ignite with an explosive blast of flame, obliterating all life. City by city, an entire nation may well be removed from the face of the earth in a series of flaming infernos. Combinations of gas, high explosives and fire bombs would make ineffective all efforts at fire control. Large areas could be covered by a lethal fog, breathed in and then carried by the blood to all parts of the body.

A heavy chemical will produce a vapor that destroys lungs and eyes, and, in its liquid form, burns skin and flesh as surely and painfully as flame. In addition to the potent mustard gas and phosgene of World War I, there are new and deadly blood and nerve poisons, difficult to detect. The horrors of chemical warfare have barely been foreshadowed.

The balloons sent to this country by Japan are adapted to the transport and dissemination of disease-spreading organisms. We know that the Japanese are prepared to wage a bacteriological war, that they intend to accomplish their ends by planting sabotage units behind our lines as well as by the infection and release of prisoners of war. Hospitals would be overwhelmed. From multitudes of untended cases, the epidemic could spread so rapidly that self-preservation might become the sole, frantic concern of millions.

A nation swept by epidemics could only wallow in its own helplessness while an aggressor, with properly vaccinated troops, took over. Attack-swift, overwhelming, relentless attack - is the only defense against such diabolical weapons.

Our Navy, the strongest in the world, can now protect our shores against any enemy who might challenge through the sea approaches. But no naval force, however powerful, can shield us from stratospheric envelopment through techniques mentioned here. These are techniques and weapons peculiarly adapted to air employment. A fleet of giant military transports can deposit vast and fully equipped armies on enemy soil. Possession by the United States of such forces will make any enemy or combination of enemies think twice before attacking us. We must not only grasp the nature of the forces that will determine the character of possible wars; we must master those forces and master them in time.

CONFIDENTIAL

Progress of Scientific Research and Development

Deputy Commander, AAF — 12 June 1945

AC/AS, Materiel and Services — 5

General Phillips/MGB/nlf/71885

1. This correspondence was handed to the Asst. Chief of Air Staff, Materiel and Services by General Timberlake after discussion with General Chaunegy.

2. It is firmly believed that General Arnold and General Baker have no intention of compromising the Army Air Forces present position which has placed us firmly on record on numerous occasions concerning our prerogatives for carrying out applied research as contrasted to fundamental research. It has taken 15 or 20 years of argument and substantiation of the necessity for keeping a free hand in the development of air weapons to ward off many attempts by civil agencies at taking over the entire Army Air Forces development responsibility. General Arnold, the Asst. Chief of Air Staff, Materiel and Services and other personnel of the Army Air Forces have testified before Congressional Committees on numerous occasions defending our right to conduct applied research within the Army Air Forces. The differentiation between fundamental and applied research has become soundly established, as a result of continuous effort. We cannot now afford to jeopardize this position by opening the issue to restudy by the Research Board for National Security.

3. Attached hereto is a draft letter to Dr. Compton which definitely limits the scope of his study to fundamental research activities and their coordination with applied research agencies. Recommend that this letter be forwarded to Dr. Compton in lieu of letter prepared by the Asst. Chief of Air Staff, Plans.

4. This office does not concur with Dr. Bowles' comments following paragraph three, Comment No. 4.

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Asst. Chief of Air Staff,
Materiel and Services

6 Incls.
Incl. 1. n/c
2. n/c
3. Tab "A" w/addition
4. n/c
5. n/c

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400.112 Res. & Dev (33)

SECRET

DECLASSIFIED

Dr. Von Karman's Scientific Advisory Group

TO: AC/AS, Personnel

DATE 12 June 45

FROM: Chief of the Air Staff

COMMENT NO. 3
PWT/eva/5265

I should like a report on the progress made on the personnel outlined in Comment No. 1 plus the six assistants with German technical knowledge who were to be supplied.

DECLASSIFIED
DOD Dir.
8 Jan. & 10 June 1974
By: MW, LC, Date 6/6/75

13 JUN 1945
AFSAD

Signed
PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

5 Incls n/c

SECRET

Copy to SAS

SAS 400.112 Res. & Dev (32)

SAS 400.112 Res. & Dev (32)

SECRET

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Dr. Von Karman's Scientific Advisory Group

AC/AS - Personnel

23 May 1945

1

Chief of Air Staff

PWT/is/5265

1. Note attached R&Rs from General Arnold and General Eaker.

2. Please make arrangements to obtain the following listed personnel, and arrange clearance for them to join USSTAF Intelligence Section as Dr. Von Karman recommends, clearing with General Spaatz by cable:

Dr. Theodore Troller, Director Guggenheim Institute, Arkon, Ohio

Paul E. Hemke, Rensellaer Polytechnic Institute

Professor Weske, Case School of Applied Sciences

Theodore Theodorsen of NACA

3. Please call upon this office for any assistance that might be needed. It is desired that this correspondence be returned to this office outlining the action you intend to take to accomplish the above.

Signed

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incls:
RR#1 frm HHA to ICE
RR#2 frm ICE to PWT
Rpt frm Dr. Von Karman
2 Cables CM-IN-19481 5/21/45
CM-IN-20831 5/22/45

DESPATCHED
21 MAY 1945
AFSA

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DOD ltrs.
8 Jan. & 20 June 1974
By: MW Date: 4/4/75

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Gen. Lee (52)

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Dr. Von Karman's Scientific Advisory Group

AC/AS - Personnel

23 May 1945

1

Chief of Air Staff

PWT/is/5265

1. Note attached R&Rs from General Arnold and General Eaker.

2. Please make arrangements to obtain the following listed personnel, and arrange clearance for them to join USSTAF Intelligence Section as Dr. Von Karman recommends, clearing with General Spaats by cable:

Dr. Theodore Troller, Director Guggenheim Institute, Akron, Ohio

Paul E. Hemke, Rensellaer Polytechnic Institute

Professor Weske, Case School of Applied Sciences

Theodore Theodorsen of NACA

3. Please call upon this office for any assistance that might be needed. It is desired that this correspondence be returned to this office outlining the action you intend to take to accomplish the above.

Signed

PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incls:
RR#1 frm HHA to ICE
RR#2 frm ICE to PWT
Rpt frm Dr. Von Karman
2 Cables CM-IN-19481 5/21/45
CM-IN-20831 5/22/45

DISPATCHED
24 MAY 1945
AFSAC

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: NNA, LC; Date 6/6/75

DECLASSIFIED

SECRET 400.112 Res & Dev (52)

Dr. Von Karman's Scientific Advisory Group

General Timberlake 5/22/45

General Eaker 2

Please make the following arrangements:

a. Endeavor to obtain the personnel recommended by Dr. Von Karman and arrange clearance for them to join USSTAF Intelligence Section as he recommends, clearing with General Spaatz by cable.

b. See that Von Karman's report is circulated to the interested staff agencies in this office.

I have written a letter to General Spaatz to make certain that he fully understands General Arnold's views on Von Karman's trip, and have inclosed to him a copy of General Arnold's memo.

Incl n/c

IRA C. EAKER
Lieutenant General, U. S. A.
Deputy Commander, A. A. F.

SAS 400.112 Research & Dev (32)

SAS 400.112 Research & Dev (33)

TO: AC/AS, Materiel & Services
ATTN: Materiel Division

DATE 9 March 1945

COMMENT NO. 2
WMK/ls/5458

FROM: Chief of Air Staff

Receipt for Copy No. 5 of the 6th Revision of subject Handbook is signed and returned herewith.

W. M. KRICKER
Lt. Col., Air Corps

for PATRICK W. TIMBERLAKE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

1 Incl -
Receipt.

File

SAS 400, 112 Rec'd & Dist. (29) B

SAS 400 112 Rec'd & filed - (29) B

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C
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MEMORANDUM FOR THE CHAIRMAN, WAR DEPARTMENT BOARD ON TRANSFER OF RESEARCH AND DEVELOPMENT RESPONSIBILITIES:

Subject: Transfer of Research and Development Responsibilities.

1. Your memorandum of 21 October 1944, Subject: "Transfer of Research and Development Responsibilties," which is returned herewith, requests decision whether the plan presented by the Commanding General, Army Service Forces or the plan presented by the Commanding General, Army Air Forces is approved.

2. In principle, the recommendation of the Commanding General, Army Air Forces is approved. It is desired that the Board divide the personnel in question and transfer the individuals as appropriate to the Army Air Forces or the Army Service Forces. The Board will make arrangements for the joint occupancy of facilities or will prescribe such rearrangements as may be necessary to concentrate Army Air Force activities either at Camp Evans, Eatontown or any other facility in that area.

By direction of the Deputy Chief of Staff:

(Sgd)

O. L. NELSON,
Brigadier General, GSC,
Assistant Deputy Chief of Staff.

1 Incl.-
SS DC/S fr Gen.Maxwell
abv subj dtd 21 Oct 44

~~CONFIDENTIAL~~

SAS 4 rod 12 Rev. & Decl.

AFACO-1
TCR/gem/6324

~~CONFIDENTIAL~~ DECLASSIFIED

12 October 1944

MEMORANDUM for Chairman, Board on Transfer of Radar and Communication Responsibilities, Room 4-E-828, The Pentagon.

Subject: Transfer of Research & Development Responsibilities.

COPY FOR GENERAL GILES

1. The memorandum from the Chief Signal Officer for the Chairman of the Board, dated 7 October 1944, has been considered by representatives of the Commanding General, Army Air Forces, who visited the Fort Monmouth laboratories, Camp Evans laboratories, Belmar, New Jersey, Eatontown laboratories, Eatontown, New Jersey and the Camp Coles laboratories, Redbank, New Jersey on 9 and 10 October 1944. This office cannot at this time concur in the recommendations made by the Chief Signal Officer that all projects remain in the Signal Corps Ground Signal Agency until completed, terminated or until the end of the war with the Axis nations.

2. It is believed that a satisfactory solution to this problem can be effected by joint Signal Corps-Army Air Forces use of the Camp Evans, Belmar, New Jersey laboratory facilities. It is proposed that these facilities be divided equitably and that the Army Air Forces occupy these facilities as a tenant with the Signal Corps retaining the administrative and housekeeping features. This proposal is based upon the precedent that the Signal Corps, since 1926, has occupied laboratory facilities at an Army Air Forces installation, Wright Field, Dayton, Ohio, on a comparable basis. It is believed that the Army Air Forces can assume responsibility for those projects on equipment peculiar to the Army Air Forces in this manner without a serious interference with the supply of this equipment to meet war needs.

3. The Signal Corps representatives, present at the conferences held at Fort Monmouth on 9 and 10 October 1944, were requested to submit a plan based on the proposal in the preceding paragraph. Information has been received from the Signal Corps that this plan will be submitted on Monday afternoon, 16 October 1944. It is recommended that further action in this matter be delayed until the new plan has been received and studied.

For the Commanding General, Army Air Forces:

Sgd

BARNEY M. GILES,
Lieutenant General, U.S.A.,
Chief of the Air Staff.

400.112 Res. & Dev. (23)

SAS 400.112 Res & Dev (23)

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Theatres - S.W.P.

OSRD Cooperation in the Southwest Pacific Theater

Secretary, Air Staff — 29 Feb 1944

AFRDD/M

AC/AS Operations, Commitments and Requirements — 1

The inclosed Memorandum, addressed to the Director, New Developments, War Department, subject as above, is forwarded for signature.

1 Incl
Memo w/ 1 incl.

[illegible] McKEE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff
Operations, Commitments & Requirements

TO: Management Control
Attention: Operations Analysis Division

DATE 1 March 1944

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
WRB/is/5458

For comment or coordination.

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

Incl:
n/c

SPD 400.112 Res & Dev (20)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date: [illegible]

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DECLASSIFIED

TO: Management Control
Attention: Operations Analysis Division
FROM: Deputy Chief of the Air Staff

DATE 1 March 1944

COMMENT NO. 2
WRB/is/5458

For comment or coordination.

Dispatched
1 MAR 1944
AAG

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

Incl:
n/c

400.112 Pur Dev (20)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] Date: 7/6/75

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Ann 400.112 Pur Dev (20)

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DECLASSIFIED

Technical Report 272 (Cont'd.)

Asst. Chief of Air Staff, Management Control. 3-15-43

Asst. Chief of Air Staff, A-3 6

ABO/HB 5243

Based upon the information contained in paragraph 2, Comment No. 5, this is being forwarded to you for your information and any action that might be indicated.

ROBERT W. HARPER
Brigadier General, U.S.A.

Incl. n/c

TO: Chief of Air Staff Mar. 16, 1943
Comment No. 7.

FROM: Asst. Chief of Air Staff, Management Control.

This is being returned to you as requested. No action is necessary other than establishment of a T/O for this branch, which will shortly be submitted for approval.

B. E. GATES
Colonel, Air Corps.

TO: Material Command - ATTENTION: Major Tappan. DATE 18 March 43

FROM: Deputy Chief of the Air Staff COMMENT NO. 7
MAL/mdg/5265

General Stratemeyer directed that the foregoing and attached be returned to you for disposition in your office.

Incl. n/c

Dispatched
MAR 18 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S.C.

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: N.C. Date 6/6/75

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Air AG 400.112 Asst Dec (15)

Air AG 400.112 Ass't Dec (15)

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DECLASSIFIED

Technical Report 272.

Dispatched
FEB 26 1943
AAG

TO: Assistant Chief of Air Staff, A-3.

DATE 25 February 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 3
TJH/eva/6371

1. Will you please call Colonel Lynch (extension 2383) who has just returned from England and see what his ideas are on this. I believe that any operational analysis of the section would fall under your Division.

2. Please return report.

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: [illegible], LC; Date 6/6/75

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: n/c

SECRET

2

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO	
FILE NO	

SUBJECT: Booby Traps

DECLASSIFIED

ITEM NO	FROM	TO	DATE	COMMENTS TJH:cmc 6371
1	AFDAS	AFABI Colonel Sorensen	1942 11-25	1. General Arnold is desirous of paying the Germans back in their own coin insofar as the use of booby traps is concerned. 2. Can you get in touch with some individual in the United States, maybe through OSS, who can invent devices similar to the German watches, fountain pens and pocketbooks, and develop a means of dropping them in German territory? 3. No publicity is desired on this matter - even in the Army. It will be an Air Force project and strict secrecy must be observed in the development of the devices. T. J. HANEY, JR., Brigadier General, U.S.A., Deputy Chief of Air Staff.
				EPS:lh
2	AFABI	AFDAS	12-6	1. Above directive can probably be carried out except for the requirement for secrecy. The matter has been discussed with the proper officer in the Materiel Command who has access to some designs and other sources of ideas and personnel. 2. OSS has a research committee which is prepared to and does study all suggested means of providing additional useful weapons. It has a number of ideas on file on the types of equipment in question. Without revealing the purpose of my inquiry, I secured an informal expression of the opinion that the items in question were not an effective weapon for influencing the course of a war, nor did they, except in small measure, accomplish their purpose against military personnel. Innocent bystanders including unsuspecting and probably friendly natives as well as civilian women and children are likely to suffer most. The thought was expressed that before any agency of our armed forces made plans for the development of this type of equipment, that such plans should be submitted for expression of opinion of the Psychological Warfare Committee under the Joint Chiefs of Staff. 3. Munitions involving the use of explosives come under the purview of the Ordnance Department. If development and production is undertaken independently of the Ordnance Department, there must nevertheless be an allocation

Gen Sidlaw

Brief

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: [illegible] Date 6/6/75

SECRET

3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

TALLY NO	
FILE NO	

SUBJECT: Booby Traps

ITEM NO	FROM	TO	DATE	COMMENTS
2	AFABI	AFDAS	12-6	of the explosives, knowledge of which could hardly be kept from them. Allocation of materials requires knowledge as to uses by numerous officials who are not responsible to the Air Forces. Those who may be responsible to the Joint Chiefs of Staff cannot be expected to maintain an Air Forces secret of this nature from members of the Joint Chiefs of Staff. 4. Items of the type in question can gain some measure of success if placed by hand on the ground in the path of advancing enemy ground forces. Even so there must be numerous types since any one is soon detected and can be guarded against. If dropped from the air the returns would be infinitesimal compared to the cost in effort, materials and in diversion from proper bomb loads. 5. The Air Forces mission and objective is the destruction of those things which make it possible for the enemy to wage war against us. Any diversion of materials, effort, cargo space, or bomb load capacity which detracts from or reduces the extent of our effort in pursuance of our mission must be limited to those which will bring a greater return in winning the war. This cannot be said of the items in question. 6. The military concept of loyalty will not permit this development and use without the knowledge and consent of the Chief of Staff. 7. Assuming successful secret (within the Air Forces) development and surprise use, serious repercussions, against the Air Forces and the Commanding General thereof, from the Chief of Staff would be likely and from the State Department would be almost certain. It is also almost certain that public opinion would not support the use of these materials and methods. 8. It is confidently believed that if this matter is reconsidered and evaluated in its true aspects that the above directive will be withdrawn. Such is recommended. EDGAR P. SORENSEN Colonel, G. S. C.
	Continued.			

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DOD Dir 5200.9
8 Jan 1974
By NND 964475

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3-1109 A.F.

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

Note -- A line will be drawn across sheet after each comment.

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File No. _____

Tally No. AAF _____

SUBJECT: Booby Traps

NO.	FROM	TO	DATE	COMMENTS
3.	AFAMC	AFCAS Attn: General Hanley	1943 1/29	BWC/sz 6716 1. In reference to the requirements of General Arnold's directive as stated in Item 1, above, this office has been studying ways and means whereby the development of such devices can be accomplished and the necessary degree of secrecy observed. 2. As directed by Brig. General Hanley, Dr. Vannevar Bush, head of O.S.R.D. (and N.D.R.C.) was first contacted. Dr. Bush stated that General Arnold had intimated to him that such a project was in the wind and he had given the matter considerable thought and that due to the nature of his organization, and the basic directive under which the O.S.R.D. was working, he (Bush) had concluded that his organization would not touch a project of this nature. 3. Dr. Bush did, however, arrange a conference with Mr. Stanley Lovell, Director of Research for O.S.S. Mr. Lovell stated that he had an organization already set up in the O.S.S. which could design and procure exactly the kind of gadgets that General Arnold had in mind, but that his entire organization was definitely against the idea because: a. First of all, he knew that such ideas had been under discussion by the Committee on Psychological Warfare, under the Joint Chiefs of Staff, and were being held in abeyance because of the many psychological and political factors involved. b. That, speaking for the O.S.S., he felt that any directive for the design and procurement of weapons of this nature should come from the Joint Chiefs of Staff as representing all Allied Nations and all Services rather than any individual arm such as the Army Air Forces.

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F-4071, AF. Rev. 8/14/41

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DOD ltrs.
8 Jan. & 20 June 1974
By: NARC; Date: 7/6/75

Page No.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Booby Traps

NO.	FROM	TO	DATE	COMMENTS
3.	(continued)		1943 11/29	c. That their studies and investigations to date had definitely indicated such devices to be "fantastically expensive" measured back against the possible results to be obtained. Further, that the extremely delicate and intricate mechanisms necessary can only be manufactured by organizations such as Sperry, Waltham, Longine, etc., already up to their necks in other work of similar nature. d. That definite information available at O.S.S. had indicated that the Germans had used such devices at Bône (west of Tunis), several women and children had been killed, and the feeling of the local population definitely alienated toward the Axis and favorable to the Allies; further, that this one factor had been invaluable in helping the advance of our troops. 4. In general, this office concurs with the majority of opinions expressed by Colonel Sorensen, A-2, in Item 2, above. This concurrence is not dictated by any "squeamishness" as to the use of such weapons or gadgets, but is dictated by the considered opinion that the problematical results to be obtained cannot be considered as a sufficient dividend when measured back against the cost, through diversion of materials, man-hours, engineering, manufacture, training and operation. 5. Both Dr. Bush and Mr. Lovell were enjoined as to the secrecy surrounding this directive. It is suggested that General Hanley, General Chidlaw and Colonel Sorensen discuss this entire matter personally with General Arnold as soon as it can be arranged. It might be well to ask Mr. Lovell, O.S.S., to sit in on this conference since he would be able to furnish a complete picture of the

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F-4071, AF. Rev. 8/14/41

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8 Jan. & 20 June 1974
By: H.A.W.J.C. Date 4/4/75

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Booby Traps

NO.	FROM	TO	DATE	COMMENTS
3.	(continued)		1943 1/29	machinery that would be necessary to put over a project of this nature. B. M. GEIDLAW, Brig. Gen., U. S. A., Asst. Chief of Staff (E).
				MAL/mdg/5265
4	AFCAS	AFMAG	2-5	1. Noted by General Hanley. 2. For files. MAL MILLARD A. LIBBY, Lieut. Colonel, G. S. C.

FEB 5 '43 PM
RECEIVED
Assistant Chief

File
2/5/43

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DOD ltrs.
8 Jan. & 20 June 1974
By MAN, LC; Date 4/8/75

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F-4071, AF. Rev. 8/14/41

Page No. 5.

Air AS 400.112 Res. + Dev. (17)

397

Air AS 400.112 Res. + Dev. (17)

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Booby Traps

3. AFAMC AFCAS 1943 BWC/sz 6716
Attn: 1/29
General
Hanley

1. In reference to the requirements of General Arnold's directive as stated in Item 1, above, this office has been studying ways and means whereby the development of such devices can be accomplished and the necessary degree of secrecy observed.

2. As directed by Brig. General Hanley, Dr. Vannevar Bush, head of O.S.R.D. (and N.D.R.C.) was first contacted. Dr. Bush stated that General Arnold had intimated to him that such a project was in the wind and he had given the matter considerable thought and that due to the nature of his organization, and the basic directive under which the OLS.R.D. was working, he (Bush) had concluded that his organization would not touch a project of this nature.

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a. First of all, he knew that such ideas had been under discussion by the Committee on Psychological Warfare, under the Joint Chiefs of Staff, and were being held in abeyance because of the many psychological and political factors involved.

b. That, speaking for the O.S.S., he felt that any directive for the design and procurement of weapons of this nature should come from the Joint Chiefs of Staff as representing all Allied Nations and all Services rather than any individual arm such as the Army Air Forces.

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC: Date 6/2/75

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B.

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Booby Traps

3. (continued) 1943 1/29

c. That their studies and investigations to date had definitely indicated such devices to be "fantastically expensive" measured back against the possible results to be obtained. Further, that the extremely delicate and intricate mechanisms necessary can only be manufactured by organizations such as Sperry, Waltham, Longine, etc., already up to their necks in other work of similar nature.

d. That definite information available at O.S.S. had indicated that the Germans had used such devices at Bone (west of Tunis), several women and children had been killed, and the feeling of the local population definitely alienated toward the Axis and favorable to the Allies; further, that this one factor had been invaluable in helping the advance of our troops.

4. In general, this office concurs with the majority of opinions expressed by Colonel Sorensen, A-2, in Item 2, above. This concurrence is not dictated by any "squeamishness" as to the use of such weapons or gadgets, but is dictated by the considered opinion that the problematical results to be obtained cannot be considered as a sufficient dividend when measured back against the cost through diversion of materials, man-hours, engineering, manufacture, training and operation.

5. Both Dr. Bush and Mr. Lovell were enjoined as to the secrecy surrounding this directive. It is suggested that General Hanley, General Chidlaw and Colonel Sorensen discuss this entire matter personally with General Arnold as soon as it can be arranged. It might be well to ask Mr. Lovell, O.S.S., to sit in on this conference since he would be able to furnish a complete picture of the

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Booby Traps

3. (continued) 1943 11/29 machinery that would be necessary to put over a project of this nature.

B. W. CHIDLAW,
Brig. Gen., U. S. A.,
Asst. Chief of Staff (E).

RRL/mdg/5265

4 AFCAS AFMAG 2-5

1. Noted by General Hanley.

2. For file.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By: [illegible]; Date 4/1/75

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Air G, 400.112 Rec. + Dist. (17)

WF-4-8-42-20M

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DOD RES.
8 Jan. & 30 June 1954
By: [illegible] NC, Date 4-10-75

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ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
WASHINGTON

400.3

December 11, 1942.

MEMORANDUM FOR GENERAL ARNOLD

SUBJECT: Appearance before the Kilgore Subcommittee of the Military Affairs Committee

1. Attached hereto is a statement which I propose to make to the Subcommittee on Military Affairs holding hearings on a bill providing for the establishment of an Office of Technological Mobilization.

2. According to my present instructions, I am to appear before this Committee on Monday, December 14th.

DEC 11 '42 PM

RECEIVED
Air Adjutant General

O P Echols
O. P. ECHOLS,
Major General, U.S.A.,
Commanding.

Incl.
cc Statement of
General Echols.

H. H. A
by

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Ci 12/17/42

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Air Ob 400.112 Rec. & Ind. (16)

STATEMENT OF MAJOR GENERAL O. P. ECHOLS

The technological and scientific facilities of the nation are available for the development of aeronautics and military aviation through the following agencies:

The National Research Council

The National Defense Research Committee

The Inventors Council

The Office of Production Research and Development, of the War Production Board

The National Advisory Committee for Aeronautics

The Aeronautical Laboratories of the War and Navy Departments, the most important of which, from the viewpoint of the War Department, are the Army Air Forces laboratories for applied research and development at Wright Field, Dayton, Ohio.

The functions of most of these agencies have, in general, been explained to this Committee by previous witnesses, and, consequently, I am going to confine my remarks principally to the procedures followed in the development of equipment for military aviation, and the effects this proposed legislation would have on the War Department in carrying on the war.

The National Advisory Committee for Aeronautics is charged with fundamental research in aeronautics. Its committees on aerodynamics, structures, power plants and materials, and its many subcommittees, have members from the Army and Navy Air Forces, as well as representatives of the various technological groups of the nation which are contributing to the advancement of aeronautics. It has aerodynamic laboratories at Langley Field, Virginia, and Moffett Field, California, and a new aeronautical engine laboratory at Cleveland, Ohio, recently completed. In addition, it makes extensive

use of the laboratories of the universities and technical institutions of the country, as well as the Bureau of Standards and other Government laboratories. Its activities are not limited to those requested by the armed Services but include also research undertaken as the result of ideas presented by technicians and scientists generally.

The Army Air Forces laboratories at Wright Field are laboratories of applied research. They consist of the following:

Aerodynamics and Structures Laboratory

Aircraft Engine and Accessory Laboratory

Aircraft Propeller Laboratory

Aircraft Armament Laboratory

Aircraft Radio Laboratory

Aeronautical Equipment Laboratory

Aircraft Photographic and Mapping Laboratory

Aircraft Materials Laboratory

Aeromedical Laboratory

These laboratories of applied research are engaged in the practical application, or the reduction to practice, of the basic scientific principles evolved by laboratories of fundamental research. The characteristics of military equipment are based on strategical and tactical plans. Equipment is developed to carry out particular plans or missions, or to prevent the enemy from carrying out his plans.

In other words, military airplanes are developed to meet specific military requirements. These requirements may be improvements in types and models to gain advantage over the enemy in a particular tactical situation, or they may necessitate far-reaching changes involving considerable increases in range, speed, altitude and fire power, which will greatly extend the use of air power in this global

war. In either case the military equipment of the Army Air Forces is built to have certain "military characteristics", which are the performance requirements of the various types and models of planes. These characteristics are prepared by the Air Staff as a result of their studies and estimates of the military situation, present and future. Military characteristics for experimental airplanes are constantly being revised as a result of experience in the field.

The attainment of the military characteristics prescribed for a new or improved airplane usually calls for a vast amount of experimental and development work. The increases in speed, range, fire power, rate of climb, etc., may require experimentation and development in connection with engines of greater horsepower, improved propellers, better navigation devices and detector equipment, new types of gun turrets and fire control apparatus, pressure cabin equipment and many other devices, these devices in some instances to be developed or modified to meet the specific requirements of this particular airplane. The airplane is to be a military weapon to perform a particular military mission, and each item of equipment must be designed and developed with that end in view.

The personnel of the laboratories and the Flight Test Section at Wright Field are constantly at work, either in their own laboratories or through their contacts with scientists and the aircraft industry, in preparingspecifications, building and testing models and pilot models, purchasing and testing small service test quantities of new and improved aircraft, aircraft engines, propellers, armament and navigation devices, and accessories of all kinds which, if successfully reduced to practice, might improve the effectiveness of military aviation. These developments are based on the application of new fundamental research principles or new inventions or the appli-

cation of known principles to new and constantly changing military requirements resulting from action in combat. In general, these projects may be divided into three principal categories. They are:

(1) Research to improve the performance and fighting qualities of aircraft which are already in existence, such as the improvements which have been made on the B-17 (Flying Fortress) and certain of our fighters and other aircraft since the beginning of the war. Improvements of this kind require the closest cooperation between the fighting units and the project officers who are in charge of the development of the aircraft. Our project officers are constantly visiting the theatres of operation to obtain first-hand knowledge of requirements, and experienced combat officers are being brought back home for the purpose of reviewing military characteristics, acting as members of Boards of Officers to test and recommend improvements and modifications in aircraft and accessory equipment.

(2) Research to develop new models of aircraft which will immediately follow present models in production. Aircraft of this classification are, in general, aircraft which may have greater ranges, or higher speeds, or higher rates of climb, or more fire power, or a combination of several or all of them. These improvements may result from engine development, improved structures, improvements in aerodynamics, etc., which have been developed separately, either in the laboratory or in a prototype airplane, and are now to be incorporated in new production models.

(3) Research to reduce to practice novel ideas, unconventional arrangements, and new principles. Projects of this nature are usually secret, but an illustration is the case of the B-19 Douglas Bomber. When this airplane was designed, it was twice as large as

any airplane which had been built at the time. It involved much research in aerodynamics and structure, as well as the development of a new engine, new propellers, a complete new electrical system, new bomb racks and bombing equipment, gun turrets, and wheels and landing gears, and brakes of much greater size than anything which had ever been considered before. As a result of the information gained from this experiment, the Air Forces and the aircraft industry have been able to undertake with confidence the design and production of bombers of sizes previously considered impracticable.

In the above discussion I have emphasized the part played by the research laboratories of the Army Air Forces in its development of military aviation in order to show that these laboratories are an essential part of the military establishment and that the directing personnel of these laboratories and their principal advisers must be a part of and under the direct supervision of the military establishment.

S. 2721 would authorize and direct the Office of Technological Mobilization to

1. collect full information on the current use of the scientific and technological personnel and facilities, and draft such of them as, in the opinion of the Office, are not engaged in work as essential as that to be assigned to them by such Office;
2. have access to all scientific and technical information, public or private, without limitation, and acquire any of such information for its own purposes;

3. review all projects for research and development, to promote those which it approves, and to initiate its own projects and supply them with money, personnel, facilities, materials, technical (including patent) information, etc., through the exercise of the powers granted it by the legislation;
4. review established production facilities, techniques and products and use all of its powers to develop improvements therein;
5. discover cases where producers are using inefficient designs, processes, or materials, and to report such cases to the proper Federal agencies with recommendations for appropriate action;
6. compel the licensing of patents, secret processes, etc.;
7. control the allocation of materials, machinery and equipment needed by research and development projects.

The effect of this mandate would be to vest in a new, independent agency control over all scientific and technological personnel, facilities and information, without limitation, over all projects for research and de[illegible]ents and, to only a lesser degree, over productio[illegible]cilities and techniques.

In my opinion a centralized office of resea[illegible] and development is not needed for war purposes [illegible] the [illegible] such an office with these vast powers would not be in the best interests of the war effort. To give authority to an independent agency to control the

research and development programs and technical personnel of the War Department and its assisting agencies, such as the NACA, would result not only in confusion of responsibility with respect to the improvement of military weapons, but also in the creation of the threat, at least, of imposing on the War Department the controlling judgment of others as to the effectiveness of military weapons — the judgment of individuals not directly responsible for the conduct of the war. These results would be highly unfortunate, to put it mildly.

Furthermore, we must assume that this enormous power would be exercised, in substantial part at least, for if it is not to be exercised, there is no reason for granting it. Thus this independent agency could draft away from projects of research and development sponsored by the War Department the needed facilities and personnel of non-Governmental laboratories and even, so far as appears from the bill, of Government laboratories as well, including those of the War Department. This is not a fanciful prospect, should the judgment of the agency differ from that of the War Department on the value of the work being done. Also, through its control of the allocation of materials, machinery and equipment needed by research and development projects, the agency could impede, if not wholly prevent, the accomplishment of projects valued highly by the War Department and promote others considered by the Department to be of little or no value for war purposes. This again is no fanciful fear, in view of the real possibility of an unfortunate judgment being exercised by individuals untrained in military tactics and strategy and uninformed on the complex reasons for particular military requirements.

The agency could also obtain full information on the most

vital and secret research and development work being conducted by or for the War Department and could make that information available to public or private agencies and individuals conducting projects initiated by the agency. It need hardly be said that this is a most dangerous power, whether in war or in peace, and one to which the War Department has profound objection.

These are but examples of the many ways in which the agency's powers, if exercised, could seriously interfere with the successful prosecution of the war. Insofar as military weapons, supplies and equipment are concerned, the assumption of the bill seems to be that the judgment and authority of an independent, non-military agency should be substituted for, or superimposed upon, that of the War Department. For the Army Air Forces, I protest strongly against the acceptance of that assumption. Research and development, and experiment and test, are inextricably interwoven with training, with combat experience, with day-to-day developments in tactics and adjustments in strategy. It is impossible to separate the responsibility for one from responsibility for the other. Today we of the Air Forces go to the National Advisory Committee for Aeronautics and others for assistance, and receive it in fully satisfactory measure, but the responsibility and the authority are ours—and, I submit, should remain ours. Without them, without direct and unimpeded control over those engaged in the design and development of the weapons and equipment with which his men fight, the Commanding General of the Air Forces cannot justly be vested with or properly discharge the responsibility for successful war in the air.

For these reasons, I am opposed to the enactment of this bill into law.

WF-3-17-42-60M

ARMY AIR FORCES

HEADQUARTERS OF THE MATERIEL COMMAND

WASHINGTON

December 5, 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Appearance before Subcommittee on Military Affairs in Connection with Proposed Bill on Technological Mobilization.

1. For your information, I have been designated by the Secretary of War to appear as a War Department witness in connection with the proposed bill to create an office of technological mobilization. In substance, the bill proposes to organize all research and development under a central civilian agency.

2. I am preparing my statement now, and will discuss the matter with you before I appear before the Committee, which I understand will probably be in about one week.

O P Echols

O. P. Echols,
Major General, U.S.A.,
Commanding.

DEC 6 '42 PM

RECEIVED
Air Adjutant General

Gen Shakeney
noted

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Air Ob 400.112 Res. & Dev (16) B 12/8/42

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JRC:JB 5789

2 AFMAG AFAAP 11-26 For necessary action.

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air Adj. Gen.

File
Ci

Incl n-c

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

Air Ab 400.112 Re + Rev (15)

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DOD ltrs.
8 Jan. & 20 June, 1974
By [illegible] LC; Date 6/16/75

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Air Ab 400.112 Re + Rev (15)

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COPY

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

November 8, 1942

SUBJECT: Operations Analysis

TO: Commanding General
Air Force Technical Training Command
Knollwood Field, Southern Pines, N. C.

1. By circular letter of October 24th, from the Air Adjutant General, subject as above, it is brought to the attention of each Air Force Commander that the utilization of operations analysis personnel had potential beneficial results.

2. Please advise this office if such a unit is desired with your Headquarters.

By command of Lieutenant General ARNOLD:

L. S. SMITH,
Colonel, Air Corps,
Director of Individual Training.

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DOD ltrs.
5 Jan. & 20 June 1974
By ANU, LC; Date 6/6/75

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Ref AG 400.112 Ld.-Rev. (15)

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Subject: Operations Analysis, Hq AAF, 11/8/42 to Hq AAFTTC.

AC 333 1st Ind. 11/28

Hq AAFTTC, Knollwood Field, N. C., Nov. 17, 1942.--To Commanding General, Army Air Forces, Washington, D. C. (Attention: AFRIT)

1. An Operations Analysis Unit is desired by this command.

2. The itinerary of this Unit should include all technical schools of this command.

For the Commanding General:

PERRY C. RAGAN
Colonel, A. G. D.
Adjutant General

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- 2 - air ag 400.112 L+Dec (5)

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Operations Analysis,

1. AFRIT-3 AMMAG 1942 11/25 GLD/mh 3517

1. Request an Operations Analysis Unit be obtained for the Technical Training Command.

L. S. SMITH,
Brig. General, U. S. A.

1 Incl. Basic Comm.
AFRIT- 11/8/42,
w/1 Ind., same subj.

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date 8/16/75

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air AG 400.112 Ld. & Dev. (15)

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Analyses from Headquarters, Eighth Bomber Command.

3373
GES/hd

1	AFGAS	Assistant Chief of Air Staff A-2	1942 11-19	1. Attached hereto are nine copies of Intelligence Analysis, Operations No. 18-9 October, 1942 from Headquarters, Eighth Bomber Command and nine copies of Analysis of Enemy Aircraft Encounters; Operations No. 14-21 October, 1942. 2. Two copies of each of the above analyses have been furnished for the Director of Bombardment.

GEORGE E. STRATEMEYER,
Major General, U.S.A.,
Chief of the Air Staff.

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air adj doc. 112 Rec. & Rev (14)

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ca 11/24/42

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DOD ltrs.
8 Jan. & 20 June 1974
By MAJ LC; Date 1/1/75

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(14)

air adj doc. 112 Record rev

OFFICE FOR EMERGENCY MANAGEMENT

OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT

1530 P STREET NW.

WASHINGTON, D. C.

VANNEVAR BUSH
Director

Office, C. G., A.A.F.

OCT 31 1942

Received

October 30, 1942

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DOD Ltrs.
8 Jan
By NARA 4/6/73

400.112 Res & Dev (12)

Army Air Forces
19th and Constitution Avenue, N.W.
Room 2017
Munitions Building
Washington, D. C.

Attention: Lt. General Henry H. Arnold

Gentlemen:

In accordance with a request from Major-General C. C. Williams addressed to Dr. Caryl P. Haskins, dated September 8, 1942, we are enclosing herewith two copies of "List of British Reports and Memoranda Received through the London Office of O.S.R.D., period September 1, 1942 to September 15, 1942."

As these are issued, they will be sent directly to you instead of through M.I.D. as previously.

Very sincerely yours,

Louise W. Paddock

Louise W. Paddock
Administrative Aide

Nov. 4/42. Copy and set of Incs. sent to AFDMR and to AFDTS.

File

Air AG 400.112 Research & Development (12)

TO: Army Air Forces

Attn: Gen. Henry H. Arnold

DATE ~~10/29/42~~

Original to be signed personally by the recipient and returned to the sender. Duplicate to be retained by the recipient addressed.

I have personally received from O.S.R.D., Liaison Office, 1530 P Street, Washington, D. C. the CLASSIFIED documents as identified below. I assume full responsibility for the safe handling, storage, and transmittal elsewhere of these documents in accordance with existing regulations of the O.S.R.D. governing the handling of CLASSIFIED material. The CLASSIFIED material, including enclosures and attachments is identified as follows:

CLASS*	DESCRIPTION	CLASS*	DESCRIPTION
USC	List of British Secret (U.S. Confidential) Reports. Period Sept. 1, to Sept. 15, 1942. 2 Copies.		
USS	List of British Most Secret (U.S. Secret) Reports. Period Sept. 1, to Sept. 15, 1942. 2 Copies.		
RM			16717

Original of receipt sgd. & returned. L.

DECLASSIFIED

*S - SECRET

*C - CONFIDENTIAL

JOHN B. COOLEY (SIGNATURE)

Col., A. G. D.

~~Assistant Air Adjutant General~~ (DATE) Oct. 31/42

SECRET

Copy #17

OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
LIAISON OFFICE
1530 P Street, NW.
WASHINGTON, D.C.

LIST OF BRITISH REPORTS AND MEMORANDA RECEIVED THROUGH THE LONDON OFFICE OF OSRD

BRITISH MOST SECRET (U.S. SECRET) REPORTS

Classification "Br-MS" - British Most Secret
"US-S" - United States Secret

period
September 1, 194
to
September 15, 1942

OSRD NUMBER	Classification	Date of Report	Title
WA-125-1-c	Br-MS	4/42	Report S.D.0280 (Provisional). "IFF Interrogation Equipment - Chap. 3. Transmitter T.3117" - Air Ministry
WA-125-1-d	Br-MS	4/42	Report S.D.0280 (Provisional). "IFF Interrogation Equipment - Chap. 4 Monitor, Type 35. Air Ministry.
WA-206-2	Br-MS	Undated	Min. of Home Security (R.E.9 Armaments Section) Drg. Ref. A.I. 1b/1/M.S.S. Drawing of German Bomb B3.2 El-E, (Anti Personnel Incendiary Bomb). and a description of this bomb and how to extinguish it.
WA-222-3-c	Br-MS	6/17/42	C.R.B. Ref. 42/403. T.R.E. Memo No. 21/R 106/SJ. Jamming on Cm. Waves File D. 1701.
WA-224-44	Br-MS	Undated	C.L. Misc. 3, D.S.R.E. Admiralty, "Absorption of 1 Cm. Radiation by Rain."
WA-233-4-b	US-S	6/42	A.T.A. Paper No. 37, On the Law of Increasing Return to Weight of Bombing Effort Per Raid.

Xtra copy

Prepared by Adv Council

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

October 21, 19 2.

400.112 Rec'd & Rec'd

MEMORANDUM FOR Army Member of Jo nt New Weapons Committee
(Brigadier General B. H. Moses)

SUBJECT: Operations Analysis

1. Pursuant to the suggestion contained in your memorandum to me of September 3, 19 2, subject as above, representatives of my office have conferred informally with you and with Major Leach and Dr. Davidson, authors of the Report and Memoranda on Operations Analysis, which were nclosed with your memorandum.

2. As a result of these conferences and of further study of the subject as related to the Army Air Forces, I have directed that a letter, in the form inclosed herewith, be distributed to the Army Air Forces.

(sgd)
H. H. ARNOLD
Lieutenant General, U. S. A.
Commanding General, Army Air Forces.

Incl.
Ltr re above subj.
to AA Forces

Copy made for Gen. Arnold & for AAS in 2013

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: Operations Analysis — CONFIDENTIAL

ITEM NO	FROM	TO	DATE	COMMENTS
				CPC/lr 72720
1.	Advisory Council	Gen. Arnold	1942 10/17	1. Recommend that you sign the attached R&R to Air Adjutant General directing publication of attached letter on possibilities of using operations analysts to analyze and suggest improvements in the functioning of the various air forces, commands, and directorates. 2. General Fairchild, General McClelland and Col. Saville have been consulted and agree that this project of operations analysis may be of real value to the Army Air Forces. They join in recommending that the possibilities be brought to the attention of the various Army Air Forces organizations. 3. General McClelland, who has been instrumental in securing the group of operational anslysts recently requested by General Spaatz for the 8th Air Force, and Col. Saville, who has been one of the pioneers in exploiting this field in the Army Air Forces, both are of the opinion that the analysts should not be commissioned as service officers, but should retain their civilian status, except when on duty in foreign theaters outside of the United Kingdom. This office does not concur in this opinion of General McClelland and Colonel Saville. In the opinion of this office, local conditions, and the desires of the commanding officer requesting such personnel, should be the governing factor as to whether or not they should be commissioned. This view is expressed in paragraph 7 of the attached letter for publication and is concurred in by A-1. 2 Incls. 1-R&R to AAG 2-Ltr re above subject. C. P. CABELL Colonel, A. C.

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8 Jan. & 20 June 19[illegible]
By: [illegible], LC; Date 4/6/75

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WAR DEPARTMENT

WAR DEPARTMENT GENERAL STAFF

SUPPLY DIVISION, G-4

WASHINGTON, D.C.

WDGDS 680

September 3, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AAF:

Herewith is a copy of Report on Operations Analysis with Memorandums Nos. 1 and 2, submitted to the Joint New Weapons Committee, for your information. No action on the Report is contemplated by the Committee for the time being, except possibly the establishment of a center for the procurement of personnel desired by Commanders. As the Army member of the Joint New Weapons Committee I should like to discuss operations analysis with you or your representative at an early date and at your convenience.

R. G. MOSES
Brigadier General
Assistant Chief of Staff, G-4

Inclosures (3)
Report on Operations Analysis
Memorandum No. 1
Memorandum No.2

See: Director of Military Requirements
Director of Technical Services

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AAU, LC; Date 6/6/75

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OUT G-4 SEP 3 - 1942

The Advisory Council

CONFIDENTIAL

(AFMAO - HHH/jb 5790)
(AFMCC)

AAF 400.112

October 24, 1942

SUBJECT: Operations Analysis

TO : Commanding Generals, all Air Forces,
all Army Air Forces Commands.
All directors and chiefs of all Air and Special Staff divisions, Headquarters Army Air Forces.

1. For nearly two years the RAF has been using groups of highly qualified civilians having unusual scientific or analytic attainments for operations analysis - that is, the study of operations within a command for the purpose of improving tactics, equipment, methods of training, and methods of supply.

2. The groups are so composed that they provide various types of expert knowledge relevant to the problems of the command - for example, radar, ballistics, meteorology, communications engineering, statistical mathematics. A group is attached to a command only if the commander requests it; it reports only to the commander to whom it is attached and to no other military or civilian authority; the group remains permanently with the command, subject only to necessary withdrawals for the purpose of establishing a nucleus of trained personnel for a new group. The groups vary widely in number, depending on the needs of the command - 1 man at Malta; 6 men at Cairo; 75 men at Fighter Command Headquarters in the U. K.

3. The successes of these groups have been dramatic. One of their reports recommended a change in tactics which increased the kill of submarines by aircraft attack between 400% (Admiralty computation) and 700% (RAF computation). Other reports provided fundamental materials for the pattern of mass raids of the Cologne type. RAF commanders are extremely enthusiastic about the groups and are currently demanding a large increase in their personnel. Following the RAF experience, the Admiralty and the British Army have recently installed groups for operations analysis and have borrowed RAF analytical personnel for this purpose.

4. Various American officers have become familiar with the British experience and have installed operations analysis groups. Lieutenant General Andrews has recently arranged for the setting up of a group to work with the 6th Fighter Command in the Caribbean area. He reports

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
Ind. O&M
Ind. Tr.
Tech. S.
Comm.
Traffic
Adm. M&C
Tech. Insp.
Fiscal
Dir. Pers.
Mil. Pers.
Civ. Pers.
Pers.
Proc.
Fiscal
Inspector
Adj. Gen.
Org. Pl.
Stat. Tr.
Mil. C.
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F. C.

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that they have already rendered invaluable assistance to him. At the request of Major General Spaats, arrangements are now being completed to send over a group of 15 operational analysts for work with the 8th Air Force.

5. Other American groups are as follows:

a. Anti-submarine Warfare - In Navy and First Bomber Command; a group of about 20, functioning since April 1, 1942.

b. Mine Warfare - In Navy, Bureau of Ordnance; a group of about 20, functioning informally since January, 1942.

c. Directorate of Air Defense, AAF - 1 man with Col. Saville as his operations analyst at staff level; 2 men at the Fighter Command School at Orlando.

d. Radar maintenance, operation and installation - Signal Corps; a group of about 10 men, functioning since July, 1942.

6. The members of the groups described above have operated principally as civilians, rather than as service officers. There is no good reason, however, why these individuals could not be commissioned, and serve in uniform, if that is the desire of the commander to whom they are assigned. Local conditions should be the governing factor on this point.

7. This method of using officers and civilians for purely analytical work has proved fruitful in many fields, and the Army Air Forces should make the most of it where appropriate.

8. For additional information about this matter, direct contact may be established with the Assistant Chief of the Air Staff, A-1. THIS HEADQUARTERS

By command of Lieutenant General ARNOLD:

FRED C. MILNER,
Colonel, A.G.D.,
Air Adjutant General.

10-22-42

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Traffic
Photo. M&C
Tech. Insp.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Operations Analysis

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFACG	AFMAG	1942 10/14	1. Direct that a letter in form attached, ~~with inclosure,~~ be issued to all Directors and Chiefs of all divisions of the Air and Special Staffs and to the Commanding Generals of all Air Forces and Army Air Forces Commands. cfc ~~2. Additional copies of the inclosed "Summary Report on Operations Analysis" may be obtained, for distribution with this letter, from Dr. W. F. Davidson, Room 2238, Munitions Building.~~ Eq. Army Air Forces OCT 23 AAG RECEIVED Incl. Draft of Ltr re above subj. ~~w/Incl.~~ H. H. ARNOLD Lieutenant General, U.S. Army

DECLASSIFIED
DOD Jtrs.
8 Jan. & 26 June 1974
By: AAW, LC; Date 4/4/75

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~~CONFIDENTIAL~~

PAGE

Au OS 400.112 Research & Dev

3-1109 A.F.

AAF 400.112

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(CAFACG)

October 24, 1942

SUBJECT: OPERATIONS ANALYSIS

TO: Commanding Generals, all Air Forces,
all Army Air Forces Commands.
All directors and chiefs of all Air and Special Staff divisions,
Headquarters Army Air Forces.

~~1. Attention is invited to the inclosed "Summary Report on Operations Analysis".~~ etc

1. For nearly two years, the RAF has been using groups of highly qualified civilians, having unusual scientific or analytic attainments, for operations analysis - that is, the study of operations within a command for the purpose of improving tactics, equipment, methods of training, and methods of supply.

2. The groups are so composed that they provide various types of expert knowledge relevant to the problems of the command - for example, radar, ballistics, meteorology, communications engineering, statistical mathematics. A group is attached to a command only if the commander requests it; it reports only to the commander to whom it is attached and to no other military or civilian authority; the group remains permanently with the command, subject only to necessary withdrawals for the purpose of establishing a nucleus of trained personnel for a new group. The groups vary widely in number, depending on the needs of the command, - 1 man at Malta; 6 men at Cairo; 75 men at Fighter Command Headquarters in the U. K.

3. The successes of these groups have been dramatic. One of their reports recommended a change in tactics which increased the kill of submarines by aircraft attack between 400% (Admiralty computation) and 700% (RAF computation). Other reports provided fundamental materials for the pattern of mass raids of the Cologne type. RAF commanders are extremely enthusiastic about the groups and are currently demanding a large increase in their personnel. Following the RAF experience, the Admiralty and the British Army have recently installed groups for operations analysis, and have borrowed RAF analytical personnel for this purpose.

4. Various American officers have become familiar with the British experience and have installed operations analysis groups. Lieutenant General Andrews has recently arranged for the setting up of a group to work with the 6th Fighter Command in the Caribbean area. He reports that they have already rendered invaluable assistance to him. At the request of Major General Spaatz, arrangements are now being completed to send over a group of 15 operational analysts for work with the 8th Air Force.

5. Other American groups are as follows:

a. Anti-submarine Warfare - In Navy and First Bomber Command; a group of about 20, functioning since April 1, 1942.

b. Mine Warfare - In Navy, Bureau of Ordnance; a group of about 20, functioning informally since January, 1942.

c. Directorate of Air Defense, AAF - 1 man with Col. Saville as his operations analyst at staff level; 2 men at the Fighter Command School at Orlando.

d. Radar maintenance, operation and installation - Signal Corps; a group of about 10 men, functioning since July, 1942.

6. The members of the groups described above have operated principally as civilians, rather than as service officers. ~~It will be noted that the inclosed Summary Report approaches the matter from the point of view that only civilians will be employed in this work.~~ There is no good reason, however, why these individuals could not be commissioned, and serve in uniform, if that is the desire of the commander to whom they are assigned. Local conditions should be the governing factor on this point.

7. This method of using officers and civilians for purely analytical work has proved fruitful in many fields, and the Army Air Forces should make the most of it where appropriate.

8. For additional information about this matter, direct contact may be established with the Assistant Chief of the Air Staff, A-1.

By Command of Lieutenant General ARNOLD:

~~1 Incl.~~
~~Summary Rpt on~~
~~Oper Analysis~~

FRED C. MILNER
Colonel, A.G.D.
Air Adjutant General

DECLASSIFIED

National Defense Research Committee Projects.

RCWB/1mm 5246

1	AFCAS	1. A-4	1942 9/15	1. To note
		2. AFAMC		2. To note
		3. AFDMR In turn		3. To note and file

GEORGE E. STRATEMEYER,
Major General, U. S. Army,
Chief of the Air Staff.

Dispatched
SEP 16 1942
AAG

Incls.
Ltr to Gen. Stratemeyer fr SOS, dated 9/14
National Defense Research Committee projects (List)

400.112 Research & Devel (9)

File
ea 9/16/42

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DOD ltrs.
8 Jan. 1974
By: AMM; Date 6/4/75

Air AG Copy

DECLASSIFIED

Air AG 400.112 Research + Devel. (9)

Use of Scientific Research and Development Agencies by the AAF.

AFDAS
LSK:cmc

1.	AFDAS	AFACT (A-3)	1942 3-27	1. Dr. Vannevar Busch, the Director of the Office of Scientific Research and Development, is actively pursuing a reorganization of his establishment. He is interested in general in establishing direct liaison, if not control, throughout all echelons of the military establishment, with particular reference to the strategy controlling levels. Dr. Busch has discussed his desires and has apparently received the approval of the President, the Secretary of War and the Chief of Staff.
		AFADS (A-4		
		AFDMR		
		AFDTS		

2. In arranging details and in handling this proposition in general, the Deputy Chief of Staff desires that more value be obtained from scientific research and development agencies in the lower military echelons. It is his general belief that in the case of the Army Air Forces the major contribution of civilian scientific and research experts would be made within the Directorates and under their supervision throughout the units in the field down to and including the private soldier operating the new weapon or the gadget susceptible to improvement.

3. In furtherance of that desire Dr. Busch, or one of his principal assistants, will attend one of the regularly scheduled 8:30 meetings of the Directors. Dr. Busch's appearance may be scheduled at an early date, perhaps Monday, March 30th. It is believed that Dr. Busch will be prepared to explain the assistance which his office may be able to make available to the Army Air Forces. It is desired that each Director consider this matter and be prepared at that conference to indicate the number and type of scientific civilian experts which he could use to advantage in the activities under his direction.

4. No decision has been reached or clear plan formulated for the relationship of Dr. Busch's establishment in the higher echelons of the War Department.

L.S.K.
AFDAS

HEADQUARTERS									
Chief of Staff	Sec'y A. S. Staff	A A G							

AAF 79

AAF/Comm
~~TOP SECRET~~

~~SECRET~~

DECLASSIFIED

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SUBJECT: National Defense Research Committee Report on Instrument Landing.

TO: Chief of the Air Corps

FILE

There are transmitted herewith, copies nos. 17, 18, and 19 of the report of the Ad Hoc Committee of the National Defense Research Committee on Instrument Landing. The request for these copies was based upon; one copy for the Materiel Division, Office Chief of the Air Corps, and two copies for the Experimental Engineering Section, Materiel Division, Wright Field.

By Command of Lieutenant General Arnold:

JOHN S. [illegible]
Lt. Colonel, A. G. D.
Assistant Air Adjutant General

Incls.
3 cys of NDRC
Report -#17, 18, 19.

DECLASSIFIED
DOD Dir. [illegible]
8 Jan [illegible] 1974
By [illegible]

HEADQUARTERS ARMY AIR FORCES ROUTING AND RECORD SYMBOL										
Chief of Staff	Secy. Air Staff	A.A.G.	A-1	A-2						

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AAF 39

~~SECRET~~

Cris 2540.112 Research & Dev.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 15, 1942

For File

General Arnold

Subject: Summary - National Advisory Committee for Aeronautics Activities of Coordination Office - 1940 - 41.

1. The Office of the Coordinator of Research, for the National Advisory Committee for Aeronautics, was established in the fall of 1939. This office functions directly under the supervision of the Committee.

2. The nature of aeronautic research problems, in some instances, requires the employment of specialized facilities and personnel which are not available at the National Advisory Committee for Aeronautics Laboratories. The principal institutions to which such work is allocated are the aviation industry, scientific and educational institutions and other Government agencies such as the Bureau of Standards and the Forest Products Laboratory.

3. The Coordinator of Research is charged with the responsibility of coordinating the activities of the National Advisory Committee for Aeronautics with the organizations and agencies above mentioned.

4. The Office of the Coordinator of Research acts as a consulting and information center, available to the War and Navy Departments and the aeronautical industry, for the purpose of disseminating research information, advising on the status of research projects and on desirable trends of research.

5. From Jan 1, 1940 to Dec 1, 1941 741 coordination visits were made.

Enclosure filed in Envelope

AMB/B

AMC 400.112 Research & Development (3)

115

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

The following item(s) have been removed from the collections because they contain security classified information:

Series: Decimal

Folder Title: 400.112 Research Development (3)

Item(s) and Security Classification:

1. Report, Activities of Coordination Office, 1940-41, Dec. 1941, 63p. C.
   Originating Agency: NACA

PK /DLN 1994 /11.10.95

Reviewer Date

85-57 (rev 4/90

NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS
1500 NEW HAMPSHIRE AVE., DUPONT CIRCLE
WASHINGTON, D. C.
TELEPHONE: NATIONAL 5212

January 10, 1942.

Lieutenant General Henry H. Arnold, U.S.A.,
War Department,
Room 2018, Munitions Building,
Washington, D. C.

Dear General Arnold:

In the Fall of 1939 the office of Coordination of Research was created by the National Advisory Committee for Aeronautics and an outline of its purposes and functions was drawn up.

What has been accomplished in carrying out that directive during the past two years is covered in the accompanying report. It is being sent to you in advance of the January 15 meeting by direction of the Chairman.

Sincerely,

S. Paul Johnston.

S. Paul Johnston,
Coordinator of Research.

Enc.

Beebe —
Have some one
run over this & give
me summary prior to meeting
HHA

DECLASSIFIED

AAF/A-4
JFW/mwb
Wrnt 2/10/42

FEB 13 1942

Mr. Edward Warner,
Civil Aeronautics Board,
Washington, D. C.

Dear Mr. Warner:

Your letter of February 3, 1942, inclosing copies of certain correspondence on the subject of technical research and design, has been received.

Thank you very much for your forethought and interest in the matter. The Chief of the Materiel Division is actively interested in the subject of your correspondence and very possibly will communicate with you further in the matter.

Very truly yours,

H. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

400.112 Res & Dev (2)

Copy & basic to Matl. Div.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
						JFW					

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DOD Dir. 5200.9
8 Jan. 1974
By: [illegible]

AAF-39

Air AS 400.112 Res & Dev (2)

SECRET

EXCERPTS FROM LETTER FROM DR. D. R. PYE,
DIRECTOR OF SCIENTIFIC RESEARCH FOR THE
BRITISH MINISTRY OF AIRCRAFT PRODUCTION
TO EDWARD WARNER (dated December 2, 1941).

Compressibility effects.

Dr. Lewis suggests that effects at the wing body junction may be of primary importance. A good deal could be learned about this by low speed pressure plotting near the junction, and it is hoped that it will be possible to put some work in hand at the N.P.L. in the near future. In discussion, however, it was not agreed that the wing junction is more important than the tail, where the effect may be really disastrous and where the probability of a shock stall is increased by the discontinuity caused by elevator deflection in, say, a pull out from a dive.

Lateral control with full span flaps.

No complete record of recent work here is available but four reports which are relevant, together with a short note prepared to bring the information up to date, are enclosed. The very complete list of American reports given by Dr. Lewis is extensive and will be most valuable in future discussions on this problem.

Air brakes for fighters.

The general concensus of opinion here is that flaps are likely to be more satisfactory than airscrews as brakes for use in the air. The use of a reversible pitch airscrew is attractive in that it does not introduce the structural and buffeting troubles of the flap, but it is unlikely to give the deceleration required for fighters or the rapidity of operation of flaps. Buffeting is particularly difficult to avoid with the double split flap near the trailing edge unless the tail is very high or the flaps are well out on the span. Venting the flap helps, but the problem is quite a difficult one if we are to obtain a really high drag for deceleration. We are thinking of a deceleration of the order of 1g at 400 A.S.I. for day fighters of the Spitfire type. The drag requirements for flaps for night fighters are similar but the maximum speed at which they will be applied is of the order of 300 A.S.I. at which speed the deceleration will be of the order of ½g.

Airscrews.

We recognize the importance of contra-rotating airscrews and hope to fit a pair experimentally to the Typhoon which now gives a troublesome swing at take off. It is interesting to hear that American manufacturers are considering contra-rotating airscrews for engines of the 2000 h.p. class and any information that can be provided on the actual projects will be welcome. The results of the tests with a 50% increase in blade width will be of great value to us.

We are exceedingly interested in the high speed tunnel work on airscrews which is being done in America. The lack of experimental data at high rates of advance and high tip speeds is one of the most serious handicaps to progress in airscrew design, and we cannot meet it in this country, not having a high speed tunnel of sufficient size. I hope that it may be possible to let us have the data obtained in the U.S.A. as soon as possible. It would be much appreciated if we could have the actual observations as well as any deductions made from them.

Variation of engine power at altitude.

It had been noted with interest in earlier papers that it was becoming the practice in the U.S.A. to fit a number of engines of each type with torque meters. The fact that successful use of these at great heights presents special difficulties is in accordance with earlier experience in this country. If this is to be solved by a torque meter the instrument must be above all suspicion. If it is not, one would prefer to rely on performance reduction in which it is at least possible the assess the limits of accuracy and to obtain a check by using different airscrews on the same machine.

Airscrew de-icing.

A separate note will be prepared on our de-icing work for the information of the N.A.C.A. There is little positive research evidence on the value of pastes but it is impossible to ignore the opinion, widely held among operational pilots, that paste is effective in some circumstances.

High Altitude Flight.

I think we all agree that span-loading is the important factor in obtaining a high ceiling. Your remarks in your letter to Dr. Lewis on the effect of wing loading on the minimum radius of turn and of optimum design for high altitude performance and manoeuvrability are most interesting. I am not clear however that with laminar flow wings the optimum C_L at altitude should be a lot lower than with conventional wings. The laminar flow wing will presumably be designed to give far back transition C_L at top speed, and at the much higher C_L near the ceiling the transition will go well forward on the upper surface and the profile drag will then be much the same as for the conventional wing. Of course, if the wing camber were designed for the C_L near the ceiling, your remarks as to the lower C_L would be correct, but then the profile drag would be high at top speed. Perhaps you were referring to the case of an aircraft designed specifically for high altitude duty.

Air cooled v. water cooled aircraft.

For some years now we have considered that it should be possible to reduce the drag of an air cooled engine installation so as to be equal to, if not less than that of a water cooled engine. Up to the present,

however, in this country the water cooled engine appears to be holding its own and it will be very interesting to see whether the performance of the P.42 aeroplane with an air cooled engine really will exceed that of the standard machine.

Fighter Manoeuvrability.

There is a considerable difference between the American and British requirements for longitudinal stability; we prefer neutral stability because of the higher degree of manoeuvrability obtained. Dr Lewis' remarks on the effect of neutral stability in a tight turn are of considerable importance and it may well be that with light elevators an appreciable increase in stability would improve our fighters although that is certainly not the opinion of our pilots. We are attempting to improve control in tight turns by the introduction of an inertia weight in the elevator circuit, that is by increasing the stick free stability. This is promising as it provides extra stability just when it is needed. I hope that we may soon be able to see the report of the N.A.C.A. on the tests on manoeuvrability to which Dr. Lewis refers. It would also be of assistance if we could have your "present method of rating the longitudinal stability and control characteristics of fighting airplanes."

Overloading.

The extent to which our aeroplanes have been overloaded since the outbreak of war is considerable and the tendency is always present. It is, of course, quite understandable that the Service will always wish to carry the full load that is allowable by take off restrictions and I think it is important that the early design of new machines should allow for this tendency and designers should not try to economize in wheel sizes or in other ways which may later put a severe limitation on overloading.

COPY

CIVIL AERONAUTICS BOARD

Washington

February 3, 1942

CONFIDENTIAL

Major General H. H. Arnold
Chief, Army Air Forces
War Department
Washington, D. C.

Dear General Arnold:

I have recently had an exchange of letters with Dr. D. R. Pye, Director of Scientific Research at the Ministry of Aircraft Production in London, on certain current technical problems of design and research. I have sent the original of Dr. Pye's letter and the documents which he attached on to the N.A.C.A.; but, thinking that some of the material may be of interest in your office, I attach a copy of the greater portion of Dr. Pye's letter and of my reply.

I am sending a copy also to General Echols.

Sincerely,

Enclosures

Edward Warner

February 3, 1942

Dr. D. R. Pye,
Director of Scientific Research,
Ministry of Aircraft Production,
Millbank,
London, S.W. 1.

Dear Doctor Pye:

Your letter of December 2nd has just reached me, and I have of course read it with the very greatest interest. I am passing it on to Dr. Lewis, together with the reports that you enclosed, and I am sending copies of the pertinent sections of your letter also to some of the people concerned with materiel matters in the Army and Navy Air Forces.

You may have direct word from Dr. Lewis on some of the questions that you raise, and I have in fact suggested to him that the correspondence on certain matters (especially the status of the low drag wings) would be useful. There are also a few points on which I may add comments of my own.

Optimum lift coefficient, as determining wing loading. In the excerpts from my letter of September 19 (to Dr. Lewis) that I forwarded to Sir Henry on September 26th, I referred to some of my own conclusions regarding the determination of the optimum lift coefficient. In commenting on your questions regarding them, I must first describe the basis of my own determination of the optimum.

I assume that the characteristic objective, in choosing a wing or for performance, is to select a combination of section, area, and aspect ration which will give the lowest possible total wing drag at some predetermined speed and altitude. There are of course some elements of performance in respect of which minimum total power consumption of the wing, rather than minimum total drag, is the primary objective; but minimum total drag literally expresses the ideal for economical cruising and maximum range at any particular designated speed, and it reasonably approximates the ideal for optimum climb characteristics.

I then assume that the thickness ratio of the wing will have to vary directly as the aspect ratio, in order that the ratio of the depth of wing truss to the span over which the load is distributed may be constant. Specifically, I take the root thickness of the wing as 3.0% of the span, which permits a reasonable structural weight. On that basis, and assuming a taper in accordance with conventional practice, it has been my conclusion that with conventional wing sections the highest lift/drag ratio is secured at a lift coefficient of about 0.5, and with an aspect ratio

of about 12. If structural considerations be taken into account, however, there is an obvious advantage in further increasing the wing loading, since a saving of wing weight and a reduction of gust loads imposed on other parts of the structure will result. It is on that basis that I have concluded that the optimum wing coefficient with a conventional airfoil section is about 0.6. If, then, one were designing for 400 m.p.h. at 30,000 ft. and with no thought of any quality except maximum speed, the optimum wing loading would appear to be about 92 lbs. per sq. ft.

(I am not sure that I made my general point clear in my first letter, as your comment on it suggests that the lift coefficient would be a function of speed and altitude alone, whereas I have been thinking of it principally in terms of choosing an optimum wing loading, considering the wing loading as potentially variable over quite a wide range).

It has seemed to me intrinsically probable, when the low-drag sections first became the object of general interest, that the optimum lift coefficient would be materially lower with those sections; because I had expected that the relative rate of increase of drag with increase of thickness, and also with increase of lift coefficient (assuming that the comparison is being made between low-drag sections, each of which is designed for laminar flow at the particular lift coefficient where it is to be used), would be more rapid than for the conventional section. From data more recently secured I become doubtful that that is the case, and correspondingly doubtful of the validity of my original generalized conclusion about the advantage of a lower wing loading with the low-drag sections, in order that they may work at a smaller lift coefficient under a given condition than would be appropriate for best performance with a conventional section.

There is, however, another factor which may favor the use of low-drag sections at comparatively low lift coefficients. You suggest its nature when you speak of the probability that a section designed for top speed at low altitudes will suffer a very sharp increase of profile drag when operated at cruising speeds, or in climb at high altitudes. One of the problems with the low-drag section is of course to keep it in the low-drag regime throughout the range of important operating conditions, with varying gross weight of the aircraft, varying altitude, and varying speed of flight. It is obviously desirable that the sections should continue to work in the low-drag regime, and avoid the abrupt increases of drag that correspond to the forward movement of the transition point, not only when cruising at high altitudes at maximum weight but also in flying at maximum speed near sea level with light loads, and even in the condition of best climb. It is then important that the values of the lift coefficients at the extreme limits of the low-drag regime bear as high a ratio to one another as possible. If a ratio of 3 to 1 be desired, for example, it is obviously much easier to maintain a delayed transition over the range of lift coefficients from 0.15 to 0.45 than over the range from 0.4 to 1.2. That factor is likely to have some influence in favor of lower lift coefficients and lighter loading than would otherwise appear to be ideal.

Flying Quality Specifications. I was rather surprised by your statement that "we prefer neutral (longitudinal) stability". In going into that subject at some length during a visit to Boscombe Down, I gathered the impression that the longitudinal stability of American aircraft, in general substantially greater than that of similar British types, had been very favorably regarded by test pilots. I remember one of those with whom I talked saying that: "We never have any trouble with flying characteristics at the forwardmost position of the c.g., where, if anywhere, excessive stability would appear; it is always at the rearmost c.g., where the stability-deficiency troubles make their appearance, that we are worried".

On the other hand, I gather that some of our pilots who have flown the Spitfire have been very favorably impressed with the exceedingly close approach to neutral fixed control-longitudinal stability that it manifests.

I think we are really making substantial progress now towards the preparation of adequate quantitative specifications for flying qualities - a matter in respect of which great progress has been made since it first became the subject of really serious study here about five years ago. It is, as you may know, a matter in which I have long had a particular personal interest, and I hope for more exchanges of experiences between your engineers and pilots and ours.

A particular phase of this subject in which I am much interested at present concerns the relative importance, from the pilot's point of view, of a stable stick-force curve and a stable stick-position curve. I used to think that the stick-position curve was of considerable importance; but the pilots of large aircraft with whom I have talked seem to attach very little significance to it. They say that the change of stick position with speed is almost always so small, as compared with the change of force, that the pilot depends almost entirely on the strength of the reaction of the stick against his hand to give him the desired "feel", rather than upon the distance to which his arm is extended by the stick position. Of course it is necessary that the curve of stick position should not have a very appreciably positive slope, which would undoubtedly be confusing to the pilot; and almost equally necessary that it should not have a large negative slope, which would result in discomfort to the pilot, through having to keep his arm in an uncomfortable attitude while maintaining certain flight conditions, and would occasion the hazard of running out of control travel before the desired range of attitudes had been secured. I should think it of relatively little importance, however, whether the stick-position curve had a small positive or a small negative slope on large aircraft.

There is however some feeling here, which is expressed in the latest N.A.C.A. conclusions on the subject, that it is quite important to have a very definitely negative slope on small aircraft, so that the pilot may feel the flight attitude of his machine through the stick position. I gather, on the other hand, that the Spitfire has a stick control curve of almost zero slope, and the question of the desirable slope and form of the curve is one which it would be well to explore farther.

The variation of stick-position may become important in future in large aircraft in which power controls are used. All of the power controls so far developed in this country have been of the "boost" type, reducing the control forces by a certain proportion but leaving them plainly sensible to the pilot. There is of course the alternative possibility, which seems to be very practicable mechanically if it wouldn't create too much of a problem for the pilot, of using a true power control, irreversible and with no reaction carried through from the control surfaces to the stick, and then using springs to center the stick on the trim position so that the pilot could feel any change of stick position. In anticipation of further developments in the design of power controls for very large aircraft, I should think it very useful to make some experiments on small machines with control hook-ups arbitrarily rigged to give the pilot the sensation of various types of power control (in particular, those types in which there would be no direct translation of control force into stick force) in order that pilots might try them out for a time and see whether or not, after proper familiarization, such controls really presented any serious difficulties. After all, innumerable generations of helmsmen had steered small boats largely by the feel of the tiller before steam and electric steering gears were introduced, but no one now expects that the wheel of a battleship will give any impression whatever of rudder hinge moments.

Overloading. The prevalence of overloading was one of the first things that stuck me when I began to get acquainted with British wartime practice last spring. (I might to be sure have foreseen it, as more or less certain to appear). One of the first notes that I sent home from London concerned the desirability of proportioning landing gears, or at least the wheel wells and such other elements of the design as were unchangeable after having once been established, to take care of an increase of weight up to the maximum with which the airplane could get off from the largest fields likely to be available, and have a minimum safe rate of climb.

It has been good to hear from you again. I am sorry to say that there is no immediate prospect of my returning to England, although of course I very much wish that a good occasion for at least another short visit might be found.

With very best wishes to all my friends in your department.

Sincerely,

Edward Warner

P.S. Your letter came addressed to me as Editor of AVIATION, a post which I haven't held for a good many years now, and was forwarded by my successor in that office. I would suggest that you have your office records corrected, and that any future mail will be addressed to me here.

CC - Dr. Lewis

HENRY HARLEY ARNOLD

Box 115 Folder 7

MILITARY DECIMAL

SAS 400.114
through
400.303

CONFIDENTIAL

March 30, 1942

SUBJECT: Data on Development Projects.

TO: The Adjutant General.

Pursuant to your letter of January 22, 1942, AG 400.114 (1-13-42) MSC-D, subject as above, attached are nine (9) photographs, in duplicate, as follows:

a. 86491 Controllable Glide Bomb(Timm) Top View
b. 86492 Controllable Glide Bomb(Timm) Front View
c. 86493 Controllable Glide Bomb(Timm) Side View
d. 86494 Controllable Glide Bomb(Bellanca) Top View
e. 86495 Controllable Glide Bomb(Bellanca) Side View
f. 86496 Controllable Glide Bomb(Bellanca) Front View
g. 86497 Controllable Glide Bomb(Aeronca) Top View
h. 86498 Controllable Glide Bomb(Aeronca) Front View
i. 86499 Controllable Glide Bomb(Aeronca) Side View.

For the Commanding General:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Adjutant General, A.A.F.

MAR 30 1942
AAG

18 Incls:
As listed.

400.114 (8)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

CONFIDENTIAL

AAF-39

air AG 400.114 (8)

DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1974
By clr/ac LC; Date 11-18-75

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~

File No. .....

Tally No. 119 .....

Note -- A line will be drawn across sheet after each comment.

SUBJECT: Data on Development Projects

NO.	FROM	TO	DATE	COMMENTS	RWJ:lgs
1	AFAMC-9	AFMAD	1942 3/28	1. Pursuant to instructions contained in letter dated January 22, 1942, from The Adjutant General to the Chief of the Air Corps, there are forwarded herewith two (2) copies each of photographs showing several types of controllable bombs: a. 86491 Controllable Glide Bomb(Timm) Top View b. 86492 Controllable Glide Bomb(Timm) Front View c. 86493 Controllable Glide Bomb(Timm) Side View d. 86494 Controllable Glide Bomb(Bellanca) Top View e. 86495 Controllable Glide Bomb(Bellanca) Side View f. 86496 Controllable Glide Bomb(Bellanca) Front View g. 86497 Controllable Glide Bomb(Aeronca) Top View h. 86498 Controllable Glide Bomb(Aeronca) Front View i. 86499 Controllable Glide Bomb(Aeronca) Side View	
	Hq. Army Air				
		28 1942		Incls. 19 photos as above	C.P.E. Commanding General Materiel Command, A.A.F.
	AAG Received				

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

PAGE NO.

~~CONFIDENTIAL~~

Cc-151

Air AG 400.114 (8)

AFTSC
FAG:jog
(Written 3/12/42)

5th Ind.

War Department, Headquarters of the Army Air Forces, Washington, March 12, 1942. To: Chief of the Armored Force.

Noted.

For the Commanding General, Army Air Forces:

A. W. HARRINER
Colonel, Air Corps,
Director of Communications

Hq. Army A
MAR 13 1942
AAG Received

Dispatched
MAR 16 1942
AAG

H13H

HEADQUARTERS—ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5 FD	A-Insp.	Budget	Statistics	Comm
											Slg for comm

AAF-39

Air AG 400.114 (7)

(7) 400.114

WAR DEPARTMENT
Office of the Chief Signal Officer
WASHINGTON

RESTRICTED

DECLASSIFIED

Inreply
refer to

OCSigO 413.4 (M-210)

Item No. 46
S.C.T.C Meeting No. 208
Date: February 9, 1942

DECLASSIFIED

SUBJECT: Standardization of Message Book M-210

TO: Chairman, Signal Corps Technical Committee.

FROM: Subcommitte on Military Characteristics and Standardization.

1. REFERENCES:

a. Summary of Reports on Service Test.

b. Disposition Form from G-3 indicating changes desired.

c. Model of Message Book M-210.

2. DISCUSSION:

a. Fifty thousand (50,000) copies of Message Book M-210 have been distributed and service tested.

b. The summary of reports on service test indicated that this item should be standardized.

c. It is proposed that the Message Book with revisions as recommended by service testing agencies and G-3 be standardized.

d. Concurrently with the standardization of Message Book M-210, it is proposed that Message Book M-105-A be reclassified from Standard to Limited Standard.

Interested Arms and Services: All Arms and Services.

Degree of Secrecy: "Restricted".

3. RECOMMENDATIONS: The Subcommitte recommends:

a. In accordance with Paragraph 8 of AR-850-25, Military Characteristics shown in Exhibit "A" be adopted.

b. In accordance with Paragraph 13 of AR-850-25, this item be classified without further service test as-

Required type
Adopted type
Standard article

RESTRICTED

DECLASSIFIED

c. That the classification of Message Book M-105-A be changed from Standard to Limited Standard.

d. In accordance with Paragraph 17 of AR-850-25, the Subcommittee furnishes such of the following items of information as are pertinent:

C&E & S&I (1) Message Book M-210
(a) This item is a field message book including message blanks, carbon paper, and tracing paper.

(2) This item to be classified as:

Required type
Adopted type
Standard Article

S&I & R&D (3) This item will replace an existing adopted type.

S&I (4) It is recommended that the replaced Message Book M-105-A be reclassified:

Limited Standard.

S&I (5) (a) It is recommended that the Signal Corps be charged with the the storage and issue of this item.

Proc (b) It is recommended that his item be classified as an item of war reserve, essential item.

C&E & S&I (c) Message Book M-210.

C&E (d) It is recommended that authorization for the Message Book M-210 in accordance with Exhibit "B" be inclosed in Appendix "B" of the Signal Corps General Catalog or appropriate information circular.

Maint (e) Monthly maintenance percentages are recommended as follows: Zone of Interior 50%; Theater of Operations 200%.

C&E (6) It is recommended that the Office of the Under Secretary of War indicate procurement clearance by indorsement hereon. The following information is furnished in this connection:

C&E (a) This item is for procurement in both peace and war.

Proc (b) The source of supply is considered adequate.

Proc (c) The procurement of this item in war will not materially affect the procurement program as a whole nor complicate nor interfere with the procurement of other items already standardized.

Proc (d) It is contemplated procuring this item from commercial sources.

Proc (e) Not applicable.
Proc (f) The Characteristics of this item are such that its procurement from commercial sources will not be restricted to one source of supply.
R&D (g) The estimated cost based on latest procurement is $ .20.
Sched (h) The estimated cost based on quantity procurement is $ .20.
Sched (i) The amount of strategic materials required are none.

C&E (7) All arms and services are interested. Concurrences in this action have been obtained from the representatives of the chief of all arms and services by indorsement hereon.

C&E & R&D (8) This item possesses all the military characteristics.

R&D (9) No existing item requres modification or standardization before the issue of this item can be effected.

S&I (10) This item is for immediate procurement. Procurement and issue is recommended when existing stocks of the item being superseded are depleted.

Proc (11) The recommended action will have no material affect on the procurement problem.

Sched (12) This item replaces the Message Book M-105-A. The cost to the Army will be increased by approximately $ .12 for every item procured which will be the difference between the Message Book M-210 and Message Book M-105-A.

4. In compliance with letter to the Chief Signal Officer from the Adjutant General, dated November 1, 1941, file AG 400.114 (10-30-41) PC-D, additional information is furnished as follows:

Proc a. If recommended basis of issue is approved, the total quantity involved is 12,643,900 (Protective Mobilization Plan, plus Augmentation Mobilization Plan, Plus maintenance for 12 months operation).

b. If recommended basis of issue is approved, total cost is $2,528,780.00.

c. Funds have not been authorized for procurement of this item.

5. Inclosures to this report consist of:

a. Two - Exhibits "A", and "B".

6. The Subcommittee consisted of the personnel whose signatures appear below who concurred in the report on February 2, 1942.

OCSigO 413.4 (M-210)

RESTRICTED
DECLASSIFIED

Item 46
S.C.T.C. Meeting No. 208
Date: February 9, 1942

s/ J. B. Sweet
J. B. Sweet,
Lt. Colonel, Infantry.

S/ EUGENE V. ELDER
Eugene V. Elder,
Lt. Colonel, Signal Corps.

s/ M. W. DANIEL
M. W. Daniel,
Lt. Colonel, Armored Force,

s/ A. G. KOBYLARZ
A. G. Kobylarz,
Captain, Signal Corps.

for

G. X. Cheves,
Lt. Colonel, General Staff Corps,
(Armored Force).

for

John M. Heath,
Lt. Colonel, Signal Corps.

s/ R. O. FRANZEN
R. O. Franzen,
Captain, Signal Corps,

s/ WILL V. PARKER,
Will V. Parker,
Lt. Colonel, Signal Corps.

for

Tom C. Rives,
Lt. Colonel, Signal Corps.

s/ W. E. PLUMMER
W. E. Plummer,
Captain, Signal Corps,

for

s/ R. C. HILDRETH
R. C. Hildreth,
Lt. Colonel, Signal Corps,

W. T. Guest,
Lt. Colonel, Signal Corps.

s/ WILLIAM H. CARUTHERS, JR.
William H. Caruthers, Jr.,
1st Lieut., Signal Corps,

s/ F. E. KIDWELL
F. E. Kidwell
Lt. Colonel, Signal Corps,
Chariman and Recorder.

for

C. D. Guny,
Colonel, Signal Corps.

RESTRICTED
DECLASSIFIED

RESTRICTED

Item No. 46
S.C.T.C. Meeting No. 208
Date: February 9, 1942

EXHIBIT "A"

MILITARY CHARACTERISTICS

MESSAGE BOOK M-210

1. GENERAL DESCRIPTION:

a. Message Book for use in the field containing message blanks, carbon paper, and tracing paper.

b. Size of book will be as large as possible, yet capable of being carried in a uniform shirt pocket.

c. The message book and the printing is to be according to the model furnished. The book will be the same as service test model with the following revisions:

1. The number of tracing sheets have been increased from six to eight.

2. The edge of the perforation has been marked with a heavier line to show edge of message.

3. One extra line has been provided as on sample sheet for body of the message.

4. Heading of the message has been changed according to sample sheet.

5. The identification number has been shortened from M-210-72 to M-210.

6. Nine abbreviations have been added to the list now in the book.

7. The instructions on the inside of the protector insert for using the book have been changed.

8. The caution concerning the protector insert has been changed to bold face type and placed above instructions on the inside of the front cover.

9. Changes have been made in the following paragraphs of the instructions: Paragraphs 2, 5, 7, 10, 11, and 14. Paragraph 13 has been deleted.

10. The message form has been changed to conform with the newly written Paragraph 11 of the sample furnished.

11. The carbon paper has been improved.

RESTRICTED

DECLASSIFIED

RESTRICTED

Item No. 46
S.C.T.C. Meeting No. 208
Date: February 9, 1942

OCSigO 413.4 (M-210)

EXHIBIT "B"

1	2	3	4	5
Article	For Mobilization	For Peace		Remarks and Basis of Issue
Message Book M-210	1			Per Off and WO; Cav, CWS, CAC FA, and SigC NCO; AC, CE, INF, and MC NCO of Grades 1, 2, 3 and 4; (Note: Not issued to band, mess, motor supply or stable personnel with combat troops).
	10			Per Co; Btry; Tr.
	20			Per Bn; all Arms and Services
	30			Per Regt all Arms and Services
	30			Per Brig all Arms
	40			Per Div. Hq.
	40			Per Corps Hq.
	40			Per Army Hq.
	5			Per Flt AC
	10			Per Sq AC
	20			Per Gp AC
	20			Per Comd. AC
	30			Per AFCC
	10			Per MC of Army; Corps; and Div. operated by Sig C.
	2			Per Ground operated radio sets all Arms and Services
	5			Per Message Center operated by Arms and Services.

The above plus the same number of copies as are now authorized of M-105, to each stationery set as follows:

DECLASSIFIED

RESTRICTED

OCSigO 413.4 (M[illegible]0) (Cont'd)
Exhibit "B"

DECLASSIFIED
Item [illegible]. A5/B1
S.C.T.C. Meeting No. 208
Date: February 9, 1942

1	2	3	4	5
Article	For Mobilization	For Peace		Remarks and Basis of Issue
Message Book M-210	100	100	SY-1-B	
	50	50	SY-2-B	
	50	50	SY-3-B	
	100	100	SY-4-A	
	50	50	SY-5-A	
	1000	1000	Per Com Dept, A F School	
	1000	1000	Per F A School	
	1200	1200	Per Cav School	
	100	100	Per CWS School	
	3	3	Per Quarter, Officer Students S C Sch.	
	6	6	Per Quarter, Instructors, S C Sch.	
	1	1	Per Officer, Candicate S C Sch.	
	1	1	Per 0 and 10 EM at Engr Repl Tr Cen.	
	5000	5000	Per S C Repl Tr Cen quarterly allowance.	
	1	1	Per Quarter, Instr. Inf. Sch.	
	1	1	" " , Student " "	
	1	1	" " , Officer Candidate Inf. Sch.	
	3000	3000	Per Quarter, Branch & Materiel Tr Cen. Ft. McClellan	
	2000	2000	Per Quarter, Branch & Meteriel Tr Cen. Camp Robinson	
	4000	4000	Per Quarter, Inf. R.T.C.	

"7"

DECLASSIFIED

OCSigO 413.4 (M-210)

DECLASSIFIED
~~RESTRICTED~~

Item No. 46
S.C.T.C. Meeting No. 208
Date : February 9, 1942

7. Subcommitte Report approved by the Signal Corps Technical Committee February 9, , 1942.

/s/ Hugh Mitchell

Hugh Mitchell,
Colonel, Signal Corps
Chairman, S.C.T.C.

8. Subcommitte Report approved February 9, , 1942.

For the Chief Signal Officer.

/s/ Hugh Mitchell

Hugh Mitchell,
Colonel, Signal Corps

DECLASSIFIED
~~RESTRICTED~~

OCSigO 413.4 (M-210)

DECLASSIFIED

Item No. 46
S.C.T.C. Meeting No. 208
Date: February 9, 1942

9. Cleared for procurement by Signal Corps

Formal approval through the Adjutant General will follow.

By direction of the Under Secretary of War.

/s/ Byron A. Falk

Byron A. Falk,
Colonel, Signal Corps, U.S.Army,
Chief, Standards Division

Date: 2/9/42

10. Action recommended in the above Subcommittee Report is authorized February 9, 1942. Formal approval by The Adjutant General will follow.

/s/ F. J. Darke, Jr.
F. J. Darke, Jr.
Captain, Signal Corps.

for

Earl S. Hoag,
Colonel, General Staff,
Chief, Development Section,
Development Section, G-4.

DECLASSIFIED
RESTRICTED

OCSigO 413.4 (M-210)
SCTC (2-9-42)

1st Ind.

O-6-4

War Department, OCSigO, Washington, February 9, 1942. To: The Adjutant General THRU the Under Secretary of War.

1. For necessary action.

For the Chief Signal Officer:

/s/ HUGH MITCHELL
Hugh Mitchell
Colonel, Signal Corps

2nd Ind.

War Department, Office of the Under Secretary, Washington, D. C.
February 13, 1942. TO: The Assistant Chief of Staff, G-4, Washington, D.C.

1. The following item is cleared for procurement as to type:

Message Book M-210

2. The Signal Corps is charged with the procurement of this item.

By direction of the Under Secretary of War:

/s/ BYRON A. FALK
Byron A. Falk,
Colonel, Signal Corps,
Chief, Standards Division

SUBJECT: Standardization of Message Book M-210

AG 062.1 (2-9-42)MSC-D 3rd Ind. MNE/khw-1705

War Department, A.G.O., March 8, 1942. - To: Chief Signal Officer.

1. The military characteristics contained in the basic communication for Message Book M-210 are approved.

2. The item Message Book M-105-A is reclassified from standard to limited standard.

3. The item Message Book M-210 is classified as follows:

a. Required type.
Adopted type.
Standard article.

b. Current supply, non-critical, essential item.

4. You are charged with the storage and issue of this item.

5. Approval from this office is not necessary for the inclusion of expendable items in supply catalogs or circulars, as published by the Supply Arms and Services. No objection is raised to the distribution recommended in basic communication.

6. a. Maintenance factors are not established and recorded by this office for articles of expendable supply.

b. It is the function of the Chiefs of the Supply Arms and Services to procure expendable items of supply in accordance with allowances thereof, with experience tables of issue consumption, or by other means of computing requirements as accurately as possible.

c. In this connection the estimated quantity noted in paragraph 3 of the basic communication, presumably arrived at by the use of proposed maintenance factors, appears to be excessive.

By order of the Secretary of War:

Adjutant General.

OCSigO 413.4 (N-210) 4th Ind. CC-2
(SCTC 2-9-42)

War Department, OCSigO, Washington, March 10, 1942. To: Chief of the Air Corps, Chief of the Armored Force, Chief of Coast Artillery, Chief of Field Artillery, Chief of Cavalry, Chief of Chemical Warfare Service, Chief of Engineers, Chief of Infantry, Chief of Ordnance, Chief of Quartermaster Corps, and Chief of Medical Corps, IN TURN.

1. For notation and return.

For the Chief Signal Officer:

F. J. Magee,
Lt. Colonel, Signal Corps.

CONFIDENTIAL

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DECLASSIFIED

[illegible] 11-10-75

400.114 (6)

1st Ind.

War Department, Hq., Army Air Forces FEB 20 1942
To: Assistant Chief of Staff, G-2.

1. Forwarded for your information and disposition.

For the Chief of the Air Staff:

Dispatched
FEB 24 1942
AAG

MARTIN F. SCANLON,
Brigadier General, U.S.A.,
Assistant Chief, Air Staff, G-2.

Incls.
2 (no change)

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

			A-1	A-2	A-3	A-4				

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CONFIDENTIAL

Ass'd w/ 400.114 (6)
A-2/14075
A-2/18025

AAF-39

SUBJECT: Information Given to Rotax Limited. Jan. 15, 1942.

TO: Assistant Chief of Staff, G-2--Through Chief of Intelligence Division, OCAC

1. Attached hereto are two copies of a letter from the Scintilla Magneto Division dated December 2, 1941, subject as above, which Wright Field has forwarded for transmittal to your office.

For the Chief of the Air Corps:

Incls.
2 cps. of ltr.
Sc. M. Div.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

DECLASSIFIED
DOD Dir 5200.9 Sept 27, 1958
By [illegible] NG Date 11-10-75

CONFIDENTIAL
DECLASSIFIED

(AFMAG) JBC:eie

400.114 (5) B

May 4, 1942

MEMORANDUM FOR: The Recorder, Joint Aircraft Committee, Room 4116, Munitions Building.

SUBJECT: Standardization Cases.

1. Attention is invited to the attached copy of letter of March 1, 1942, from this office to The Adjutant General. The letter with inclosures was dispatched through error to Australia instead of to England.

2. In view of that fact, it is requested that copies of the inclosures be furnished this office in order that the error may be corrected.

For the Commanding General, Army Air Forces:

Dispatched
MAY 4 1942
AAG

J. B. COOLEY
Lt. Col., A.G.D.
Asst. Air Adjutant General

1 Incl.
Cpy letter, 3/1/42

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

		A. A. G.	A-1	A-2	A-3	A-4	A-5 FD	Assoc.	Budget	Notes

DECLASSIFIED
CONFIDENTIAL

Ai AB 400.114 (5) B

4294

AAF/A-2/FL
JTC-jd
(written 2-3-42)

FEB 8 1942

SUBJECT: Standardization Case No. 257

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

FEB 8 1942
AAG

1 Incl.
Ltr.,1/30/42 to Intel. Div.,G-2,OCAC, from N.H.Shea,JOINT AIRCRAFT COMMITTEE, w/incl.

HEADQUARTERS ARMY AIR FORCES COORDINATION										
Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics

AAF 39

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D.C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 257

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #257 (Rept. #1)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

4294

AAF/A-2/FL
JTC-jd
(written 2-3-42)

FEB

SUBJECT: Standardization Case No. 254

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

400.114 (3)

1 Incl.
LAr., 1/30/42, to Intel. Div., G-2, OCAC, from N. H. Shea, JOINT AIRCRAFT COMMITTEE, w/incls.

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Statistics	

AAF 39

Air AG 400.114 (3)

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 254

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #254 (Rept. #1)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

Standardization Cases

3 AFMAG AFASC 1942 5/6

JBC:eie

Attached are copies of the inclosures requested. This office does not have copies in quadruplicate.

2 Incls.
cy ltr 3/1/42
Memo 5/5/42 w/7 Incls.

J. B. C.
Lt.Col., A.G.D.
Asst. Air Adj. Gen.

400.114 (3) B

Dispatched
MAY 7 1942
AAG

File 5/7/42

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y - Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1954
By [illegible] IC, Date [illegible]

DECLASSIFIED ~~CONFIDENTIAL~~

ARMY AIR FORCES
ROUTING AND RECORD SHEET

COPY

Note. -- A line will be drawn across sheet after each comment.

File No. _____

Tally No. AAF _____

SUBJECT: Standardization Cases

NO.	FROM	TO	DATE	COMMENTS
1	AFDIS	AFASC	1942 4/29	AFDIS MEC/am 1. Attached hereto is a copy of a letter which was forwarded to the Special Army Observer, London, England, dated March 1, 1942 on the above subject. 2. Due to an error in The Adjutant General's office, this letter and enclosures were put in the pouch going to Australia, instead of the one to London, and advice has been received that they are now in Australia. 3. Due to the length of time it would take to send this data from Australia to London, it is requested that a duplicate set of the enclosures be obtained and forwarded to the Special Army Observer, London. /s/ W.J. I. for 1 Incl. C.E.H. Cy ltr Special Army D.I.S. Observer 3/1/42
2	AFASC	AFMAC	1942 5-1	(AFASC-S-2) JCS:mmv 1. Reference is made to the above comments. 2. It is requested that this office be furnished for necessary action, copies of the 7 inclosures (in quadruplicate) with letter, copy of which is attached, to Special Army Observer, American Embassy, London, England. /s/ L.D.M. H.J.F.H. 1 Incl. CO/ASC Ltr. dtd. 3/1/42 Copy of Original

DECLASSIFIED
~~CONFIDENTIAL~~

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

Page No. _____

WF-2,T-42-2M

DECLASSIFIED
DOD Dir. 5200.10
By Ela Lee NC; Date 11/18/75

CONFIDENTIAL

DECLASSIFIED

JOINT AIRCRAFT COMMITTEE
WASHINGTON, D. C.

May 5, 1942

MEMORANDUM TO: Commanding General, Army Air Forces
Attention: Lt. Colonel J. B. Cooley, Assistant Air Adjutant General

SUBJECT: Standardization Cases

1. Transmitted herewith are copies of the following standardization cases:

Case No. 51 - Standardization of Turrets
" 245 - Standardization of Electrical and Pyrotechnical Recognition Devices
" 257 - Standardization of Lockheed Vega O-56 (Ventura G. R.)
" 261 - Standardization of the Grumman F6F Type Aircraft
" 263 - Standardization of Douglas SBD-3 (A-24)
" 264 - Standardization of Curtiss SB2C (A-25)
" 265 - Standardization of Lockheed Hudson A-28 and A-29

2. This is in accordance with your request of May 4, 1942.

N. H. Shea
N. H. SHEA
1st Lieut., Air Corps
Assistant Recorder

Incls.:
As herein listed

DECLASSIFIED

CONFIDENTIAL

March 1, 1942

SUBJECT: Standardization Cases

TO: The Special Army Observer,
American Embassy
London, England

THROUGH: The Adjutant General

1. Attached hereto is one (1) copy each of the following Standardization Cases:

Case No.	Subject:
261	Standardization of the Grumman F6F Type Aircraft
51	Standardization of Turrets
263	Standardization of Douglas SBD-3 (A-24)
265	Standardization of Lockheed Hudson A-28 and A-29
257	Standardization of Lockheed Vega O-56 (Ventura G.R.)
245	Standardization of Electrical and Pyrotechnical Recognition Devices
264	Standardization of Curtiss SB2C (A-25)

FOR THE CHIEF OF THE ARMY AIR FORCES

7 Incls.
As Listed above.

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

4294

AAF/A-2/FL
JTC-jd
(written 2-3-42)

SUBJECT: Standardization Case No. 255

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

400.114 (3) B

1 Incl
Memo, AC/AS, G-2 to Intel. Div.
AC/AS, G-2, CMPT, from H.H. Shaw, Jr.
JOINT AIRCRAFT COMMITTEE
w/incl.

HEADQUARTERS ARMY AIR FORCES											COORDINATION	
Chief of Staff					A 3	A 4	A WPD	A insp	Budget	Sta t stics		

AAF 39

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 255

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #255 (Rept. #1)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

4294

AAF/A-2/FL
JTC/jd
(written 2-3-42)

FEB 8 1942

SUBJECT: Standardization Case No. 217

TO: The Adjutant General, War Department, Washington, D.C.

400.114 (3) a

There is transmitted herewith Report No. 7 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

1 Incl.
Ltr., 1/30/42 to Intel.
Dir., G-2, OCAC, from
HEADQUARTERS, ARMY AIR FORCES
Sub., Rpt., Joint Aircraft
Committee, w/inl.

COORDINATION											
Chief of Staff		A G/A		A 2	A 3	A 4	A WPD	A Insp	Budget	Sta tistics	

AAF 39

Air AB 400.114 (3) a

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 217

Transmitted herewith is Report No. 7 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #217 (Rept. #7)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

SUBJECT: Standardization Case No. 217.

AG 413.77 (2-8-42)MSC 1st Ind. RPN/em - 1706,

War Department, A.G.O., February 9, 1942. To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

R.G.H.

1 Incl. n/c

COPY TO: Chief of the Army Air Forces,
ref. his ltr., 2-8-42, to TAG.

400.114 (3)

SUBJECT: Standardization Case No. 254.

AG 413.77 (2-8-42)MSC 1st Ind. RPM/evh-1705

War Department, A.G.O., February 9, 1942. - To: Major General James E. Chaney, U. S. Special Army Observer, London, England. R.G.E.

1 Incl.-n/c.

COPY TO: Chief of the Army Air Forces, ref. his letter, February 8, 1942, to TAG.

SUBJECT: Standardization Case No. 255

AG 452.9 (2-8-42)MSC 1st Ind. EFM/em - 1705.

War Department, A.G.O., February 9, 1942. To: Major General James B. Chaney, U. S. Special Army Observer, London, England.

B.G.B.

1 Incl. n/c

COPY TO: Chief of the Army Air Forces,
ref. his ltr., 2-8-42, to TAG.

400.114 (3)

 ~~CONFIDENTIAL~~

SUBJECT: Standardization Case No. 257.

AG 413.77 (2-8-42)MSC 1st Ind. RPM/evh-1705

War Department, A.G.O., February 9, 1942. - To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

1 Incl.-n/c. R.G.H.

COPY TO: Chief of The Army Air Forces, ref. his letter, February 8, 1942, to TAG.

400.114 (3)

~~CONFIDENTIAL~~

AAF/A-2/FL
JTC-jd
(written 2-3-42)

CONFIDENTIAL

FEB 7 1942

SUBJECT: Standardization Case No. 258

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

FEB 7 1942
AAG

1 Incl.
Ltr.,1/30/42 to Intel.Div.,
G-2,OCAC, from N.H.Shea,
JOINT AIRCRAFT COMMITTEE

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics

AAF 39

CONFIDENTIAL

Air AG 400.114 (2) 8

400.114 (2) 8

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

'CONFIDENTIAL'

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 258

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #258 (Rept. #1)

I certify this to be a true copy

V.R.H. Sternbergh
V.R.H. Sternbergh
2nd Lt., MI, GSC

'CONFIDENTIAL'

4294

AAF/4-2/FL
JTC-jd
(written 2-3-42)

FEB 7 1942

SUBJECT: Standardization Case No. 249

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 2 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Dispatched
FEB 7 1942
AAG

1 Incl.
Ltr., 1/30/42 to Intel.
Dir., G-2, OCAC, from
Chief of Staff, U.S. Army, w/inds.

HEADQUARTERS ARMY AIR FORCES

Chief of Staff				A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	

COORDINATION

AAF 39

Air AG 400.114 (2) D

400.114 (2) D

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 249

Transmitted herewith is Report No. 2 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #249 (Rept. #2)

I certify this to be a true copy

Van R.H. Sternbergh

V.R.H. Sternbergh
2nd Lt., MI, GSC

CONFIDENTIAL

AAF/A-2/FL
JTC-jd
(written 2-3-42)
4294

FEB 7 1942

SUBJECT: Standardization Case No. 245

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 3 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Adjutant General

HEADQUARTERS ARMY AIR FORCES										COORDINATION	
Chief of Staff	Sec'y Gen'l Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
	Ltr. 1/30/42, to Intell. Div., G-2, OCAC, from H. H. Shea, JOINT AIR-CRAFT COMMITTEE, w/inst.										

AAF 39

CONFIDENTIAL

JOINT AIRCRAFT COMMITTEE
Washington, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 245

Transmitted herewith is Report No. 3 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

/s/ N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #245 (Report. #3)

COPIED: A-2/FL: JDavis

4294

AAF/A-2/FL
JTC-jd
(written 2-3-42)

FEB 7 1942

SUBJECT: Standardization Case No. 70

TO: The Adjutant General, War Department, Washington, D.C.

There is transmitted herewith Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

400.114 (2) B

FEB 7 1942
AAG

1 Incl.
Ltr. 1/30/42, to Intel.

HEADQUARTERS, ARMY AIR FORCES						COORDINATION					
Chief of Staff	[illegible]	[illegible]	[illegible]	[illegible]	A 3	A 4	A WPD	A Insps	Budget	Statistics	

AAF 39

Air AS 400.114 (2) B

4294

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 70

Transmitted herewith is Report No. 1 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #70 (Rept. #1)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

4294

AAF/A-2/FL
JTC-jd
(written 2-3-42)

FEB 7 1942

SUBJECT: Standardization Case No. 48

TO: The Adjutant General, War Department, Washington, D.C.

Transmitted herewith is Report No. 3 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

400.114 (3) a

1 Incl.
Ltr., 1-30-42 to Intel. Div., G-2, OCAC, from N. H. Shea, JOINT AIRCRAFT COMMITTEE, w/inel.

HEADQUARTERS ARMY AIR FORCES — COORDINATION										
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics

AAF 39

Air AS 400.114 (2) a

JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

January 30, 1942

MEMORANDUM TO: Intelligence Division, G-2, OCAC

SUBJECT: Standardization Case No. 48

Transmitted herewith is Report No. 3 of subject case for transmittal to the Special Army Observer, American Embassy, London, England.

N. H. SHEA
2nd Lieut., Air Corps
Assistant Recorder

Incl.:
Case #48 (Rept. #3)

I certify this to be a true copy

V.R.H. Sternbergh
2nd Lt., MI, GSC

CONFIDENTIAL

SUBJECT: Standardization Case No. 48.

AG 413.77 (2-7-42)MSC 1st Ind. RPM/ved-1705.

War Department, A.G.O., February 9, 1942. - To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

R.G.H.

1 Incl. n/c

COPY TO: Chief of the Army Air Forces re his ltr 2-7-42 Air AG 400.114 (2)A to TAG.

400.114 (2)

CONFIDENTIAL

CONFIDENTIAL

SUBJECT: Standardization Case No. 249.

AG 413.77 (2-7-42)MSC 1st Ind. RPM/hm-1705.

War Department, A.G.O., February 9, 1942. - To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

1 Incl. n/c. By Order

COPY TO: Chief of the Army Air Forces,
ref. his ltr. 2-7-42 to TAG.

400.114 (2)

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

SUBJECT: Standardization Case No. 258

AG 413.77 (2-7-42)MSC 1st Ind. RPH/cc - 1705.

War Department, A.G.O., February 9, 1942. To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

By Order of the Secretary of War:

1 Incl. n/c

COPY TO: Chief of the Army Air Force.
Ref. his Ltr 2-7-42 to TAG.

400.114

DECLASSIFIED

CONFIDENTIAL

CONFIDENTIAL

SUBJECT: Standardization Case No. 70.

AG 471.6 (2-7-42)MSC 1st Ind. RPM/emk-1705.

War Department, A.G.O., February 8, 1942. To: Major General James E. Chaney, United States Special Army Observer, London, England.

For your information.

By order of the Secretary of War:

R. H. Hewitt

1 Incl. m/c. Adjutant General.

COPY TO: Chief of the Army Air Forces, ref his ltr to TAG, 2-7-42.

CONFIDENTIAL

(2) 411.00 h.

CONFIDENTIAL

SUBJECT: Standardization Case No. 245.

AG 413.77 (2-7-42)MSC 1st Ind. RPM/lhw-1705

War Department, A.G.O., February 9, 1942. - To: Major General James E. Chaney, U. S. Special Army Observer, London, England.

For your information.

By order of the Secretary of War:

E.S. Hersey

1 Incl. n/c

Adjutant General.

400.114 (2)

COPY TO: Chief of the Army Air Forces, ref. his ltr, 2-7-42, to TAG.

CONFIDENTIAL

SAS 400.12 1 —

KAK

DECLASSIFIED
DOD ltrs.
8 Jan. & 26 June 1974
By alhc; Date 11-10-75

aab 771

12 OCT 1945

AFDOO-4
Mr. Odell/rw/6704
Wrtn 4 October 1945

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

SUBJECT: Continuation of Joint Army-Navy Procurement Operations

1. Pursuant to the request in your memorandum, above subject, dated 21 August 1945, this memorandum sets forth present and proposed programs whereby the Army Air Forces and its counterparts in the Navy will continue to effect joint and coordinated action on matters related to procurement. Suggestions made by Colonel Vaughan of your office to representatives of this Headquarters on the manner of presenting the requested information are followed herein. Procurement is interpreted broadly to include the provision of such matters as air transportation and facilities as well as procurement of materiel.

2. The report titled "Coordination of Procurement Between the War and Navy Departments" prepared by Colonel Draper and Captain Strauss, and published in February 1945 constituted a comprehensive and thoughtful treatment of the problem of coordination of procurement between the War and Navy Departments and recommended a solution, in the form of the proposed Joint Materiel Chiefs and a Joint Director of Materiel, which this Headquarters concurred in and was prepared to support energetically. The extensive coordinating machinery between the AAF and the Navy Bureau of Aeronautics described in that report has been expanded since the report was issued, in several instances, to include joint AAF-ASF-Navy participation. Certain agencies described in the report have been inactivated because of the discontinuance of the war programs with which they were concerned. This memorandum therefore uses the above-mentioned Draper-Strauss report as a starting point and addresses itself to the changes which have transpired since that report was published and the areas in which the coordination already achieved between the AAF and the Bureau of Aeronautics and other appropriate agencies may be preserved and expanded.

3. Accordingly, this memorandum is divided into three general sections with an attached tab devoted to each. These sections are as follows:

a. Existing and Proposed Agencies and Other Machinery by Which Joint Procurement Operations Will be Continued Between the AAF and the Navy. (TAB A)

b. Agencies By Which the AAF Has Conducted Joint Procurement Operations with the Navy But Which Have Been Discontinued. (TAB B)

c. Areas in Which Further Joint Action Between the AAF and Navy Appears Desirable. (TAB C)

4. Exact future and permanent requirements for personnel, space and equipment cannot be provided at this time, due to the undetermined size of the programs and problems in the general field of procurement with which the agencies discussed in the attached inclosures will be concerned. By agreement with Colonel Vaughan, therefore, no attempt has been made to estimate such requirements. Existing staffs, space and equipment are adequate for the present, however, and decreases in these requirements may be expected to be made in an orderly manner, consistent with the inactivation of certain former AAF-Navy coordinating agencies and the assumption by remaining agencies of such of their work as will continue, and with the decreases in aircraft procurement programs which are already under way.

5. While it is recognized that your memorandum of 21 August 1945 does not concern itself with proposals recently discussed in Congress for the establishment of a single Department of Armed Forces, it is appropriate to state that in the opinion of this Headquarters the best permanent solution to the problem of coordination of procurement between and among the War and Navy Departments would be the establishment of a single Department of Armed Forces, wherein the procurement activities of the Army, Navy and Air Forces would be coordinated centrally, along the lines recommended in the report of the special committee of the Joint Chiefs of Staff on the Reorganization of the National Defense (JCS 749/12).

Signed
TEA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

3 Incls:

TABS A, B, and C

Tab A

EXISTING AND PROPOSED AGENCIES AND OTHER MACHINERY
BY WHICH JOINT PROCUREMENT OPERATIONS WILL BE CONTINUED
BETWEEN THE AAF AND THE NAVY

I. General (See Inclosure #1)

1. Air Coordinating Committee

II. Research, Development and Procurement (See Inclosure #2)

1. Aeronautical Board
2. Army-Navy Joint Specifications Council and Board
3. Joint Army-Navy Packaging Board
4. War Department Technical Committees
5. Joint Army-Navy Petroleum Purchase Agency
6. Joint AAF-Navy Bureau of Aeronautics Procurement Operations
7. Procurement Fiscal Arrangements

III. Supply (See Inclosure #3)

1. U.S. Standard Commodity Catalog Board and Committee
2. U.S. Standard Commodity Classification
3. Army Supply Program

IV. Readjustment (See Inclosure #4)

1. General
2. Joint Termination Regulation
3. Consolidated Termination Program
   and Direct Settlement Program
4. Joint Army-Navy Termination Committee
5. Joint Army-Navy Audit Committee
6. Space Control Committee

V. Transportation (See Inclosure #5)

1. Joint Army-Navy Air Transport Committee

VI. Installations (See Inclosure #6)

1. Army-Navy Air Facilities Committee
2. Joint Army-Navy Study of Airfield Planning and Design
3. Army-Navy-Civil Committee on Aviation -
   Ground and Seadrome Lighting Equipment and Installation
4. Army-Navy-Civil Committee on Aviation -
   Daylight Marking Committee

GENERAL

1. Air Coordinating Committee

a. Background

This Committee was established in March 1945 by inter-departmental agreement between the Secretaries of War, Navy, State, and Commerce. The Civil Aeronautics Board subsequently joined the Committee. There are the following standing sub-committees: Latin American Aviation, Provisional International Civil Aviation Organization, Technical Standards on Aeronautical Boards, Demobilization of the Aircraft Industry, Arctic Aviation, Financing of Foreign Air Services, and Export of Aeronautical Equipment. The following special sub-committees have been constituted: War Aviation Data, Foreign Air Bases, Panamanian Aviation.

b. Functions

(1) To examine aviation problems and the developments affecting more than one department or agency;

(2) To coordinate the activities of the government departments and agencies interested in this field;

(3) To recommend integrated policy for action by the departments represented on the committee or by the President or any other government agency.

c. Membership and Meetings

The Committee is composed of the Assistant Secretary of War for Air, the Assistant Secretary of the Navy for Air, the Assistant Secretary of Commerce (Burden), the Assistant Secretary of State (Clayton) and the Chairman of the Civil Aeronautics Board. The Committee meets every other Friday.

d. Comments

This Committee, which was established after the Draper-Strauss Report was issued, operates on a high policy level. The sub-committees, which are composed of representatives from the interested agencies (including the AAF) study, in accordance with the policies of the committee, and take action and report same to the top committee. The AAF representatives on the sub-committees participate in addition to their regular duties.

RESEARCH, DEVELOPMENT AND PROCUREMENT

1. Aeronautical Board

a. Background

This agency was established in 1916 and has been the chief agency for joint Army-Navy action in matters pertaining to aviation since that time, except for the establishment of certain special war-time agencies created for joint action especially in the field of production. Most of these agencies are being discontinued and such of their functions as are deemed advisable to continue on a post-war basis are now assumed by the Aeronautical Board. The most recent organization of the Aeronautical Board committees includes the following:

(1) Plans and Policies Committee
(2) Production Program Committee
(3) Army-Navy Civil Committee on Aircraft Design and Criteria
(4) Research and Development Committee
(5) National Advisory Committee for Aeronautics
(6) Working Committee

b. Function

The function of the Board is to secure a more complete measure of cooperation and coordination in the development of aviation in the Army and Navy and to provide an agency for the consideration of aeronautical matters. Previously the emphasis has been on coordination in specifications and standards matters. With establishment of the Production Program Committee, a major function becomes that of production planning and industrial mobilization. Further, the establishment of the Research and Development Committee created a new channel for exchange of information on research and development.

c. Membership and Meetings

There are three Army members (Deputy Commanding General, AAF, Assistant Chief of Air Staff-4, and Assistant Chief of Air Staff-3); and three Navy members, (Deputy Chief of Operations (Air), Assistant Chief of the Bureau of Aeronautics, and the Director, Office of Logistics Plans) on the Board. The Board holds regular monthly meetings. The AAF has seven or eight representatives, spending full time on duties with the Working Committee.

d. Comment

The activities of the Aeronautical Board were described in detail in the Draper-Strauss Report (Sec. 1, Volume II, and Sec. 13, Volume III). Since the report was issued the Aeronautical Board, including its component

committees, has been revamped to clarify functions and to take over and exercise continuing peace-time responsibilities of certain war agencies (including the Joint Aircraft Committee, Aircraft Production Board, Aircraft Resources Control Office, and the Aircraft Scheduling Unit) which are now being dissolved. Attached (attachment(a)) is a detailed statement on the current organization membership and procedure of the Aeronautical Board and its component committees. It should be noted that an attempt will be made by the Research and Development Committee to exchange information on operational (military) requirements. As pointed out in the Draper-Strauss Report, the Working Committee of the Board promulgates Army-Navy Aeronautical Specifications (standard procurement describing joint requirements); Army-Navy Drawings, (aircraft design standards); Army-Navy Drawings, (standard procurement documents illustrating joint requirements); Army-Navy Bulletin (list of products satisfactory for aeronautical use under standard specifications and drawings); and the ANA Index (listing of standards).

2. Army-Navy Joint Specifications Council and Board

a. Background

These agencies were established 20 August 1945 by action of the Secretaries of War and Navy to promulgate, administer and police a coordinated series of specifications which will be utilized by all procuring agencies of the War and Navy Departments.

b. Joint Specification Council

This agency consists of two War Department members of at least the rank of major general, one being fr m the Army Air Forces, and two Navy of at least the rear admiral rank, to form fundamental specifications policies and to adjudicate conflicts unable to be reconciled by the Board.

c. Joint Specification Board

The Joint Specification Board establishes necessary committees to coordinate specifications, to develop procedures for the development of Army-Navy joint specifications and to approve Army-Navy joint specifications. It is composed of two members appointed by the Secretary of War, one of whom is to be an AAF member of the Working Committee of the Aeronautical Board, and two members to be appointed by the Secretary of the Navy, and one of whom shall be the Navy member of the Working Committee of the Aeronautical Board, these four constituting a steering committee. In addition there are representatives of each technical service, the AAF, and each bureau of Navy Department, the Marine Corps and Coast Guard.

d. Comment

The Army-Navy Joint Specifications Council and Board supersedes the Joint Army-Navy Committee on which the AAF had no representation. This committee was discussed in the Draper-Strauss Report. Army-Navy joint specifications promulgated by the Board do not include Army-Navy Aeronautical Specifications promulgated by the Working Committee of the Aeronautical Board on those materials and processes of peculiar aeronautical application and on items procured solely by the AAF or Navy Bureau of Aeronautics. The AAF uses both types of specifications as

appropriate. Attached (attachment(b)) for detailed information is the document which established the Army-Navy Joint Specifications Council and Board.

3. Joint Army-Navy Packaging Board

a. Background

The Joint Army-Navy Packaging Board was established by action of the Secretaries of War and Navy on 10 February 1943, with complementary boards within the two departments designated the Army Packaging Board and the Navy Packaging Board. These Boards were established to do away with the gross duplication and inefficiency and waste in military packaging, including packaging in manufacturer's plants.

b. Functions

1. Preparation of Army-Navy joint specifications on packaging materials.

2. Streamlining and standardizing packaging procedures and instructions.

3. Coordination of all Army-Navy packaging activities.

c. Membership

The Joint Board is comprised of four members, two Army members (one representing Army Air Forces, and one representing the Army Service Forces); two Navy members (one representing the Bureau of Aeronautics, and one representing the balance of the Navy).

d. Comments

To preserve continuity in the efforts of the Joint Board and its complementary boards, many of whose members are reserve officers expected to return to civilian life, a proposal has been inaugurated to establish a working committee with provision for civilian membership, thus to enable continuity of operations regardless of changes in tenure of officers of the Board. Attached for detailed information is a proposed precept for establishment of such a working committee (attachment (c)).

4. War Department Technical Committees

The AAF is represented on all War Department technical committees established by the technical services of the ASF pursuant to AR 850-25. Technical committees provide the means of coordinating between the developing service and using arms in the development, standardization and obsoletion of materiel. The Navy is also represented on all these committees except one (the Quartermaster Technical Committee). Insofar as materiel for which the AAF and its counterparts in the Navy have a requirement or interest is considered, the technical committees provide continuing machinery for AAF-Navy coordination on development, standardization and obsoletion of materiel.

5. The Joint Army-Navy Petroleum Purchase Agency

a. Background

This agency was established pursuant to recommendations contained in the Draper-Strauss Report (page 14-15, Volume I).

b. Function

The function of the agency is to centrally purchase petroleum products for all agencies of the Army and Navy.

c. Membership and Meetings

The agency is a full-time operating activity. The AAF section of the Joint Army-Navy Petroleum Purchase Agency is comprised of four officers, five enlisted men, and six civilians, with four additional civilians reporting on 1 October.

d. Comments.

At the present time the agency is negotiating contracts for purchase of petroleum products for both the Army and the Navy. Pending establishment of a standard series of contracting and purchasing forms and procedures for the agency as a whole, the respective Army and Navy sections continue to execute the contracts on their present contracting forms.

6. Joint AAF-Navy Bureau of Aeronautics Procurement Operations

The Draper-Strauss Report (pages 63-68, Volume II, and pages 142 and 143, Volume III) describes the arrangements whereby the AAF and the Navy Bureau of Aeronautics each effected centralized purchase of certain items used by both services and each assumed cognisance of certain plants for the other service. Thus the AAF purchased Curtiss-Wright engines for itself and the Navy, and the Navy Bureau of Aeronautics purchased Pratt-Whitney engines for itself and the AAF. These arrangements will continue under the restricted peace-time procurement programs. The submission of requisitions and purchase orders and transmission of funds to carry out these arrangements were effected directly between the Air Technical Service Command and the Navy, working through a Navy Liaison Office at Wright Field.

7. Procurement Fiscal Arrangements

Coordination between the AAF Budget and Fiscal Office and the Navy on fiscal matters pertaining to procurement has been achieved through direct contact and consultation with the fiscal components of the pertinent Navy bureaus, i.e., the Bureau of Aeronautics, Bureau of Ordnance, Bureau of Supplies and Accounts, and the Fiscal Director of the Navy. As illustrative of problems resolved through this method of coordination, there have been established uniform procedures for distribution of copies of inter-agency purchase orders to facilitate and expedite funding operations; consolidation of orders so as to eliminate a tremendous amount of paper work and curtail the number of working funds to an absolute minimum consistent with General Accounting Office requirements; standardization of progress reports as to the status of working funds, consolidation of refunds; and the inauguration of a non-reimbursement policy with respect to gasoline and oil issued by AAF installations to Navy pilots on cross-country flights and vice-versa. Such direct consultation on fiscal matters will continue to the extent appropriate to the reduced peace-time procurement program.

3 Attachments:

a -- Organization and Procedures of Aeronautical Board

b -- Papers concerning Army-Navy Joint Specifications Council and Board

c -- Proposed Joint Working Committee of Army-Navy Packaging Board

TAB A - Inclosure #3

SUPPLY

1. U. S. Standard Commodity Catalog Board and Committee

a. Background

In recognition of the difficulties in supply administration and the disposition of surplus property which result from the divergent systems in property classification and item identification of the various Federal agencies, the President on January 18, 1945, ordered the Director of the Bureau of the Budget to take action leading to the establishment of the U. S. Standard Commodity Catalog, this to include a uniform property classification system and a uniform item identification system. Pursuant thereto a U. S. Standard Committee Catalog Board and its working agency, and the U. S. Standard Commodity Catalog Committee were established.

b. Functions

The function of the Board is to represent Federal agencies concerned in the development of the U. S. Standard Commodity Catalog Committee. The function of the Committee was to recommend to the Board a specification plan for preparing and maintaining such a catalog.

c. Membership and Meetings

The Board is comprised of representatives of the Treasury, Navy, and War Departments, and of the Bureau of the Budget. The War Department is represented by an ASF officer, whose alternate is an AAF representative who attends all the meetings. The Board meets as required. The Committee consists of technical representatives of the agencies represented on the Board, one officer and a stenographer representing the AAF.

d. Comments

Since making its recommendations to the Board in June 1945, the Committee has remained inactive. However, the same representatives have been working continuously as an interim staff in preliminary implementation of the Committee's recommendations, which were approved by the Board.

2. U. S. Standard Commodity Classification

Under the steering group of the inter-departmental technical committee responsible for the U. S. Standard Commodity Classification, an Aircraft Committee has been set up to revise and expand the aircraft group within

the U. S. Standard Commodity Classification. This classification is an official property classification of the Federal Government which is now being reviewed by the interim staff, referred to in paragraph 1d above, to determine its usability in the U. S. Standard Commodity Catalog. The Aircraft Committee comprises representatives of the AAF, the Navy Bureau of Aeronautics and the CAA, and meets as required.

3. Army Supply Program

The Navy Bureau of Aeronautics transmits to Headquarters, AAF its requirements for items purchased by the AAF for the Navy, which requirements are incorporated in the AAF section of the Army Supply Program. This practice will continue during the post-war period.

READJUSTMENT

1. General

In readjustment matters (contract termination and property disposal), the AAF participates very closely with the ASF in coordinated operations with the Navy under an arrangement established by the Under Secretary of War dated 20 November 1943. This arrangement in effect gives the AAF an equal voice with the ASF. Under the War Department setup the Director of the Readjustment Division, ASF, formulates policies with regard to readjustment, but these policies are not issued unless agreed to by the Deputy Director of the Readjustment Division, ASF, who is appointed by the Commanding General, AAF. If the Deputy Director does not concur in any proposal the matter is referred to the Under Secretary of War for decision. Set forth below are some of the agencies and arrangements involving joint Army-Navy readjustment action, and therefore the participation of the AAF. Working participation with the ASF and Navy along the general lines described above is provided within the AAF by personnel in the AAF Readjustment Division, presently comprising 34 officers and key civilians and 30 clerical personnel, who are physically located in and are part of the ASF Readjustment Division.

2. Joint Termination Regulation, including the Joint Termination Accounting Manual

These documents are described in Section 22, page 188, Volume II, of the Draper-Strauss Report.

3. Consolidated Termination Program and Direct Settlement Program

These programs are described in Section 22, page 172, Volume III, of the Draper-Strauss Report.

4. Joint Army-Navy Termination Committee

By Joint Termination Regulation 142.3 there is set up a Joint Army-Navy Termination Committee composed of the Director, Readjustment Division, Headquarters, ASF; his designee; and two designees of the Vice Chief of the Office of Procurement and Materiel, Navy Department. By arrangement the designee of the Director of the Readjustment Division is the Deputy Director of the Readjustment Division.

5. Joint Army-Navy Audit Committee

Joint Termination Regulation 142.4 established the Joint Army-Navy Audit Committee, composed of a representative of the Office of the Fiscal Director, Hq. ASF, and a representative of the Cost Inspection Service, Bureau of Supplies and Accounts, Navy Department, to coordinate among services of the War Department (including the AAF) and the Cost Inspection Services of the Navy Department, the formulation of termination accounting and auditing

procedure and the activities of the local audit coordination committees which are established in approximately the same zones as the termination coordination committees described in the Draper-Strauss Report (page 173, Volume II).

6. Space Control Committee

a. Background

This committee was established by the Surplus Property Board to coordinate storage of surplus property between the War and Navy Departments and other Federal agencies.

b. Function

The chief function of the committee is to allocate space for the storage of surplus property between the different agencies of the government.

c. Membership

The committee is comprised of representatives of the War and Navy Departments, the Department of Commerce, the Maritime Commission, the Reconstruction Finance Corporation, and the Bureau of the Budget. The Chairman of the committee is the Chief of Engineers. Other War Department members include the Director of Storage Division, ASF and an alternate appointed by the AAF.

d. Comment

The AAF member has concurrent voting power with the ASF members.

7. Further coordination between the War and Navy Departments is achieved through working contacts with the Office of Contract Settlement and, through that Office, on joint problems, with the General Accounting Office.

AIR TRANSPORTATION

1. Joint Army-Navy Air Transport Committee

a. Background

This committee was established in 1942 as a joint committee of the AAF, Navy and CAB to eliminate wasteful duplication in Government air transportation services. In April 1943 the Joint Chiefs of Staff reconstituted the committee in its present form as a purely Army-Navy Committee.

b. Function

The broad function of the Committee is to eliminate wasteful duplications in, to improve the efficiency of, and to coordinate matters relating to air transportation services of the AAF and the Navy.

c. Membership and Meetings

The committee is comprised of one representative of the Assistant Secretary of War for Air, three AAF (ATC) representatives, and three Navy (NATS) representatives. Regular monthly meetings have been held and special meetings have been called as required.

d. Comments

In addition to making policy decisions and considering the elimination of wasteful duplications, the Committee has sponsored various field surveys. Typical of the surveys was one of South Atlantic route bases and communication facilities, etc. More recently a sub-committee surveyed routes and facilities in the Pacific, and, based on its findings, the Joint Committee recommended to the Joint Chiefs of Staff the setting-up of machinery in the Pacific area to determine air lift requirements and to standardize priority procedures. As a result of the survey trip, the Joint ATC and NATS Operation Board was est blished in the Pacific area to exchange information and to coordinate on operational matters, such as utilization of base facilities, aircraft operation and maintenance, air evacuation programs, etc. The Joint Committee has also interested itself in air traffic control practices and procedures for U. S. military aircraft throughout the world (other than those on combat operations). A pending Joint Chiefs of Staff paper designates the Committee as the body to establish U. S. military air traffic control policies and procedures throughout the world.

INSTALLATIONS

1. Army-Navy Air Facilities Committee

a. Background

The Army-Navy Air Facilities Committee was established by agreement between the Assistant Secretary of War for Air and the Secretary of the Navy. AAF participation was verbally directed by the Assistant Secretary of War for Air.

b. Functions

The function of the committee is to coordinate on broad matters of operation and policy relating to the use of air facilities.

c. Membership and Meetings

The committee is comprised of the Chief of the Air Installations Division, AC/AS-4, Headquarters, Army Air Forces, Chief of the Navy Aviation Bases Division, and junior members from both services. The first meeting was held on 1 March 1944 and meetings are held every other week.

d. Comment

The purpose of the committee is to avoid unnecessary duplication in facilities and to settle controversies involving air installations in which the AAF and the Navy have a mutual interest. One of the major problems studied by the committee has been the disposal of airfields.

2. Joint Army-Navy Study of Airfield Planning and Design

a. Background

The study was established by correspondence between the Chief of the Air Installations Division, AC/AS-4, Hqs. AAF, and the Chief of the Navy Bureau of Yards and Docks, subject: "Participation of Navy Department in Airfield Design Studies", dated 1 February 1945, and 30 March 1945. The following committees have been established to conduct various phases of the study:

1) Steering Committee
2) Committee on Operational Requirements
3) Committee on Lay-out Planning
4) Committee on Soils and Pavements

b. Functions

1. To permit informal discussion by persons of various agencies concerned in the technical details of planning Army and Navy airfields.

2. To facilitate solution of technical problems relating to airfield planning common to both the Army and Navy.

3. To effect maximum uniformity in Army and Navy airfield planning and design standards.

c. Membership and Meetings

There are members on each committee from the Air Installations Division, Office of AC/AS-4, Headquarters AAF, the Office of the Chief of Engineers, the Navy Bureau of Yards and Docks, and the Navy Bureau of Aeronautics. The committees were appointed on 5 June 1945. While no definite schedule of meetings has been made, each committee has met at least twice.

d. Comment

The following matters have already been discussed:

1) Basic lay-out for both Army and Navy airfields.
2) Present airfield standards.

3. Army-Navy-Civil Committee on Aviation -- Ground and Seadrome Lighting Equipment and Installations

a. Background

This committee was established by agreement of the Commanding General, AAF, the Chief of the Navy Bureau of Aeronautics, and the Administrator of CAA, and was formalized by the precept of the Aeronautical Board. (A.B. #303 - Case #194, dated 23 March 1945). The Committee is under the supervision of the Working Committee of the Aeronautical Board.

b. Function

The broad function of the committee is to coordinate on the development, procurement, and use of aviation ground and seadrome lighting equipment. Specific functions include:

1. Initiation, preparation, coordination, and presentation to the Aeronautical Board for final approval, all standard specifications, drawings, and bulletins.

2. Initiation, preparation, coordination, and presentation for Aeronautical Board approval of all standard practices on lighting air installations.

3. Correlation and coordination of lighting equipment with other committees concerned with standardization of lighting aids.

c. Membership and Meetings

The committee consists of three representatives of the AAF, three representatives from the Navy Department, three representatives from the CAA,

and one member designated by the Working Committee of the Aeronautical Board. The committee meets on call as problems are referred to it by the Working Committee of the Aeronautical Board.

d. Comments

This committee replaces a previously existing committee titled "Army-Navy Civil Committee on Airport Lighting".

4. Army-Navy-Civil Committee on Aviation, Daylight Marking Committee

a. Background

This committee was previously formed approximately a year ago and paralleled in concept and formation the Army-Navy Committee on Aviation, Ground and Seadrome Lighting Equipment, described in paragraph 3 above. Owing to a change in the Secretary of the Working Committee of the Aeronautical Board the committee was apparently dropped. Present indications are, however, that the committee will be reformed under a precept similar to the one which established the Ground and Seadrome Lighting Equipment Committee.

b. Function

The function of the committee is to develop and coordinate standards for marking of runways, taxiways, parking aprons and hazards.

c. Membership

Membership of the committee is expected to be the same as that for the committee on Ground and Seadrome Lighting Equipment and Installations.

TAB B

AGENCIES BY WHICH THE AAF HAS CONDUCTED JOINT PROCUREMENT OPERATIONS WITH THE NAVY BUT WHICH HAVE BEEN DISCONTINUED

1. Joint Aircraft Committee

This committee, which was composed of representatives of the British as well as of the AAF and Navy, scheduled the production of aircraft. Its activities are described in the Draper-Strauss Report. It was discontinued in September 1945, and its functions are being assumed by the Aeronautical Board.

2. Plant Cognisance Committee

This committee was composed of two AAF representatives (Deputy Chief of Air Staff and Chief of the Resources Division) and two Navy representatives, and was set up for the purpose of assigning cognizance of manufacturing plants between the AAF and Navy Bureau of Aeronautics. The committee met a few times, but has been inactive for a considerable period. The function is being assumed by the Production Program Committee of the Aeronautical Board.

3. Aircraft Production Board

Aircraft Resources Control Office

Aircraft Scheduling Unit

These agencies were concerned at their respective levels with determining and presenting to the War Production Board the requirements of the aircraft production program for manufacturing resources, and with allocating such resources to contractors. Their activities are described in the Draper-Strauss Report (Sec. 13 b, page 139, Volume III). As of 30 September 1945, the agencies were inactivated, their responsibilities, such as remain in peace-time, being assumed by the Production Program Committee of the Aeronautical Board.

4. Munitions Assignment Committee (Air)

The committee allocated finished aircraft between the United States and its allies. The committee is still constituted but is inactive. However, allocations of finished aircraft between the AAF and Navy only continue to be made by Joint Allocations, Air, of the Joint Munitions Allocations Committee.

TAB G

AREAS IN WHICH FURTHER JOINT ACTION BETWEEN THE AAF AND NAVY APPEARS DESIRABLE.

1. Air Transportation

a. There has been considerable duplication of air transportation service operated by the Air Transport Command and Naval Air Transport Service. These duplications have occurred in Trans-Atlantic, Trans-Pacific and South Atlantic operations. The Navy has also conducted contract operations with Pan-American Airways between the U.S. and Alaska on routes which virtually parallel military service operated by ATC. The Army and Navy, however, have avoided routing their contract commercial air carriers on parallel operations.

b. It is doubtful that the operation of duplicate air transport service by the Army and Navy has been particularly wasteful in terms of personnel and facilities during the war period. There are exceptions to this, viz., 100 Navy personnel at Orly, an ATC Base, to handle a single Navy flight per day. There are other ATC and NATS bases which have separate similar facilities. Some gains in operating efficiency might be possible should certain facilities of ATC and NATS be relocated and used jointly; but the cost of such relocation would far outweigh the benefits to be derived. It is believed, however, that if the air transport operations of the two services were combined, greater efficiency and substantial administrative economies would result in improved overall air transport service.

c. It is recognized that consideration of an actual merger between the Air Transport Command and the Naval Air Transport Service is probably out of the question in the immediate future. The Joint Army-Navy Air Transport Committee (Incl #6, Tab A) has effected economies in military air transportation under a dual service system. With reductions in the military air transport program occasioned by the cessation of hostilities, however, it is believed that an intensive reinvestigation of the problem of duplication under a strong top-side Army-Navy directive could accomplish substantial further economies under a continued dual service system of air transportation.

Col Lilly
Notify all concerned

File
MMR

SECRET

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D C

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By [illegible] Date 3/16/72

November 30th, 1944.

Memorandum for the Commanding General, Army Service Forces,
Commanding General, Army Air Forces.

Army Procurement for 1945.

The Procurement Program for the Army for the year 1945 should be set on the assumption that the war will continue on a two-front basis throughout the year 1945. No pains should be spared to bring in and maintain production on this full basis, including the construction of new facilities wherever necessary.

A copy of this memorandum is being forwarded to the Deputy Chief of Staff and to G-4.

Robert P. Patterson,
Under Secretary of War.

rpp:lm

400.12 (1)

DECLASSIFIED

~~SECRET~~

File
MMR

305.00.12 (1)

WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

Office of origin HQ AAF, Chief of Air Staff (AFCAS) (Originating branch, square, and symbol)

Date JANUARY 21, 1943

Telephone Lt. Col. M. A. Libby 5265 (Originating officer)

Classification RESTRICTED (Restricted—Confidential—Secret)

Precedence ROUTINE (Deferred—Routine—Priority—Urgent)

To: COMMANDING GENERAL
IRAN IRAQ SERVICE COMMAND
BASRA, IRAQ

DAMAGES REPORTED SUFFERED BY TWO P DASH THREE NINE AIRCRAFT IN YOUR BS TWO FIVE JANUARY SIXTEEN PAREN AFCAS FOR PORTER FORCE CEDAR PAREN HAVE BEEN REPORTED TO PROPER SHIPPING AGENCY WHO ADVISES THAT NECESSARY CORRECTIVE MEASURES HAVE BEEN TAKEN TO AVOID FUTURE INSTANCES OF POOR STOWAGE COMMA BAD HANDLING AND IMPROPER MARKING OF LIFTS

STRATEMEYER

air ad 400.161 (6)

file 1/24/43

DISTRIBUTION:

Content and classification authenticated by

M. A. LIBBY
Lt. Col., G.S.C.

W. D., A. G. O. Form No. 990
September 2, 1942

air ad 400.161 (6)

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 13, 1943

MEMORANDUM FOR: All Officers Assigned to Army Air Forces in Washington

SUBJECT: Living Accommodations.

1. In order to assist officers assigned to Army Air Forces in Washington in finding living accommodations, it is requested that all officers departing from this station, whose quarters will be available for others, notify the Unit Personnel Section of the Directorate of Personnel as soon as possible.

2. The following information is desired:

Address of residence
Rental
Size of accommodation
Landlord or renting agent

3. Unit Personnel Section is located at Gravelly Point, Annex # 1, Room 2057, extensions 4803 or 6437 and at the Pentagon Building in Room 3 D 153, extensions 74897 or 6694.

J. M. Bevans

J. M. BEVANS
Colonel, Air Corps
Director of Personnel

Pol. Long

~~Commanding~~ Officer
~~AAF Ferrying Assembly Depot~~
~~Cedar~~

~~Sum Drop~~

Damages reported suffered by two P dash 39 aircraft in your BS 25 January 16 have been reported to proper shipping agency who advises that necessary corrective measures have been taken to avoid future instances of poor stowage, bad handling and improper marking of lifts. ~~for Porter Cedar from Stratemeyer.~~

(AF/CAS for Porter Force Cedar)

Porter /

SECRET

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By Clm/nc DC, Date 4-10-75

HEADQUARTERS ARMY SERVICES
SECRET
DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Message from Col. Porter, Cedar re Stowage of P-39 airplanes.

TO: Deputy Chief of the Air Staff

DATE 1/20/43

FROM: Director of Base Services

COMMENT NO. 1
LPW/pr 71808

1. Regarding attached cable and your instructions, investigation discloses that:

a. Colonel Porter is the Commanding Officer of the AAF Civilian Assembly Depot at Cedar.

b. The reported two damaged P-39 airplanes were part of a total of twenty lend-lease for Russian delivery, "R-10638" code "4465 and 4480" moving under USSR transportation number 70316.

c. Shipment was arranged by the Russians through War Shipping Administrator and loaded at Pier 17, Brooklyn, New York.

d. Russians have already complained to the War Shipping Administrator by letter calling attention to damages as result of poor stowing.

e. War Shipping Administrator admits faulty stowage and advises that necessary corrective measures have been taken to avoid poor stowage and bad handling.

2. The method of stowage, markings for lifts, etc., has been reviewed with the War Shipping Administrator and all concerned fully understand and assure that there should be no further difficulties in this regard.

LPW

1 Incl: Secret RAF Message
to US War Department from
RAF Delegation 1/16/43.

L. P. Whitten,
Brig. General, U. S. Army,
Director of Base Services.

DECLASSIFIED
SECRET

3-1109 A.F.

174

Message from Col. Porter, Cedar re Stowage of P-39 airplanes.

Deputy Chief of the Air Staff 1/20/43

Director of Base Services 1

LPW/rr 71808

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to US War Department from
RAF Delegation 1/16/43.

L. P. Whitten,
Brig. General, U. S. Army,
Director of Base Services.

DECLASSIFIED SECRET

OUTGOING RAF SIGNAL

FOR SIGNALS USE ONLY

CABLE SERIAL No. .....
DATE .....
T. O. O. .....
CABLE Co. .....
No. of GROUPS .....

To: RAF SIGNALS REGISTRY
7th Floor 1424 16th Street
Washington, D. C.

PRIORITY .....

TYPE OF CYPHER .....

To - Gen Hanley
info. action

To: 201 **Date** Jan. 16. 1943.

~~Xxxx~~

U.S. War D epartment

From ~~Ra F Delegation~~

Following is paraphrased version message received from C olonel Porter addressed to C ommand ing General U S A rmy Forces BS 25 J an 16.

S EC RET. To AGWA ARNOLD From PORTER CEDAR

Onboard S S Tarakan sailed us in September, two p.39's fus elages s towed on side instead of upright. Damage result to planes from oil dra ining as well as knocks in handling. Request action taken to prevent this in future. Boxes c learly marked how to ha nd le and lift places provided on each crate to ens ure ba la nced handling. Ends.

To Base Services
action and report
[illegible]

SECRET

ORIGINATORS SIGNATURE & RANK
Rose 57/0.
for Director of Signals.

Message attached

Air AS 400.161 (3)

TO: A-4 DATE Feb. 27, 1943

FROM: Deputy Chief of the Air Staff COMMENT NO. 6
NAL:JT 5265

Has notification been given to the Ordnance Department and Medical Corps in accordance with contents of the message referred to?

Incl.
n/c

WILLARD A. LIMBY,
Lt. Colonel, G.S.C.

Dispatched
FEB 2 1943
AAG

SECRET

Air AS 400.161 (5)

Message attached.

Asst. Chief of Air Staff, A-4 — 22 Feb. 43

Deputy Chief of the Air Staff

MAL/mdg/5265 4

What is the present status of this matter?

Incl. n/c

Dispatched
FEB 23 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

air 020 400.161 (5)

1 de
2/23

air 020 400.161 (5)

Message attached

Asst. Chief of Air Staff, A-4 1/22/43

Secretary of the Air Staff. 1

MAL/mdg/5265

For necessary action to effect the recommendations stated in the basic communication.

/s/ MAL

MILLARD A LIBBY,
Lieut. Colonel, G. S. C.

Att: Ltr fm. RAF Delegation
to CG, AAF, 1/22/43

TO: Commanding General, Air Transport Command. DATE 1-23-43

FROM: Assistant Chief of the Air Staff, A-4. COMMENT NO. 2
WMW/ceh 6676

1. Attached hereto is copy of radio received by the R.A.F. delegation, which is forwarded for your information.

/s/ MMF

RICHARD H. BALLARD
Colonel, G. S. C.

---Incl: n/c---

TO: Secretary of the Air Staff
Attention: Lt. Colonel Millard A. Libby
FROM: The Air Transport Command

DATE 15 Feb 1943

COMMENT NO. 3
RLT:er 71224

1. As agreed in telephone conversation between Colonel Libby and Captain Turner of this Headquarters, this file is returned herewith.

2. Since comment two forwarded the file as a matter of information, no action was taken by this Command. It was assumed that arrangements for this special handling and marking of Russian Materiel had been made with the Air Service Command which is responsible, in accordance with AAF Regulation 75-2, for prescribing the method of marking air freight shipments.

3. This Command now understands that such arrangements have not been made with the Air Service Command.

H. L. GEORGE
Major General, U. S. Army
Commanding

Incl.
n/c

Air Ch 480.161 (5)

Message received by RAF Delegation from Colonel Porter.

Assistant Chief of Air Staff, A-4. 1-24-43

Deputy Chief of the Air Staff. #1
TJH/cmo/6371

The attached letter from Director of Signals, R.A.F. Delegation, is forwarded to you for necessary action.

Incl: Confidential Ltr to
CG, AAF, frm RAF Delegation
dtd 1-23-43, Subj. as above.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
JAN 24 1943
AAG

air ass 400.161 (5) a

air ass 400.161 (5) B.

Message attached

Asst. Chief of Air Staff, A-4 1/22/43

Secretary of the Air Staff. 1

MAL/mdg/5265

For necessary action to effect the recommendations stated in the basic communication.

WILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Att: Ltr fm. RAF Delegation
to CG, AAF, 1/22/43

AWSC Vol. 16 (3)

4 Dec 1943

air ab 400.161 (5)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 11-10-75

DECLASSIFIED
CONFIDENTIAL

WAR DEPARTMENT
The Adjutant General's Office

AMH/td - 2 B 939

File No. AG 400.161 (10-21-42) Date October 24, 1942

INFORMAL ACTION SHEET

FROM: Operations Branch, Secret and Confidential Section, Room 1705.

SUBJECT: Information & Markings for Overseas Shipments.

TO: Lt. Col. John B. Cooley,
Air Adjutant General's Office

FOR: Necessary Action

REMARKS: No additional copies available in the War Department. Suggest you draw file from Mrs. Bull and make copies, if it is found necessary.

(Signature or Initials)

11/6/42) Copy forwarded Mary Eyre (copy released by Mrs Bull)
2) file 5x

(Informal reply in this space and on reverse side, turning bottom edge up.

TO: _____

0004854

To be filed with case. Not to be filed with case.

RECEIVED
OCT 25 1942
G.H.Q. - HQ. AAF

File 11/7/42

DECLASSIFIED
CONFIDENTIAL

1261238 RBS

Air AG 400.161 (4)

GA 719119

1482 Pt 2 400.161 (4)

ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FO
AND DEPARTMENT
WASHINGTON, D. C.

DECLASSIFIED
DOD ltrs.
9 Jan. & 20 June 1974
By [illegible] LC, Date 8/18/75

CONFIDENTIAL
~~DECLASSIFIED~~

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES (RBS-7-E) EAE:gl
OFFICE, DIRECTOR OF BASE SERVICES
WASHINGTON

October 21, 1942.

SUBJECT: Information & Markings for Overseas Shipments.

TO: War Department, Adjutant General's Officer, Classified Publications Division, Room 1B-858, Pentagon Bldg. ~~Attn: Mrs. Bull.~~

1. Request one or two copies of confidential letter, AG 400.161 HQ, Etousa, 9/9/42 be forwarded to the undersigned.

E. A. EYRE, Lt. Col.,
Transportation Div., Base Services,
Room 4246, Munitions Bldg.

46 A G O
OCT 22 1942
Received

11/6/42 1) Copy released by Mrs. Bull (AGO) + given to Maj Eyre.
2) File.
gsc

(10) 400.161
(2) 4-20-43
10-21-42

~~DECLASSIFIED~~
CONFIDENTIAL

1261238

OCT 22 '42 AM

RECEIVED EXEC. DIV., A. G. O.
CONFIDENTIAL FILES

WAR DEPARTMENT AGO
MISCELLANEOUS DIVISION

OCT 22 4 27 PM '42

RECEIVED
S. & C. SECTION

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOD DIR
E.O. 10501 & Sup. Order 10964
Bibliotec NC Date 8/14/75

(RBS-7-E) EAE:gl

OFFICE, DIRECTOR OF BASE SERVICES

October 21, 1942.

Information & Markings for Overseas Shipments.

AG 400.161

War Department, Adjutant General's Officer, Classified Publications Division, Room 1B-858, Pentagon Bldg. ~~Attn: Mrs. Sull.~~

1. Request one or two copies of confidential letter, AG 400.161 HQ, Etouse, 9/9/42 be forwarded to the undersigned.

46 A G
OCT 23 1942
Received

E. A. EYKE, A. C.,
Transportation Div., Base Services,
Room 4246, Munitions Bldg.

CONFIDENTIAL

ADDRESS REPLY TO
COMMANDING GENERAL
AIR SERVICE COMMAND
ARMY AIR FORCES
WASHINGTON, D. C.

DECLASSIFIED
DOD ltrs
8 Jun. & 20 June 1974
By [illegible] LC; Date 11-10-75

DECLASSIFIED
~~SECRET~~

ARMY AIR FORCES

HEADQUARTERS, AIR SERVICE COMMAND

WASHINGTON

July 16, 1942

~~SECRET~~
By Authority of
The Commanding General
Air Service Command
JUL 18 1942
Date Initials

MEMORANDUM FOR: Chief of the Air Staff
Attention: General Stratemeyer

Subject: Marking of Cases for Overseas Shipments.

1. The attached copies of communications regarding the marking of all shipments overseas will give you the picture regarding this situation. In addition to the copy of the memorandum issued by my Headquarters at Wright Field, I have this date instructed them to follow the same procedure in all shipments regardless of where they may be directed, either within or without the continental limits.

2 Incls.
Cy Memo fm Hq: ASC w/4 Inc.
Cy Memo fm ASC, WF

Henry J. F. Miller
HENRY J. F. MILLER
Major General, USA
Commanding

400.161
(3)

Hq. Army Air F
19 1942
AAG Received

DECLASSIFIED
~~SECRET~~

asc 7260 s

AWAS 400.161 (3)

DECLASSIFIED

SECRET

ARMY AIR FORCES
Headquarters, Air Service Command

SECRET
By Authority of
The Commanding General
Air Service Command
JUL 18 1942
Date Initials

SUBJECT: Marking Packages for Overseas Shipment

TO: Chief, Field Services, Air Service Command
Wright Field, Dayton, Ohio.

1. Forwarded herewith are memorandums regarding the marking of contents in the clear on packages destined for overseas shipment.

2. It is requested that instructions similar to those issued for marking of shipments to go by air be issued to all interested personnel. These instructions now apply to both air and water shipments.

For the Commanding General:

CLEMENTS McMULLEN,
Colonel, A. C.
Chief, Overseas Div.
Air Service Command.

Written
JKH/fmv
7-14-42

4 Incl.
Incl. 1 - Memo., 6/13/42 frm G-4 to G-2 w. 1 ind.
Incl. 2 - Memo., 6/10/42 frm AAF to G-4
Incl. 3 - Memo frm G-4 to AAF 7-7-42
Incl. 4 - Memo frm AAF to SOS 7-7-42

DECLASSIFIED

SECRET

Incl 1

COPY

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
Supply Division G-4
Washington, D. C.

WDGDS 174 June 13, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Marking of supplies for shipment overseas.

1. Attention is invited to the attached memorandum from the Assistant Chief of the Air Staff, A-4 to this office, dated June 10, 1942, which recommends that the Supply Services be permitted to mark, in the clear, contents of containers destined for overseas points.

2. The volume of material being handled at ports of embarkation and debarkation is sufficiently great to warrant ready identification of packages. It follows that the rather difficult problem of warehousing, loading, and unloading would be simplified if the contents of packages were marked legibly on the outside of containers.

3. It is appreciated that the value of information visually obtainable by enemy agents who may obtain access to our ports of embarkation must be balanced against the operational benefits of indicating the contents of packages. However, G-4 agrees with the Assistant Chief of the Air Staff, A-4 that the really dangerous information which should be kept from enemy agents is the name of the boat, the destination, and date of shipping.

4. Accordingly, it is the opinion of this office that Paragraph 7 a. of AG directive, AG 400.161 (6-4-42)MS-SPOPT-M, dated June 6, 1942, subject: "Requisitioning and Marking of Supplies for Overseas Shipment", might with propriety be modified to include the marking of packages in sufficient detail to identify the contents to the consignee and shipper.

5. It will be appreciated if the view of G-2 in this matter are furnished as expeditiously as possible. In the event that G-2 feels that the contents of packages should not, for valid reasons of security, be indicated on the packages, it is suggested that a conference be called at once to include representatives of the Assistant Chief of the Air

Staff, A-4; the Assistant Chief of Staff, G-2; Operations Division, Headquarters Services of Supply, and this office in order that the subject may be discussed with the views of all concerned readily available.

"For & in absence of"

R. G. MOSES,
Brigadier General,
Assistant Chief of Staff, G-4

/s/ B. M. HARLOE
Colonel, General Staff
Executive

Incls.
Memo., for G-4
frm. AAF 6/10/42.
AG ltr. 400.161
(9-4-42)MS-SPOPT-M

COPY

MID 350.05 Safeguarding

1st Ind.

G-2, W.D.G.S., Washington, D. C., July 3, 1942. To: Assistant Chief of Staff, G-4, War Department, Washington, D. C.

1. G-2 concurs in the recommendation of Paragraph 4, of basic communication, dated June 13, 1942, Memorandum for the A. C. of S., G-2. provided a short title, or general description, is used in marking supplies, for example "QMII Shoes," "SIG - Radio," "MED - Drugs," "Engr - Watches," "AC - Curtiss Props," etc.

2. Since marking packages, to show contents, makes it easier for unauthorized persons to secure valuable information regarding type of supplies being sent overseas, it is recommended that sufficient guards be provided by Corps Areas at ports of embarkation to insure adequate protection of supplies being stored at ports for transshipment.

For the A. C. of S., G-2:

/s/ HAYES A. KROMER,
Brigadier General,
Chief, Military Intelligence Service.

Incl:
n/c

COPY
400.161

WAR DEPARTMENT
Headquarters Army Air Forces
WASHINGTON

June 10, 1942.

MEMORANDUM FOR GENERAL MOSES, G-4

Subject: Marking of Supplies for Shipment Overseas.

1. Confidential letter from the Adjutant General's Office, dated June 6, 1942, subject: "Requisitioning and Marking of Supplies for Overseas Shipment" AG 400.161 (6-4-42), MS-SPOPT-M, prescribes the method and manner in which supplies for overseas must be marked.

2. Paragraph 2 of this letter states, "Purpose: Overseas shipment of supplies must normally be addressed in such a way as to conceal the identity of the units concerned and the destination of the carrying vessels." With the "Purpose", this Division has no objection. However, the restrictions placed upon markings in succeeding paragraphs operate to conceal from the receiving agency the contents of the packages.

3. Informal represantation has been made by this Division to G-2 to obtain permission to mark on the outside of the container the contents of the packages. So far, permission to do this has not been obtained. G-2 appears to feel that the packing lists, which are provided, should be sufficient.

4. As a method of accounting for the property, or making a final check, the packing list is satisfactory, but in order to identify packages, quickly, on a pier or wharf or in the hold of a ship, they are worthless. In addition to this, it is probable that the first man who takes out the packing list from the container provided for it may not put it back. I now have innumerable instances of Air Corps packages stored along the piers and docks of the Red Sea, and in the warehouses in Egypt and in England, which cannot be identified. This is due to the loss of the packing slip.

5. Secrecy often defeats its own ends, particularly when it is carried to extremes. I can see no possible advantage to the enemy in knowing that certain articles are being shipped. The only possible advantage which could accrue to an enemy would be to know the name of the

boat, the destination and the date of shipping.

6. I recommend that code names be used to designate the designation, but that Supply Services be permitted to mark, in the clear, the contents of the Containers. The advantages of this outweight the disadvantages which may be inherent.

For the Commanding General, Army Air Forces:

(S)
T. J. HANLEY, JR.,
Brigadier General, U.S.A.
Assistant Chief of the Air Staff, A-4

DECLASSIFIED SECRET

COPY

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
Supply Division, G-4
Washington, D. C.

July 7, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Attention: Assistant Chief of the Air Staff, A-4.

Subject: Marking of supplies for shipment overseas.

1. Reference is made to your memorandum dated July 10, 1942, which recommends that the Supply Services be permitted to mark in the clear the contents of containers in which materiel destined for overseas points is packed.

2. This office by memorandum dated June 13, 1942, requested the views of the Assistant Chief of Staff, G-2 in this matter. For your information, a copy of the G-4 memorandum to G-2 is attached in addition to a copy which was forwarded to your office informally on June thirteenth.

3. By 1st Indorsement dated July 3, 1942, (copy attached) G-2 indicates that marking may be accomplished on containers in the clear provided that short titles or general descriptions are used. He recommends that sufficient guards be provided at ports of embarkation to insure adequate protection of supplies being stored at ports.

4. This office is forwarding to the Commanding General, Services of Supply the information obtained from G-2 in order that the necessary modifications in marking procedure may be accomplished. If further questions arise, it is suggested that they be taken up directly with the Operations Division, Headquarters, Service of Supply.

By order of the Secretary of War.

/s/ R. G. MOSES,
Brigadier General,
Assistant Chief of Staff, G-4.

Incls.
Memo., 6/13/42, frm. G-4 to G-2 w. 1 Ind.
Memo., 6/10/42, frm. AAF to G-4. Cy. G-4
Memo. to SOS

DECLASSIFIED SECRET

COPY

WDGDS 305

July 7, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

Attention: Director of Operations.

Subject: Marking of supplies for shipment overseas.

1. Attached hereto are copies of correspondence with respect to the marking of packages so as to indicate their contents in the clear.

2. It is pointed out that the Assistant Chief of Staff, G-2 has relaxed former strict regulations which did not permit any marking of packages in the clear. Accordingly, it is suggested that the necessary action be taken to conform with the desires of the Chief of the Army Air Forces as indicated in his memorandum, dated June 10, 1942, within the limits prescribed in the 1st Indorsement, dated July 3, 1942, from G-2 to G-4.

By order of the Secretary of War.

E. G. MOSES,
Brigadier General
Assistant Chief of Staff, G-4

Incls.
Memo., 6/13/42, frm. G-4 to G-2 w. 1 ind.
Memo., 6/10/42, frm. AAF to G-4
Cy. Memo. frm G-4 to AAF

ARMY AIR FORCES
Headquarters, Field Services
Air Service Command
Wright Field, Dayton, Ohio

July 10, 1942

MEMORANDUM FOR: All Concerned

SUBJECT: Marking of Cases for Overseas Shipments

1. The following teletype directive has been sent to all Air Force Depots and Inspection Section has been requested to send it to all Air Force Resident Representatives and Inspectors for compliance by all Air Force Contractors in overseas air shipments: This is furnished for your information.

"QUOTE: IT IS DIRECTED THAT IN MARKING OF PACKAGES FOR AIR EXPORT SHIPMENT, THE FOLLOWING INFORMATION SHALL BE INDICATED ON THE UPPER RIGHT HAND CORNER OF THE SHIPPING TICKETS OF PACKING LIST AND ON THE UPPER RIGHT HAND CORNER (RIGHT TO RIGHT HAND VIEW ON DRAWING AC-42R8125) OF THE AIR-SHIPMENT CRATE OR IN OTHER APPROPRIATE POINT IF CRATING IS NOT USED: DESCRIPTION OF PARTS CONTAINED IN THE CRATE, INDICATING THEIR USE. EXAMPLES: "PROPELLER PARTS FOR P39D PROPELLER" OR "CYLINDER FOR R-1820-65 ENGINE (P17E)" OR "SELF SEALING RUBBER HOSE". THE TYPE OF PLANE FOR WHICH INTENDED SHALL BE SHOWN WHERE THE PARTS ARE SHIPPED FROM AN AIRCRAFT MANUFACTURING PLANT OR ARE PERTAINING TO A PARTICULAR AIRCRAFT, OR ARE SHIPPED IN ANSWER TO A REQUEST FOR THE PART FOR A PARTICULAR TYPE OF PLANE, OR WHERE AN AIR FORCE SPECIAL PROJECT MAKES THE TYPE OF PLANE INVOLVED. AND IN ALL OTHER CASES WHERE IT IS POSSIBLE. IT IS NOT CONSIDERED PRACTICABLE TO LIST THE TYPE OF AIRCRAFT IF THE REQUEST FOR THE PART DOES NOT STATE THE AIRCRAFT UPON WHICH IT IS CONTEMPLATED BEING USED. PACKING LISTS MUST LIST CONTENTS IN DETAIL. ACKNOWLEDGE RECEIPT AND COMPLIANCE. END QUOTATION"

W. E. Smith
SMITH,
Captain, Army Air Forces,
Asst., Air Force Section.

Incl 2

July 16, 1942

MEMORANDUM FOR: Chief of the Air Staff
Attention: General Stratemeyer

Subject: Marking of Cases for Overseas Shipments.

1. The attached copies of communications regarding the marking of all shipments overseas will give you the picture regarding this situation. In addition to the copy of the memorandum issued by my Headquarters at Wright Field, I have this date instructed them to follow the same procedure in all shipments regardless of where they may be directed, either within or without the continental limits.

2 Incls.
Cy Memo fm Hq. ASC w/4 Inc.
Cy Memo fm ASC, WF

HENRY J. F. MILLER
Major General, USA
Commanding

Asc 7260d

SECRET

DECLASSIFIED

DECLASSIFIED
Per E.O. 11652
By [illegible] NC Date 11-14-75

AG 400.161 (11-3-41)MSC-D

JMM/kti-1712.

SECRET

IMMEDIATE ACTION

January 3, 1942.

Auth: T.A.G.
Initials: J.L.C.
Date: JAN 3 1942

SUBJECT: Uniform Marking of Supplies and Equipment.

TO: Chief of Air Corps;
Chief of Chemical Warfare Service;
Chief of Ordnance;
Chief Signal Officer;
The Quartermaster General;
The Surgeon General;
Chief of Engineers;
Chief of Coast Artillery.

1. When equipment and supplies are procured for shipment overseas or are shipped overseas from home stations of troops or depots the following system of marking will be employed:

a. For organizational equipment and supplies accompanying troops:

TO: Port Quartermaster

(Name) Port of Embarkation

(Place)

FOR: (Code Designation of Unit)

(Shipment No.)

The code designation of a unit will be furnished in the order which directs the movement.

b. For maintenance equipment and supplies to accompany troops ordered overseas:

TO: Port Quartermaster

(Name) Port of Embarkation

(Place)

FOR: (Code Designation)

(Shipment No.)

JAN 16 '42 AM

RECEIVED
AIR WAR PLANS DIV.

DECLASSIFIED

SECRET

A-2/16 Equipment

400.161 (1)

AG 400.161 (11-3-41)MSC January 3, 1942.

Code designations will be included in orders directing movements for representatives of Supply Arms and Services concerned.

2. For equipment and supplies to be shipped by Supply arms and Services to garrisons already overseas:

TO: Port Quartermaster

(Name) Port of Embarkation

(Place)

FOR: (Code name) - (Code designation of SAS representative on staff of commanders)

Code names are furnished for all present overseas garrisons and new ones will be assigned as additional garrisons are established. Supply Arm and Service designations will be a combination of 3 letters (which may be changed at will) and 2 figures as follows:

08 for Ordnance Supply Officer
10 for Signal Supply Officer
14 for Air Corps Supply Officer
15 for Engineer Supply Officer
16 for Medical Supply Officer
21 for Quartermaster Supply Officer
22 for Coast Artillery Corps Supply Officer
23 for Chemical Warfare Supply Officer.

For example, a shipment for the Quartermaster at GREEN would be marked:

FOR: GREEN - AM 21 T

There is no objection to assignment of definite meanings to the 3 letters used in the above code group by mutual arrangement between the Chief of the Supply Arm or Service concerned and the consignee. However, care should be exercised that any meaning assigned be such that the letters do not disclose the use for which the equipment or supplies is intended.

AG 400.161 (11p3-41)MSC January 3, 1942.

2. When equipment or supplies are shipped directly from contractor's plants to overseas stations, no indication of the intended use of, nor the destination of the equipment or supplies should be given to the contractor.

By order of the Secretary of War:

Joseph L. Clark

Adjutant General.

COPY TO:

Commanding General,
Field Forces.

COPIES TO: A.C. of S., G-1;
A.C. of S., G-2;
A.C. of S., G-3;
A.C. of S., G-4;
A.C. of S., WPD;
Chief of the Army Air Forces;
Commanding General, New York Port of Embarkation;
Commanding General, San Francisco Port of Embarkation,
Commanding Officer, New Orleans Port of Embarkation.

JAN 15 '42

Ans AG 400.161 (1)

(Air AG)

February 19, 1942

SUBJECT: Crating of Aircraft Wings.

TO: The Chief of the Air Corps.

1. Reports have been received from the San Francisco Port of Embarkation that crates containing aircraft wings packed at the Sacramento Air Depot can be laid flat, ie., with the short dimension vertical whereas wing boxes prepared in some of the aircraft factories must be stowed on edge, ie., with the short dimension horizontal.

2. The San Francisco Port of Embarkation points out that with some ships having small size hatches and limited between-decks space, the stowing of wing crates on edge presents many difficulties that could be eliminated if the wing crates can be stowed flat.

3. It is directed that the matter of crating aircraft wings be investigated with a view to bringing factory crating practice into line with that employed by the Sacramento Air Depot and that a report be made of the action taken by March 1, 1942.

By command of Lieutenant General ARNOLD:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

A-1/56

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By alr/ma; Date 11-10-75

HEADQUARTERS ARMY AIR FORCES
SECRET
ROUTING AND RECORD SHEET

File No.

Tally No. AAF

Note.--A line will be drawn across sheet after each comment.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By alr/ma; Date 11-10-75

SUBJECT: Crating of Aircraft Wings.

AAF/A-4
MFS/mhh

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2/13	1. Request that a letter, substantially as follows, be sent to the Chief of the Air Corps: "1. Reports have been received from the San Francisco Port of Embarkation that crates containing aircraft wings packed at the Sacramento Air Depot can be laid flat, ie., with the short dimension vertical whereas wing boxes prepared in some of the aircraft factories must be stowed on edge, ie., with the short dimension horizontal." "2. The San Francisco Port of Embarkation points out that with some ships having small size hatches and limited between-decks space, the stowing of wing crates on edge presents many difficulties that could be eliminated if the wing crates can be stowed flat." "3. It is desired that the matter of crating aircraft wings be investigated with a view to bringing factory crating practice into line with that employed by the Sacramento Air Depot and that a report be made of the action taken by March 1, 1942." Hq. Army Air Forces FEB 18 1942 AAG RECEIVED for FSB AC/A-4

DECLASSIFIED
SECRET

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. a.d. 400.162 (1)

AFAMS-1
Brig.Gen.E.M.Powers/jj/2128

4 June 1945

MEMORANDUM FOR JUDGE VINSON

SUBJECT: Cutbacks in AAF Programs

1. This is in reference to my memorandum of 25 May regarding prompt termination of production programs when the military requirement for the article no longer exists. Subsequent to that time and to receipt of your memorandum of 31 May, these matters have been ironed out, and Mr. Krug has written a letter to General Powers, who is handling the matter for me, to the effect that if "no military requirement exists * * * from this date forward there would seem to be no alternative under the law than an immediate stoppage of production." This remark was particularly applicable to Willow-Run and Consolidated-Vultee, San Diego. However, in verbal discussions it has been decided it is to be made applicable to all future cutbacks, provided that the "most economical termination point" is used.

2. Inasmuch as the matter is being satisfactorily handled, there appears to be no reason for further action by your office.

H. H. ARNOLD,
Commanding General, Army Air Forces.

File

400.17

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

AFRBS-9
SFD/mp
mhh

AAF 400.61 (12-1-42)

December 7, 1942

MEMORANDUM TO: Assistant Chief of Staff, G-4, War Department General Staff, Washington, D. C.

SUBJECT: Shortage of Ordnance Equipment.

1. Attention is invited to the attached charts which indicate the critical shortage of controlled and credit items of Ordnance equipment in Army Air Force Units, by priority rating, as of September 30, 1942.

2. It will be noted that letter AG 400 (11-5-42)OB-S-C-M, dated November 9, 1942, subject, "Distribution of Controlled Items of Equipment," does not establish a basis for the issue of credit items of equipment to Army Air Force Units. Until such time as a definite policy is established as to what percentage of credit items for units of the Army Air Forces of the various priority groups should be authorized, it is believed that Army Air Force Units will have considerably less than their proportionate share of the credit items available. (The Chief of Ordnance has indicated that Army Ground Force Units have a larger percentage of credit items of equipment on hand than Army Air Force Units.)

3. It is believed by this Headquarters that the only completely accurate way of determining what percentages of credit items of equipment could be authorized for various priority groups, would be to make a complete survey of the total credit items available and required. Pending such a survey, however, it is requested that the following percentages be authorized for all Army Air Force Units:

All Army Air Force Units in Group "A" priority ——— 100%
All Army Air Force Units in Group "B & C" priority —— 50%

4. The following chart indicates the acute shortage within the Army Air Forces of some of the credit items which are common to all units of the Army:

ITEM	"A" PRIORITY UNITS % EQUIPPED	OTHER UNITS % EQUIPPED	TOTAL AAF UNITS % EQUIPPED
Binoculars	15.2	16.3	15.6
Carbine (& subst.)	14.4	10	12
Submachine gun	22.6	22	22.5
Pistol, auto, (& subst.)	28.6	40	31.2

5. In the event that the percentages recommended in paragraph 3 above are approved, it is requested that the Commanding General, Services of Supply be directed to make available to the Commanding General, Army Air Forces at this time, sufficient credits to make it possible for this headquarters to equip units to the prescribed level. Further, that the Commanding General, Services of Supply be directed to furnish periodically upon request of this headquarters sufficient credits to maintain this level.

6. The credits needed at this time to bring Army Air Force Units to the level proposed above are as follows:

ITEM	"A" PRIORITY	OTHER PRIORITIES
Binoculars	5,063	1,578
Carbine, M1 or Subst.	131,569	82,930
Clinometers or Subst.	482	28
Clock, message center	195	164
Gun, submachine, cal..45 M1928A1	20,118	7,193
Pistol, or Subst.	30,191	6,905
Rifle, U.S., Cal..22	7,664	0
Shotgun, 12 gage, riot type	922	3,009
Shotgun, skeet	7,117	0
Watch, wrist	1,055	618
Watch, type "B"	280	476

For the Commanding General, Army Air Forces:

RICHARD H. BALLARD,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

1 Incl.
#1 - Status of Ord.
Equip. by priority
(2 charts)

air AG 400.303 (12)

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 22 June 1953
By [illegible] 10-11-75

Shortage of Ordnance Equipment

WEH:JT 5246

1 AFDAS AFADS 1942 12-4

Signing of this paper is within the province of your division.

Dispatched
DEC 5 1942
AAG

1 Incl.
Memo AAF 400.61
to Asst C/S G-4

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff

air AG 400.303 (ya)

DECLASSIFIED

SECRET

air AG 400.303 (#6)

CONFIDENTIAL

Rerating Under Revision of Priorities Directive of June 8, 1942, approved June 12, 1942.

PTC:JB 3516

4 AFAMC AFCAS 1942 9-2

1. Under date of August 15, 1942, General Arnold requested that the Army and Navy Munitions Board issue a directive whereby all orders for modification centers carry preference over all other orders carrying AA-1 preference rating. The Army and Navy Munitions Board was not disposed to grant such a request and proposed that individual applications for AAA preference rating be made when production difficulties arise. The Army and Navy Munitions Board further stated that every possible effort will be made to act upon such requests within four hours after their receipt.

2. The Materiel Center, Wright Field, has been notified of the foregoing and will not hesitate to take advantage of this procedure.

Frederick M. Hopkins, Jr.,
Colonel, Air Corps.
~~Assistant Chief of Staff (R)~~

Encl.
n/c

WEH:JT 5265

5 AFCAS AFDMR 1942 9-5

Inviting attention to paragraph 1, Item #4.

Incl.
n/c

WILLIAM E. HALL
Colonel, A. C.

Disp...
... 5 1942
AAG

Tile
C 9/1/42

Cat 03 400.303 (29)

~~CONFIDENTIAL~~

Rerating Under Revision of Priorities Directive of June 8, 1942, approved June 12, 1942

WKR/jt 5265

1	AFCAS	AFDNR	1942 8-24	1. General Stratemeyer has noted the attached letter, subject, "Rerating Under Revision of Priorities Directive of June 8, 1942". 2. Please reply hereon if the letter referred to above satisfies our Modification Center requirements.

1 Incl.
Ltr fr SOS to
CG,AAF, 8-18-42

WILLIAM E. HALL
Colonel, A. C.

Dispatched
AUG 24 1942
AAG

File
ci 8/23/42

AAG File

Air AD 400.303 (39)

CONFIDENTIAL

DECLASSIFIED

400.303 (37)

Department
MAR 13 1942
AAG

CBC/b

1st. Ind.

War Department, Headquarters, Army Air Forces; March 12, 1942, TO: Commanding Officer, Wayne County Sub-Depot, Wayne County Airport, Romulus, Michigan.

1. Attached herewith is the letter requested in the basic communication.

By command of Lieutenant General ARNOLD:

WILLIAM W. DICK
Col. A. G. D.
Adjutant General, A. A. F.

Hq. Army Air Forces
MAR 19 1942
AAG Received

CONFIDENTIAL

AAG 400.303 (37)

AAF/A-4
JRF/emd
Written March 10, 1942.

400.303 (36)

Shortages of Controlled Items of Equipment

4th Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
MAR 12 1942 **To: Commanding General, Air Service Command.**

1. It is requested that shortages in Air Corps controlled items of equipment in the attached lists be supplied.

2. It is further requested that a consolidated list of controlled items of equipment pertaining to other supply arms be referred to them for supply in accordance with existing priorities.

By Command of Lieutenant General Arnold

Incls. n/c

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES — COORDINATION

			A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

HEADQUARTERS THIRD CORPS AREA
UNITED STATES ARMY
BALTIMORE, MARYLAND

January 27, 1942.

400
14 (1-27-42)

SUBJECT: Shortages of Controlled Items of Equipment.

TO: Commanding General, Langley Field, Virginia.

1. It is requested that you have the Units, listed on Inclosure hereto, submit a report to this headquarters indicating all shortages of controlled items of equipment in order that immediate steps can be taken to fully equip these organizations.

2. The reports should list the items on separate sheets for each supply service.

3. A negative report is requested.

By Command of Major General RECKORD:

/s/ L. G. CAUSEY
Lt. Col., A.G.D.
Acting Adjutant General.

1 Incl.
List of Units.

400 (I-27-42) 1st Ind. (S-4)

AIR BASE HEADQUARTERS, Langley Field, Virginia, February 14, 1942.
To: Commanding General, Third Corps Area, Baltimore, Maryland.

Forwarded herewith reports on shortages of controlled items for units in compliance with basic communication, except the following units which were transferred from this station during the month of January:

4th Pursuit Sq. (I)
Hq & Hq Sq. 1st Bomber Command
413th Signal Co. (Avn).

For the Commanding Officer:

/s/ IVOR MASSEY,
Lt. Col., Air Corps,
Assistant Executive.

11 Incls:
(10 incls - added)
#2 - Hq&Hq Sq. 2d Bomb Gp.
3 - 20th Bomb Sq
4 - 96th Bomb sq
5 - 446th Ord. Co.(Avn)
6 - Hq&hq Sq, 1st AB Gp.
7 - 5th Mat. Sq (1st AB Gp)
8 - 21st Eng. Regt. (Avn)
9 - Det. 1st Chem. Serv. Co.(Avn)
10 - 714th Ord. Co. (Avn)
11 - 741st QM Co. (Trk).

RESTRICTED

400 (1-27-42) 2nd Ind.
14
HEADQUARTERS THIRD CORPS AREA, Baltimore, Md. February 20, 1942 - To The Adjutant General, War Department, Washington, D. C.

1. Basic letter was written under paragraph 3a (3), Restricted letter AG 400 (12-17-41) MSC-D-M, subject "Distribution of Controlled Items", dated December 22, 1941.

2. The list of "A-3" priorities was published in Restricted letter AG 400 (1-10-42) MSC-D-M, subject "Distribution of Controlled Items - Priorities within Air Force Combat Command", dated January 17, 1942.

3. Restricted, Immediate Action, letter AG 400 (2-1-42) MSC-D-M, subject "Distribution of Controlled Items of Equipment", dated February 4, 1942, rescinded letter of December 22, 1941, referred to in paragraph 1 above.

4. From paragraph 7 of letter of February 4, 1942, it is the understanding of this headquarters that the Corps Area Commander is no longer responsible for supplying "A-3" priorities. It is believed the attached list of shortages should be forwarded to the Chief of Air Corps.

For the Commanding General:

11 Incls. n/c

/s/ P. G. SLO AN
Captain, A.G.D.
Assistant Adjutant General

RESTRICTED

SUBJECT: Shortages of Controlled Items of Equipment.

AG 400 (1-27-42)MSC-D 3rd Ind. MNE/fm-1705.

War Department, A.G.O., February 28, 1942. - To: Chief of the Army Air Forces.

1. Attention is invited to Paragraph 7 of letter, this office, February 4, 1942, AG 400 (2-1-42)MSC-D-M, subject: Distribution of Controlled Items of Equipment, which authorizes Chiefs of Using Arms and Services to make necessary arrangements direct with the Chiefs of the several Supply Arms and Services to effect the distribution of controlled items of equipment.

2. It is suggested that the inclosed lists of shortages of controlled items be transmitted to the appropriate Chiefs of Supply Arms and Services (if not previously reported) for their information in effecting distribution in accordance with established priorities. Items other than controlled items should be eliminated from the lists. List of controlled items is given in letter, this office, January 31, 1942, AG 400 (1-30-42)MC-D-M, Controlled Items of Equipment.

By order of the Secretary of War:

/stamped/ R. G. Hersey

Adjutant General.

11 Incls. n/c.

(AFMAG)

March 12, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Distribution of Controlled Items-
Priorities of Combat Organizations of Army Air Forces.

1. Attention is invited to the attached Memorandum For the Air Adjutant General.

2. It is requested that the attached list be published and distributed by your office, since the letter which it supercedes, AG 400 (1-10-42)MSC-D-M, January 17, 1942, was published and distributed by you.

3. This request is made pursuant to the provisions of paragraph 6g (19), Circular No. 59, W.D., 1942.

For the Commanding General:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Adjutant General, A.A.F.

1 Incl.-Memo, above subject,
w/3 incls.

400.303 (35)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

air adj 400.303 (35)

RESTRICTED

DECLASSIFIED

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Distribution of Controlled Items-
Priorities of Combat Organizations of Army Air Forces.

1. Inclosed is revised list of priorities for distribution of controlled items of equipment to combat organizations of Army Air Forces.

2. It is desired that this list supersede list contained in letter dated January 17, 1942, AG 400 (1-10-42)MSC-D-M, subject "Distribution of Controlled Items - Priorities within Air Force Combat Command", which list was referred to in priorities list inclosed with letter dated February 4, 1942, AG 400 (2-1-42)MSC-D-M, subject "Distribution of Controlled Items of Equipment".

3. Request is made that appropriate distribution be made of inclosed list.

H.S. VANDENBERG
Colonel, Air Corps
Assistant Chief of Air Staff, A-3

3 Incls.
1 - AAF Priorities List 3/7/42
2 - AGO Ltr(mimeo) 1/17/42
(AG 400(1010-42)MSC-D-M)
subj "Dist.of Cont. Items
Priorities within AFCC"
3 - AGO ltr(mimeo)2/4/42
(AG 400(2-1-42)MSC-D-M)
subj"Dist. of Cont. Items
of Equipt"

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RESTRICTED

DECLASSIFIED

DECLASSIFIED
EO 12356
9 Jan. & 30 June 1994
By [illegible] NCI Date 11-10-75

AAF/A-3
TAL/jg
written 3/7/42

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Distribution of Controlled Items-
Priorities of Combat Organizations of Army Air Forces.

1. Inclosed is revised list of priorities for distribution of controlled items of equipment to combat organizations of Army Air Forces.

2. It is desired that this list supersede list contained in letter dated January 17, 1942, AG 400 (1-10-42)MSC-D-M, subject "Distribution of Controlled Items - Priorities within Air Force Combat Command", which list was referred to in priorities list inclosed with letter dated February 4, 1942, AG 400 (2-1-42)MSC-D-M, subject "Distribution of Controlled Items of Equipment".

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of Equip"

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AG 400.303 (35)

DECLASSIFIED

ARMY AIR FORCES
COMBAT ORGANIZATIONS
PRIORITY LIST

March 7, 1942

Combat organizations of the Army Air Forces placed in Priority A-3 for controlled items under the provision of letter dated February 4, 1942, AG 400 (2-1-42) MSC-D-M, subject, "Distribution of Controlled Items of Equipment," are listed below in order of priority; units include attached medical:

Priority No.	Unit	Station*
1	503d Sig AW Regt	Drew Field, Fla.
2	502d Sig AW Regt	Ft. Dix, N.J.
3	554th Sig AW Bn (Sep)	Camp Haan, Cal.
4	654th Sig AW Rept Co Frontier	Camp Haan, Cal.
5	604th Sig AW Plot Co Frontier	Camp Haan, Cal.
6	652d Sig AW Plot Co Frontier	Ft. Lawton, Wash.
7	605th Sig AW Rept Co Frontier	Ft. Lawton, Wash.
8	655th Sig AW Rept Co Frontier	Portland, Ore.
9	602d Sig AW Plot Co Frontier	Portland, Ore.
10	606th Sig AW Plot Co Frontier	Camp Haan, Cal.
11	616th Sig AW Plot Co Frontier	Tucson, Ariz.
12	552d Sig AW Bn (Sep)	McChord Field, Wash.
13	553d Sig AW Bn (Sep)	Drew Field, Fla.
14	657th Sig AW Rept Co Frontier	Boston, Mass.
15	607th Sig AW Plot Co Frontier	Boston, Mass.
16	608th Sig AW Plot Co Frontier	New York, N.Y.
17	658th Sig AW Rept Co Frontier	Philadelphia, Pa.
18	659th Sig AW Rept Co Frontier	Norfolk, Va.
19	609th Sig AW Plot Co Frontier	Norfolk, Va.
20	610th Sig AW Plot Co Frontier	Albany, N.Y.
21	611th Sig AW Plot Co Frontier	Buffalo, N.Y.
22	660th Sig AW Rept Co Frontier	Wilmington, N.C.
23	661st Sig AW Rept Co Frontier	Charleston, S.C.
24	612th Sig AW Plot Co Frontier	Charleston, S.C.
25	662d Sig AW Rept Co Frontier	Jacksonville, Fla.
26	613th Sig AW Plot Co Frontier	Jacksonville, Fla.
27	614th Sig AW Plot Co Frontier	Tampa, Fla.
28	663d Sig AW Rept Co Frontier	Miami, Fla.
29	615th Sig AW Plot Co Frontier	Miami, Fla.
30	616th Sig AW Plot Co Frontier	Tucson, Ariz.
31	664th Sig AW Rept Co Frontier	Mobile, Ala.
32	617th Sig AW Plot Co Frontier	Mobile, Ala.
33	665th Sig AW Rept Co Frontier	New Orleans, La.
34	618th Sig AW Plot Co Frontier	New Orleans, La.
35	666th Sig AW Rept Co Frontier	Houston, Tex.
36	619th Sig AW Plot Co Frontier	Houston, Tex.
37	667th Sig AW Rept Co Frontier	San Antonio, Tex.
38	620th Sig AW Plot Co Frontier	San Antonio, Tex.
39	Hq & Hq Sq 29th Bomb Gp (H)	MacDill Field, Fla.
40	6th Bomb Sq (H)	MacDill Field, Fla.

DECLASSIFIED

Priority No.	Unit	Station
41	43d Bomb Sq (H)	MacDill Field, Fla
42	52d Bomb Sq (H)	" " "
43	21st Rcn Sq (H)	" " "
44	Hq & Hq Sq 27th AB Gp	" " "
45	37th Materiel Sq	" " "
46	28th Sig Plat (AB)	" " "
47	785th QM Co (Trk)	" " "
48	833d QM Co (L Maint)	" " "
49	715th Ord Co (AB)	" " "
50	463d Ord Co Avn (Bomb)	" " "
51	Hq & Hq Sq 34th Bomb Gp (H)	Pendleton Field, Or
52	4th Bomb Sq (H)	" " "
53	7th Bomb Sq (H)	" " "
54	18th Bomb Sq (H)	" " "
55	1st Rcn Sq (H)	" " "
56	Hq & Hq Sq 330 AB Gp	" " "
57	52d Materiel Sq	" " "
58	56th Sig Plat (AB)	" " "
59	759th Ord Co Avn (AB)	" " "
60	420th Ord Co Avn (Bomb)	" " "
61	794th QM Co (Trk)	" " "
62	883th QM Co (L Maint)	Salt Lake City, U.
63	Hq & Hq Sq 44th Bomb Gp (H)	Barksdale Fld, La.
64	66th Bomb Sq (H)	" " "
65	67th Bomb Sq (H)	" " "
66	68th Bomb Sq (H)	" " "
67	14th Rcn Sq (H)	" " "
68	Hq & Hq Sq 6th AB Gp	" " "
69	33th Materiel Sq	" " "
70	34th Sig Plat (AB)	" " "
71	821st QM Co (Trk)	" " "
72	884th QM Co (L Maint)	" " "
73	722d Ord Co Avn (AB)	" " "
74	447th Ord Co Avn (Bomb)	" " "
75	Hq & Hq Sq 39th Bomb Gp (H)	Tucson, Ariz.
76	60th Bomb Sq (H)	" "
77	61st Bomb Sq (H)	" "
78	62d Bomb Sq (H)	" "
79	12th Rcn Sq (H)	" "
80	Hq & Hq Sq 31st AB Gp	" "
81	56th Materiel Sq	" "
82	41st Sig Plat (AB)	" "
83	757th QM Co (Trk)	" "
84	889th QM Co (L Maint)	" "
85	759th Ord Co Avn (AB)	" "
86	455th Ord Co Avn (Bomb)	" "
87	Hq & Hq Sq 47th Bomb Gp (L)	Okla. City, Okla.
88	84th Bomb Sq (L)	" " "
89	85th Bomb Sq (L)	" " "
90	86th Bomb Sq (L)	" " "
91	97th Bomb Sq (L)	" " "
92	15th Bomb Sq (L)	Lawson Fld, Ga.
93	Hq & Hq Sq 50th Pur Gp (I)	Meridian, Miss.
94	10th Pur Sq (I)	" "

Priority No.	Unit	Station*
95	81st Pur Sq (I)	Meridian, Miss.
96	313th Pur Sq (I)	" "
97	50th Int Cont Sq (less 1 Sec)	" "
98	Hq & Hq Sq 33d Pur Gp (I)	Philadelphia, Pa.
99	58th Pur Sq (I)	Norfolk, Va.
100	59th Pur Sq (I)	Glenn Martin, Md.
101	60th Pur Sq (I)	Bolling Field, D.C.
102	33d Int Cont Sq	Philadelphia, Pa.
103	Hq & Hq Sq 1st Mapping Gp	Bolling Field, D.C.
104	1st Mapping Sq	Windsor Locks, Conn.
105	2d Mapping Sq	Parkwater, Wash.
106	3d Mapping Sq	MacDill Field, Fla.
107	4th Mapping Sq	March Field, Cal.
108	9th Photo Sq	Mitchel Field, N.Y.
109	Hq & Hq Sq 301st Bomb Gp (H)	Geiger Fld, Wash.
110	352d Bomb Sq (H)	" " "
111	353d Bomb Sq (H)	" " "
112	354th Bomb Sq (H)	" " "
113	29th Ren Sq (H)	" " "
114	Hq & Hq Sq 328th AB Gp	" " "
115	354th Materiel Sq	" " "
116	39th Sig Plat (AB)	" " "
117	708th QM Co (Trk)	" " "
118	887th QM Co (L Maint)	" " "
119	727th Ord Co Avn (AB)	" " "
120	418th Ord Co Avn (Bomb)	" " "
121	Hq & Hq Sq 303d Bomb Gp (H)	Gowen Field, Idaho
122	358th Bomb Sq (H)	" " "
123	359th Bomb Sq (H)	" " "
124	360th Bomb Sq (H)	" " "
125	31st Ren Sq (H)	" " "
126	Hq & Hq Sq 39th AB Gp	" " "
127	358th Materiel Sq	" " "
128	19th Sig Plat (AB)	" " "
129	705th Ord Co Avn (AB)	" " "
130	442d Ord Co Avn (Bomb)	" " "
131	792d QM Co (Trk)	" " "
132	881st QM Co (L Maint) less Hq & 2d Plat	Baer Fld, Ind.
133	Hq & 2d Plat 881st QM Co (L Maint)	Selfridge Fld, Mich.
134	Hq & Hq Sq 97th Bomb Gp (H)	MacDill Field, Fla.
135	340th Bomb Sq (H)	" " "
136	341st Bomb Sq (H)	" " "
137	342d Bomb Sq (H)	" " "
138	24th Ren Sq (H)	" " "
139	Hq & Hq Sq 322d AB Gp	" " "
140	346th Materiel Sq	" " "
141	58th Sig Plat (AB)	" " "
142	784th QM Co (Trk)	" " "
143	886th QM Co (L Maint)	" " "
144	760th Ord Co Avn (AB)	" " "
145	413th Ord Co Avn (Bomb)	" " "
146	Hq & Hq Sq 98th Bomb Gp (H)	Barksdale Field, La.
147	343d Bomb Sq (H)	" " "
148	344th Bomb Sq (H)	" " "
149	345th Bomb Sq (H)	" " "

Priority No.	Unit	Station
150	25th Rem Sq (M)	Barksdale Field, La.
151	Hq & Hq Sq 323d AB Gp	" " "
152	348th Materiel Sq	" " "
153	60th Sig Plat (AB)	" " "
154	779th QM Co (Trk)	" " "
155	885th QM Co (L Maint)	" " "
156	762d Ord Co Avn (AB)	" " "
157	408th Ord Co Avn (Bomb)	" " "
158	Hq & Hq Sq 8th Air Force	Savannah AB, Ga
159	Hq & Hq Sq 8th Bomber Command	" " "
160	Hq & Hq Sq 8th Interceptor Command	Charleston, S.C.
161	Hq & Hq Sq 8th Air Force Base Command	Savannah AB, Ga.
162	Hq & Hq Sq 17th Bomb Gp (M)	Columbia, S.C.
163	34th Bomb Sq (M)	" "
164	37th Bomb Sq (M)	" "
165	95th Bomb Sq (M)	" "
166	99th Rem Sq (M)	" "
167	Hq & Hq Sq 49th Bomb Gp (L)	Savannah AB, Ga.
168	55th Bomb Sq (L)	" " "
169	56th Bomb Sq (L)	" " "
170	57th Bomb Sq (L)	" " "
171	88th Bomb Sq (L)	" " "
172	Hq & Hq Sq 52d Pur Gp (I)	Florence, S.C.
173	2d Pur Sq (I)	" "
174	4th Pur Sq (I)	" "
175	5th Pur Sq (I)	" "
176	52d Int Cont Sq	" "
177	Hq & Hq Sq 20th Pur Gp (I)	Wilmington, N.C.
178	55th Pur Sq (I)	" "
179	77th Pur Sq (I)	" "
180	79th Pur Sq (I)	" "
181	20th Int Cont Sq	" "
182	Hq & Hq Sq 68th Obsn Gp	Augusta, Ga.
183	154th Obsn Sq (M)	" "
184	122d Obsn Sq (L)	" "
185	127th Obsn Sq (L)	Ft. Leavenworth, Kan.
186	125th Obsn Sq (L)	Ft. Sill, Okla.
187	7th Photo Sq	MacDill Field, Fla.
188	Hq & Hq Sq 19th AB Gp	Columbia, S.C.
189	Hq & Hq Sq 37th AB Gp	Savannah AB, Ga.
190	Hq & Hq Sq 3d AB Gp	Selfridge Fld, Mich.
191	Hq & Hq Sq 41st AB Gp	Tallahassee, Fla.
192	1st Materiel Sq	Mitchel Field, N.Y.
193	50th Materiel Sq	Savannah AB, Ga.
194	26th Materiel Sq	Columbia, S.C.
195	60th Materiel Sq	Hamilton Field, Cal.
196	68th Materiel Sq	Augusta, Ga.
197	731st Ord Co Avn (AB)	Columbia, S.C.
198	721st Ord Co Avn (AB)	Bakersfield, Cal.
199	726th Ord Co Avn (AB)	Selfridge Fld, Mich.
200	702d Ord Co Avn (AB)	Tallahassee, Fla.

Priority No.	Unit	Station
201	458th Ord Co Avn (Bomb)	Columbia, S. C.
202	451st Ord Co Avn (Bomb)	Savannah Air Base, Ga.
203	1st Plat 455th Ord Co Avn (Bomb)	Augusta, Ga.
204	695th Ord Co Avn (Pur)	Langley Field, Va.
205	692d Ord Co Avn (Pur)	Wilmington, N.C.
206	3d Plat 687th Ord Co Avn (Pur)	Augusta, Ga.
207	38th Sig Plat (AB)	Selfridge Field, Mich.
208	33d Sig Plat (AB)	Savannah, Ga.
209	44th Sig Plat (AB)	Columbia, S.C.
210	40th Sig Plat (AB)	Tallahassee, Fla.
211	750th QM Co (Trk)	Tallahassee, Fla.
212	756th QM Co (Trk)	Charlotte, N.C.
213	753d QM Co (Trk)	Langley Field, Va.
214	743d QM Co (Trk)	Bolling Field, D.C.
215	744th QM Co (Trk)	Bowman Field, Ky.
216	864th QM Co (L Maint)	Augusta, Ga
217	863d QM Co (L Maint)	Mitchel Field, NY
218	2d Cml Plat 3d Cml Co Serv (Avn)	Oklahoma City, Okla.
219	Decon Det 4th Cml Co Serv (Avn)	Spokane, Wash.
220	Decon Det 3d Cml Co Serv (Avn)	Tucson, Ariz.
221	Decon Det 3d Cml Co Serv (Avn)	Tucson, Ariz.
222	Decon Det 1st Cml Co Serv (Avn)	Bangor, Me.
223	Decon Det 2d Cml Co Serv (Avn)	Meridian, Miss.
224	Det 1st QM Co Sup Avn	Bangor, Me.
225	Det 3d QM Co Sup Avn	Augusta, Ga.
226	818th Engr Bn Avn	Savannah, Ga.
227	2d Bn 21st Engr Regt	Langley Field, Va.
228	~~816th Engr Bn, Avn.~~	Langley Field, Va.
229	817th Engr Bn Avn	Langley Field, Va.
230	423d Sig Co Avn	Savannah Air Base, Ga.
231	317th Sig Co A Wg	West Palm Beach, Fla.
232	313th Sig Co A Wg	Mitchel Field, N.Y.
233	331st Sig Co A Wg	Augusta, Ga.
234	Sig Hq & Hq Sq AWS 8th IC	Selfridge Field, Mich.
235	505th Sig AW Regt	Florence, S.C.
236	501st Sig AW Regt	Ft. Dix, N. J.
237	436th Sig Const Bn Avn	Hammer Field, Cal.
238	439th Sig Const Bn Avn	Tallahassee, Fla.
239	Sup Sec AB 4th Cml Co Serv (Avn)	Spokane, Wash.
240	Sup Sec AB 3d Cml Co Serv (Avn)	March Field Cal.
241	Sup Sec AB 2d Cml Co Serv (Avn)	MacDill Field, Fla.
242	Sup Sec AB 1st Cml Co Serv (Avn)	Westover Field, Mass.
243	DP Sec 4th Cml Co Serv (Avn)	Spokane, Wash.
244	Hq & Hq Sq 5th Air Support Command	Bowman Field, Ky
245	Hq & Hq Sq 9th Interceptor Command	New Orleans, La.
246	Hq & Hq Sq 9th Air Force Base Command	New Orleans, La.
247	Hq & Hq Sq 12th Bomb Gp (M)	McChord Field, Wash.
248	81st Bomb Sq (M)	McChord Field, Wash.
249	82d Bomb Sq (M)	" "
250	83d Bomb Sq (M)	" "

Priority No.	Unit	Station*
251	94th Ren Sq (M)	McChord Field, Wash.
252	Hq & Hq Sq 46th Bomb Gp (L)	Barksdale Field, La.
253	50th Bomb Sq (L)	" " "
254	51st Bomb Sq (L)	" " "
255	53d Bomb Sq (L)	" " "
256	87th Bomb Sq (L)	" " "
257	Hq & Hq Sq 54th Pur Gp (I)	Baton Rouge, La.
258	42d Pur Sq(I)	" "
259	56th Pur Sq (I)	" "
260	57th Pur Sq (I)	" "
261	54th Int Cont Sq	" "
262	Hq & Hq Sq 31st Pur Gp (I)	New Orleans, La.
263	307th Pur Sq (I)	" "
264	308th Pur Sq (I)	" "
265	309th Pur Sq (I)	" "
266	30th Int Cont Sq	" "
267	Hq & Hq Sq 67th Obsn Gp	Esler Field, La.
268	107th Obsn Sq (L)	" "
269	109th Obsn Sq (M)	" "
270	113th Obsn Sq (M)	New Orleans, La.
271	153d Obsn Sq (L)	Meridian, Miss.
272	Hq & Hq Sq 28th AB Gp	Barksdale Field, La.
273	Hq & Hq Sq 38th AB Gp	New Orleans, La.
274	Hq & Hq Sq 50th AB Gp	Baton Rouge, La.
275	Hq & Hq Sq 333d AB Gp	Esler Field, La.
276	Hq & Hq Sq 334th AB Gp	Barksdale Field, La.
277	53d Materiel Sq	Barksdale Field, La.
278	42d Materiel Sq	Esler Field, La.
279	39th Materiel Sq	Barksdale Field, La.
280	51st Materiel Sq	New Orleans, La.
281	331st Materiel Sq	Esler Field, La.
282	332d Materiel Sq	Barksdale Field, La.
283	443d Ord Co Avn (Bomb)	" " "
284	448th Ord Co Avn (Bomb)	Esler Field, La.
285	675th Ord Co Avn (Pur)	Tallahassee, Fla.
286	684th Ord Co Avn (Pur)	Baton Rouge, La.
287	706th Ord Co Avn (AB)	Bowman Field, Ky
288	720th Ord Co Avn (AB)	Pope Field, N.C.
289	732d Ord Co Avn (AB)	Meridian, Miss.
290	1 Plat 676th Ord Co Avn (Pur)	Augusta, Ga.
291	1 Plat 442d Ord Co Avn (Bomb)	Augusta, Ga.
292	49th Sig Plat (AB)	Baton Rouge, La.
293	21st Sig Plat (AB)	Selfridge Field, Mich.
294	32d Sig Plat (AB)	New Orleans, La.
295	701st QM Co (Trk)	Bangor, Me.
296	702d QM Co (Trk)	Baton Rouge, La.
297	861st QM Co (L Maint)	Selfridge Field, Mich.
298	Det 1st QM Co Sup Avn	Bowman Field, Ky.
299	Det 2d QM Co Sup Avn	Boise, Ida.
300	1st Cml Plat 1st Cml Co Serv(Avn)	Barksdale Field, La.
301	815th Engr Bn Avn	Jackson Air Base, Miss.
302	819th Engr Bn Avn	Tucson, Ariz.
303	820th Engr Bn Avn	Tucson, Ariz.
304	821st Engr Bn Avn	Tucson, Ariz.
305	422d Sig Co Avn	Bowman Field, Ky.
306	Sig Hq & Hq Sq AWS [illegible]	New Orleans, La.

Priority No.	Unit	Station*
307	309th Sig Co A Wg	New Orleans, La.
308	437th Sig Const Bn Avn	Langley Field, Va.
309	Hq & Hq Sq 79th Pur Gp (I)	Baer Field, Ind.
310	82d Pur Sq (I)	" " "
311	83d Pur Sq (I)	" " "
312	84th Pur Sq (I)	" " "
313	78th Int Cont Sq	" " "
314	Hq & Hq Sq 98th AB Gp	" " "
315	317th Material Sq	" " "
316	738th Ord Co Avn (AB)	" " "
317	640th Ord Co Avn (Pur)	" " "
318	DP Sec 2d Cml Co Serv (Avn)	" " "
319	Sup Sec AB 2d Cml Co Serv (Avn)	" " "
320	Decon Det 2d Cml Co Serv (Avn)	" " "
321	794th QM Co (Trk)	New Orleans, La.
322	3d Sig Plat (AB)	Baer Field, Ind.
323	Hq & Hq Sq 59th Pur Gp (I)	Baton Rouge, La.
324	69th Pur Sq (I)	" " "
325	310th Pur Sq (I)	" " "
326	311th Pur Sq (I)	" " "
327	Hq & Hq Sq 1st Pur Gp (F)	Glendale, Cal.
328	71st Pur Sq (F)	" "
329	27th Pur Sq (F)	Mines Field, Cal.
330	94th Pur Sq (F)	" " "
331	1st Int Cont Sq	" " "
332	6th Photo Sq	Geiger Field, Wash.
333	5th Photo Sq	Godman Field, Ky.
334	Hq & Hq Sq 84th Bomb Gp (L)	Savannah AB, Ga.
335	301st Bomb Sq (L)	" " "
336	302d Bomb Sq (L)	" " "
337	303d Bomb Sq (L)	" " "
338	304th Bomb Sq (L)	" " "
339	Hq & Hq Sq 306th AB Gp	" " "
340	323d Material Sq	" " "
341	68th Sig Plat (AB)	" " "
342	763d Ord Co Avn (AB)	" " "
343	401st Ord Co Avn (Bomb)	" " "
344	Decon Det 2d Cml Co Serv (Avn)	" " "
345	DP Sec 2d Cml Co Serv (Avn)	" " "
346	Sup Sec AB 2d Cml Co Serv (Avn)	" " "
347	772d QM Co (Trk)	OklahomaCity, Okla.
348	Hq & Hq Sq 55th Pur Gp (I)	Paine Field, Wash.
349	37th Pur Sq (I)	Olympia, Wash.
350	38th Pur Sq (I)	McChord Field, Wash.
351	54th Pur Sq (I)	Paine Field, Wash.
352	55th Int Cont Sq	" " "
353	Hq & Hq Sq 56th Pur Gp (I)	Bendix, N.J.
354	61st Pur Sq (I)	Bridgeport, Conn.
355	62d Pur Sq (I)	Bendix, N.J.
356	63d Pur Sq (I)	Farmingdale, L.I., N.Y.
357	56th Int Cont Sq	Bendix, N.J.
358	Hq & Hq Sq 70th Obsn Gp	Gray Field, Wash.
359	116th Obsn Sq (M)	" " "
360	123d Obsn Sq (M)	" " "

Priority No.	Unit	Station*
361	Hq & Hq Sq 69th Obsn Gp	Ft Dix, N. J.
362	103d Obsn Sq (M)	Millsgrove, N. J.
363	104th Obsn Sq (L)	Atlantic City, N. J.
364	126th Obsn Sq (L)	Ft Dix, N. J.
365	Hq & Hq Sq 69th Obsn Gp	San Bernardino, Cal.
366	82d Obsn Sq (M)	Salinas, Cal.
367	115th Obsn Sq (L)	San Bernardino, Cal.
368	Hq & Hq Sq 65th Obsn Gp	Langley Field, Va.
369	105th Obsn Sq (M)	" "
370	112th Obsn Sq (L)	" "
371	121st Obsn Sq (L)	" "
372	Hq & Hq Sq 92d Bomb Gp (H)	MacDill Field, Fla.
373	325th Bomb Sq (H)	" "
374	326th Bomb Sq (H)	" "
375	327th Bomb Sq (H)	" "
376	17th Rcn Sq (H)	" "
377	Hq & Hq Sq 325th AB Gp	" "
378	347th Materiel Sq	" "
379	5th Sig Plat (AB)	" "
380	DF Sec 2d Cml Co Serv (Avn)	" "
381	Sup Sec AB 2d Cml Co Serv (Avn)	" "
382	Decon Det 2d Cml Co Serv (Avn)	" "
383	767th Ord Co Avn (AB)	" "
384	414th Ord Co Avn (Bomb)	" "
385	766th Ord Co Avn (AB)	Oklahoma City, Okla.
386	412th Ord Co Avn (Bomb)	" "
387	775th QM Co (Trk)	Bowman Field, Ky.
388	882d QM Co (L Maint)	Tallahassee, Fla.
389	Hq & Hq Sq 93d Bomb Gp (H)	Barksdale Field, La.
390	328th Bomb Sq (H)	" "
391	329th Bomb Sq (H)	" "
392	330th Bomb Sq (H)	" "
393	19th Rcn Sq (H)	" "
394	Hq & Hq Sq 317th AB Gp	" "
395	340th Materiel Sq	" "
396	6th Sig Plat (AB)	" "
397	DF Sec 2d Cml Co Serv (Avn)	MacDill Field, Fla.
398	Sup Sec AB 2d Cml Co Serv (Avn)	" "
399	Decon Det 2d Cml Co Serv (Avn)	" "
400	753d Ord Co Avn (AB)	Barksdale Field, La.
401	407th Ord Co Avn (Bomb)	" "
402	776th QM Co (Trk)	Bowman Field, Ky.
403	Hq & Hq Sq 305th Bomb Gp (H)	Salt Lake City, Utah
404	364th Bomb Sq (H)	" "
405	365th Bomb Sq (H)	" "
406	366th Bomb Sq (H)	" "
407	33d Rcn Sq (H)	" "
408	Hq & Hq Sq 329th AB Gp	" "
409	328th Materiel Sq	" "
410	DF Sec 4th Cml Co Serv (Avn)	Ft Geo. Wright, Wash.
411	Sup Sec AB 4th Cml Co Serv (Avn)	" "
412	Decon Det 4th Cml Co Serv (Avn)	" "
413	57th Sig Plat (AB)	Salt Lake City, Utah

Priority No.	Unit	Station
414	772d Ord Co Avn (AB)	Salt Lake City, Utah
415	423d Ord Co Avn (Bomb)	" "
416	791st QM Co (Trk)	Pendleton Field, Ore.
417	Hq & Hq Sq 306th Bomb Gp (M)	Wendover Field, Utah
418	367th Bomb Sq (M)	" "
419	368th Bomb Sq (M)	" "
420	369th Bomb Sq (M)	" "
421	34th Ren Sq (M)	" "
422	Hq & Hq Sq 310th AB Gp	" "
423	356th Materiel Sq	" "
424	53d Sig Plat (AB)	" "
425	DP Sec 4th Cml Co Serv (Avn)	Ft Geo. Wright, Wash.
426	Sup Sec 4th Cml Co Serv (Avn)	" "
427	Decon Det 4th Cml Co Serv (Avn)	" "
428	781st Ord Co Avn (AB)	Wendover Field, Utah
429	425th Ord Co Avn (Bomb)	" "
430	793d QM Co (Trk)	Gowen Field, Ida.
431	Hq & Hq Sq 57th Pur Gp (I)	Boston, Mass.
432	64th Pur Sq (I)	"
433	65th Pur Sq (I)	Groton, Mass.
434	66th Pur Sq (I)	Quonset, Mass.
435	57th Int Cont Sq	Boston, Mass.
436	Hq & Hq Sq 21st Bomb Gp (M)	Jackson Air Base, Miss.
437	313th Bomb Sq (M)	" "
438	314th Bomb Sq (M)	" "
439	315th Bomb Sq (M)	" "
440	8th Ren Sq (M)	" "
441	Hq & Hq Sq 319th AB Gp	" "
442	342d Materiel Sq	" "
443	50th Sig Plat (AB)	" "
444	Sup Sec AB 2d Cml Co Serv (Avn)	" "
445	DP Sec 2d Cml Co Serv (Avn)	" "
446	Decon Det 2d Cml Co Serv (Avn)	" "
447	Fin Det	" "
448	764th Ord Co Avn (AB)	" "
449	411th Ord Co Avn (Bomb)	" "
450	765th Ord Co Avn (AB)	Orlando Air Base, Fla.
451	415th Ord Co Avn (Bomb)	" "
452	Hq & Hq Sq 309th Bomb Gp (M)	Jackson Air Base, Miss.
453	376th Bomb Sq (M)	" "
454	377th Bomb Sq (M)	" "
455	378th Bomb Sq (M)	" "
456	37th Ren Sq (M)	" "
457	Hq & Hq Sq 312th AB Gp	" "
458	343d Materiel Sq	" "
459	51st Sig Plat (AB)	" "
460	410th Ord Co Avn (Bomb)	" "
461	757th Ord Co Avn (Bomb)	" "
462	773d Ord Co Avn (AB)	Meridian, Miss.
463	406th Ord Co Avn (Bomb)	" "
464	Hq & Hq Sq 310th Bomb Gp (M)	Tucson, Ariz.
465	379th Bomb Sq (M)	"
466	380th Bomb Sq (M)	"

Priority No.	Unit	Station*
467	391st Bomb Sq (M)	Tucson, Ariz.
468	399th Rcn Sq (M)	" "
469	361st Materiel Sq	Boise, Idaho
470	400th Ord Co Avn (Bomb)	Savannah AB, Ga.
471	730th Ord Co Avn (AB)	Tucson, Ariz.
472	63d Sig Plat (AB)	Jackson Air Base, Miss
473	761st QM Co (Trk)	Lawson Field, Ga.
474	Hq & Hq Sq 85th Bomb Gp (L)	Bowman Field, Ky.
475	305th Bomb Sq (L)	" " "
476	306th Bomb Sq (L)	" " "
477	307th Bomb Sq (L)	" " "
478	309th Bomb Sq (L)	" " "
479	Hq & Hq Sq 314th AB Gp	" " "
480	330th Materiel Sq	" " "
481	55th Sig Plat (AB)	" " "
482	774th Ord Co Avn (AB)	" " "
483	404th Ord Co Avn (Bomb)	" " "
484	Decon Det 2d Cml Co Serv (Avn)	" " "
485	DP Sec 2d Cml Co Serv (Avn)	" " "
486	Sup Sec 2d Cml Co Serv (Avn)	" " "
487	766th QM Co (Trk)	Key Field, Miss.
488	Hq & Hq Sq 86th Bomb Gp (L)	Oklahoma City, Okla.
489	309th Bomb Sq (L)	" " "
490	310th Bomb Sq (L)	" " "
491	311th Bomb Sq (L)	" " "
492	312th Bomb Sq (L)	" " "
493	Hq & Hq Sq 14th Pur Gp (F)	Hamilton Field, Cal.
494	48th Pur Sq (F)	North Island, Cal.
495	49th Pur Sq (F)	Mills Field, Cal.
496	50th Pur Sq (F)	Oakland, Cal.
497	14th Int Cont Sq	Hamilton Field, Cal.
498	Hq & Hq Sq 30th Pur Gp (I)	Meridian, Miss.
499	88th Pur Sq (I)	Selfridge Field, Mich.
500	89th Pur Sq (I)	Selfridge Field, Mich.
501	90th Pur Sq (I)	Selfridge Field, Mich.
502	80th Int Cont Sq	Meridian, Miss.
503	Hq & Hq Sq 60th T Gp	Westover Field, Mass.
504	10th T Sq	" " "
505	11th T Sq	" " "
506	12th T Sq	" " "
507	Hq & Hq Sq 91st Bomb Gp (H)	MacDill Field, Fla.
508	322d Bomb Gp (H)	" " "
509	323d Bomb Gp (H)	" " "
510	324th Bomb Gp (H)	" " "
511	11th Rcn Sq	" " "
512	Hq & Hq Sq 305th AB Gp	" " "
513	349th Materiel Sq	" " "
514	7th Sig Plat (AB)	" " "
515	752 Ord Co Avn (AB)	" " "
516	Decon Det 2d Cml Co Serv (Avn)	" " "
517	DP Sec 2d Cml Co Serv (Avn)	" " "
518	Sup Sec AB 2d Cml Co Serv (Avn)	" " "
519	777th QM Co (Trk)	Meridian, Miss.
520	Hq & Hq Sq 9 th Bomb Gp (H)	Barksdale Fld, La.

Priority No.	Unit	Station*
521	319th Bomb Sq (H)	Barksdale, Field, La.
522	320th Bomb Sq (H)	" " "
523	321st Bomb Sq (H)	" " "
524	10th Ren Sq	" " "
525	Hq & Hq Sq 318th AB Gp	" " "
526	341st Materiel Sq	" " "
527	9th Sig Plat (AB)	" " "
528	779th Ord Co Avn (AB)	" " "
529	409th Ord Co Avn (Bomb)	" " "
530	Decon Det 2d Cml Co Serv (Avn)	" " "
531	DP Sec 2d Cml Co Serv (Avn)	" " "
532	Sup Sec 2d Cml Co Serv (Avn)	" " "
533	778th QM Co (Trk)	Baton Rouge, La.
534	Hq & Hq Sq 307th Bomb Gp (H)	Geiger Field, Wash.
535	370th Bomb Sq (H)	" " "
536	371st Bomb Sq (H)	" " "
537	372d Bomb Sq (H)	" " "
538	35th Ren Sq (H)	" " "
539	Hq & Hq Sq 42d AB Gp	" " "
540	355th Materiel Sq	" " "
541	54th Sig Plat (AB)	" " "
542	776th Ord Co Avn (AB)	" " "
543	402d Ord Co Avn (Bomb)	" " "
544	Decon Det 4th Cml Co Serv (Avn)	" " "
545	DP Sec 4th Cml Co Serv (Avn)	" " "
546	Sup Sec 4th Cml Co Serv (Avn)	" " "
547	795th QM Co (Trk)	Salt Lake City, Utah
548	Hq & Hq Sq 308th Bomb Gp (H)	Gowen Field, Idaho
549	373d Bomb Sq (H)	" " "
550	374th Bomb Sq (H)	" " "
551	375th Bomb Sq (H)	" " "
552	36th Ren Sq	" " "
553	Hq & Hq Sq 332d AB Gp	" " "
554	360th Materiel Sq	" " "
555	73d Sig Plat (AB)	" " "
556	775th Ord Co Avn (AB)	" " "
557	412th Ord Co Avn (Bomb)	" " "
558	Decon Det 4th Cml Co Serv (AVN)	" " "
559	DP Sec 4th Cml Co Serv (Avn)	" " "
560	Sup Sec 4th Cml Co Serv (Avn)	" " "
561	789th QM Co (Trk)	Geiger Field, Wash.
562	Hq & Hq Sq 311th Bomb Gp (L)	Oklahoma City, Okla.
563	382d Bomb Sq (L)	" " "
564	383d Bomb Sq (L)	" " "
565	384th Bomb Sq (L)	" " "
566	385th Bomb Sq (L)	" " "
567	Hq & Hq Sq 312th Bomb Gp (L)	Bowman Field, Ky.
568	386th Bomb Sq (L)	" " "
569	387th Bomb Sq (L)	" " "
570	388th Bomb Sq (L)	" " "
571	389th Bomb Sq (L)	" " "
572	Hq & Hq Sq 71st Pur Gp (I)	Charlotte, N.C.
573	91st Pur Sq (I)	" "

Priority No.	Unit	Station
574	92d Pur Sq (I)	Charlotte, N.C.
575	93d Pur Sq (I)	" "
576	81st Int Cont Sq	" "
577	Hq & Hq Sq 89th T Gp	Daniel Field, Ga.
578	24th T Sq	" "
579	25th T Sq	" "
580	26th T Sq	" "
581	27th T Sq	" "
582	28th T Sq	" "
583	419th Ord Co Avn (Bomb)	Pendleton Field, Ore.
584	427th Ord Co Avn (Bomb)	Oklahoma City, Okla.
585	645th Ord Co Avn (Pur)	New Orleans, La.
586	646th Ord Co Avn (Pur)	Selfridge Field, Mich.
587	642d Ord Co Avn (Pur)	Meridian, Miss.
588	644th Ord Co Avn (Pur)	Baton Rouge, La.
589	641st Ord Co Avn (Pur)	Tallahassee, Fla.
590	643d Ord Co Avn (Pur)	Charlotte, N.C.
591	739th Ord Co Avn (AB)	Tallahassee, Fla.
592	756th Ord Co Avn (AB)	Selfridge Field, Mich.
593	750th Ord Co Avn (AB)	Charlotte, N.C.
594	751th Ord Co Avn (AB)	Baton Rouge, La.
595	754th Ord Co Avn (AB)	Savannah Air Base, Ga.
596	764th QM Co (Trk)	Baer Field, Ind.
597	765th QM Co (Trk)	Tallahassee, Fla.
598	768th QM Co (Trk)	Baton Rouge, La.
599	773d QM Co (Trk)	Selfridge Field, Mich.
600	798th QM Co (Trk)	Oklahoma City, Okla.
601	767th QM Co (Trk)	Charlotte, N.C.
602	769th QM Co (Trk)	New Orleans, La.
603	770th QM Co (Trk)	Savannah Air Base, Ga.
604	771st QM Co (Trk)	Savannah Air Base, Ga.
605	780th QM Co (Trk)	Barksdale Field, La.
606	788th QM Co (Trk)	Spokane, Wash.
607	774th QM Co (Trk)	Bowman Field, Ky.
608	Hq & Hq Sq 99th Bomb Gp (H)	Orlando, Fla.
609	346th Bomb Sq (H)	" "
610	347th Bomb Sq (H)	" "
611	348th Bomb Sq (H)	" "
612	26th Rcn Sq (H)	" "
613	Hq & Hq Sq 100th AB Gp	Tallahassee, Fla.
614	346th Materiel Sq	Gowen Field, Ida.
615	403d Ord Co Avn (Bomb)	Bowman Field, Ky.
616	761st Ord Co Avn (AB)	Baton Rouge, La.
617	65th Sig Plat (AB)	MacDill Field, Fla.
618	781st QM Co (Trk)	Jackson Air Base, Miss.
619	Hq & Hq Sq 100th Bomb Gp (H)	Orlando, Fla.
620	349th Bomb Sq (H)	" "
621	350th Bomb Sq (H)	" "
622	351st Bomb Sq (H)	" "
623	28th Rcn Sq (H)	" "
624	Hq & Hq Sq 320th AB Gp	Jackson Air Base, Miss.
625	318th Materiel Sq	Tallahassee, Fla.
626	424th Ord Co Avn (Bomb)	Salt Lake City, Utah

Priority No.	Unit	Station*
627	749th Ord Co Avn (AB)	Meridian, Miss.
628	61st Sig Plat (AB)	Barksdale,Field, La.
629	782d QM Co (Trk)	Jackson Air Base, Miss.
630	Hq & Hq Sq 302d Bomb Gp (M)	Spokane, Wash.
631	355th Bomb Sq (H)	" "
632	356th Bomb Sq (H)	" "
633	357th Bomb Sq (H)	" "
634	30th Ren Sq (H)	" "
635	Hq & Hq Sq 331st AB Gp	Pendleton Field, Ore.
636	332d Materiel Sq	Barksdale Field, La.
637	426th Ord Co Avn (Bomb)	Tucson, Ariz.
638	778th Ord Co Avn (AB)	Salt Lake City, Utah
639	52d Sig Plat (AB)	Savannah, Ga.
640	783d QM Co (Trk)	Oklahoma City, Okla.
641	Hq & Hq Sq 304th Bomb Gp (H)	Pendleton Field, Ore.
642	361st Bomb Sq (H)	" "
643	362d Bomb Sq (H)	" "
644	363d Bomb Sq (H)	" "
645	32d Ren Sq (H)	" "
646	Hq & Hq Sq 327th AB Gp	Tucson, Ariz.
647	357th Materiel Sq	Salt Lake City, Utah
648	416th Ord Co Avn (Bomb)	Orlando, Fla.
649	777th Ord Co Avn (AB)	Salt Lake City, Utah
650	75th Sig Plat (AB)	Salt Lake City, Utah
651	790th QM Co (Trk)	Pendlgton Field, Ore.
652	Hq & Hq Sq 42d Bomb Gp (M)	McChord Field, Wash.
653	75th Bomb Sq (M)	Portland, Ore.
654	76th Bomb Sq (M)	McChord Field, Wash.
655	16th Ren Sq (M)	Paine Field, Wash.
656	Hq & Hq Sq 41st Bomb Gp (M)	Haljer Field, Cal.
657	46th Bomb Sq (M)	Hammer Field, Cal.
658	47th Bomb Sq (M)	Visalia, Cal.
659	48th Bomb Sq (M)	Bakersfield, Cal.
660	6th Ren Sq (M)	Sacramento, Cal.
661	Hq & Hq Sq 13th Bomb Gp (M)	Westover Field, Mass.
662	39th Bomb Sq (M)	" "
663	40th Bomb Sq (M)	" "
664	41st Bomb Sq (M)	" "
665	3d Ren Sq (M)	Mitchel Field, N. Y.
666	Hq & Hq Sq 79th Pur Gp (I)	Tallahassee, Fla.
667	85th Pur Sq (I)	" "
668	86th Pur Sq (I)	" "
669	87th Pur Sq (I)	" "
670	79th Int Cont Sq	" "
671	Hq & Hq Sq 61st T Gp	Daniel Field, Ga.
672	13th T Sq	Drew Field, Fla.
673	14th T Sq	Daniel Field, Ga.
674	15th T Sq	" "
675	Hq & Hq Sq 96th Bomb Gp (H)	Oklahoma City, Okla.
676	337th Bomb Sq (H)	" "
677	338th Bomb Sq (H)	" "
678	339th Bomb Sq (H)	" "
679	23d Ren Sq (H)	" "

Priority No.	Unit	Station*
680	Hq & Hq Sq 321st AB Gp	Oklahoma City, Okla.
681	359th Materiel Sq	Pendleton Fld, Ore.
682	421st Ord Co Avn (Bomb)	Gowen Field, Idaho
683	755th Ord Co Avn (AB)	Oklahoma City, Okla.
684	74th Sig Plat (AB)	Gowen Field, Idaho
685	797th QM Co (Trk)	Tucson, Ariz.
686	Hq & Hq Sq 45th Bomb Gp (M)	Manchester, N.H.
687	78th Bomb Sq (M)	" "
688	79th Bomb Sq (M)	" "
689	80th Bomb Sq (M)	" "
690	92d Rcn Sq	" "
691	Hq & Hq Sq 82d Pur Gp (I)	Baton Rouge, La.
692	95th Pur Sq (I)	" " "
693	96th Pur Sq (I)	" " "
694	97th Pur Sq (I)	" " "
695	82d Int Cont Sq	" " "
696	Hq & Hq Sq 64th T Gp	March Field, Cal.
697	16th T Sq	Portland, Ore.
698	17th T Sq	Hamilton Field, Cal.
699	18th T Sq	March Field, Cal.
700	Hq & Hq Sq 66th Obsn Gp	Charleston, S.C.
701	97th Obsn Sq (M)	" "
702	118th Obsn Sq (L)	" "
703	106th Obsn Sq (M)	" "
704	Hq & Hq Sq 73d Obsn Gp	Godman Field, Ky.
705	12th Obsn Sq (M)	" " "
706	16th Obsn Sq (M)	Daniel Field, Ga.
707	22d Obsn Sq (M)	De Ridder, La.
708	91st Obsn Sq (M)	Pine Camp, N.Y.
709	Hq & Hq Sq 76th Obsn Gp	San Antonio, Tex.
710	111th Obsn Sq (M)	" " "
711	6th Obsn Sq	Ft. Sill, Kan.
712	Hq & Hq Sq 26th Obsn Gp	Hillsgrove, R.I.
713	101st Obsn Sq (L)	" "
714	152d Obsn Sq (M)	Ft. Devens, Mass.
715	Hq & Hq Sq 77th Obsn Gp	Salinas, Cal.
716	31st Obsn Sq (M)	San Bernardino, Cal.
717	Hq & Hq Sq 75th Obsn Gp	Ellington Field, Tex.
718	119th Obsn Sq (M)	Newark, N.J.
719	5th Obsn Sq	Ft. Sill, Okla.
720	Hq & Hq Sq 94th Bomb Gp (H)	Jackson AB, Miss.
721	331st Bomb Sq (H)	" " "
722	332d Bomb Sq (H)	" " "
723	333d Bomb Sq (H)	" " "
724	20th Rcn Sq (H)	" " "
725	Hq & Hq Sq 309th AB Gp	Drew Field, Fla.
726	353d Materiel Sq	Tucson, Ariz.
727	417th Ord Co Avn (Bomb)	Spokane, Wash.
728	771st Ord Co Avn (AB)	Spokane, Wash.
729	59th Sig Plat (AB)	Baton Rouge, La.
730	797th QM Co (Trk)	Orlando, Fla.
731	Hq & Hq Sq 95th Bomb Gp (H)	Jackson AB, Miss.
732	334th Bomb Sq (H)	" " "
733	335th Bomb Sq (H)	" " "

Priority No.	Unit	Station*
734	336th Bomb Sq (H)	Jackson AB, Miss.
735	22d Rem Sq (H)	" " "
736	327th Materiel Sq	Drew Field, Fla.
737	422d Ord Co Avn (Bomb)	Gowen Field, Idaho
738	769th Ord Co Avn (AB)	Orlando, Fla.
739	62d Sig Plat (AB)	Jackson AB, Miss.
740	736th QM Co (Trk)	Orlando, Fla.
741	Hq & Hq Sq 98th Bomb Gp (H)	Bowman Field, Ky.
742	316th Bomb Sq (H)	" " "
743	317th Bomb Sq (H)	" " "
744	318th Bomb Sq (H)	" " "
745	9th Rem Sq (H)	" " "
746	Hq & Hq Sq 307th AB Gp	Oklahoma City, Okla.
747	339th Materiel Sq	Baton Rouge, La.
748	405th Ord Co Avn (Bomb)	Bowman Field, Ky.
749	770th Ord Co Avn (AB)	Orlando, Fla.
750	69th Sig Plat (AB)	Spokane, Wash.
751	796th QM Co (Trk)	Tucson, Ariz.
752	Hq & Hq Sq 71st Obsn Gp	Birmingham, Ala.
753	102d Obsn Sq (L)	San Bernardino, Cal.
754	110th Obsn Sq (L)	Salinas, Cal.
755	128th Obsn Sq (L)	Lawson Field, Ga.
756	Hq & Hq Sq 74th Obsn Gp	Lawson Field, Ga.
757	8th Obsn Sq	Ft. Bragg, N.C.
758	22d Obsn Sq (H)	De Ridder, La.
759	3d Obsn Sq (H)	Langley Field, Va.
760	99th Pur Sq	Tuskegee, Ala.
761	Hq & Hq Sq 30th Bomb Gp (H)	March Field, Cal.
762	21st Bomb Sq (H)	" " "
763	27th Bomb Sq (H)	" " "
764	38th Bomb Sq (H)	" " "
765	2d Rem Sq (H)	Haljer Field, Cal.
766	Hq & Hq Sq 2d Bomb Gp (H)	Langley Field, Va.
767	96th Bomb Sq (H)	" " "
768	20th Bomb Sq (H)	" " "
769	462d Ord Co Avn (Bomb)	March Field, Cal.
770	551st Sig AW Bn (Sep)	Ft. Dix, N.J.
771	601st Sig AW Plot Co Frontier	Ft. Dix, N.J.
772	651st Sig AW Rept Co Frontier	Ft. Dix, N.J.
773	676th Ord Co Avn (Pur) less 1 Plat	Baton Rouge, La.
774	687th Ord Co Avn (Pur) less 3d Plat	Meridian, Miss.
775	504th Sig AW Regt	Camp Haan, Cal.
776	656th Sig AW Rept Co Frontier plus 2 Rept Plat	Camp Haan, Cal.
777	678th Ord Co Avn (Pur)	Paine Field, Wash.
778	446th Ord Co Avn (Bomb)	Langley Field, Va.
779	457th Ord Co Avn (Bomb)	Westover Field, Mass.
780	449th Ord Co Avn (Bomb)	Manchester, N.H.
781	452d Ord Co Avn (Bomb)	Orlando, Fla.
782	444th Ord Co Avn (Bomb)	Hamer Field, Cal.
783	677th Ord Co Avn (Pur)	Charlotte, N.C.
784	603d Sig AW Plot Co Frontier	Drew Field, Fla.
785	653d Sig AW Rept Co Frontier	" " "
786	681st Ord Co Avn (Pur)	Windsor Locks, Conn.
787	685th Ord Co Avn (Pur)	North Island, Cal.

Priority No.	Unit	Station*
788	Hq & Hq Sq 1st Air Force	Mitchel Field, N. Y.
789	403d Sig Co Avn	" "
790	Hq & Hq Sq 2d Air Force	Ft. Geo. Wright, Wash.
791	404th Sig Co Avn	Geiger Field, Wash.
792	Hq & Hq Sq 3d Air Force	Drew Field, Fla.
793	402d Sig Co Avn	MacDill Field, Fla.
794	Hq & Hq Sq 4th Air Force	Hamilton Field, Cal.
795	405th Sig Co Avn	March Field, Cal.
796	Hq & Hq Sq 1st Bomber Command	New York, N. Y.
798	413th Sig Co Avn	Langley Field, Va.
798	Hq & Hq Sq 2d Bomber Command	Geiger Field, Wash.
799	414th Sig Co Avn	" "
800	Hq & Hq Sq 3d Bomber Command	Drew Field, Fla.
801	412th Sig Co Avn	MacDill Field, Fla.
802	Hq & Hq Sq 4th Bomber Command	Tucson, Ariz.
803	410th Sig Co Avn	" "
804	Hq & Hq Sq 1st Interceptor Comd.	Mitchel Field, N. Y.
805	Sig Hq & Hq Co 1st Int Comd	" "
806	Hq & Hq Sq 2d Int Comd	Ft Lawton, Wash.
807	Sig Hq & Hq Co 2d Int Comd	" "
808	Hq & Hq Sq 3d Int Comd	Drew Field, Fla.
809	Sig Hq & Hq Co 3d Int Comd	MacDill Field, Fla.
810	Hq & Hq Sq 4th Int Comd	March Field, Cal.
811	Sig Hq & Hq Co 4th Int Comd	" "
812	5th Materiel Sq	Langley Field, Va.
813	Hq & Hq Sq 44th AB Gp	McChord Field, Wash.
814	58th Materiel Sq	" "
815	29th Sig Plat (AB)	" "
816	Hq & Hq Sq 91st AB Gp	Mitchel Field, N. Y.
817	3d Materiel St	" "
818	306th Materiel Sq	" "
819	Hq & Hq Sq 26th AB Gp	Westover Field, Mass.
820	36th Materiel Sq	" "
821	42d Sig Plat (AB)	" "
822	Hq & Hq Sq 34th AB Gp	Paine Field, Wash.
823	46th Materiel Sq	" "
824	23d Sig Plat (AB)	" "
825	Hq & Hq Sq 33d AB Gp	Manchester, N. H.
826	45th Materiel Sq	" "
827	30th Sig Plat (AB)	" "
828	Hq & Hq Sq 25th AB Gp	Orlando Air Base, Fla.
829	35th Materiel Sq	" "
830	Hq & Hq Sq 49th AB Gp.	Hamer Field, Cal.
831	64th Materiel Sq	" "
832	25th Sig Plat (AB)	" "
833	Hq & Hq Sq 20th AB Gp	Charlotte, N. C.
834	40th Materiel Sq	" "
835	22d Sig Plat (AB)	" "
836	Hq & Hq Sq 43d AB Gp	Portland, Ore.
837	57th Materiel Sq	" "
838	35th Sig Plat (AB)	" "
839	Hq & Hq Sq 30th AB Gp	Windsor Locks, Conn.
840	41st Materiel Sq	" "

Priority No.	Unit	Station*
841	26th Sig Plat (AB)	Windsor Locks, Conn.
842	Hq & Hq Sq 32d AB Gp	March Field, Cal.
843	44th Materiel Sq	" " "
844	4th Sig Plat (AB)	" " "
845	65th Materiel Sq	Tucson, Ariz.
846	16th Sig Plat (AB)	Baton Rouge, La.
847	Hq & Hq Sq 40th AB Gp	Meridian, Miss.
848	Hq & Hq Sq 62d AB Gp	Lawson Field, Ga.
849	6th Materiel Sq	Wilmington, N.C.
850	21st Engr Regt (Avn) less 2d Bn	Langley Field, Va.
851	813th Engr Bn (Avn)	McChord Field, Wash.
852	812th Engr Bn (Avn)	MacDill Field, Fla.
853	1st Cml Plat 4th Cml Co Serv (Avn)	McChord Field, Wash.
854	2d Cml Plat 1st Cml Co Serv (Avn)	Manchester, N.H.
855	1st Cml Plat 3d Cml Co Serv (Avn)	Hammer Field, Cal.
856	Decon Det 4th Cml Co Serv (Avn)	Pendleton, Field, Ore.
857	" " 1st " " " "	Langley Field, Va.
858	" " 1st " " " "	Wilmington, N.C.
859	" " 4th " " " "	McChord Field, Wash.
860	" " 1st " " " "	Mitchel Field, N.Y.
861	" " 1st " " " "	Barksdale Field, La.
862	" " 3d " " " "	Hamilton Field, Cal.
863	" " 1st " " " "	Westover Field, Mass.
864	" " 3d " " " "	Oklahoma City, Okla.
865	" " 1st " " " "	Manchester, N.H.
866	" " 2d " " " "	New Orleans, La.
867	" " 3d " " " "	Hammer Field, Cal.
868	" " 2d " " " "	Charlotte, N.C.
869	" " 1st " " " "	Selfridge Field, Mich.
870	" " 1st " " " "	Windsor Locks, Conn.
871	" " 3d " " " "	March Field, Cal.
872	" " 1st " " " "	Bolling Field, D.C.
873	" " 4th " " " "	Paine Field, Wash.
874	" " 4th " " " "	Portland, Ore.
875	" " 2d " " " "	Barksdale Field, La.
876	" " 2d " " " "	Lawson Field, Ga.
877	" " 2d " " " "	Tallahassee, Fla.
878	Hq Sec 2d Cml Co Serv (Avn)	Drew Field, Fla.
879	" " 1st " " " "	Mitchel Field, N.Y.
880	" " 3d " " " "	March Field, Cal.
881	" " 4th " " " "	Ft. George Wright, Wash.
882	719th Ord Co Avn (AB)	Mitchel Field, N.Y.
883	714th Ord Co Avn (AB)	Langley Field, Va.
884	716th Ord Co Avn (AB)	McChord Field, Wash.
885	722d Ord Co Avn (AB)	Barksdale Field, La.
886	708th Ord Co Avn (AB)	Paine Field, Wash.
887	717th Ord Co Avn (AB)	Manchester, N.H.
888	710th Ord Co Avn (AB)	Hammer Field, Cal.
889	712th Ord Co Avn (AB)	Windsor Locks, Conn.
890	718th Ord Co Avn (AB)	March Field, Cal.
891	704th Ord Co Avn (AB)	Baton Rouge, La.
892	723d Ord Co Avn (AB)	Portland, Ore.
893	707th [illegible] Co (Trk)	March Field, Cal.
894	712th [illegible] Co (Trk)	Paine Field, Wash.

Priority No.	Unit	Station*
895	759th QM Co (Trk)	Ft Douglas, Utah
896	856th QM Co (L Maint) less 2d Plat	Hunter Field, Ga.
897	869th QM Co (L Maint) less 2d Plat	Geiger Field, Wash.
898	867th QM Co (L Maint) less 2d Plat & det 1st Plat	Will Rogers Field, Okla.
899	862d QM Co (L Maint) less 2d Plat & det 1st Plat	Westover Field, Mass.
900	870th QM Co (L Maint) less 2d Plat & det 1st Plat	McChord Field, Wash.
901	868th QM Co (L Maint) less 2d Plat	March Field, Cal.
902	2d Plat 866th QM Co (L Maint) less det	Geiger Field, Wash.
903	2d QM Co Sup Avn less det	" "
904	4th QM Co Sup Avn less det	March Field, Cal.

*Controlled items to be shipped to station indicated [illegible] subject to change. Chiefs of supply branches will be informed as to station change.

HEADQUARTERS AIR FORCE COMBAT COMMAND

BOLLING FIELD, D. C.

(F-35)

In reply refer to:

ACC 400

Subject: Priority For Controlled Items of Equipment.

To: Chief of the Army Air Forces, Washington, D. C.

1. Reference letter, AG 400 (1-10-42)MSC-D-M, January 17, 1942, subject, "Distribution of Controlled Items - Priorities Within Air Force Combat Command", to Commanding General, Field Forces, etc., and paragraph 4, letter, AG 400 (2-1-42)MSC-D-M, February 4, 1942, subject, "Distribution of Controlled Items of Equipment", to Commanding General, Field Forces, etc., it is recommended that the below listed units be placed in first priority directly following those units listed in letter, ACC 400, this headquarters, February 21, 1942, subject, "Priority For Controlled Items of Equipment", to your office, in the order named.

2. Request the following units be included and inserted in proper place in our letter of February 21, referred to above:

a. The following units are to be trained at Pendleton, Oregon:

791st QM Co., Truck (newly activated) 44b

b. The following units are to be trained at Gowen Field, Idaho:

792nd QM Co., Truck (newly activated) 44f

c. The following QM Companies, light maintenance, will train at places indicated and should have priority as indicated:

888th QM Co., LM (newly activated) 44b
to train at Salt Lake City, Utah

881st QM Co., LM (newly activated) 44f
to train at Ft. Wayne, Ind., and Selfridge Field, Mich.

Hq. 313 (3d)

Return to Air Ag

R. 2013

3. The following are units of the 8th Air Force:

Hq & Hq Sq, 8th Air Force
Hq & Hq Sq, 8th Bomber Command
Hq & Hq Sq, 8th Interceptor Command
Hq & Hq Sq, 8th Air Force Base Command
Hq & Hq Sq, 17th Bomb Gp (M)
  34th Bomb Sq (M)
  37th Bomb Sq (M)
  95th Bomb Sq (M)
89th Recon Sq (M)
Hq & Hq Sq, 48th Bomb Gp (L)
  55th Bomb Sq (L)
  56th Bomb Sq (L)
  57th Bomb Sq (L)
  88th Bomb Sq (L)
Hq & Hq Sq, 52nd Pursuit Gp (I)
  2nd Pursuit Sq (I)
  4th Pursuit Sq (I)
  5th Pursuit Sq (I)
52nd Interceptor Control Sq
Hq & Hq Sq, 20th Pursuit Gp (I)
  55th Pursuit Sq (I)
  77th Pursuit Sq (I)
  79th Pursuit Sq (I)
20th Interceptor Control Sq
Hq & Hq Sq, 68th Observation Gp
  122nd Observation Sq
  127th ~~116th~~ Observation Sq
  125th ~~111th~~ Observation Sq
  154th Observation Sq
7th Photo Sq
Hq & Hq Sq, 19th AB Gp
Hq & Hq Sq, 37th AB Gp
Hq & Hq Sq, 3rd AB Gp
Hq & Hq Sq, 41st AB Gp
1st Materiel Sq
50th Materiel Sq
26th Materiel Sq
60th Materiel Sq
68th Materiel Sq
731st Ordnance Co Avn AB
721st Ordnance Co Avn AB
726th Ordnance Co Avn AB
702nd Ordnance Co Avn AB

458th Ordnance Co Avn (B)
451st Ordnance Co Avn (B)
1st Plat, 455th Ordnance Co Avn (B)
695th Ordnance Co Avn (P)
692nd Ordnance Co Avn (P)
3rd Plat, 687th Ordnance Co Avn (P)
38th Sig Plat AB
33rd Sig Plat AB
44th Sig Plat AB
40th Sig Plat AB
750th QM Co Truck
756th QM Co Truck
753rd QM Co Truck
743rd QM Co Truck
744th QM Co Truck
864th QM Co (LM)
863rd QM Co (LM)
2nd Plat, 3rd Cml Co Serv Avn
Decon Det, 4th Cml Co Serv Avn
2 Decon Dets, 3rd Cml Co Serv Avn
Decon Det, 1st Cml Co Serv Avn
Decon Det, 2nd Cml Co Serv Avn
Det, 1st QM Co Sup Avn
Det, 3rd QM Co Sup Avn
818th Engr Bn Avn
2nd Bn, 21st Engr Regt
816th Engr Bn Avn
817th Engr Bn Avn
423rd Sig Co Avn (Sig Co, AF)
317th Sig Co Wing (Sig Co, Base Command)
313th Sig Co Wing (Sig Co, Bomber Command)
331st Sig Co Wing (Sig Co, Supply Base Avn)
8th Sig Hq & Hq Co (IC) AWS
505th AW Regt
501st AW Regt
436th Sig Bn Const
439th Sig Bn Const
Sup Sec, AB, 4th Cml Co Serv Avn
Sup Sec, AB, 3rd Cml Co Serv Avn
Sup Sec, AB, 2nd Cml Co Serv Avn
Sup Sec, AB, 1st Cml Co Serv Avn
DP Sec, 4th Cml Co Serv Avn

4. The following are units of the 5th Air Support Command:

Hq & Hq Sq, 5th ASC
Hq & Hq Sq, 9th Intr Command
Hq & Hq Sq, 9th AF Base Command
Hq & Hq Sq, 12th Bomb Gp (M)
81st Bomb Sq (M)

ACC 400 (MAR 1 1942) Hq AFCC (Cont'd)

82nd Bomb Sq (M)
83rd Bomb Sq (M)
94th Recon Sq (M)
Hq & Hq Sq, 46th Bomb Gp (L)
50th Bomb Sq (L)
51st Bomb Sq (L)
53rd Bomb Sq (L)
87th Bomb Sq (L)
Hq & Hq Sq, 54th Pursuit Gp (I)
42nd Pursuit Sq (I)
56th Pursuit Sq (I)
57th Pursuit Sq (I)
54th Interceptor Control Sq
Hq & Hq Sq, 31st Pursuit Gp (I)
307th Pursuit Sq (I)
308th Pursuit Sq (I)
309th Pursuit Sq (I)
30th Interceptor Control Sq
Hq & Hq Sq, 67th Obsn Gp
107th Obsn Sq
109th Obsn Sq
113th Obsn Sq
153rd Obsn Sq
Hq & Hq Sq, 28th AB Gp
Hq & Hq Sq, 38th AB Gp
Hq & Hq Sq, 50th AB Gp
Hq & Hq Sq, 333rd AB Gp
Hq & Hq Sq, 334th AB Gp
53rd Materiel Sq
42nd Materiel Sq
39th Materiel Sq
51st Materiel Sq
331st Materiel Sq
332nd Materiel Sq
443rd Ord Co Avn (B)
448th Ord Co Avn (B)
675th Ord Co Avn (P)
684th Ord Co Avn (P)
706th Ord Co Avn (AB)
720th Ord Co Avn (AB)
732nd Ord Co Avn (AB)
1 plat, 676th Ord Co Avn (P)
1 plat, 442nd Ord Co Avn (B)
49th Sig Plat AB
21st Sig Plat AB
32nd Sig Plat AB

ACC 400 (MAR 1 1942) Hq AFCC (Cont'd)

701st QM Co Truck
702nd QM Co Truck
861st QM Co (LM)
Det, 1st QM Co Sup Avn
Det, 2nd QM Co Sup Avn
1st Cml Plat, 1st Cml Co Serv Avn
815th Engr Bn Avn
819th Engr Bn Avn
820th Engr Bn Avn
821st Engr Bn Avn
422nd Sig Co Avn
9th Sig Hq & Hq Sq (IC) AWS
309th Sig Co Wing (Sig Co, Base Command)
437th Sig Bn Const

5. The following units are to be trained at Jackson, Mississippi, unless specified elsewhere:

Hq & Hq Sq, 21st Bomb Gp (M)
313th Bomb Sq (M)
314th Bomb Sq (M)
315th Bomb Sq (M)
8th Recon Sq (M)
Hq & Hq Sq, 319th AB Gp
342nd Materiel Sq
50th Sig Plat AB
Sup Sec, AB, 2nd Cml Co Serv Avn
DP Sec, 2nd Cml Co Serv Avn
Decon Det, 2nd Cml Co Serv Avn
Fin Det
764th Ord Co Avn AB
411th Ord Co Avn (B)
765th Ord Co Avn AB - To train at Orlando Air Base, Fla.
415th Ord Co Avn (B)- To train at Orlando Air Base, Fla.
Hq & Hq Sq, 309th Bomb Gp (M)
376th Bomb Sq (M)
377th Bomb Sq (M)
378th Bomb Sq (M)
37th Recon Sq (M)
Hq & Hq Sq, 312th AB Gp
343d ~~330th~~ Materiel Sq
51st Sig Plat AB
410th Ord Co (B)
757th Ord Co AB
773rd Ord Co AB - To train at Meridian, Miss.
406th Ord Co (B)- To train at Meridian, Miss.

6. The following units are to train at MacDill Field, Florida, unless specified elsewhere:

Hq & Hq Sq, 92nd Bomb Gp (H)
325th Bomb Sq (H)
326th Bomb Sq (H)
327th Bomb Sq (H)
17th Recon Sq (H)
Hq & Hq Sq, 325th AB Gp
347th Materiel Sq
5th Sig Plat AB
DP Sec, 2nd Cml Co Serv Avn
Sup Sec, AB, 2nd Cml Co Serv Avn
Decon Det, 2nd Cml Co Serv Avn
767th Ord Co Avn AB
414th Ord Co Avn (B)
766th Ord Co Avn AB - To train at Oklahoma City, Okla.
412th Ord Co Avn (B) -To train at Oklahoma City, Okla.
775th QM Co Truck - To train at Bowman Field, Ky.
882nd QM Co (LM) - To train at Tallahassee, Fla. & Meridian, Miss.

7. The following units are to train at Barksdale Field, La., unless specified elsewhere:

Hq & Hq Sq, 93rd Bomb Gp (H)
328th Bomb Sq (H)
329th Bomb Sq (H)
330th Bomb Sq (H)
19th Recon Sq (H)
Hq & Hq Sq, 317th AB Gp
340th Materiel Sq
6th Sig Plat AB
DP Sec, 2nd Cml Co Serv Avn - To train at MacDill Field, Fla.
Sup Sec, AB, 2nd Cml Co Serv Avn - To train at MacDill Field, Fla.
Decon Det, 2nd Cml Co Serv Avn - To train at MacDill Field, Fla.
753rd Ord Co Avn AB
407th Ord Co Avn (B)
776th QM Co Truck - To train at Bowman Field, Ky.

8. The following units are to be trained at Salt Lake City, Utah, unless specified elsewhere:

Hq & Hq Sq, 305th Bomb Gp (H)
364th Bomb Sq (H)
365th Bomb Sq (H)
366th Bomb Sq (H)
334 ~~34th~~ Recon Sq (H)

ACC 400 { MAR 1942 } Hq AFCC (Cont'd)

Hq & Hq Sq, 329th AB Gp
328th Materiel Sq
DP Sec, 4th Cml Co Serv Avn - To train at Ft. Geo Wright, Wash.
Sup Sec, AB, 4th Cml Co Serv Avn - To train at Ft. Geo Wright, Wash.
Decon Det, 4th Cml Co Serv Avn - To train at Ft. Geo Wright, Wash.
57th Sig Plat AB
772nd Ord Co Avn AB
423rd Ord Co Avn (B)
791st QM Co Truck - To train at Pendleton, Ore.

9. The following units are to train at Wendover Field, Utah, unless specified elsewhere:

Hq & Hq Sq, 306th Bomb Gp (H)
367th Bomb Sq (H)
368th Bomb Sq (H)
369th Bomb Sq (H)
34th Recon Sq (H)
Hq & Hq Sq, 310th AB Gp
356th Materiel Sq
53rd Sig Plat AB
DP Sec, 4th Cml Co Serv Avn - To train at Ft. Geo Wright, Wash.
Sup Sec, 4th Cml Co Serv Avn- To train at Ft. Geo Wright, Wash.
Decon Det, 4th Cml Co Serv Avn - To train at Ft. Geo Wright, Wash.
781st Ord Co Avn AB
425th Ord Co Avn (B)
793rd QM Co Truck - To train at Gowen Field, Idaho.

10. The following units are to be trained at Baer Field, Indiana, unless specified elsewhere:

Hq & Hq Sq, 78th Pursuit Gp (I)
82 ~~85~~th Pursuit Sq (I)
83 ~~86~~th Pursuit Sq (I)
84 ~~87~~th Pursuit Sq (I)
78 ~~79~~th Interceptor Control Sq
Hq & Hq Sq, 98th AB Gp
317th Materiel Sq
738th Ord Co Avn AB
640th Ord Co Avn (P)
DP Sec, 2nd Cml Co Serv Avn
Sup Sec, AB, 2nd Cml Co Serv Avn
Decon Det, 2nd Cml Co Serv Avn
749 ~~79~~th QM Co Truck - To train at New Orleans, La.
3rd Sig Plat AB.

Change per telephone conversation Capt Coates G-4 AFCC 3-4-42

SECRET

MAR 1 1942

ACC 400 ( ) Hq AFCC (Cont'd)

11. In reference to above, the units in the case of the 8th Air Force and the 5th Air Support Command are scheduled as task forces.

12. In reference to remainder of units listed above, they are either in training or scheduled to begin training within the next thirty days and priorities should be set up in order that they will be able to receive the necessary equipment to carry out an efficient training program.

13. Old priority numbers as set forth in letter of January 12, 1942, referred to in paragraph 1, above, were not listed as it is recommended that priority list mentioned be disregarded and above units be placed so that they may be able to begin obtaining equipment at earliest practical date. The majority of units listed above are newly activated units and had no priority listing previous to this date.

14. Additional units will be forwarded for placing in priority lists as they become available.

15. It is recommended that:

a. Priority lists be furnished chiefs of services in order that they may have a clear understanding of the order in which the various units are to receive controlled items.

b. The organizations in this letter be placed in priority immediately following those units listed in letter, this headquarters, February 21, 1942, mentioned in paragraph 1.

For the Commanding General:

Hq. Army Air Forces
MAR 1 1942
AAG RECEIVED

ST. CLAIR STREETT,
Colonel, G. S. C.,
Chief of Staff

SECRET

AAF/AS
EPC

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DOD Dir
Dpatch Ltr to Dir 4-10-75

March 5, 1942

RESTRICTED
DECLASSIFIED

Priorities for Observation Aviation

I G-3

II Sec/ G/S

400.303

32

I Comment or concurrence

1 Incl.
Memo for C/S
with Tab A

Dispatched
MAR 6 1942
AAG

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

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Air 452400.303

32

AAF/D/AS

rewritten 3/5/42

AAF/D/AS 452-1

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Priorities for Observation Aviation.

I. Discussion.

1. War Department letter, AG 400 (1-10-42)MSC-D-M, dated January 17, 1942, Subject, "Distribution of Controlled Items." Priorities within Air Force Combat Command, listed priorities for all units of the Air Force Combat Command but failed to include Observation Aviation.

2. It is desired to establish priorities for all units of Observation Aviation in the order as listed in Tab A.

3. Order of priority, as listed in Tab A, is based on plans now being processed in the War Department and not in accordance with present War Department assignments and attachments.

II. Action recommended.

The Secretary of War directs:

The priorities for Observation units be established and published in accordance with the order as indicated in Tab A.

III. Concurrences.

A. C. of S., G-3 ( )

1 Incl.
Tab A.

HEADQUARTERS ARMY AIR FORCES												
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-[illegible]	[illegible]	A-4	A-Ph	A-Insp.	Budget	Statistics	

AAF-39

Cals/9
Cals 400.

AAF/D/AS

AAF/D/AS 452-1

MEMORANDUM FOR THE ADJUTANT GENERAL.

Subject: Priorities for Observation Aviation.

recorded 3/5/42

I. Discussion.

1. War Department letter, AG 400 (1-10-42)MSC-D-M, dated January 17, 1942, Subject "Distribution of Controlled Items". Priorities within Air Force Combat Command, listed priorities for all units of the Air Force Combat Command but failed to include Observation Aviation.

2. It is desired to establish priorities for all units of Observation Aviation in the order as listed in Tab A.

3. Order of priority, as listed in Tab A, is based on plans now being processed in the War Department and not in accordance with present War Department assignments and attachments.

II. Action Recommended.

The Secretary of War directs:

The priorities for Observation units be established and published in accordance with the order as indicated in Tab A.

III. Concurrences.

A. C. of S., G-3 ( )

1 Incl.
Tab A.

MEMORANDUM FOR RECORD:

War Department letter, AG 400 (1-10-42)MSC-D-M, dated January 17, 1942, Subject "Distribution of Controlled Items," failed to include priorities for Observation Aviation. List of Observation units submitted in order of priority for establishment and publishing.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	Inspector General	A-Tech	Budget	Statistics
	~~Copy for Secretary, Air Staff~~									

AAG/293

RESTRICTED

	UNIT	PRESENT LOCATION	ASSIGNMENT
1.	2nd Obsn Sq (M)	Philippine Islands	Philippine Islands
	72nd Obsn Gp	Rio Hato, C. Z.	Canal Zone
2.	Hq & Hq Sq	Rio Hato, C. Z.	Canal Zone
3.	1st Obsn Sq (M)	Rio Hato, C. Z.	Canal Zone
4.	39th Obsn Sq (M)	France Field, C. Z.	Canal Zone
5.	100th Obsn Sq (M)	Rio Hato, C. Z.	Canal Zone
6.	86th Obsn Sq (M)	Bellows Field, T. H.	Territory of Hawaii
7.	4th Obsn Sq (M)	Ponce, P. R.	Puerto Rico
	68th Obsn Gp	Augusta, Ga.	Task Force (Gymnast)
8.	Hq & Hq Sq	Augusta, Ga.	Task Force (Gymnast)
9.	16th Obsn Sq (M)	Augusta, Ga.	Task Force (Gymnast)
10.	111th Obsn Sq (M)	Augusta, Ga.	Task Force (Gymnast)
11.	122nd Obsn Sq (M)	Augusta, Ga.	Task Force (Gymnast)
12.	154th Obsn Sq (M)	Augusta, Ga.	Task Force (Gymnast)
	67th Obsn Gp	Esler Field, La.	Task Force (Magnet)
13.	Hq & Hq Sq	Esler Field, La.	Task Force (Magnet)
14.	12th Obsn Sq (M)	Godman Field, Ky.	Task Force (Magnet)
15.	107th Obsn Sq (L)	Esler Field, La.	Task Force (Magnet)
16.	109th Obsn Sq (M)	Esler Field, La.	Task Force (Magnet)
17.	153rd Obsn Sq (L)	Esler Field, La.	Task Force (Magnet)
	59th Obsn Gp	Ft. Dix, N. J.	ETO
18.	Hq & Hq Sq	Ft. Dix, N. J.	ETO
19.	119th Obsn Sq (M)	Newark, N. J.	ETO
20.	104th Obsn Sq (L)	Atlantic City, N. J.	ETO
21.	126th Obsn Sq (L)	Ft. Dix, N. J.	ETO
22.	9th Obsn Sq (M)	Newark, N. J.	ETO
	70th Obsn Gp	Gray Field, Wash.	WDC
23.	Hq & Hq Sq	Gray Field, Wash.	WDC
24.	116th Obsn Sq (M)	Gray Field, Wash.	WDC
25.	123rd Obsn Sq (L)	Gray Field, Wash.	WDC
26.	26th Obsn Sq (L)	Gray Field, Wash.	WDC
	26th Obsn Gp	Providence, R. I.	ETO
27.	Hq & Hq Sq	Providence, R. I.	ETO
28.	101st Obsn Sq (L)	Camp Edwards, Mass.	ETO
29.	103rd Obsn Sq (M)	Providence, R. I.	ETO
30.	152nd Obsn Sq (M)	Ft. Devens, Mass.	ETO
31.	11th Obsn Sq (L)	Ft. Devens, Mass.	ETO
	71st Obsn Gp	Salinas, Calif.	WDC
32.	Hq & Hq Sq	Salinas, Calif.	WDC
33.	82nd Obsn Sq (M)	Salinas, Calif.	WDC
34.	110th Obsn Sq (L)	Salinas, Calif.	WDC
35.	17th Obsn Sq (L)	Salinas, Calif.	WDC
36.	25th Obsn Sq (L)	Salinas, Calif.	WDC
	65th Obsn Gp	Langley Field, Va.	ETO
37.	Hq & Hq Sq	Langley Field, Va.	ETO
38.	105th Obsn Sq (M)	Langley Field, Va.	ETO
39.	112th Obsn Sq (L)	Dover, Del.	ETO
40.	121st Obsn Sq (L)	Langley Field, Va.	ETO
41.	18th Obsn Sq (L)	Dover, Del.	ETO

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	WPD	A-Insp.	Budget	[illegible]

RESTRICTED

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	UNIT	PRESENT LOCATION	ASSIGNMENT
	69th Obsn Gp	San Bernardino, Calif.	WDC
42.	Hq & Hq Sq	San Bernardino, Calif.	WDC
43.	31st Obsn Sq (M)	San Bernardino, Calif.	WDC
44.	102nd Obsn Sq (L)	San Bernardino, Calif.	WDC
45.	115th Obsn Sq (L)	San Bernardino, Calif.	WDC
46.	10th Obsn Sq (M)	San Bernardino, Calif.	WDC
	66th Obsn Gp	Charleston, S. C.	ETO
47.	Hq & Hq Sq	Charleston, S. C.	ETO
48.	97th Obsn Sq (M)	Miami, Fla.	ETO
49.	106th Obsn Sq (M)	Miami, Fla.	ETO
50.	118th Obsn Sq (L)	Charleston, S. C.	ETO
51.	19th Obsn Sq (L)	Miami, Fla.	ETO
	73rd Obsn Gp	Godman Field, Ky.	3rd Air Force
52.	Hq & Hq Sq	Godman Field, Ky.	3rd Air Force
53.	3rd Obsn Sq (M)	Santa Maria-Lompoc, Calif.	3rd Air Force
54.	91st Obsn Sq (M)	Pine Camp, N. Y.	3rd Air Force
55.	11th Obsn Sq (M)	Pine Camp, N. Y.	3rd Air Force
	77th Obsn Gp	Brownwood, Tex.	3rd Air Force
56.	Hq & Hq Sq	Brownwood, Tex.	3rd Air Force
57.	113th Obsn Sq (M)	New Orleans, La.	3rd Air Force
58.	120th Obsn Sq (M)	Biggs Field, Tex.	3rd Air Force
59.	125th Obsn Sq (L)	Hattiesburg, Miss.	3rd Air Force
60.	128th Obsn Sq (L)	Lawson Field, Ga.	3rd Air Force
	74th Obsn Gp	Lawson Field, Ga.	3rd Air Force
61.	Hq & Hq Sq	Lawson Field, Ga.	3rd Air Force
62.	15th Obsn Sq (M)	Ellington Field, Tex.	3rd Air Force
63.	22nd Obsn Sq (M)	DeRidder, La.	3rd Air Force
64.	13th Obsn Sq (M)	Lawson Field, Ga.	3rd Air Force
	75th Obsn Gp	Birmingham, Ala.	2nd Air Force
65.	Hq & Hq Sq	Birmingham, Ala.	2nd Air Force
66.	306th Obsn Sq (M)	Atlanta, Ga.	2nd Air Force
67.	124th Obsn Sq (L)	Camp Forrest, Tenn.	2nd Air Force
68.	127th Obsn Sq (L)	Vicky, Mo.	2nd Air Force
69.	21st Obsn Sq (L)	Battle Creek, Mich.	2nd Air Force
	76th Obsn Gp	Meridian, Miss.	3rd Air Force
70.	Hq & Hq Sq	Meridian, Miss.	3rd Air Force
71.	20th Obsn Sq (L)	Meridian, Miss.	3rd Air Force
72.	23rd Obsn Sq (L)	Meridian, Miss.	3rd Air Force
73.	24th Obsn Sq (L)	Meridian, Miss.	3rd Air Force

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Asst Sec	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget

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DOD Dir.
5 Jan. & 20 June 1974
By [illegible] Date 11-10-75

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

Note.-- A line will be drawn across sheet after each comment.

File No. . . . . .

Tally No. AAF 452-1

SUBJECT: Priorities for Observation Aviation

NO.	FROM	TO	DATE	COMMENTS
1	AAF D/AS	C/AAF Eq. Army Air Forces FEB 25 1941	2/21	AAF/D/AS W.E.L. jam Recommend that the attached memorandum be approved and forwarded to The Adjutant General.

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(Do not use reverse side)

Page No. ----------

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W-4071, AC. Rev. 8/14/41

Aug. 4 3 72

HEADQUARTERS AIR FORCE COMBAT COMMAND

(R-70)

BOLLING FIELD, D. C.

In reply refer to:
ACC 400 (1-29-42)
Controlled Items of Equip.

FEB 10 1942

Subject: Priorities of Aircraft Warning Service Units.

To: Chief of the Army Air Forces, Washington, D. C.

1. Reference is made to letter Hq Army Air Forces (Air AG), AC 25, dated January 5, 1942, Subject "Distribution of Controlled Items of Equipment," and to first Inclosure thereto, and to letter from the Adjutant General, file AG 400 (1-10-42)MSC-D-M, dated January 17, 1942, Subject, "Distribution of Controlled Items - Priorities within Air Force Combat Command," to the Chief of the Army Air Forces, et al.

2. The following AWS units, included on original priority list of January 5, cited above, for Air Force Combat Command units, were omitted from the list prepared by the War Department, dated January 17, 1942, cited above, which breaks down the list into priorities within Corps Areas:

501st Sig. Regiment, AW	Fort Dix, N. J.
552d Sig. Battalion, AW, Sep.	McChord Field
505th Sig. Regiment, AW	McChord Field

Request that action be taken to have the above-listed units included in the list of priorities within Corps Areas cited above.

3. Reference is made to letter this headquarters, file ACC 400, Controlled Items of Equipment, dated January 29, 1942, Subject "Priorities of AWS Units," to Chief of the Army Air Forces. Request that the changes and additions requested in this letter be also included on the list of priorities within Corps Areas of January 17, cited above.

For the Commanding General:

J. H. Hills,
Colonel, A.G.D.,
Adjutant General

Hq. Army Air Forces
FEB 11 1942
AAG RECEIVED

(B-70)

FEB 10 1942

ACC 400 (1-29-42)
Controlled Items of Equip.

Priorities of Aircraft Warning Service Units.

Chief of the Army Air Forces, Washington, D. C.

1. Reference is made to letter Hq Army Air Forces (Air AG), AC 25, dated January 5, 1942, Subject "Distribution of Controlled Items of Equipment," and to first Inclosure thereto, and to letter from the Adjutant General, file AG 400 (1-10-42)MSC-D-M, dated January 17, 1942, Subject, "Distribution of Controlled Items - Priorities within Air Force Combat Command," to the Chief of the Army Air Forces, et al.

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For the Commanding General:

J. H. Hills,
Colonel, A.G.D.,
Adjutant General

400.303 (25)

JBC/WGG/rrb
(Air AG)

1st Ind.

WD HEADQUARTERS ARMY AIR FORCES, Washington, D. C., January 17, 1942.
To: The Chief of the Air Corps, Washington, D. C.

The eight (8) copies of mimeographed letter requested above are attached hereto.

By command of Lieutenant General ARNOLD:

Dispatched
JAN 17 1942
AAG

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
Incls.: 8 Copies Ltr. 1/5/42, subj. "Distribution of Controlled Items of Equipment."							JOHN B. COOLEY Lieutenant Colonel, A.G.D. Assistant Air Adjutant General.				

AAF 39

Air AG 400.303 (25)

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

(14-A)

JAN 6 1942

Request for Copies of Headquarters of the Army Air Forces' Letter.

The Chief of the Army Air Forces.

1. It is requested that 8 copies of restricted mimeographed letter dated January 5, 1942, subject: "Distribution of Controlled Items of Equipment", with two inclosures thereto, be furnished the Headquarters, Air Service Command, Office, Chief of the Air Corps, Washington, D. C.

For the Chief of the Air Corps:

W. T. Hefley
Major, Air Corps
Asst. Exec., Air Service Command

607a

RESTRICTED

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DECLASSIFIED
DOD Dirs.
8 Jan. & 25 June 1974
By [illegible] UC Date 11-10-75

January 5, 1942

SUBJECT: Distribution of Controlled Items of Equipment.

TO : The Chief of the Air Corps
Chief of Coast Artillery
Chief of Engineers
Chief Signal Officer
The Quartermaster General
The Surgeon General
Chief of Ordnance
Chief of Chemical Warfare Service

1. Pursuant to the instructions contained in War Department letter, December 12, 1941, AG 400 (12-9-41)MC-C-M, Subject: "Distribution of Controlled Items of Equipment," the attached list of priorities of units of the Air Force Combat Command, with their services, is transmitted for necessary action.

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Colonel, A. G. D.
Air Adjutant General

2 Incls.
1-AFCC Priority Units, 12/30/41
2-AGO Ltr 12/16/41 subj as abv
(AG 400 (12-9-41)MC-C. (Cpy)

Air RS 400.303 (23)

See Note at Top of Page

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AAF-482

RESTRICTED Air RS 400.303 (23)

AIR FORCE COMBAT COMMAND

PRIORITY UNITS

December 30, 1941.

Units of the Air Force Combat Command placed in 1st Priority for controlled items under the provisions of letter, AG 400 (12-9-41) MC-C-M, dated December 12, 1941, subject, "Distribution of Controlled Items of Equipment" to this headquarters, are listed below in order of priority. Units include attached Medical:

Priority No.	Unit	Station*
1	Hq. & Hq. Sq. 22nd Bomb Gp (M)	Muroc
2	2nd Bomb Sq. (M)	Muroc
3	19th Bomb Sq. (M)	Muroc
4	33rd Bomb Sq. (M)	Muroc
5	462nd Ord Co Avn Bomb	Muroc
6	18th Rcn. Sq. (M)	Muroc
7	Hq. & Hq. Sq. 38th Bomb Gp (M)	Jackson
8	69th Bomb Sq. (M)	Jackson
9	70th Bomb Sq. (M)	Jackson
10	71st Bomb Sq. (M)	Jackson
11	445th Ord. Co. Avn. Bomb	Jackson
12	15th Rcn. Sq. (M)	Jackson
13	Hq. & Hq. Sq. 3rd Bomb Gp (L)	Savannah
14	8th Bomb Sq. (L)	Savannah
15	13th Bomb Sq. (L)	Savannah
16	90th Bomb Sq. (D)	Savannah
17	89th Bomb Sq. (L)	Savannah
18	464th Ord. Co. Avn. Bomb.	Savannah
19	Hq. & Hq. Sq. 31st Pursuit Gp (I)	Everett
20	39th Pursuit Sq.	Everett
21	40th Pursuit Sq.	Everett
22	41st Pursuit Sq.	Everett
23	679th Ord. Co. Avn. Pursuit	Everett
24	551st Sign. Bn. Sep. AW	Ft. Dix, N.J.
25	31st Interceptor Sq.	Baer Field
26	Hq. & Hq. Sq. 8th Pursuit Gp (I)	Mitchel Field
27	33rd Pursuit Sq. (I)	Mitchel Field
28	35th Pursuit Sq. (I)	Mitchel Field
29	36th Pursuit Sq. (I)	Mitchel Field
30	694th Ord. Co. Avn. Pursuit	Mitchel Field
31	501st Sig. Regt. AW	Ft. Dix, N.J.
32	8th Interceptor Control Sq.	Mitchel Field
33	601st Sig. Plot. Co. Front.	Ft. Dix, N.J.
34	651st Sig. Rep. Co. Front.	Ft. Dix, N.J.
35	Hq. & Hq. Sq. 58th Pursuit Gp (I)	Baton Rouge
36	67th Pursuit Sq. (I)	Baton Rouge
37	68th Pursuit Sq. (I)	Baton Rouge
38	69th Pursuit Sq. (I)	Baton Rouge
39	676th Ord. Co. Avn. Pursuit	Baton Rouge
40	58th Interceptor Control Sq.	Baton Rouge
41	Hq. & Hq. Sq. 50th Pursuit Gp (I)	Meridian
42	10th Pursuit Sq. (I)	Meridian
43	11th Pursuit Sq. (I)	Meridian
44	12th Pursuit Sq. (I)	Meridian
45	687th Ord. Co. Avn. Pursuit	Meridian
46	50th Interceptor Control Sq.	Meridian

AAF-482

Priority No.	Unit	Station*
47	Hq. & Hq. Sq. 12th Bomb Gp (L)	McChord Field
48	81st Bomb Sq. (L)	McChord Field
49	82nd Bomb Sq. (L)	McChord Field
50	83rd Bomb Sq. (L)	McChord Field
51	94th Bomb Sq. (L)	McChord Field
52	448th Ord. Co. Avn. Bomb	McChord Field
53	Hq. & Hq. Sq. 46th Bomb Gp (L)	Bowman Field
54	50th Bomb Sq. (L)	Bowman Field
55	51st Bomb Sq. (L)	Bowman Field
56	53rd Bomb Sq. (L)	Bowman Field
57	87th Bomb Sq. (L)	Bowman Field
58	443rd Ord. Co. Avn. Bomb	Bowman Field
59	Hq. & Hq. Sq. 20th Pursuit Gp	Hamilton Field
60	55th Pursuit Sq. (I)	Hamilton Field
61	77th Pursuit Sq. (I)	Hamilton Field
62	79th Pursuit Sq. (I)	Hamilton Field
63	692nd Ord. Co. Avn. Pursuit	Hamilton Field
64	504th Sig. AW Regt.	Camp Haan, Calif.
65	20th Interceptor Control Sq.	Hamilton Field
66	654th Sig. AW Rep. Co. Front. (Plus 3 Rep. Plat.)	Camp Haan, Calif.
67	656th Sig. AW Rep. Co. Front. (Plus 2 Rep. Plat.)	Camp Haan, Calif.
68	606th Sig. AW Plot Co. Front. (Plus 2 Filter Secs.)	Camp Haan, Calif.
69	604th Sig. AW Plot Co. Front.	Camp Haan, Calif.
70	Hq. & Hq. Sq. 54th Pursuit Gp: (I)	Everett
71	42nd Pursuit Sq. (I)	Everett
72	56th Pursuit Sq. (I)	Everett
73	57th Pursuit Sq. (I)	Everett
74	679th Ord. Co. Avn. Pursuit	Everett
75	505th Sig. AW Regt.	McChord Field
76	54th Interceptor Control Sq.	Everett
77	605th Sig. AW Plot Co. Front. (Plus 1 Filter Sec.)	Ft. Lawton, Wash.
78	652nd Sig. AW Rep. Co. Front.	Ft. Lawton, Wash.
79	602nd Sig. AW Plot Co. Front.	Portland, Ore.
80	655th Sig. AW Rep. Co. Front. (less 1 Rep. Plat.)	Portland, Ore.
81	Hq. & Hq. Sq. 17th Bomb Gp (M)	Pendleton
82	34th Bomb Sq. (M)	Pendleton
83	37th Bomb Sq. (M)	Pendleton
84	95th Bomb Sq. (M)	Pendleton
85	458th Ord. Co. Avn. Bomb	Pendleton
86	89th Recn. Sq. (M)	Pendleton
87	Hq. & Hq. Sq. 48th Bomb Gp (L)	Oklahoma City
88	55th Bomb Sq. (L)	Oklahoma City
89	56th Bomb Sq. (L)	Oklahoma City
90	57th Bomb Sq. (L)	Oklahoma City
91	88th Bomb Sq. (L)	Oklahoma City
92	451st Ord. Co. Avn. Bomb	Oklahoma City
93	Hq. & Hq. Sq. 52nd Pursuit Gp (I)	Selfridge Field
94	2nd Pursuit Sq. (I)	Selfridge Field
95	4th Pursuit Sq. (I)	Selfridge Field
96	5th Pursuit Sq. (I)	Selfridge Field
97	52nd Interceptor Control Sq.	Selfridge Field

Priority No.	Unit	Station*
98	Hq. & Hq. Sq. 29th Bomb Gp (H)	MacDill Field
99	6th Bomb Sq. (H)	MacDill Field
100	43rd Bomb Sq. (H)	MacDill Field
101	52nd Bomb Sq. (H)	MacDill Field
102	447th Ord. Co. Avn. Bomb	MacDill Field
103	14th Rcn. Sq. (H)	MacDill Field
104	Hq. & Hq. Sq. 44th Bomb Gp (H)	MacDill Field
105	66th Bomb Sq. (H)	MacDill Field
106	67th Bomb Sq. (H)	MacDill Field
107	68th Bomb Sq. (H)	MacDill Field
108	463rd Ord. Co. Avn. Bomb	MacDill Field
109	21st Rcn. Sq. (H)	MacDill Field
110	Hq. & Hq. Sq. 2nd Bomb Gp (H)	Langley Field
111	20th Bomb Sq. (H)	Langley Field
112	96th Bomb Sq. (H)	Langley Field
113	446th Ord. Co. Avn. Bomb	Langley Field
114	Hq. & Hq. Sq. 39th Bomb Gp (H)	Spokane
115	60th Bomb Sq. (H)	Spokane
116	61st Bomb Sq. (H)	Spokane
117	62nd Bomb Sq. (H)	Spokane
118	455th Ord. Co. Avn. Bomb	Spokane
119	12th Rcn. Sq. (H)	Spokane
120	Hq. & Hq. Sq. 42nd Bomb Gp (M)	Boise
121	75th Bomb Sq. (M)	Boise
122	76th Bomb Sq. (M)	Boise
123	77th Bomb Sq. (M)	Boise
124	442nd Ord. Co. Avn. Bomb	Boise
125	16th Rcn. Sq. (M)	Boise
126	Hq. & Hq. Sq. 34th Bomb Gp (H)	Westover Field
127	4th Bomb Sq. (H)	Westover Field
128	7th Bomb Sq. (H)	Westover Field
129	18th Bomb Sq. (H)	Westover Field
130	457th Ord. Co. Avn. Bomb	Westover Field
131	1st Rcn. Sq. (H)	Westover Field
132	Hq. & Hq. Sq. 43rd Bomb Gp (H)	Bangor
133	63rd Bomb Sq. (H)	Bangor
134	64th Bomb Sq. (H)	Bangor
135	65th Bomb Sq. (H)	Bangor
136	441st Ord. Co. Avn. Bomb	Bangor
137	13th Rcn. Sq. (H)	Bangor
138	Hq. & Hq. Sq. 41st Bomb Gp (M)	Tucson
139	46th Bomb Sq. (M)	Tucson
140	47th Bomb Sq. (M)	Tucson
141	48th Bomb Sq. (M)	Tucson
142	6th Rcn. Sq. (M)	Tucson
143	Hq. & Hq. Sq. 45th Bomb Gp (L)	Manchester
144	78th Bomb Sq. (L)	Manchester
145	79th Bomb Sq. (L)	Manchester
146	80th Bomb Sq. (L)	Manchester
147	92nd Bomb Sq. (L)	Manchester
148	449th Ord. Co. Avn. Bomb	Manchester
149	Hq. & Hq. Sq. 33rd Pursuit Gp (I)	Mitchel Field
150	58th Pursuit Sq. (I)	Mitchel Field
151	59th Pursuit Sq. (I)	Mitchel Field
152	60th Pursuit Sq. (I)	Mitchel Field

Priority No.	Unit	Station*
153	683rd Ord. Co. Avn. Pursuit	Mitchel Field
154	502nd Sig. AW Regt.	Ft. Dix, N.J.
155	33rd Interceptor Control Sq.	Mitchel Field
156	Hq. & Hq. Sq. 30th Bomb Gp (H)	Muroc
157	21st Bomb Sq. (H)	Muroc
158	27th Bomb Sq. (H)	Muroc
159	38th Bomb Sq. (H)	Muroc
160	450th Ord. Co. Avn. Bomb	Muroc
161	18th Rcn. Sq. (H)	Muroc
162	Hq. & Hq. Sq. 13th Bomb Gp (M)	Orlando
163	39th Bomb Sq. (M)	Orlando
164	40th Bomb Sq. (M)	Orlando
165	41st Bomb Sq. (M)	Orlando
166	452nd Ord. Co. Avn. Bomb	Orlando
167	3rd Rcn. Sq. (M)	Orlando
168	Hq. & Hq. Sq. 1st Photo Gp	Bolling Field
169	1st Photo Sq.	Windsor Locks
170	2nd Photo Sq.	Geiger Field
171	3rd Photo Sq.	Tampa, Fla.
172	4th Photo Sq.	Riverside, Calif.
173	Hq. & Hq. Sq. 60th Transport Gp	Westover Field
174	10th Transport Sq.	Westover Field
175	11th Transport Sq.	Selfridge Field
176	12th Transport Sq.	Mitchel Field
177	Hq. & HQ Sq. 61st Transport Gp	Daniel Field, Ga.
178	13th Transport Sq.	Drew Field, Fla.
179	14th Transport Sq.	Daniel Field, Ga.
180	15th Transport Sq.	Daniel Field, Ga.
181	Hq. & Hq. Sq. 64th Transport Gp	March Field
182	16th Transport Sq.	Portland, Ore.
183	17th Transport Sq.	Hamilton Field, Calif.
184	18th Transport Sq.	March Field, Calif.
185	Hq.&Hq. Sq. 47th Bomb Gp (L)	Fresno
186	84th Bomb Sq. (L)	Fresno
187	85th Bomb Sq. (L)	Fresno
188	86th Bomb Sq. (L)	Fresno
189	97th Bomb Sq. (L)	Fresno
190	444th Ord. Co. Avn. Bomb	Fresno
191	Hq. & Hq. Sq. 56th Pursuit Gp (I)	Charleston, S.C.
192	61st Pursuit Sq. (I)	Charleston, S.C.
193	62nd Pursuit Sq. (I)	Charleston, S.C.
194	63rd Pursuit Sq. (I)	Charleston, S.C.
195	677th Ord. Co. Avn. Pursuit	Charlotte
196	56th Interceptor Control Sq.	Charlotte
197	Hq. & Hq. Sq. 55th Pursuit Gp (I)	Portland
198	37th Pursuit Sq. (I)	Portland
199	38th Pursuit Sq. (I)	Portland
200	54th Pursuit Sq. (I)	Portland
201	552nd Sig. AW Bn. Sep.	McChord Field
202	55th Interceptor Control Sq.	Portland
203	503rd Sig. Plot Co. Front.	Drew Field, Fla.
204	603rd Sig. Plot Co. Front.	Drew Field, Fla.
205	653rd Sig. Rep. Co. Front.	Drew Field, Fla.
206	Hq. & Hq. Sq. 57th Pursuit Gp (I)	Windsor Locks
207	64th Pursuit Sq. (I)	Windsor Locks
208	65th Pursuit Sq. (I)	Windsor Locks
209	66th Pursuit Sq. (I)	Windsor Locks
210	681st Ord. Co. Avn. Pursuit	Windsor Locks
211	57th Interceptor Control Sq.	Windsor Locks
212	Hq. & Hq. Sq. 1st Pursuit Gp (F)	San Diego
213	71st Pursuit Sq. (F)	San Diego
214	27th Pursuit Sq. (F)	San Diego

Priority No.	Unit	Station
215	94th Pursuit Sq. (F)	San Diego
216	685th Ord. Co. Avn. Pursuit	March Field
217	Hq. & Hq. Sq. 14th Pursuit Gp (F)	March Field
218	48th Pursuit Sq. (F)	March Field
219	49th Pursuit Sq. (F)	March Field
220	50th Pursuit Sq. (F)	March Field
221	Hq. & Hq. Sq. 1st AF	Mitchel Field
222	403rd Sig. Co. Avn.	Mitchel Field
223	Hq. & Hq. Sq. 2nd AF	Geiger Field
224	404th Sig. Co. Avn.	Geiger Field
225	Hq. & Hq. Sq. 3rd AF	MacDill Field
226	402nd Sig. Co. Avn.	MacDill Field
227	Hq. & Hq Sq. 4th AF	Hamilton Field
228	405th Sig. Co. Avn.	Hamilton Field
229	Hq. & Hq. Sq. 1st Bomber Command	Langley Field
230	413th Sig. Co. Avn.	Langley Field
231	Hq. & Hq. Sq. 2nd Bomber Command	Geiger Field
232	414th Sig. Co. Avn.	Geiger Field
233	Hq. & Hq. Sq. 3rd Bomber Command	Drew Field
234	412th Sig. Co. Avn.	Drew Field
235	Hq. & Hq. Sq. 4th Bomber Command	Tucson
236	410th Sig. Co. Avn.	Tucson
237	Hq. & Hq. Sq. 1st I. Comd.	Mitchel Field
238	Sig. Hq. & Hq. Co. 1st I Comd.	Mitchel Field
239	Hq. & Hq. Sq. 2nd I. Comd.	Fort Lawton, Wash.
240	Sig. Hq. & Hq. Co. 2nd I. Comd.	Fort Lawton, Wash.
241	Hq. & Hq. 3rd I. Comd.	MacDill Field
242	Sig. Hq. & Hq. Co. 3rd I. Comd.	MacDill Field
243	Hq. & Hq. Sq. 4th I. Comd.	March Field
244	Sig. Hq. & Hq. Co. 4th I. Comd.	March Field
245	Hq. & Hq. Sq. 27th AB Gp.	MacDill Field
246	37th Materiel Sq.	MacDill Field
247	38th Materiel Sq.	MacDill Field
248	28th Sig. Plat. AB	MacDill Field
249	Hq. & Hq. Sq. 19th AB Gp.	Pendleton
250	26th Materiel Sq.	Pendleton
251	44th Sig. Plat. AB	Pendleton
252	Hq. & Hq. Sq. 35th AB Gp.	Savannah
253	48th Materiel Sq.	Savannah
254	37th Sig. Plat. AB	Savannah
255	Hq. & Hq. Sq. 1st AB Gp.	Langley Field
256	5th Materiel Sq.	Langley Field
257	Hq. & Hq. Sq. 44th AB Gp.	McChord Field
258	58th Materiel Sq.	McChord Field
259	29th Sig. Plat. AB	McChord Field
260	Hq. & Hq. Sq. 91st AB Gp.	Mitchel Field
261	3rd Materiel Sq.	Mitchel Field
262	306th Materiel Sq.	Mitchel Field
263	60th Materiel Sq.	Hamilton Field
264	Hq. & Hq. Sq. 42nd AB Gp.	Geiger Field
265	56th Materiel Sq.	Geiger Field
266	39th Sig. Plat. AB	Geiger Field
267	Hq. & Hq. Sq. 39th AB Gp	Boise
268	52nd Materiel Sq.	Boise
269	19th Sig. Plat. AB	Boise
270	Hq. & Hq. Sq. 28th AB Gp.	Bowman Field
271	39th Materiel Sq.	Bowman Field
272	21st Sig. Plat. AB	Bowman Field

Priority No.	Unit	
273	Hq. & Hq. Sq. 26th AB Gp.	Westover Field
274	36th Materiel Sq.	Westover Field
275	42nd Sig. Plat. AB	Westover Field
276	Hq. & Hq. Sq. 36th AB Gp.	Jackson
277	49th Materiel Sq.	Jackson
278	27th Sig. Plat. AB	Jackson
279	Hq. & Hq. Sq. 37th AB Gp.	Oklahoma City
280	50th Materiel Sq.	Oklahoma City
281	33rd Sig. Plat. AB	Oklahoma City
282	Hq. & Hq. Sq. 34th AB Gp.	Everett
283	46th Materiel Sq.	Everett
284	61st Materiel Sq.	Everett
285	23rd Sig. Plat. AB	Everett
286	Hq. & Hq. Sq. 8th AB Gp.	Bangor
287	11th Materiel Sq.	Bangor
288	15th Sig. Plat. AB	Bangor
289	Hq. & Hq. Sq. 31st AB Gp.	Tucson
290	42nd Materiel Sq.	Tucson
291	41st Sig. Plat. AB	Tucson
292	Hq. & Hq. Sq. 33rd AB Gp.	Manchester
293	45th Materiel Sq.	Manchester
294	30th Sig. Plat. AB	Manchester
295	Hq. & Hq. Sq. 38th AB Gp.	New Orleans
296	51st Materiel Sq.	New Orleans
297	32nd Sig. Plat. AB	New Orleans
298	Hq. & Hq. Sq. 25th AB Gp.	Orlando
299	35th Materiel Sq.	Orlando
300	34th Sig. Plat. AB	Orlando
301	Hq. & Hq. Sq. 49th AB Gp.	Fresno, Calif.
302	64th Materiel Sq.	Fresno, Calif.
303	25th Sig. Plat. AB	Fresno, Calif.
304	Hq. & Hq. Sq. 29th AB Gp.	Charleston
305	40th Materiel Sq.	Charleston
306	22nd Sig. Plat. AB	Charlotte
307	Hq. & Hq. Sq. 3rd AB Gp.	Selfridge Field
308	1st Materiel Sq.	Selfridge Field
309	2nd Materiel Sq.	Selfridge Field
310	38th Sig. Plat. AB	Selfridge Field
311	Hq. & Hq. Sq. 43rd AB Gp.	Portland
312	57th Materiel Sq.	Portland
313	35th Sig. Plat. AB	Portland
314	Hq. & Hq. Sq. 30th AB Gp.	Windsor Locks
315	41st Materiel Sq.	Windsor Locks
316	26th Sig. Plat. AB	Windsor Locks
317	Hq. & Hq. Sq. 32nd AB Gp.	March Field
318	44th Materiel Sq.	March Field
319	4th Sig. Plat. AB	March Field
320	Hq. & Hq. Sq. 50th AB Gp.	Baton Rouge
321	65th Materiel Sq.	Baton Rouge
322	16th Sig. Plat. AB	Baton Rouge
323	Hq. & Hq. Sq. 40th AB Gp.	Meridian
324	53rd Materiel Sq.	Meridian
325	49th Sig. Plat. AB	Meridian
326	Hq. & Hq. Sq. 4th AB Gp.	Albuquerque
327	Hq. & Hq. Sq. 62nd AB	Lawson Field, Ga.

Priority No.	Unit	Station
328	68th Materiel Sq.	Lawson Field, Ga.
329	Hq. & Hq. Sq. 46th AB Gp.	Baer Field, Ind.
330	6th Materiel Sq.	Langley Field
331	24th Sig. Plat. AB	Baer Field, Ind.
332	Hq. & Hq. Sq. 22nd AB Gp.	Daniels Field, Ga.
333	30th Materiel Sq.	Daniels Field, Ga.
334	11th Sig. Plat. AB	Daniels Field, Ga.
335	40th Sig. Plat. AB	Dale Mabry Field, Fla
336	810th Eng. Bn. (Avn.)	MacDill Field
337	21st Eng. Regt. (Avn.)	Langley Field
338	813th Eng. Bn. (Avn.)	McChord Field
339	809th Eng. Bn. (Avn.)	Westover Field
340	812th Eng. Bn. (Avn.)	MacDill Field
341	808th Eng. Bn. (Avn.)	March Field
342	811th Eng. Bn. (Avn.)	Langley Field
343	2nd Cml Plat, 2nd Cml Co Serv Avn	Savannah, Ga.
344	1st Cml Plat, 4th Cml Co Serv Avn	McChord Field
345	1st Cml Plat, 1st Cml Co Serv Avn	Bowman Field
346	2nd Cml Plat, 3rd Cml Co Serv Avn	Oklahoma City
347	2nd Cml Plat, 1st Cml Co Serv Avn	Manchester
348	1st Cml Plat, 3rd Cml Co Serv Avn	Fresno
349	Decon Det, 2nd Cml Co Serv Avn	MacDill Field
350	Decon Det, 4th Cml Co Serv Avn	Pendleton
351	Decon Det, 2nd Cml Co Serv Avn	Savannah
352	Decon Det, 1st Cml Co Serv Avn	Langley Field
353	Decon Det, 1st Cml Co Serv Avn	Muroc Lake
354	Decon Det, 4th Cml Co Serv Avn	McChord Field
355	Decon Det, 1st Cml Co Serv Avn	Mitchel Field
356	Decon Det, 4th Cml Co Serv Avn	Geiger Field
357	Decon Det, 4th Cml Co Serv Avn	Boise, Idaho
358	Decon Det, 1st Cml Co Serv Avn	Bowman Field
359	Decon Det, 3rd Cml Co Serv Avn	Hamilton Field
360	Decon Det, 1st Cml Co Serv Avn	Westover Field
361	Decon Det, 2nd Cml Co Serv Avn	Jackson
362	Decon Det 3rd Cml Co Serv Avn	Oklahoma City
363	Decon Det, 1st Cml Co Serv Avn	Everett
364	Decon Det, 1st Cml Co Serv Avn	Bangor
365	Decon Det, 2nd Cml Co Serv Avn	Tucson
366	Decon Det, 1st Cml Co Serv Avn	Manchester
367	Decon Det, 1st Cml Co Serv Avn	Mitchel Field
368	Decon Det, 2nd Cml Co Serv Avn	New Orleans
369	Decon Det, 3rd Cml Co Serv Avn	Fresno
370	Decon Det, 2nd Cml Co Serv Avn	Charlotte
371	Decon Det, 1st Cml Co Serv Avn	Selfridge Field
372	Decon Det, 1st Cml Co Serv Avn	Windsor Locks
373	Decon Det, 3rd Cml Co Serv Avn	March Field
374	Decon Det, 1st Cml Co Serv Avn	Bolling Field
375	Decon Det, 2nd Cml Co Serv Avn	Savannah
376	Decon Det, 4th Cml Co Serv Avn	Everett
377	Decon Det, 4th Cml Co Serv Avn	Portland
378	Decon Det, 3rd Cml Co Serv Avn	Hamilton Field
379	Decon Det, 1st Cml Co Serv Avn	Selfridge Field
380	Decon Det, 2nd Cml Co Serv Avn	Salt Lake City
381	Decon Det, 2nd Cml Co Serv Avn	Pope Field, N. C.
382	Decon Det, 3rd Cml Co Serv Avn	Tucson, Ariz.
383	Decon Det, 2nd Cm. Co Serv Avn	Lawson Field

Priority No.	Unit	Station
384	Decon Det, 2nd Cml Co Serv Avn	Dale Mabry Field
385	Supply Sec, 2nd Cml Co Serv Avn	MacDill Field
386	Supply Sec, 4th Cml Co Serv Avn	McChord Field
387	Supply Sec, 1st Cml Co Serv Avn	Westover Field
388	Supply Sec, 3rd Cml Co Serv Avn	March Field
389	Hq Sec, 2nd Cml Co Serv Avn	Tampa, Fla.
390	Hq Sec, 1st Cml Co Serv Avn	Mitchel Field
391	Hq Sec, 3rd Cml Co Serv Avn	March Field
392	Hq Sec, 4th Cml Co Serv Avn	Ft. George Wright
393	715th Ord Co Avn AB	MacDill Field
394	731st Ord Co Avn AB	Pendleton
395	725th Ord Co Avn AB	Savannah
396	719th Ord Co Avn AB	Everett
397	714th Ord Co Avn AB	Langley Field
398	705th Ord Co Avn AB	Boise
399	716th Ord Co Avn AB	McChord Field
400	709th Ord Co Avn AB	Hamilton Field
401	727th Ord Co Avn AB	Geiger Field
402	722nd Ord Co Avn AB	Orlando
403	706th Ord Co Avn AB	Bowman Field
404	708th Ord Co Avn AB	Everett
405	703rd Ord Co Avn AB	Bangor
406	713th Ord Co Avn AB	Jackson
407	721st Ord Co Avn AB	Oklahoma City
408	707th Ord Co Avn AB	Charlotte
409	720th Ord Co Avn AB	New Orleans
410	717th Ord Co Avn AB	Manchester
411	726th Ord Co Avn AB	Selfridge Field
412	710th Ord Co Avn AB	Fresno
413	712th Ord Co Avn AB	Windsor Locks
414	718th Ord Co Avn AB	March Field
415	704th Ord Co Avn AB	Baton Rouge
416	732nd Ord Co Avn AB	Meridian
417	702nd Ord Co Avn AB	Dale Mabry Field
418	723rd Ord Co Avn AB	Portland
419	728th Ord Co Avn AB	Tucson
420	Co F, 31st QM Regt. (Truck)	MacDill Field
421	Co P, 30th QM Regt, (Truck)	Baer Field
422	Co A, 31st QM Regt. (Truck)	Langley Field
423	Co C, 31st QM Regt. (Truck)	Mitchel Field
424	Co M, 30th QM Regt, (Truck)	Geiger Field
425	Det Co B, 33rd QM Regt. (Truck)	Gowan Field
426	Co D, 30th QM Regt. (Truck)	Westover Field
427	Co M, 34th QM Regt. (Truck)	Tucson
428	Co L, 31st QM Regt. (Truck)	Oklahoma City
429	Co C, 30th QM Regt. (Truck)	Manchester
430	Co G, 30th QM Regt. (Truck)	Selfridge Field
431	Co A, 30th QM Regt. (Truck)	Bangor
432	Co G, 31st QM Regt. (Truck)	Orlando
433	1st Plat, Co H, 31st QM Regt. (Truck)	Morrison Field, Fla.
434	Co L, 30th QM Regt. (Truck)	March Field
435	Co P, 31st QM Regt. (Truck)	Bolling Field
436	Co M, 31st QM Regt. (Truck)	Hunter Field, Ga.

Priority No.	Unit	
437	Co F, 33rd QM Regt. (Truck)	Paine Field, Wash.
438	Co F, 34th QM Regt. (Truck)	Dale Mabry Field
439	Co I, 34th QM Regt. (Truck)	Daniels Field
440	Co A, 35th QM Regt. (Truck)	Ft. Douglas, Utah
441	Co D, 88th QM Bn. (L.M.)	MacDill Field
442	Co A, 89th QM Bn. (L.M.)	Hunter Field
443	Co C, 88th QM Bn. (L.M.)	Mitchel Field
444	2nd Plat, Co A, 91st QM Bn. (L.M.)	Geiger Field
445	Co C, 89th QM Bn. (L.M.)	Oklahoma City
446	Co A, 88th QM Bn. (L.M.)	Selfridge Field
447	Co B, 88th QM Bn. (L.M.)	Westover Field
448	Co B, 91st QM Bn. (L.M.)	McChord Field
449	2nd Plat, Co D, 89th QM Bn. (L.M.)	March Field
450	2nd Plat, Co B, 89th QM Bn. (L.M.)	Dale Mabry Field
451	3rd QM Co. Supply Avn. (less Dets)	MacDill Field
452	1st QM Co. Supply Avn. (less Dets)	Windsor Locks
453	2nd QM Co. Supply Avn. (less Dets)	Geiger Field
454	4th QM Co. Supply Avn. (less Dets)	March Field

* Controlled items to be shipped to station indicated. Station subject to change. Chiefs of supply branches will be informed as to station change.

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AG 400
(12-9-41)MC-C

ACW/cm-1712

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By Ohr/ne LC, Date 11-10-76

December 16, 1941.

SUBJECT: Distribution of Controlled Items of Equipment.

TO: Chief of the Army Air Forces.

1. Reference is made to letter from this office, December 12, 1941, AG 400 (12-9-41) MC-C-M, subject as above, copy inclosed.

2. It is desired that you advise the Chiefs of Supply Arms and Services the priority in which the units of the Air Force Combat Command are to be issued controlled items of equipment.

By order of the Secretary of War:

(Sgd) D.R. Van Sickler

Adjutant General

2 Inclosures:
#1-Cy. of ltr. 12/12/41.
#2-Cy. of ltr. 12/16/41
to A. C. of S., G-4.

Incl. #2

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AAF-482

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DOD Dir. 5200.9
9 Jan. & 20 June 1974
By ah/ne NC Date 11-10-75

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

January 1, 1942 -

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Distribution of Controlled Items of Equipment.

1. It is requested that a letter substantially as follows be transmitted to the Chiefs of the Supply Arms and Services; as directed by War Department letter, December 16, 1941, AG 400 (12-9-41)MC-C, Subject as above:

a. In accordance with the instructions contained in War Department letter, December 12, 1941, AG 400 (12-9-41)MC-C-M, Subject: "Distribution of Controlled Items of Equipment," the attached list of priorities of units of the Air Force Combat Command, with their services, is submitted for necessary action.

3 Incls.
1-AGO Ltr (mimeo) 12/12/41 subj as abv (AG 400 (12-9-41) MC-C-M
2-AFCC Priority Units, 12/30/41
3-AGO Ltr 12/16/41 subj as abv (AG 400 (12-9-41)MC-C. (Cpy)

For the Chief of the Air Staff

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

400.303 (23)

1/5/42 S/AS (Col. D) noted this. JSC

I concur
A/4
Ans AS 400.303 (23)

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SUBMIT IN DUPLICATE

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By [illegible] NO Date 11-19-75

OFFICE OF THE CHIEF OF THE AIR CORPS
ADMINISTRATIVE DIVISION, OFFICE SERVICE SECTION
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DOD Dir.
E.O. 10501
By eln/m NARS, Date 12-27-75

January 1, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Distribution of Controlled Items of Equipment.

1. It is requested that a letter substantially as follows be transmitted to the Chiefs of the Supply Arms and Services; as directed by War Department letter, December 16, 1941, AG 400 (12-9-41)MC-C, Subject as above:

a. In accordance with the instructions contained in War Department letter, December 12, 1941, AG 400 (12-9-41)MC-C-M, Subject: "Distribution of Controlled Items of Equipment," the attached list of priorities of units of the Air Force Combat Command, with their services, is submitted for necessary action.

3 Incls.
1-AGO Ltr (mimeo) 12/12/41
subj as abv (AG 400 (12-9-41)
MC-C-M
2-AFCC Priority Units, 12/30/41
3-AGO Ltr 12/16/41 subj as abv
(AG 400 (12-9-41)MC-C. (Cpy)

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Air Ad 400.303 (23)

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~~THE ADJUTANT GENERAL:~~

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] NARS, Date 11-10-75

WAR DEPARTMENT
The Adjutant General's Office
Washington

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AG 400 (12-9-41)MC-C-M

December 12, 1941.

SUBJECT: Distribution of Controlled Items of Equipment.

TO: The Chief of Staff, GHQ;
The Chief of the Army Air Forces;
The Commanding Generals,
All Armies; Air Force Combat Command; U. S. Army Forces in the Far East; Caribbean, Alaska, Northeast, Southern, Western and Central Defense Commands; Departments; Corps Areas; and the Chief of the Armored Force;
The Commanding Officers of Exempted Stations;
The Chiefs of Arms and Services; and
The Chief of the National Guard Bureau.

Pending further instructions, letter, this office, September 24, 1941, AG 400 (9-13-41)MC-C-M, Subject: Distribution of Controlled Items of Equipment, is amended so that, with the exception of observation units, all units of the Air Force Combat Command which will be immediately equipped with airplanes, and their accompanying service units, are placed first on the priority for the distribution of controlled items of equipment. Antiaircraft artillery units which will be immediately equipped with weapons are placed second on this priority.

By order of the Secretary of War:

(sgd) Carl Robinson
Adjutant General.

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Air Ab 400.303 (23)

AIR FORCE COMBAT COMMAND

PRIORITY UNITS

December 30, 1941.

Units of the Air Force Combat Command placed in 1st Priority for controlled items under the provisions of letter, AG 400 (12-9-41) MC-C-M, dated December 12, 1941, subject, "Distribution of Controlled Items of Equipment" to this headquarters, are listed below in order of priority. Units include attached Medical:

Priority No.	Unit	Station*
1	Hq. & Hq. Sq. 22nd Bomb Gp (M)	Muroc
2	2nd Bomb Sq. (M)	Muroc
3	19th Bomb Sq. (M)	Muroc
4	33rd Bomb Sq. (M)	Muroc
5	462nd Ord Co Avn Bomb	Muroc
6	18th Rcn. Sq. (M)	Muroc
7	Hq. & Hq. Sq. 38th Bomb Gp (M)	Jackson
8	69th Bomb Sq. (M)	Jackson
9	70th Bomb Sq. (M)	Jackson
10	71st Bomb Sq. (M)	Jackson
11	445th Ord. Co. Avn. Bomb	Jackson
12	15th Rcn. Sq. (M)	Jackson
13	Hq. & Hq. Sq. 3rd Bomb Gp (L)	Savannah
14	8th Bomb Sq. (L)	Savannah
15	13th Bomb Sq. (L)	Savannah
16	90th Bomb Sq. (L)	Savannah
17	89th Bomb Sq. (L)	Savannah
18	464th Ord. Co. Avn. Bomb.	Savannah
19	Hq. & Hq. Sq. 31st Pursuit Gp (I)	Everett
20	39th Pursuit Sq.	Everett
21	40th Pursuit Sq.	Everett
22	41st Pursuit Sq.	Everett
23	679th Ord. Co. Avn. Pursuit	Everett
24	551st Sig. Bn. Sep. AW	Ft. Dix, N.J.
25	31st Interceptor Sq.	Baer Field
26	Hq. & Hq. Sq. 8th Pursuit Gp (I)	Mitchel Field
27	33rd Pursuit Sq. (I)	Mitchel Field
28	35th Pursuit Sq. (I)	Mitchel Field
29	36th Pursuit Sq. (I)	Mitchel Field
30	694th Ord. Co. Avn. Pursuit	Mitchel Field
31	501st Sig. Regt. AW	Ft. Dix, N.J.
32	8th Interceptor Control Sq.	Mitchel Field
33	601st Sig. Plot. Co. Front.	Ft. Dix, N.J.
34	651st Sig. Rep. Co. Front.	Ft. Dix, N.J.
35	Hq. & Hq. Sq. 58th Pursuit Gp (I)	Baton Rouge
36	67th Pursuit Sq. (I)	Baton Rouge
37	68th Pursuit Sq. (I)	Baton Rouge
38	69th Pursuit Sq. (I)	Baton Rouge
39	676th Ord. Co. Avn. Pursuit	Baton Rouge
40	58th Interceptor Control Sq.	Baton Rouge
41	Hq. & Hq. Sq. 50th Pursuit Gp (I)	Meridian
42	10th Pursuit Sq. (I)	Meridian
43	11th Pursuit Sq. (I)	Meridian
44	12th Pursuit Sq. (I)	Meridian
45	687th Ord. Co. Avn. Pursuit	Meridian
46	50th Interceptor Control Sq.	Meridian

Priority No.	Unit	Station*
47	Hq. & Hq. Sq. 12th Bomb Gp (L)	McChord Field
48	81st Bomb Sq. (L)	McChord Field
49	82nd Bomb Sq. (L)	McChord Field
50	83rd Bomb Sq. (L)	McChord Field
51	94th Bomb Sq. (L)	McChord Field
52	448th Ord. Co. Avn. Bomb	McChord Field
53	Hq. & Hq. Sq. 46th Bomb Gp (L)	Bowman Field
54	50th Bomb Sq. (L)	Bowman Field
55	51st Bomb Sq. (L)	Bowman Field
56	53rd Bomb Sq. (L)	Bowman Field
57	87th Bomb Sq. (L)	Bowman Field
58	443rd Ord. Co. Avn. Bomb	Bowman Field
59	Hq. & Hq. Sq. 20th Pursuit Gp	Hamilton Field
60	55th Pursuit Sq. (I)	Hamilton Field
61	77th Pursuit Sq. (I)	Hamilton Field
62	79th Pursuit Sq. (I)	Hamilton Field
63	692nd Ord. Co. Avn. Pursuit	Hamilton Field
64	504th Sig. AW Regt.	Camp Haan, Calif.
65	20th Interceptor Control Sq.	Hamilton Field
66	654th Sig. AW Rep. Co. Front. (Plus 3 Rep. Plat.)	Camp Haan, Calif.
67	656th Sig. AW Rep. Co. Front. (Plus 2 Rep. Plat.)	Camp Haan, Calif.
68	606th Sig. AW Plot Co. Front. (Plus 2 Filter Secs.)	Camp Haan, Calif.
69	604th Sig. AW Plot Co. Front.	Camp Haan, Calif.
70	Hq. & Hq. Sq. 54th Pursuit Gp (I)	Everett
71	42nd Pursuit Sq. (I)	Everett
72	56th Pursuit Sq. (I)	Everett
73	57th Pursuit Sq. (I)	Everett
74	678th Ord. Co. Avn. Pursuit	Everett
75	505th Sig. AW Regt.	McChord Field
76	54th Interceptor Control Sq.	Everett
77	605th Sig. AW Plot Co. Front. (Plus 1 Filter Sec.)	Ft. Lawton, Wash.
78	652nd Sig. AW Rep. Co. Front.	Ft. Lawton, Wash.
79	602nd Sig. AW Plot Co. Front.	Portland, Ore.
80	655th Sig. AW Rep. Co. Front. (less 1 Rep. Plat.)	Portland, Ore.
81	Hq. & Hq. Sq. 17th Bomb Gp (M)	Pendleton
82	34th Bomb Sq. (M)	Pendleton
83	37th Bomb Sq. (M)	Pendleton
84	95th Bomb Sq. (M)	Pendleton
85	458th Ord. Co. Avn. Bomb	Pendleton
86	89th Rcn. Sq. (M)	Pendleton
87	Hq. & Hq. Sq. 48th Bomb Gp (L)	Oklahoma City
88	55th Bomb Sq. (L)	Oklahoma City
89	56th Bomb Sq. (L)	Oklahoma City
90	57th Bomb Sq. (L)	Oklahoma City
91	88th Bomb Sq. (L)	Oklahoma City
92	451st Ord. Co. Avn. Bomb	Oklahoma City
93	Hq. & Hq. Sq. 52nd Pursuit Gp (I)	Selfridge Field
94	2nd Pursuit Sq. (I)	Selfridge Field
95	4th Pursuit Sq. (I)	Selfridge Field
96	5th Pursuit Sq. (I)	Selfridge Field
97	52nd Interceptor Control Sq.	Selfridge Field

Priority No.	Unit	Station*
98	Hq. & Hq. Sq. 29th Bomb Gp (H)	MacDill Field
99	6th Bomb Sq. (H)	MacDill Field
100	43rd Bomb Sq. (H)	MacDill Field
101	52nd Bomb Sq. (H)	MacDill Field
102	447th Ord. Co. Avn. Bomb	MacDill Field
103	14th Rcn. Sq. (H)	MacDill Field
104	Hq. & Hq. Sq. 44th Bomb Gp (H)	MacDill Field
105	66th Bomb Sq. (H)	MacDill Field
106	67th Bomb Sq. (H)	MacDill Field
107	68th Bomb Sq. (H)	MacDill Field
108	463rd Ord. Co. Avn. Bomb	MacDill Field
109	21st Rcn. Sq. (H)	MacDill Field
110	Hq. & Hq. Sq. 2nd Bomb Gp (H)	Langley Field
111	20th Bomb Sq. (H)	Langley Field
112	96th Bomb Sq. (H)	Langley Field
113	446th Ord. Co. Avn. Bomb	Langley Field
114	Hq. & Hq. Sq. 39th Bomb Gp (H)	Spokane
115	60th Bomb Sq. (H)	Spokane
116	61st Bomb Sq. (H)	Spokane
117	62nd Bomb Sq. (H)	Spokane
118	455th Ord. Co. Avn. Bomb	Spokane
119	12th Rcn. Sq. (H)	Spokane
120	Hq. & Hq. Sq. 42nd Bomb Gp (M)	Boise
121	75th Bomb Sq. (M)	Boise
122	76th Bomb Sq. (M)	Boise
123	77th Bomb Sq. (M)	Boise
124	442nd Ord. Co. Avn. Bomb	Boise
125	16th Rcn. Sq. (M)	Boise
126	Hq. & Hq. Sq. 34th Bomb Gp (H)	Westover Field
127	4th Bomb Sq. (H)	Westover Field
128	7th Bomb Sq. (H)	Westover Field
129	18th Bomb Sq. (H)	Westover Field
130	457th Ord. Co. Avn. Bomb	Westover Field
131	1st Rcn. Sq. (H)	Westover Field
132	Hq. & Hq. Sq. 43rd Bomb Gp (H)	Bangor
133	63rd Bomb Sq. (H)	Bangor
134	64th Bomb Sq. (H)	Bangor
135	65th Bomb Sq. (H)	Bangor
136	441st Ord. Co. Avn. Bomb	Bangor
137	13th Rcn. Sq. (H)	Bangor
138	Hq. & Hq. Sq. 41st Bomb Gp (M)	Tucson
139	46th Bomb Sq. (M)	Tucson
140	47th Bomb Sq. (M)	Tucson
141	48th Bomb Sq. (M)	Tucson
142	6th Rcn. Sq. (M)	Tucson
143	Hq. & Hq. Sq. 45th Bomb Gp (L)	Manchester
144	78th Bomb Sq. (L)	Manchester
145	79th Bomb Sq. (L)	Manchester
146	80th Bomb Sq. (L)	Manchester
147	92nd Bomb Sq. (L)	Manchester
148	449th Ord. Co. Avn. Bomb	Manchester
149	Hq. & Hq. Sq. 33rd Pursuit Gp (I)	Mitchel Field
150	58th Pursuit Sq. (I)	Mitchel Field
151	59th Pursuit Sq. (I)	Mitchel Field
152	60th Pursuit Sq. (I)	Mitchel Field

Priority No.	Unit	Station*
153	683rd Ord. Co. Avn. Pursuit	Mitchel Field
154	502nd Sig. AW Regt.	Ft. Dix, N.J.
155	33rd Interceptor Control Sq.	Mitchel Field
156	Hq. & Hq. Sq. 30th Bomb Gp (H)	Muroc
157	21st Bomb Sq. (H)	Muroc
158	27th Bomb Sq. (H)	Muroc
159	38th Bomb Sq. (H)	Muroc
160	450th Ord. Co. Avn. Bomb	Muroc
161	18th Rcn. Sq. (H)	Muroc
162	Hq. & Hq. Sq. 13th Bomb Gp (M)	Orlando
163	39th Bomb Sq. (M)	Orlando
164	40th Bomb Sq. (M)	Orlando
165	41st Bomb Sq. (M)	Orlando
166	452nd Ord. Co. Avn. Bomb	Orlando
167	3rd Rcn. Sq. (M)	Orlando
168	Hq. & Hq. Sq. 1st Photo Gp	Bolling Field
169	1st Photo Sq.	Windosr Locks
170	2nd Photo Sq.	Geiger Field
171	3rd Photo Sq.	Tampa, Fla.
172	4th Photo Sq.	Riverside, Calif.
173	Hq. & Hq. Sq. 60th Transport Gp	Westover Field
174	10th Transport Sq	Westover Field
175	11th Transport Sq	Selfridge Field
176	12th Transport Sq	Mitchel Field
177	Hq. & Hq. Sq. 61st Transport Gp	Daniel Field, Ga.
178	13th Transport Sq	Drew Field, Fla.
179	14th Transport Sq	Daniel Field, Ga.
180	15th Transport Sq	Daniel Field, Ga.
181	Hq. & Hq. Sq. 64th Transport Gp	March Field
182	16th Transport Sq	Portland, Ore.
183	17th Transport Sq	Hamilton Field, Calif.
184	18th Transport Sq	March Field, Calif.
185	Hq. & Hq. Sq. 47th Bomb Gp (L)	Fresno
186	84th Bomb Sq. (L)	Fresno
187	85th Bomb Sq. (L)	Fresno
188	86th Bomb Sq. (L)	Fresno
189	97th Bomb Sq. (L)	Fresno
190	444th Ord. Co. Avn. Bomb	Fresno
191	Hq. & Hq. Sq. 56th Pursuit Gp (I)	Charleston, S.C.
192	61st Pursuit Sq. (I)	Charleston, S.C.
193	62nd Pursuit Sq. (I)	Charleston, S.C.
194	63rd Pursuit Sq. (I)	Charleston, S.C.
195	677th Ord. Co. Avn. Pursuit	Charlotte
196	56th Interceptor Control Sq.	Charlotte
197	Hq. & Hq. Sq. 55th Pursuit Gp (I)	Portland
198	37th Pursuit Sq. (I)	Portland
199	38th Pursuit Sq. (I)	Portland
200	54th Pursuit Sq. (I)	Portland
201	552nd Sig. AW Bn. Sep.	McChord Field
202	55th Interceptor Control Sq.	Portland
203	503rd Sig. Plot Co. Front.	Drew Field, Fla.
204	603rd Sig. Plot Co. Front.	Drew Field, Fla.
205	653rd Sig. Rep. Co. Front.	Drew Field, Fla.
206	Hq. & Hq. Sq. 57th Pursuit Gp (I)	Windsor Locks
207	64th Pursuit Sq. (I)	Windsor Locks
208	65th Pursuit Sq. (I)	Windsor Locks
209	66th Pursuit Sq. (I)	Windsor Locks
210	681st Ord. Co. Avn. Pursuit	Windsor Locks
211	57th Interceptor Control Sq.	Windsor Locks
212	Hq. & Hq. Sq. 1st Pursuit Gp (F)	San Diego
213	71st Pursuit Sq. (F)	San Diego
214	27th Pursuit Sq. (F)	San Diego

Priority No.	Unit	Station*
215	94th Pursuit Sq. (F)	San Diego
216	685th Ord. Co. Avn. Pursuit	March Field
217	Hq. & Hq. Sq. 14th Pursuit Gp (F)	March Field
218	48th Pursuit Sq. (F)	March Field
219	49th Pursuit Sq. (F)	March Field
220	50th Pursuit Sq. (F)	March Field
221	Hq. & Hq. Sq. 1st AF	Mitchel Field
222	403rd Sig. Co. Avn.	Mitchel Field
223	Hq. & Hq. Sq. 2nd AF	Geiger Field
224	404th Sig. Co. Avn.	Geiger Field
225	Hq. & Hq. Sq. 3rd AF	MacDill Field
226	402nd Sig. Co. Avn.	MacDill Field
227	Hq. & Hq. Sq. 4th AF	Hamilton Field
228	405th Sig. Co. Avn.	Hamilton Field
229	Hq. & Hq. Sq. 1st Bomber Command	Langley Field
230	413th Sig. Co. Avn.	Langley Field
231	Hq. & Hq. Sq. 2nd Bomber Command	Geiger Field
232	414th Sig. Co. Avn.	Geiger Field
233	Hq. & Hq. Sq. 3rd Bomber Command	Drew Field
234	412th Sig. Co. Avn.	Drew Field
235	Hq. & Hq. Sq. 4th Bomber Command	Tucson
236	410th Sig. Co. Avn.	Tucson
237	Hq. & Hq. Sq. 1st I. Comd.	Mitchel Field
238	Sig. Hq. & Hq. Co. 1st I Comd.	Mitchel Field
239	Hq. & Hq. Sq. 2nd I. Comd.	Fort Lawton, Wash.
240	Sig. Hq. & Hq. Co. 2nd I. Comd.	Fort Lawton, Wash.
241	Hq. & Hq. 3rd I. Comd.	MacDill Field
242	Sig. Hq. & Hq. Co. 3rd I. Comd.	MacDill Field
243	Hq. & Hq. Sq. 4th I. Comd.	March Field
244	Sig. Hq. & Hq. Co. 4th I. Comd.	March Field
245	Hq. & Hq. Sq. 27th AB Gp.	MacDfill Field
246	37th Materiel Sq.	MacDill Field
247	38th Materiel Sq.	MacDill Field
248	28th Sig. Plat. AB	MacDill Field
249	Hq. & Hq. Sq. 19th AB Gp.	Pendleton
250	26th Materiel Sq.	Pendleton
251	44th Sig. Plat. AB	Pendleton
252	Hq. & Hq. Sq. 35th AB Gp.	Savannah
253	48th Materiel Sq.	Savannah
254	37th Sig. Plat. AB	Savannah
255	Hq. & Hq. Sq. 1st AB Gp.	Langley Field
256	5th Materiel Sq.	Langley Field
257	Hq. & Hq. Sq. 44th AB Gp.	McChord Field
258	58th Materiel Sq.	McChord Field
259	29th Sig. Plat. AB	McChord Field
260	Hq. & Hq. Sq. 91st AB Gp.	Mitchel Field
261	3rd Materiel Sq.	Mitchel Field
262	306th Materiel Sq.	Mitchel Field
263	60th Materiel Sq.	Hamilton Field
264	Hq. & Hq. Sq. 42nd AB Gp.	Geiger Field
265	56th Materiel Sq.	Geiger Field
266	39th Sig. Plat. AB	Geiger Field
267	Hq. & Hq. Sq. 39th AB Gp	Boise
268	52nd Materiel Sq.	Boise
269	19th Sig. Plat. AB	Boise
270	Hq. & Hq. Sq. 28th AB Gp.	Bowman Field
271	39th Materiel Sq.	Bowman Field
272	21st Sig. Plat. AB	Bowman Field

Priority No.	Unit	Station*
273	Hq. & Hq. Sq. 26th AB Gp.	Westover Field
274	36th Materiel Sq.	Westover Field
275	42nd Sig. Plat. AB	Westover Field
276	Hq. & Hq. Sq. 36th AB Gp.	Jackson
277	49th Materiel Sq.	Jackson
278	27th Sig. Plat. AB	Jackson
279	Hq. & Hq. Sq. 37th AB Gp.	Oklahoma City
280	50th Materiel Sq.	Oklahoma City
281	33rd Sig. Plat. AB	Oklahoma City
282	Hq. & Hq. Sq. 34th AB Gp.	Everett
283	46th Materiel Sq.	Everett
284	61st Materiel Sq.	Everett
285	23rd Sig. Plat. AB	Everett
286	Hq. & Hq. Sq. 8th AB Gp.	Bangor
287	11th Materiel Sq.	Bangor
288	15th Sig. Plat. AB	Bangor
289	Hq. & Hq. Sq. 31st AB Gp.	Tucson
290	42nd Materiel Sq.	Tucson
291	41st Sig. Plat. AB	Tucson
292	Hq. & Hq. Sq. 33rd AB Gp.	Manchester
293	45th Materiel Sq.	Manchester
294	30th Sig. Plat. AB	Manchester
295	Hq. & Hq. Sq. 38th AB Gp.	New Orleans
296	51st Materiel Sq.	New Orleans
297	32nd Sig. Plat. AB	New Orleans
298	Hq. & Hq. Sq. 25th AB Gp.	Orlando
299	35th Materiel Sq.	Orlando
300	34th Sig. Plat. AB	Orlando
301	Hq. & Hq. Sq. 49th AB Gp.	Fresno, Calif.
302	64th Materiel Sq.	Fresno, Calif.
303	25th Sig. Plat. AB	Fresno, Calif.
304	Hq. & Hq. Sq. 29th AB Gp.	Charleston
305	40th Materiel Sq.	Charleston
306	22nd Sig. Plat. AB	Charlotte
307	Hq. & Hq. Sq. 3rd AB Gp.	Selfridge Field
308	1st Materiel Sq.	Selfridge Field
309	2nd Materiel Sq.	Selfridge Field
310	38th Sig. Plat. AB	Selfridge Field
311	Hq. & Hq. Sq. 43rd AB Gp.	Portland
312	57th Materiel Sq.	Portland
313	35th Sig. Plat. AB	Portland
314	Hq. & Hq. Sq. 30th AB Gp.	Windsor Locks
315	41st Materiel Sq.	Windsor Locks
316	26th Sig. Plat. AB	Windsor Locks
317	Hq. & Hq. Sq. 32nd AB Gp.	March Field
318	44th Materiel Sq.	March Field
319	4th Sig. Plat. AB	March Field
320	Hq. & Hq. Sq. 50th AB Gp.	Baton Rouge
321	65th Materiel Sq.	Baton Rouge
322	16th Sig. Plat. AB	Baton Rouge
323	Hq. & Hq. Sq. 40th AB Gp.	Meridian
324	53rd Materiel Sq.	Meridian
325	49th Sig. Plat. AB	Meridian
326	Hq. & Hq. Sq. 4th AB Gp.	Albuquerque
327	Hq. & Hq. Sq. 62nd AB Gp.	Lawson Field, Ga.

Priority No.	Unit	Station*
328	68th Materiel Sq.	Lawson Field, Ga.
329	Hq. & Hq. Sq. 46th AB Gp.	Baer Field, Ind.
330	6th Materiel Sq.	Langley Field
331	24th Sig. Plat. AB	Baer Field, Ind.
332	Hq. & Hq. Sq. 22nd AB Gp.	Daniels Field, Ga.
333	30th Materiel Sq.	Daniels Field, Ga.
334	11th Sig. Plat. AB	Daniels Field, Ga.
335	40th Sig. Plat. AB	Dale Mabry Field, Fla.
336	810th Eng. Bn. (Avn.)	MacDill Field
337	21st Eng. Regt. (Avn.)	Langley Field
338	813th Eng. Bn. (Avn.)	McChord Field
339	809th Eng. Bn. (Avn.)	Westover Field
340	812th Eng. Bn. (Avn.)	MacDill Field
341	808th Eng. Bn. (Avn.)	March Field
342	811th Eng. Bn. (Avn.)	Langley Field
343	2nd Cml Plat, 2nd Cml Co Serv Avn	Savannah, Ga.
344	1st Cml Plat, 4th Cml Co Serv Avn	McChord Field
345	1st Cml Plat, 1st Cml Co Serv Avn	Bowman Field
346	2nd Cml Plat, 3rd Cml Co Serv Avn	Oklahoma City
347	2nd Cml Plat, 1st Cml Co Serv Avn	Manchester
348	1st Cml Plat, 3rd Cml Co Serv Avn	Fresno
349	Decon Det, 2nd Cml Co Serv Avn	MacDill Field
350	Decon Det, 4th Cml Co Serv Avn	Pendleton
351	Decon Det, 2nd Cml Co Serv Avn	Savannah
352	Decon Det, 1st Cml Co Serv Avn	Langley Field
353	Decon Det, 1st Cml Co Serv Avn	Muroc Lake
354	Decon Det, 4th Cml Co Serv Avn	McChord Field
355	Decon Det, 1st Cml Co Serv Avn	Mitchel Field
356	Decon Det, 4th Cml Co Serv Avn	Geiger Field
357	Decon Det, 4th Cml Co Serv Avn	Boise, Idaho
358	Decon Det, 1st Cml Co Serv Avn	Bowman Field
359	Decon Det, 3rd Cml Co Serv Avn	Hamilton Field
360	Decon Det, 1st Cml Co Serv Avn	Westover Field
361	Decon Det, 2nd Cml Co Serv Avn	Jackson
362	Decon Det 3rd Cml Co Serv Avn	Oklahoma City
363	Decon Det, 1st Cml Co Serv Avn	Everett
364	Decon Det, 1st Cml Co Serv Avn	Bangor
365	Decon Det, 2nd Cml Co Serv Avn	Tucson
366	Decon Det, 1st Cml Co Serv Avn	Manchester
367	Decon Det, 1st Cml Co Serv Avn	Mitchel Field
368	Decon Det, 2nd Cml Co Serv Avn	New Orleans
369	Decon Det. 3rd Cml Co Serv Avn	Fresno
370	Decon Det, 2nd Cml Co Serv Avn	Charlotte
371	Decon Det, 1st Cml Co Serv Avn	Selfridge Field
372	Decon Det, 1st Cml Co Serv Avn	Windsor Locks
373	Decon Det, 3rd Cml Co Serv Avn	March Field
374	Decon Det, 1st Cml Co Serv Avn	Bolling Field
375	Decon Det, 2nd Cml Co Serv Avn	Savannah
376	Decon Det, 4th Cml Co Serv Avn	Everett
377	Decon Det, 4th Cml Co Serv Avn	Portland
378	Decon Det, 3rd Cml Co Serv Avn	Hamilton Field
379	Decon Det, 1st Cml Co Serv Avn	Selfridge Field
380	Decon Det, 2nd Cml Co Serv Avn	Salt Lake City
381	Decon Det, 2nd Cml Co Serv Avn	Pope Field, N. C.
382	Decon Det, 3rd Cml Co Serv Avn	Tucson, Ariz.
383	Decon Det, 2nd Cm. Co Serv Avn	Lawson Field

Priority No.	Unit	Station*
384	Decon Det, 2nd Cml Co Serv Avn	Dale Mabry Field
385	Supply Sec, 2nd Cml Co Serv Avn	MacDill Field
386	Supply Sec, 4th Cml Co Serv Avn	McChord Field
387	Supply Sec, 1st Cml Co Serv Avn	Westover Field
388	Supply Sec, 3rd Cml Co Serv Avn	March Field
389	Hq Sec, 2nd Cml Co Serv Avn	Tampa, Fla.
390	Hq Sec, 1st Cml Co Serv Avn	Mitchel Field
391	Hq Sec, 3rd Cml Co Serv Avn	March Field
392	Hq Sec, 4th Cml Co Serv Avn	Ft. George Wright
393	715th Ord Co Avn AB	MacDill Field
394	731st Ord Co Avn AB	Pendleton
395	725th Ord Co Avn AB	Savannah
396	719th Ord Co Avn AB	Everett
397	714th Ord Co Avn AB	Langley Field
398	705th Ord Co Avn AB	Boise
399	716th Ord Co Avn AB	McChord Field
400	709th Ord Co Avn AB	Hamilton Field
401	727th Ord Co Avn AB	Geiger Field
402	722nd Ord Co Avn AB	Orlando
403	706th Ord Co Avn AB	Bowman Field
404	708th Ord Co Avn AB	Everett
405	703rd Ord Co Avn AB	Bangor
406	713th Ord Co Avn AB	Jackson
407	721st Ord Co Avn AB	Oklahoma City
408	707th Ord Co Avn AB	Charlotte
409	720th Ord Co Avn AB	New Orleans
410	717th Ord Co Avn AB	Manchester
411	726th Ord Co Avn AB	Selfridge Field
412	710th Ord Co Avn AB	Fresno
413	712th Ord Co Avn AB	Windsor Locks
414	718th Ord Co Avn AB	March Field
415	704th Ord Co Avn AB	Baton Rouge
416	732nd Ord Co Avn AB	Meridian
417	702nd Ord Co Avn AB	Dale Mabry Field
418	723rd Ord Co Avn AB	Portland
419	728th Ord Co Avn AB	Tucson
420	Co F, 31st QM Regt. (Truck)	MacDill Field
421	Co B, 30th QM Regt, (Truck)	Baer Field
422	Co A, 31st QM Regt. (Truck)	Langley Field
423	Co C, 31st QM Regt. (Truck)	Mitchel Field
424	Co M, 30th QM Regt, (Truck)	Geiger Field
425	Det Co B, 33rd QM Regt. (Truck)	Gowan Field
426	Co D, 30th QM Regt. (Truck)	Westover Field
427	Co M, 34th QM Regt. (Truck)	Tucson
428	Co L, 31st QM Regt. (Truck)	Oklahoma City
429	Co C, 30th QM Regt. (Truck)	Manchester
430	Co G, 30th QM Regt. (Truck)	Selfridge Field
431	Co A, 30th QM Regt. (Truck)	Bangor
432	Co G, 31st QM Regt. (Truck)	Orlando
433	1st Plat, Co H, 31st QM Regt. (Truck)	Morrison Field, Fla.
434	Co L, 30th QM Regt. (Truck)	March Field
435	Co B, 31st QM Regt. (Truck)	Bolling Field
436	Co M, 31st QM Regt. (Truck)	Hunter Field, Ga.

Priority No.	Unit	Station*
437	Co F, 33rd QM Regt. (Truck)	Paine Field, Wash.
438	Co F, 34th QM Regt. (Truck)	Dale Mabry Field
439	Co I, 34th QM Regt. (Truck)	Daniels Field
440	Co A, 35th QM Regt. (Truck)	Ft. Douglas, Utah
441	Co D, 88th QM Bn. (L.M.)	MacDill Field
442	Co A, 89th QM Bn. (L.M.)	Hunter Field
443	Co C, 88th QM Bn. (L.M.)	Mitchel Field
444	2nd Plat, Co A, 91st QM Bn. (L.M.)	Geiger Field
445	Co C, 89th QM Bn. (L.M.)	Oklahoma City
446	Co A, 88th QM Bn. (L.M.)	Selfridge Field
447	Co B, 88th QM Bn. (L.M.)	Westover Field
448	Co B, 91st QM Bn. (L.M.)	McChord Field
449	2nd Plat, Co D, 89th QM Bn. (L.M.)	March Field
450	2nd Plat, Co B, 89th QM Bn. (L.M.)	Dale Mabry Field
451	3rd QM Co. Supply Avn. (less Dets)	MacDill Field
452	1st QM Co. Supply Avn. (less Dets)	Windsor Locks
453	2nd QM Co. Supply Avn. (less Dets)	Geiger Field
454	4th QM Co. Supply Avn. (less Dets)	March Field

* Controlled items to be shipped to station indicated. Station subject to change. Chiefs of supply branches will be informed as to station change.

AG 400
(12-9-41)MC-C

AGN/mm-1712

December 16, 1941.

SUBJECT: Distribution of Controlled Items of Equipment.

TO: Chief of the Army Air Forces.

1. Reference is made to letter from this office, December 12, 1941, AG 400 (12-9-41)MC-C-M, subject as above, copy inclosed.

2. It is desired that you advise the Chiefs of Supply Arms and Services the priority in which the units of the Air Forces Combat Command are to be issued controlled items of equipment.

By order of the Secretary of War:

D. R. Van Stokler

Adjutant General.

2 Inclosures:
#1-Cy. of ltr. 12/12/41.
#2-Cy. of ltr. 12/16/41
to A. C. of S., G-4.

Incl to AG 400.303 (2)

air agnc 400.303 (12)

IMMEDIATE ACTION

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

DEC 13 1941

MEMORANDUM FOR - Brig. Gen. Charles Hines
Executive Secretary
Army and Navy Munitions Board
Priorities Committee
Office of Under Secretary of War

SUBJECT - Priority for Far Eastern Projects.

1. It is urgently requested that the Air Corps be authorized to assign A-1-a preference rating to the production and procurement of all materials, equipment and supplies intended for the Philippine Air Depot, Airways Project 20, Hawaiian Air Depot, all points designated as "Far East" and the Sacramento Air Depot, Sacramento, California.

Cy for Gen. Arnold

H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

IMMEDIATE ACTION

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H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

Copy for Army Air Forces

Subject: Priority for Equipping the Far East Air Forces

AAF/A-3
OSP-ds

2	AAF C/AS	C/AC (Mat.Div.) thru AAF	12/1	1. The following procedure from Secret Radiogram, dated November 13, 1941 to CG, 2nd, 3rd, 4th, 8th and 9th Corps Areas is furnished for your information.

HEADQUARTERS ARMY AIR FORCES										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8

"DESIRED THAT AS RAPIDLY AND AS COMPLETELY AS POSSIBLE YOU EQUIP THE TROOPS LISTED TO YOU BY ABOVE INSTRUCTIONS COMMA GIVE HIGHEST PRIORITY TO THIS PERIOD YOU MAY TRANSFER EQUIPMENT FROM OTHER UNITS IN

AAF-39

2	AAF C/AS	C/AC (Mat.Div.) thru AAF A-4	12/1	YOUR CORPS AREA WHOSE PRIORITY IS BELOW A DASH 4 IF SHORTAGE CANNOT ELSE BE MET PERIOD SHORTAGES STILL EXISTING AFTER EXECUTION OF ABOVE WILL BE REPORTED AT ONCE TO SUPPLY ARMS AND SERVICES END ADAMS"

2. It is not understood why the Priorities Committee of the Army and Navy Munitions Board is interested in the priorities of existing equipment within the Army.

1 Incl.
Memo to OCAC
frm Army & Navy
Munitions Board,
11/13/41, w/1 incl.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

-copy

Subject: Priority for Equipping the Far East Air Forces

1. Mat. Div. (4-G) C/AS 1941 11-17

1. Reference is made to the attached letter from the Army and Navy Munitions Board, Washington, D. C., dated November 13, 1941, and inclosed teletype. The directive contained in the inclosed teletype was received verbally from General Arnold at a conference held prior to General Brereton's departure for the Far East. In the conference, it was emphasized that General Marshall had directed that the Far East Air Forces be given priority with regard to all equipment needed for Units located or under orders to stations under the Commanding General, United States Forces in the Far East.

2. The latest formal directive received announcing priorities of Air Corps Units is contained in Letter A.G.O., September 24, 1941, AG400 (9-13-41) MC-C-M Subject: "Distribution of Controlled Items of Equipment," which places the Philippine Department in Priority "A-4".

3. In order that a reply may be made to the attached letter, it is requested that a formal directive be furnished this Division, confirming the verbal directive of the Chief of the Air Forces.

O. P. E.
Chief, Materiel Division

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

AAF/A-4
JJO/lml

Written November 18/1941

400.303 (4)

Subject: Issue of Equipment to the 307th, 308th, 311th, and 313th Materiel Squadrons.

2nd Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To: The Chief of the Air Corps.

NOV 26 1941

1. For necessary action.

2. With reference to paragraph 2, 1st Indorsement, information is requested when Tables of Basic Allowances will be revised to provide for issue of new light carbines, in place of caliber .45 pistols, thereby relieving the pistol shortage.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	

DECLASSIFIED

AAF-30

(Continued)

DECLASSIFIED

Written Nov. 19, 1941.

AAF/A-4
JJO/emd

3. In accordance with paragraph 12 AG 475 (12-27-40)M-D-M The Adjutant General, December 30, 1940 subject: "Current Supply Policies and Procedure" the Air Force Combat Command is responsible for the supply of Ordnance credit items to Air Force Combat Command units.

4. At the present time however there is a critical shortage of small arms, especially .45 caliber pistols, among all branches of the Service and particularly in the Air Force Combat Command who is called on to fully equip all organizations assigned to Task Forces.

5. Since the Materiel Squadrons referred to in basic communication have permanent stations within the continental limits of the United States it is not believed necessary to equip them at present with all the small arms as prescribed by present Tables of Basic Allowance.

6. It is requested that your office discuss the matter informally with the Air Corps Ferrying Command with the thought of reaching small arms requirements for guard purposes commensurate with the present critical shortage.

Incl:
cy.Ltr to C/AC frm AGO
10/27/41.

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

TELEPHONE
NOV 25 1941
AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

DECLASSIFIED

AAF-39

ACC 400 (10-30-41) 1st Ind. (K-28)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C., November 13, 1941. THRU: The Chief of the Army Air Forces, Washington, D. C., To: The Chief of the Air Corps, Washington, D. C.

1. Request advice as to the amount of ammunition and the type and number of weapons required for compliance with paragraph 3 of inclosure No. 1.

2. It is advised that tactical organizations of this command are at present approximately 15% equipped with pistols and that in order to issue pistols to units referred to in basic it will be necessary to withdraw these items from tactical organizations.

3. It is the understanding of this headquarters that there is no shortage of guard ammunition, therefore, it would appear that the most feasible means of obtaining these items would be through normal supply channels as prescribed in paragraph 3, AG 475 (12-27-40)M-D-M, The Adjutant General, December 30, 1940, Subject "Current Supply Policies and Procedure", to this office.

For the Commanding General:

C. K. McNarney,
Brigadier General, G.S.C.,
Chief of Staff

1 Incl.
No change.

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Oct. 30, 1941

SUBJECT: Issue of Equipment to the 307th, 308th, 311th, and 313th Materiel Squadrons.

TO: The Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Attached hereto is copy of letter to the Chief of the Air Corps from the Adjutant General dated October 27th, same subject as above, file: AG 400 (10-2-41)MC-D.

2. Particular attention is invited to Paragraph 3 of the inclosed letter.

For the Chief of the Air Corps

/s/ F. I. Ordway, Jr.,
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

1 Incl.
Cy ltr. to CAC fm AG,
10-27-41.

WAR DEPARTMENT
The Adjutant General's Office
Washington

LFL/gjw - 1712

AG 400 (10-2-41)MC-D

Octo. 30, 1941

October 27, 1941

SUBJECT: Issue of Equipment to the 307th, 308th, 311th, and 313th Materiel Squadrons.

TO: Chief of the Air Corps.

1. Letter this office, September 18, 1941, AG 400 (9-3-41)MC-D, subject as above, is rescinded.

2. It is desired that controlled items of equipment, except weapons, be issued to the 307th, 308th, 311th, and 313th Materiel Squadrons Air Corps Ferrying Command, in priority A-1.

3. The Commanding General of the Air Force Combat Command will supply arms and ammunition in the amounts necessary for guard purposes.

By order of the Secretary of War:

/s/ Carl Robinson

Adjutant General

RESTRICTED

DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan & 25 June 1974
By [illegible] NCI, Date 11-10-75

Distribution of Controlled Items

AAF/A-3
OSP-epb

400.303 (12)

1.	AAF C/AS	CG/AFCC	1941 11/22	1. Note and return.	
			Dispatched NOV 27 1941 AAG	1 Incl. D/F frm G-3 to C/AAF, 11/13/41 -- abv subj, w/incls.	CS C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics	

DECLASSIFIED

AAF-39

RESTRICTED

-copy-

RESTRICTED

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
Operations and Training Division G-3.

AG
G-3/43-52
SUBJECT: Distribution of Controlled Items

November 13, 1941.

TO: Chief of the Army Air Forces.

Recommendations contained in attached disposition slip memorandum, dated November 12, 1941, from Headquarters Army Air Forces, subject: Controlled Items of Equipment, have been noted in the G-3 Division. Appropriate changes will be made in AG 400 (9-13-41)MC-C-M, Subject: Distribution of Controlled Items of Equipment, dated September 24, 1941, when further revision becomes necessary.

HARRY L. TWADDLE,
Brigadier General,
Assistant Chief of Staff.

BY: W. H. Maris
WARD H. MARIS,
Lt. Col., General Staff,
Acting Executive.

Incls.
Headquarters AAF, DS,
Nov. 12, 1941 w/incls.

RESTRICTED

NOV 12 1941

Controlled Items of Equipment.

TO: G-3

400.303 (12)

AAF/A-3
OSP-epb

1. It is recommended that when further revision is necessary of War Department letter, AG 400(9-13-41)MC-C-M, Subject: Distribution of Controlled Items of Equipment, dated September 24, 1941, the following changes of designation be made:

Page	Priority	No	Published Designation	Proper Designation
3	A-3	11	Co C 88th QM Bn (LM)	Co C 88th QM Bn (less 2nd Plat.)
8	A-11	5	Det 3rd QM Co Sup Avn	Det 2nd QM Co Sup Avn
8	A-11	6	Det 2nd QM Co Sup Avn	Det 3rd QM Co Sup Avn
10	A-15	3	Det 4th QM Co Sup Avn	Det 2nd QM Co Sup Avn
10	A-15	3	Det Co B 91st QM Bn (LM)	Det 2nd Plat Co A 91st QM Bn (LM)
11	A-15	5	Det Co C 30th QM Regt (Trk)	Co C 30th QM Regt (Trk)
11	A-15	7	Det 4th QM Co Sup Avn	Det 2nd QM Co Sup Avn
11	A-15	4	Det 2nd QM Co Sup Avn	Det 3rd QM Co Sup Avn

Incls.
Ltr (ACC 400(11-4-41) frm C of S, AFCC
~~Bolling Fld to C/AAF, dated 11/4/41, Subj:~~
"Distribution of Controlled Items"
~~D/F (G-3/4888) to C/AAF, dated 10/29/41,~~
Subj: "Distribution of Controlled Items".
w/Incls.

For the Chief of the Army Air Forces:

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff				A-3	A-4	A-WPD	A-Inspector General	Sta-tistical

Major, AAF Corps,
Secretary of The Air Staff

AAF-3

RESTRICTED

(L-19(A)

ACC 400 (11-4-41)

November 4, 1941.

Distribution of Controlled Items.

The Chief of the Army Air Forces, Washington, D. C.

1. Reference is made to letter ACC 400 (10-16-41) Subject as above, dated October 16, 1941, in which it was requested that certain discrepancies be corrected.

2. In letter AG 400 (10-16-41) MC-C-M, Subject: Changes of Inclosure 1; Letter, September 24, 1941, AG 400 (9-18-41) MC-C-M, Subject: Distribution of Controlled Items of Equipment, correction was made as requested with certain exceptions, which are listed in Paragraph 3.

3. Information is requested as to the reasons corrections were not made of designations of the units listed as follows:

Page	Priority	No	Published Designation	Proper Designation
3	A-3	11	Co C 88th QM Bn (LD)	Co C 88th QM Bn (less 2nd Plat.)
8	A-11	5	Det 3rd QM Co Sup Avn	Det 2nd QM Co Sup Avn
8	A-11	6	Det 2nd QM Co Sup Avn	Det 3rd QM Co Sup Avn
10	A-15	3	Det 4th QM Co Sup Avn	Det 2nd QM Co Sup Avn
10	A-15	3	Det Co B 91st QM Bn	Det 2nd Plat Co A 91st QM Bn
11	A-15	5	Det Co C 30th QM Regt	Co C 30th QM Regt
11	A-15	7	Det 4th QM Co Sup Avn	Det 2nd QM Co Sup Avn
11	A-15	4	Det 2nd QM Co Sup Avn	Det 3rd QM Co Sup Avn

4. It is to be noted, that through an error, the inclosure to letter referred to in Paragraph 1, showed the proper designation of Det 3rd QM Co Sup Avn, page 8, priority A-11, number 5, as Det 4th QM Co Sup Avn. This has been corrected in the above list to read Det 2nd QM Co Sup Avn.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G. S. C.,
Chief of Staff

RESTRICTED

-copy-

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
Operations and Training Division, G-3.

AG
G-3/43052
SUBJECT: Distribution of Controlled Items.

October 29, 1941.

TO : Chief of Army Air Forces

FOR:

1. Reference paragraph 1 of attached communication, discrepancies noted have been corrected in AG 400 (10-16-41) MC-C-M, dated October 22, 1941, as indicated by check marks on attached list. Other discrepancies will be corrected at an early date.

2. Reference paragraph 2 of attached communication, the priorities list relative Air Corps and supporting ground force units was compiled as per recommendation of the Chief of the Army Air Forces to the War Plans Division. It is therefore believed that the matter is of primary interest to the Chief of the Army Air Forces. In this connection it is considered impracticable to prescribe priority for the entire company and still retain the task force grouping of units.

HARRY L. TWADDLE,
Brigadier General,
Assistant Chief of Staff.

BY:

/s/ W. E. Chambers
W. E. CHAMBERS,
Colonel, General Staff,
Executive.

Incls.
Hdqrs. Army Air Forces, DS,
10-28-41, w/incls.

-copy-

October 28, 1941

Distribution of Controlled Items.

TO : G-3

FOR: Primary interst

AAF/A-4
LWD/jml

Incl.
Ltr. above subj., Hq AFCC
10/16/41 w/1 incl.
List - Corrected
designations of Companies

For the Chief of the Army Air Forces:

E. P. Curtis
EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

-copy-

HEADQUARTERS AIR FORCE COMBAT COMMAND
Bolling Field, D. C.

(L-19)(D)

In reply refer to:
ACC 400 (10-16-41)

October 16, 1941.

Subject: Distribution of Controlled Items.

TO: The Chief of the Army Air Forces, Washington, D.C.

1. Attached hereto is list correcting discrepancies found in letter AG 400 (9-13-41) MC-C-M, Subject as above, dated September 24, 1941. It is requested that letter be amended accordingly.

2. It is recommended the entire company or platoon, instead of a detachment, be placed on priority. Supply responsibility is placed with the company commander for all the component parts of the company for all T/BA items except individual equipment and detachments of Quartermaster Companies (LM) are not authorized organizational equipment. Equipment for training purposes of detachments is supplied by the Base Quartermaster.

For the Commanding General:

/s/ M. H. Price
M. H. Price
Major, A. G. D.,
Asst Adjutant General

1 Incl.
List - correct designations of companies.

CONFIDENTIAL

DECLASSIFIED

By [illegible] 11-10-75

AG 400 (10-2-41)MC-D LFL/ejw - 1712.

IMMEDIATE ACTION

343

October 27, 1941.

SUBJECT: Issue of Equipment to the 307th, 308th, 311th, and 313th Materiel Squadrons.

TO: Commanding General, Air Force Combat Command.

1. Attention is invited to the inclosed copy of letter, this office, October 27, 1941, subject and classification as above.

2. It is desired that you take action in accordance with paragraph 3 of the inclosed letter.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

1 Incl.
Cy. ltr. AGO,
10-27-41,
AG 400 (10-2-41)
MC-D.

COPIES TO:
C.G., First Corps Area;
C.G., Sixth Corps Area;
C. G., Ninth Corps Area;
Chief of Staff, GHQ;
A.C. of S., WPD;
A.C. of S., G-3;
The Inspector General;
Chief of the Army Air Forces;
Air Corps Ferrying Command.

400.303 (11) B

DECLASSIFIED

CONFIDENTIAL

400.303 (11) B

AG 400 (10-3-41)MC-D LFL/ajw - 1712.

IMMEDIATE ACTION

October 27, 1941.

SUBJECT: Issue of Equipment to the 307th, 308th, 311th, and 313th Material Squadrons.

TO: Chief of the Air Corps.

1. Letter this office, September 16, 1941, AG 400 (9-3-41)MC-D, subject as above, is rescinded.

2. It is desired that controlled items of equipment, except weapons, be issued to the 307th, 308th, 311th, and 313th Material Squadrons Air Corps Ferrying Command in priority A-1.

3. The Commanding General of the Air Force Combat Command will supply arms and ammunition in the amounts necessary for guard purposes.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

COPIES TO:
C.O., First Corps Area;
C.O., Sixth Corps Area;
C.O., Ninth Corps Area;
Chief of Staff, GHQ;
A.C. of S., WPD;
A.C. of S., G-3;
The Inspector General;
Chief of Army Air Forces;
C.O., Air Force Combat Command; (as incl. to ltr. 10-27-41)
Air Corps Ferrying Command.

SAME LETTER TO:
Chief of Chemical Warfare Service;
Chief of Engineers;
Chief of Ordnance;
Chief Signal Officer;
The Quartermaster General;
The Surgeon General;
Chief of Finance.

 Air AG 400.303 (11-18)

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
By ... 11-10-75

Plan of Movement of the Organization Equipment of the 21st Reconnaissance Squadron from Newfoundland.

	AAF		1941	AAF/A-4
2	C/AS	C/AC	11/7	JJO/lml

1. Since the issue of the equipment as listed above is restricted in peacetime except where specifically directed, as to Base Forces, it is believed that the issue of training gas masks to the 21st Reconnaissance Squadron as recommended in 1st Indorsement is sufficient for training purposes.

CS
C/AS

Incl.
Ltr frm OCAC, abv subj
to Ch of Chem Wrfre and
AG, 9/8/41. w/2 Inds.

400.303 (12)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
	PC					N					

DECLASSIFIED

AAF-59

CONFIDENTIAL

(10)

Plan of Movement of the Organization Equipment of the 21st Reconnaissance Squadron from Newfoundland.

OCAC/4-G-2
OAM/dlr

1. OCAC AAF 1941
Mat. C/AS 10/18

There is forwarded herewith for remark and recommendation, letter from the Office, Chief of the Air Corps, dated September 8, 1941, first indorsement from the Chief of the Chemical Warfare Service dated September 15, 1941, and second indorsement from the Adjutant General dated September 30, 1941, file: AG 400 (9-8-41)MC-D, relative to the above subject matter, advising that Table of Basic Allowances No. 1, Air Corps, does not provide for the peace time issue of the following Chemical Warfare Equipment except where specifically directed, as to Base Forces:

Canister, service, M1A1.
Kit, repair, gas mask, regimental, M-1.
Kit, repair, gas mask, Co. M-2.
Mask, gas, diaphragm (M3-1A1-EVAE).
Mask, gas, service (M1A2 VIII-IIIAI).
Sets, anti-dim.

O.P.E.
C/MAT.

3 Incls.
Incl. 1 - Ltr frm OCAC
Incl. 2 - 1st Ind.
Incl. 3 - 2nd Ind.

COPY

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

September 8, 1941

SUBJECT: Plan of Movement of the Organization Equipment of the 21st Reconnaissance Squadron from Newfoundland.

TO: The Chief of Chemical Warfare Service, and the Adjutant General IN TURN.

1. It is requested that the 21st Reconnaissance Squadron, which returned to MacDill Field, Florida on August 15, 1941, be supplied with full quota of the following controlled items on the basis of issue as set forth in the Air Corps Table of Basic Allowances, dated July 5, 1941:

Canister, service, MIXA1.
Kit, repair, gas mask, regimental, M-1.
Kit, repair, gas mask, Co. M-2.
Mask, gas, diaphragm (N3-1XA1-EVAE).
Mask, gas, service (M1A2 VIII-IIIAI).
Sets, anti-dim.

In this connection attention is invited to the fact that the 21st Reconnaissance Squadron is a first priority unit.

2. The above controlled items are required for the 21st Reconnaissance Squadron due to the fact that a large quantity of their organizational equipment has been retained at the Newfoundland Base for the incoming unit.

For the Chief of the Air Corps

s/ F. I. Ordway, Jr.
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

COPY

CWS 320.2/18 Conf.
(9-8-41) 1st Ind.

War Department, O-C of CWS, September 15, 1941. To: The Adjutant General, Washington, D. C.

1. The items listed in paragraph one, basic letter, are normally issued for mobilization purposes.

2. It is recommended that the allowance of diaphragm gas masks (83) be issued to the 21st Reconnaissance Squadron so that this organization can be trained in the use of this item.

3. It is further recommended that the remaining items be not issued.

For the Chief of the Chemical Warfare Service:

/s/ E. Montgomery
E. MONTGOMERY
Col., C.W.S.
Chief, Field Service

SUBJECT: Plan of Movement of the Organization Equipment of the 21st Reconnaissance Squadron from Newfoundland.

AG 400 (9-8-41)MC-D 2nd Ind. LFL/mlh - 1712.

War Department, A.G.O., September 30, 1941. - To: Chief of the Air Corps.

Tables of Basic Allowances do not provide for the peacetime issue of the items listed in paragraph 1 of basic letter except where specifically directed, as to Base Forces. In view of the above, the request of your office that mobilization equipment be issued to the 21st Reconnaissance Squadron is not favorably considered.

By order of the Secretary of War:

/s/ D. L. Van Sickler
Adjutant General.

TBA Equipment.

1	AAF C/AS	CG AFCC	1941 10/13	AAF/A4 MFS/eoc

1. Priority has already been assigned by War Department orders to some of the units listed in the attached letter.

2. It is expected that orders covering the remaining units will be issued by October 20, 1941.

Dispatched
OCT 15 1941
AAG

Incl:
Ltr. to C/AAF
frm. AFCC, 10/4/41,
above subj.

CS
C/AS

(F-28)

AGC 475 (10-4-41)

October 4, 1941.

SUBJECT: TBA Equipment

TO: The Chief of the Army Air Forces, Washington, D. C.

Request that The Chief of the Air Corps and the Chiefs of the branches be instructed to equip the following organizations according to the Tables of Basic Allowance and to authorize the transfer of controlled items of equipment from organizations not transferring to foreign stations to make up shortages not supplied from other sources:

Savannah
- 27th Bomb Group
- 48th Materiel Sq
- 1st Platoon, 2nd Cml Co
- Decon Det 2nd Cml Co
- Supply Det 2nd Cml Co
- 454th Ord Co Avn (B)

Salt Lake City
- 7th Bomb Group (H)
- 88th Recon Sq (LR)
- Hq & Hq Sq 5th AB Group
- 8th Mat Sq 5th AB Group
- 36th Sig Plat (AB)
- Co A 35th Qm Regt (Trk)(less 1 plat)
- Co A 91st QM Bn (LM)(less 2nd Plat & Det 1st Plat)
- Det 2nd QMCo Supply Avn
- Decon Det 4th Cml Co
- 453rd Ord Co Avn (B)

Hamilton Field
- 21st Pursuit Sq (1)
- 34th Pursuit Sq (1)

Fresno
- Det 1st Plat Co A, 91st Bn (LM)

[illegible]
- 2nd and 3rd Plat, 693rd Ord Co Avn (P)

For the Commanding General:

/s/C.W.RUSSELL,

IMMEDIATE ACTION

SUBJECT: Priority of Controlled Items.

AG 413.44 USAF in Far East (10-4-41)MC-D 1st End. MNK/lfl-1712

War Department, AGO, November 7, 1941. - To: Commanding General, U. S. Army Forces in the Far East.

Attention is invited to Inclosure #2, letter, this office, September 24, 1941, AG 400 (9-13-41)MC-C-M, subject: Distribution of Controlled Items of Equipment, which places the Philippine Department in priority A-4 for the issue of 100% of all controlled items of equipment.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

2 Incls.
#1 - m/s.
#2 - Ltr. AGO, Sept. 24, 1941, AG 400 (9-13-41)MC-C-M, (added).

COPIES (W/cy of bas.)TO: A. C. of S., WPD; Chief of the Army Air Forces.

400.903 (4) c

am AG 400.303 (2) c

IMMEDIATE ACTION

WAR DEPARTMENT
HEADQUARTERS AIR FORCE
UNITED STATES ARMY FORCES IN THE FAR EAST
Office of the Commanding General
San Pedro Makati, Rizal, P. I.

(S)/mn

In reply refer to

413.44

October 4, 1941

SUBJECT: Priority of Controlled Items.

TO : Adjutant General, Washington, D. C.

1. Reference is made to letter AG 400 (8-15-41) MO-D-M, Subject, Communications Regarding Changes in Priorities for Controlled Items, TBA's and T/A's, copy attached.

2. Request that all radio equipment for units of the Air Force, U. S. Army Forces in the Far East be placed on first priority for delivery to these organizations.

3. The immediate delivery of these items is required because commercial facilities for wire communication between Air Force Headquarters, U. S. Army Forces in the Far East, and subordinate units are available only in a few cases.

For the Commanding General:

/s/ J. R. MAMEROW

J. R. MAMEROW,
Captain, Air Corps,
Adjutant

1 Incl:
Letter AG 400 (8-15-41) MO-D-M

an AG 400.303 (7) c

SUBJECT: Request for Publications.

AG 400 (10-3-41)MC 1st Ind. WPM/mgb-2712

War Department, A.G.O., October 7, 1941. - To: Commanding General, Air Forces Combat Command.

Twelve copies of the letter requested in the basic communication are inclosed.

By order of the Secretary of War:

D. R. Van Sickler

Adjutant General.

1 Inclosure -
(12 copies of Hdqrs. ltr., AG 400 (9-13-41)MC-C-M, September 24, 1941).

400.303 (7) B

COPY TO: Chief of the Army Air Forces
w/cy of basic ltr.

RESTRICTED

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HEADQUARTERS AIR FORCE COMBAT COMMAND

Bolling Field, D.C.

ACC 461 (10-3-41) October 3, 1941.

Subject: Request for Publications.

To: The Adjutant General, Washington, D. C.

It is requested that this headquarters be furnished twelve additional copies of AG 400 (9-13-41) MC-C-M, September 24, 1941, Subject "Distribution of Controlled Items of Equipment," to this headquarters; for distribution to the subordinate units of this command.

For the Commanding General:

/s/ M. M. Brice

M. M. Brice,
Major, A. G. D.
Asst Adjutant General.

DECLASSIFIED

RESTRICTED

400.303 (6)

SUBJECT: Plan of movement of the Organization Equipment of the 21st Reconnaissance Squadron from Newfoundland (Motor Transportation 21st Reconnaissance Squadron).

AAF/A-4
LWD/emd
Written October 8, 1941.

Central File Completed.

3d Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
OCT 10 1941 **To: The Chief of the Air Corps.**

1. For your information. it is desired that you arrange direct with the Commanding General, Air Force Combat Command for the movement of the vehicles.

1 Incl:
Cy ltr 8/12/41.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of the Air Staff

Dispatched
OCT 10 1941

Copy for A. A. G.

SECRET

DECLASSIFIED

Date _____

RECEIPT FOR SECRET DOCUMENT:

Receipt is acknowledged of original RAR 9 fr AAF-A-1 to AAF/A-3, Subject: Availability of Air Corps Units, dated 10/6/41.

Incl. cy of Recommended
Priorities of Combat Gps,
Transport Sqs. and Obs.Sqs.

D. Saam
Officer Rank

a-3-2204
Office

NOTE: Please accomplish and return to Air Adjutant General, Hq. Army Air Forces.

DECLASSIFIED

SECRET

air ad 400.303 (3)

Subject: Availability of Air Corps Units.

400.203 (3)

AAF/A-3
OSP-eph

10.	AAF C/AS	OCAC (Mat.Div.)	11/4	1. The Air Depot Groups listed in RAR 7 have been assigned priorities as follows:

21A 4th Air Depot Group
27A 3rd Air Depot Group
34A 2nd Air Depot Group
50A 6th Air Depot Group
54A 5th Air Depot Group.

2. It was impossible to assign the 4th Air Depot Group requested priority of 7A, as the first 20 priorities were reserved for combat groups on the War Department list.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	Incl 1 a/s	A-3	A-4	A- WPD	A. Insp.	Fud	CS C/AS	Statistics

AAF-30

SECRET
-copy-

DECLASSIFIED
DOD Dir.
By [illegible] 8-10-75

Subject: Availability of Air Corps Units.

AAF/A-4; MFS/GWD

5	Ch. Air Staff	Ch. Air Corps	1941 8-27	1. The attached list of priorities of Air Corps units is furnished for planning purposes. 2. Recommendations are desired as to the priorities to be given Maintenance Command Units not included on the list. Indicate desired priority with respect to listed Units by using the priority number of the next highest Unit with an appropriate letter suffix, i.e., if a Depot Group should be given a priority just after the 35th Pursuit Group (Priority No.12), assign to that Depot Group the priority No. 12a; if two Depot Groups should have that priority show the priority numbers as 12a and 12b.

C.S.,
Ch. Air Staff

Incl. - n/c

6	Chief of Air Corps	Chief, Materiel Division	1941 9/6	For necessary action in accordance with instructions contained in directive outlined in Item No. 5 above.

1 Incl.: N/C

M.S.F., Exec.

7	(4-G) OCAC Mat.	AAF C/AS	1941 9-26	1. It is recommended that Air Depot Groups under the Maintenance Command be given priorities as follows: 7A 4th Air Depot Group 21A 3rd Air Depot Group 34A 2nd Air Depot Group 50A 6th Air Depot Group 54A 5th Air Depot Group.

O. P. E.
Chief, Materiel Division

1 Incl. n/c

AAF/A-4
MFS/mwb

8	AAF A-4	AAF A-1 and A-3 IN TURN	1941 10/2	1. Inviting attention to Items #5 and #7. Incl: Copy of Recommended Priorities of Combat Groups.

E.P.S.
C/A-4

AAF-A-1
ALM/mw

9.	AAF A-1	AAF A-3	10/6	1. Noted. Incl: n/c

R.F.C.
C/A-1

DECLASSIFIED

SECRET

Subject: Availability of Air Corps Units

AAF-A-1
ALN/mw

9. AAF A-1 | AAF A-3 | 10/6 | 1. Noted.

R.P.G.
C/A-1

Incl: n/c

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A.Insp.	Budget	Statistics	
			alm op								

AAF-59

COPY

ROUTING & RECORD SHEET

Subject: Availability of Air Corps Units.

1.	Mat. Div.	Air Staff (Plans Div.)	1941 7/14

1. With reference to your request contained in comment #2 dated 6-21-41 on our Routing and Record Sheet on the above subject dated 6-19-41, there are inclosed herewith 10 copies of chart showing dates combat organizations will be equipped with essential items of organizational equipment, prepared July 10, 1941.

2. Your attention is invited to the fact that this chart, which is based on the photostat priority schedule entitled "Estimates of Aircraft Deliveries as of April 30, 1941," does not include any reference to the Air Base Groups, the Air Transport Squadrons, and Air Depot Groups which will be required in connection with the combat organizational Priority of transport and observation units was furnished in schedule inclosed with your Routing and Record Sheet dated 4-11-41, subject: "Priority for the Supply of Field Service Equipment to Air Corps Units".

3. However, in view of the serious difficulties that arose in not giving priority to the Air Base Groups and to the service units serving the five priority groups, it is considered most essential that priorities for equipping the Air Base Groups and Air Depot Groups be established and furnished this Division without delay. It is requested that this Division be furnished a revised list showing in a single sequence the desired priority for equipping all Air Corps units, including combat, tactical, air base, and air depot units.

1 incl: secret chart (10 cys) 7-10-41.

O.D.E.
Chief, Mat.Div.

COPY

ROUTING & RECORD SHEET

Subject: Availability of Air Corps Units.

2.	A-3 Div. Air Staff	A-4 Div. Air Staff	1941 8/18	AAF/A-3 RSV/ds 1. Attached hereto are the recommended priorities for the 54 Combat Groups (First Aviation Objective). It is desired that your Division allocate to each tactical group the proper Air Base Group and associated services, also give priorities to the five Air Depot Groups. E.L.N. A-3 Div. 1 incl. withdrawn & 1 added-"Recom'd priorities of combat gps, Trans.Sqs.& Obs.Sqs.
3.	A-4	A-3	8/23	Returned to bring up-to-date in accordance direction of AC of S A-3.
4.	A-3	A-4	8/26	1. Attached is reworked list of priorities of Air Corps units. The first 19 units correspond to the list of 18 priority groups furnished Colonel Schneider on August 23, 1941, with the addition of the 20th Transport Squadron as item 7. These first 19 items have the informal concurrence of WPD, which is fitting them into the priorities of the Army as a whole. This War Department priority list will be issued about August 30 1941. 2. A copy of the first 19 units has been furnished OCAC this date, with the information shown in the paragraph above. 1 Incl.-Revised "Recom'd Priorities of Combat Gps, Trans.Sqs.& Obs.Sqs. E.L.N. A-3 Div.
5.	Ch/AS	CAC	8/27	1. Attached list of priorities of Air Corps units is furnished for planning purposes. 2. Recommendations aredesired as to the priorities to be given Maintenance Command Units not included on the list. Indicate desired priority with respect to listed Units by using the priority number of the next highest unit with an appropriate letter suffix, i.e., if the Depot Group should be given a priority just after the35th Pursuit Gp.(priority No.12), assign to that Depot Group the priority No.12a; if two Depot Gps should have that priority, show the numbers 12a & 12b. Incl. n/c C.S., C/AS

SECRET

COPY

ROUTING & RECORD SHEET

Subject: Availability of Air Corps Units.

6.	Ch/AC	Ch/Mat. Div.	1941 9/6	1. For necessary action in accordance with instructions contained in directive outlined in Item No.5 above. Incl. n/c/ M.S.F., Exec.
7.	OCAC Mat.	AAF C/AS	9/26	1. It is recommended that Air Depot Groups under the Maintenance Command be given priorities as follows: 7A 4th Air Depot Group 21A 3rd Air Depot Group 34A 2nd Air Depot Group 50A 6th Air Depot Group 54A 5th Air Depot Group 1 incl.n/c O.P.E. Ch/Mat. Div.
8.	AAF A-4	AAF A-I and A- [redacted] urn	10/2	AAF/A-4 1. Inviting attention to Items 5 and 7. 1 incl.n/c E.P.S. C/A-4

SECRET

Copy

RECOMMENDED PRIORITIES OF COMBAT GROUPS, TRANSPORT SQUADRONS AND OBSERVATION SQUADRONS.

Priority No.	Unit	Reconnaissance Squadron	Air Base Group
1	19th Bomb Gp.(H)	38th (H)	4th
2	17th Bomb Gp.(M)	89th (M)	19th
3	27th (Dive Bomber)		35th Rein.
4	3rd Bomb Gp.(L)		35th Rein.
5	31st Purs. Gp.(I)		46th
6	8th Purs. Gp.(I)		91st Rein.
7	20th Trans. Sq.		
8	1st Purs. Gp.(F)	~~6~~	61st Sp.
9	20th Purs. Gp.(I)		45th Rein.
10	13th Bomb Gp.(M)	3rd (M)	25th
11	22nd Bomb Gp.(M)	18th (M)	1st Rein.
12	35th Purs. Gp.(I)		45th Rein.
13	42nd Bomb Gp.(M)	16th (M)	39th
14	38th Bomb Gp.(M)	15th (M)	36th
15	33rd Purs. Gp.(I)		2nd Rein.
16	52nd Purs. Gp.(I)		3rd Rein.
17	55th Purs. Gp.(I)		43rd
18	2nd Bomb Gp.(H)	41st (H)	1st Rein.
19	7th Bomb Gp.(H)	88th (H)	5th
20	1st Photo Gp		
21	21st Reconn. Sq.(H)		
22	5th Trans. Sq.		
23	7th Trans. Sq.		
24	6th Trans. Sq.		
25	5th Bomb Gp.(H)	4th (H)	17th
26	18th Purs. Gp.(I)		18th
27	3rd,17th,20th Purs.Sq.(I)		20th Rein.
28	16th Purs. Gp.(I)		15th
29	36th Purs.Gp.(I)		48th
30	24th Bomb Sq.(L)		61st Sp.
31	58th Bomb Sq. (L)		18th
32	59th Bomb Sq.(L)		16th
33	18th Purs. Sq.(I)		23rd Rein.
34	37th Purs. Gp.(I)		47th
35	73rd Bomb Sq. (M)		23rd Rein.
36	54th Bomb Sq. (M)		61st Sp.
37	53rd Purs. Gp.(I)		41st
38	6th Bomb Gp.(H)	7th (H)	16th
39	36th Bomb Sq.(H)		23rd Rein.
40	40th Bomb Gp.(M)	5th (M)	24th Rein.

COPY

RECOMMENDED PRIORITIES OF COMBAT GROUPS, TRANSPORT SQUADRONS AND OBSERVATION SQUADRONS (Cont'd)

Priority No.	Unit	Reconnaissance Squadron	Air Base Group
41	54th Purs. Gp.(I)		34th
42	41st Bomb Gp.(M)	6th (M)	31st
43	25th Bomb Gp.(H)	27th (H)	24th Rein.
44	28th Bomb Sq. (M)		28th Mat.Sq.
45	48th Bomb Gp.(L)		37th
46	56th Purs. Gp.(I)		29th
47	1st Purs. Gp.(F)		3rd Rein.
48	34th Bomb Gp.(H)	1st (H)	26th
49	29th Bomb Gp.(H)	less 21st (H)	27th Rein.
50	30th Bomb Gp.(H)	2nd (H)	38th
51	1st Trans. Sq.		
52	2nd Trans. Sq.		
53	4th Trans. Sq.		
54	8th Trans. Sq.		
55	12th Bomb Gp.(L)		44th
56	46th Bomb Gp.(L)		28th
57	45th Bomb Gp.(L)		33rd
58	49th Purs. Gp.(I)		51st
59	15th Purs. Gp.(F)		18th
60	58th Purs. Gp.(I)		50th
61	50th Purs. Gp.(I)		51st
62	57th Purs. Gp.(I)		30th
63	9th Bomb Gp.(H)	44th (H)	16th
64	11th Bomb Gp.(H)	50th (H)	17th
65	19th Trans. Sq.		17th
66	43rd Bomb Gp.(H)	13th (H)	8th
67	39th Bomb Gp.(H)	12th (H)	42nd
68	47th Bomb Gp.(L)		49th
69	32nd Purs. Gp.(F)		15th
70	2nd Obs. Sq.		20th Rein.
71	44th Bomb Gp.(H)	14th (H)	27th Rein.
72	14th Purs. Gp.(F)		32nd Rein.
73	4th Obs. Sq.		
74	51st Purs. Gp.(F)		32nd Rein.
75	3rd Trans. Sq.		
76	9th Trans. Sq.		
77	39th Obs. Sq.		47th
78	86th Obs. Sq.		18th
79	1st Flight Sq.		
80	152nd Obs. Sq.		
81	105th Obs. Sq.		
82	119th Obs. Sq.		
83	22nd Obs. Sq.		
84	111th Obs. Sq.		
85	108th Obs. Sq.		
86	107th Obs. Sq.		
87	12th Obs. Sq.		

COPY

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RECOMMENDED PRIORITIES OF COMBAT GROUPS, TRANSPORT SQUADRONS AND OBSERVATION SQUADRONS (Cont'd)

Priority No.	Unit	Reconnaissance Squadron	Air Base Group
88	16th Obs. Sq.		
89	91st Obs. Sq.		
90	97th Obs. Sq.		
91	1st Obs. Sq.		
92	82nd Obs. Sq.		
93	30th Army Recon. Sq.		
94	10th Trans. Sq.		
95	31st Army Recon. Sq.		
96	15th Obs. Sq.		
97	3d Obs. Sq.		
98	101st Obs. Sq.		
99	102nd Obs. Sq.		
100	103rd Obs. Sq.		
101	104th Obs. Sq.		
102	11th Trans. Sq.		
103	13th Trans. Sq.		
104	12th Trans. Sq.		
105	106th Obs. Sq.		
106	109th Obs. Sq.		
107	110th Obs. Sq.		
108	112th Obs. Sq.		
109	113th Obs. Sq.		
110	14th Trans. Sq.		
111	16th Trans. Sq.		
112	15th Trans. Sq.		
113	115th Obs. Sq.		
114	116th Obs. Sq.		
115	118th Obs. Sq.		
116	120th Obs. Sq.		
117	153rd Obs. Sq.		
118	154th Obs. Sq.		
119	126th Obs. Sq.		
120	122nd Obs. Sq.		
121	124th Obs. Sq.		
122	125th Obs. Sq.		
123	121st Obs. Sq.		
124	17th Trans. Sq.		
125	18th Trans. Sq.		
126	127th Obs. Sq.		
127	128th Obs. Sq.		
128	123rd Obs. Sq.		
129	129th Obs. Sq.		

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned. AS

SUBJECT: Priority for 20th Transport Squadron - Panama.

NO.	FROM	TO	DATE	DATA
1	A-4 Div.	Air WPD and A-3 Div. IN TURN	1941 7/19	1. Action in accordance with Section II, paragraph 5 of Inclosure 1 is forwarded for your information as Inclosures 2 and 3 of this R&R. 2. It is requested that recommendations be submitted for necessary changes in the Air Corps unit list (Inclosure 4) for priority of supply of field service equipment as amended by Inclosure 3. 4 Inclosures Memo fm WPD to ChAC-4/24/41 subj."Army Forces to Implement Jt.Plan for Effective Support of Latin Amer.Republics" w/incls Memo fm AS to AC of S-WPD-7/17/41 subj."Trans.of Air-Borne Battalion" w/incls. R&R fm AS to OCAC att:Mat.Div. 7/18/41 subj."Priority for Supply of Fld Serv.Equip. to AC units" "Priority for the Supply of Fld. Serv.Equip. to AC units" - schedule E.P.S. A-4 Div.
2	A-WPD	A-3	1941 7/24	Noted. Recommendations asked for in para 2 R+R should be submitted by A-3. HSV/ds
3	A-3 Div.	A-4 Div.	1941 8/18	Recommendations are submitted as an inclosure to Comment 2 of R&R, subject: "Availability of Air Corps Units" dated August 18, 1941. E.L.N. A-3 Div.

Incls. n/c

Note: No further action required. Priorities furnished by other K+C Schwenda

(Do not write on reverse side)

~~SECRET~~

V-4664, AC
A-4 Div

Air AG 400.303 (D) 8

Subject: Priority for 20th Transport Squadron - Panama

HSV/ds

3	A-3 Div.	A-4 Div.	1941 8/18	Recommendations are submitted as an inclosure to Comment 2 of RAR, subject: "Availability of Air Corps Units" dated August 18, 1941.

Incls. n/c

E.L.N.
A-1 Div.

4/26

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

SECRET
BY AUTHORITY OF A. C. OF S., WP.
Date Initials

WPD 4413-2

April 24, 1941

MEMORANDUM FOR THE CHIEF OF AIR CORPS:

Subject: Army Forces to Implement Joint Plan for the Effective Support of the Latin American Republics.

The attached copy of secret memorandum for the Chief of Staff on the above subject is forwarded for necessary action in connection with paragraph 5, Section II, "Action Recommended." The action recommended was approved April 18, 1941.

JOSEPH T. McNARNEY,
Brigadier General,
Acting Assistant Chief of Staff.

C. K. GAILEY, Jr.
Major, G.S.C.
Acting Executive, WPD

Incl
Cpy WPD 4413-2 (4-2-41)

SECRET

Incl (a)
A-1061 A4-26(4-a)

C
O
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WPD
LSG

WPD 4413-2

April 2, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Army Forces to Implement Joint Plan for Effective Support of Latin American Republics.

I. Discussion.

1. The approved Joint Plan for the effective support of Ecuador, Colombia, Venezuela and the Central American Republics (Tab A) charges the Army with occupying on 48 hours' notice, strategic interior cities with troops transported by air and with reinforcing these troops as may be necessary with expeditionary forces from the United States.

2. The forces and facilities authorized in the plan for the occupation of critical interior points are

1 Platoon of Infantry (parachute troops)
1 Battalion of Infantry (air borne)
Sufficient air transport for the simultaneous movement of all units of one battalion of infantry.

3. In order to accomplish the purposes of the Plan these forces and facilities should be permanently stationed in Panama.

4. The Commanding General, Panama Canal Department, has been furnished an outline of the Plan and has submitted recommendations with respect thereto. He states that the three infantry regiments now assigned to the Department are the minimum required for the accomplishment of the many missions now imposed and strongly recommends that for the purposes of this Plan he be given an additional infantry battalion to be organized and trained along special lines. This battalion, including a trained parachute platoon from the United States would have an aggregate strength of approximately 550 officers and men. He further recommends that steps be taken to complete immediately the equipment for the 20th Transport Squadron (Panama) which is now a paper organization only and that the War Department make the necessary arrangements to insure that aviation gas and oil will be available at destinations and intermediate points when needed.

5. a. War Plans Division concurs in the recommendations of The Commanding General, Panama Canal Department.

b. The Chief of Infantry states that one trained parachute platoon can be furnished by May 1, without materially interfering with the development and training of other parachute units.

c. The Commanding General, Panama Canal Department, states that due to the alerted status of his command, housing for the special

battalion is initially available.

d. The 20th Transport Squadron cannot be given complete equipment immediately. At present production rates, it will be August 1 before this can be done. In the meantime, the 56 planes of troop carrying capacity now in the Canal Zone (52 B-18, 2 Transport, 2 Amphibian) can be counted upon in an emergency to transport approximately 300 men exclusive of crews.

e. Arrangements for the spotting of aviation gasoline and oil can be made with Pan American Airways. Only minor modifications of present U. S. - Pan American contract will be involved.

f. The 1st Division, if not otherwise committed, will be used as the reinforcing division. Its substitute will be the 30th Division.

g. Concurrently a separate study is being made to determine the feasibility of permanently assigning one of the four authorized parachute battalions to the Panama Canal Department.

II. Action recommended.

1. That the permanent garrison of the Panama Canal Department be increased by a special air-borne battalion with an approximate strength of 550.

2. That the personnel for this battalion be procured by a corresponding reduction in the strength of units in the Continental United States.

3. That a trained parachute platoon be ordered to the Panama Canal Department to form a part of the above special battalion.

4. That no additional construction be authorized in the Panama Canal Department at this time for housing the special battalion.

5. That complete equipment for the 20th Transport squadrons be provided at the earliest practicable date.

6. That arrangements be made by the War Department with Pan American Airways for the spotting of sufficient gasoline and oil at destinations [illegible] and intermediate points.

7. That, if approved, this study be returned to War Plans Division for further necessary action.

III. Concurrences.

A. C. of S., G-1 ( )
A. C. of S., G-2 ( )
A. C. of S., G-3 ( )
A. C. of S., G-4 ( )
Chief of Infantry ( )

J. W. ANDERSON,
Colonel, General Staff,
Acting Assistant Chief of Staff.

1 Incl.
J.B. No. 325 (Serial 676)
(3-15-41) - Tab A

CONFIDENTIAL

-copy-

AG 475 (5-1-41)MC-D

ACW/cdm - 1712

May 8, 1941.

SUBJECT: Distribution of Controlled Items of Equipment (20th Transport Squadron).

TO: Chief of Ordnance.

1. Reference letter, this office, April 28, 1941, AG 475 (4-11-41)M-C-M, Subject: Distribution of Controlled Items of Equipment.

2. The inclosure to the above mentioned letter indicates that the 20th Transport Squadron, Panama Canal Department, is included in the list of units authorized 100% of their controlled items of equipment in priority group A3.

3. It is desired that the Chiefs of the Supply Arms and Services concerned take necessary action to assist the Commanding General, Panama Canal Department, in providing complete equipment, other than controlled items, to the 20th Transport Squadron at the earliest practicable date.

By order of the Secretary of War:

/s/ D. R. Van Sickler

Adjutant General.

COPY TO: C. of A.C.;
C. of Inf.;
A.C. of S., G-3;
A.C. of S., WPD
C. G., P. C. Dept., as incl. to ltr., 5-8-41.

SAME LETTER TO: Chief Signal Officer;
The Quartermaster General;
Chief of Chemical Warfare Service;
Chief of Engineers;
The Surgeon General.

CONFIDENTIAL

Incl 1a

AG 475 (5-1-41)MC-D

ACW/cdm - 1712.

May 8, 1941.

SUBJECT: Distribution of Controlled Items of Equipment (20th Transport Squadron).

TO: Commanding General, Panama Canal Department.

1. Inclosed for your information is copy of letter, this office, to the Chief or Ordnance, this date, subject as above.

2. It is desired that you issue complete equipment, other than controlled items of equipment, to the 20th Transport Squadron at the earliest practicable date.

By order of the Secretary of War:

/s/ D. R. Van Sickler
Adjutant General.

1 Incl.
Cy. ltr., AGO, 5-8-41,
AG 475 (5-1-41)MC-D,
to C. of Ord.

COPY TO: C. of A.C.;
C. of Inf.;
A. C. of S., G-3;
A. C. of S., WPD

Incl 1(2)

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

Office of
the Chief of the Air Staff

July 17, 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF - WPD

SUBJECT: Transportation of Air-Borne Battalion

1. Reference Disposition Form AG 320.2 (6-23-41) WPD 4413-4, above subject, dated July 9, 1941.

2. Listed below is the contemplated air transport augmentation for Caribbean Air Force:

a. 2 C-39's (large doors-troop benches) on hand

b. 2 C-39's (large doors-troop benches) en route

c. 1 C-49 (small door-airline seating) on hand

d. 2 C-49B (small door-airline seating) en route

e. 7 C-49 C-D (small doors-troop benches); 1 in Aug.; 6 in Sept.

f. 12* C-47 (large doors-troop benches) Dec. (1941)* (*First 12 C-47's scheduled for delivery to the Air Corps)

3. Other transports on hand that are available to the Air Corps are engaged in movement of GFE for United States and British within North America, maintenance of Newfoundland Base, training of parachute battalions, administration of the Army and the Air Corps and transporting certain air attaches (C-45's only) and air missions (C-45's only) in South and Central America.

4. Inclosure 2 is forwarded for your information to give, based on current estimates, the overall picture of the critical shortage of transports for the Air Corps that will prevail for some months to come.

5. It is recommended that plans for transportation of the 550th Air-borne Battalion to threatened areas be made dependent on

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Memorandum for the Assistant Chief of Staff - WPD

Subject: Transportation of Air-Borne Battalion

a temporary assemblage of transport airplanes from the Continental United States. It is believed that only in this manner can the Air Corps and British procurement programs and the Air Corps expansion proceed without interruption up to the time it becomes necessary to move the 550th Air-borne Battalion.

2 Inclosures:
#1 - D/F WPD 4413-4, 7/9/41, above subj., w/1 incl. - ltr. to AGO, 6/23/41, above subject.
#2 - Chart - Transports Available for Air Corps

For the Chief of the Army Air Forces

Muir S. Fairchild
Lt. Col., Air Corps
Secretary of The Air Staff.

DECLASSIFIED

~~SECRET~~

Incl 2

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

AG 320.2 (6-23-41)
WPD 4413-4
SUBJECT: Transportation of Air-borne Battalion July 9, 1941.

TO: Chief of the Army Air Forces

FOR:

1. For remark and recommendation on inclosed AG 320.2 (6-23-41), subject as above. It is requested that a statement be furnished as a basis of reply to the subject communication covering the present and probable future availability of additional aircraft to be employed as air transport in the Panama Canal Department.

2. Attention is invited to WPD 3558-15, subject: "Assignment of a Parachute Battalion to the Panama Canal Department", approved May 21, 1941, and action taken thereon by AG 320.2 (5-14-41)MC-C-M, subject: "Organization of the 550th Air-Borne Battalion, Panama Canal Department.

3. This division believes that urgent necessity now exists in the Panama Canal Department for sufficient air transports to make possible the simultaneous movement of a parachute battalion and an air-borne battalion, in order to render effective the support to Latin-American Republics contemplated in the plan referred to in paragraph 1 of basic communication. It is believed that steps should be taken to provide at the earliest practicable date the air transports required.

/s/ L. T. GEROW
L. T. GEROW
Brigadier General
Acting Assistant Chief of Staff.

1 Incl.
AG 320.2 (6-23-41)

Incl 2?

HEADQUARTERS CARIBBEAN DEFENSE COMMAND
Office of the Commanding General

CDC-S 381 A&N (6-7-41) VIA AIR MAIL WGP:ss

Quarry Heights, Canal Zone
June 23, 1941

SUBJECT: Transportation of Air-borne Battalion.

TO: The Adjutant General, Washington, D. C.

1. Reference: Secret letter of The Adjutant General, May 20, 1941, subject: "Preparation of Plan for the Effective Support of Latin American Republics," paragraph 1g (2) (a) assumes, "Sufficient air transport for the simultaneous movement of one inf. bn."

2. There are not now sufficient transport and bomber planes in the Panama Canal Department to transport an air-borne battalion and a parachute platoon simultaneously. After reserving one-half of the B-17's and B-18's for close support, approximately 314 men can be transported simultaneously. It will require approximately 42 C-39's or their equivalent to transport the 609 officers and men required. The utilization of combat planes for this purpose is uneconomical and renders them unavailable for combat missions.

3. To be most effective the strength of the entire air-borne force should be capable of simultaneous movement.

4. There should, therefore, be provided without delay, the 42 C-39 transport planes mentioned above, or their equivalent.

/s/ DANIEL VAN VOORHIS
DANIEL VAN VOORHIS
Lieutenant General, United States Army,
Commanding.

Incl 2

AS

Priority for the Supply of Field Service Equipment to Air Corps Units.

1.	Air Staff att: Mat.Div.	O.C.A.C. 1941 7/18	1. Reference is invited to "confidential" RAR from Plans Division to Material Division (att: Field Service), dated April 11, 1941, subject: "Priority for the Supply of Field Service Equipment to Air Corps Units" and RAR as above, dated June 19, 1941. 2. It is directed that the list attached to RAR of April 11, 1941 cited in paragraph 1 above be amended to move the 20th Transport Squadron from its existing position to seventh position in the "1st Priority." 3. A copy of the "secret" memorandum for the Assistant Chief of Staff - WPD, dated July 17, 1941, subject: "Transportation of Air-Borne Battalion" is forwarded for your information. Attention is particularly invited to paragraph 5. C. S. Chief, Air Staff

PRIORITY FOR THE SUPPLY OF
FIELD SERVICE EQUIPMENT TO
AIR CORPS UNITS

1st Priority

21st Recon. Sq. (H)
5th Bomb. Gp. (H)
4th Recon. Sq. (H)
11th Bomb. Gp. (H)
50th Recon. Sq. (H)
18th Purs. Gp. (I)
20th Trans. Sq.
5th Trans. Sq.
6th Trans. Sq.
15th Purs. Gp. (F)
58th Bomb. Sq. (L)
1st Trans. Sq.
2nd Trans. Sq.
3rd Trans. Sq.
4th Trans. Sq.
7th Trans. Sq.
8th Trans. Sq.
9th Trans. Sq.

2nd Priority

28th Bomb. Sq. (M)
3rd Purs. Sq. (I)
17th Purs. Sq. (I)
20th Purs. Sq. (I)

3rd Priority

6th Bomb. Gp. (H)
7th Recon. Sq. (H)
59th Bomb. Sq. (L)
16th Purs. Gp. (I)
25th Bomb. Gp. (H)
27th Recon. Sq. (H)
36th Purs. Gp. (I)
9th Bomb. Gp. (H)
44th Recon. Sq. (H)
37th Purs. Gp. (I)
32nd Purs. Gp. (F)

4th Priority

36th Bomb. Sq. (H)
73rd Bomb. Sq. (M)
18th Purs. Sq. (I)

Incl #(4)

5th Priority

2nd Bomb. Gp. (H)
41st Recon. Sq. (H)
31st Purs. Gp. (I)
19th Bomb. Gp. (H)
38th Recon. Sq. (H)
17th Bomb. Gp. (M)
89th Recon. Sq. (M)
20th Purs. Gp. (I)

6th Priority

7th Bomb. Gp. (H)
88th Recon. Sq. (H)
29th Bomb. Gp. (H)
34th Bomb. Gp. (H)
1st Recon. Sq. (H)
22nd Bomb. Gp. (M)
18th Recon. Sq. (M)
13th Bomb. Gp. (M)
3rd Recon. Sq. (M)
3rd Bomb. Gp. (L)
10th Recon. Sq. (L)
27th Bomb. Gp. (L)
23rd Composite Gp.
8th Purs. Gp. (I)
35th Purs. Gp. (I)
1st Purs. Gp. (F)
53rd Purs. Gp. (I)
2nd Obs. Sq.
4th Obs. Sq.
39th Obs. Sq.
86th Obs. Sq.
129th Obs. Sq. (when recognized)

7th Priority

54th Purs. Gp. (I)
33rd Purs. Gp. (I)
56th Purs. Gp. (I)
52nd Purs. Gp. (I)
55th Purs. Gp. (I)
19th Trans. Sq.
~~20th Trans. Sq.~~

Incl 4

8th Priority

40th Bomb. Gp. (M)
5th Recon. Sq. (M)
30th Bomb. Gp. (H)
2nd Recon. Sq. (H)
43rd Bomb. Gp. (H)
13th Recon. Sq. (H)
42nd Bomb. Gp. (M)
16th Recon. Sq. (M)
38th Bomb. Gp. (M)
15th Recon. Sq. (M)
12th Bomb. Gp. (L)
19th Recon. Sq. (L)
46th Bomb. Gp. (L)
8th Recon. Sq. (L)
48th Bomb. Gp. (L)
9th Recon. Sq. (L)
11th Recon. Sq. (L)
49th Purs. Gp. (I)
58th Purs. Gp. (I)
57th Purs. Gp. (I)
10th Trans. Sq.
11th Trans. Sq.
12th Trans. Sq.
13th Trans. Sq.
14th Trans. Sq.
15th Trans. Sq.
16th Trans. Sq.
17th Trans. Sq.
18th Trans. Sq.
39th Bomb. Gp. (H)
12th Recon. Sq. (H)
44th Bomb. Gp. (H)
14th Recon. Sq. (H)
40th Bomb. Gp. (M)
5th Bomb. Sq. (M)
41st Bomb. Gp. (M)
6th Recon. Sq. (M)
45th Bomb. Gp. (L)
17th Recon. Sq. (L)
47th Bomb. Gp. (L)
20th Bomb. Sq. (L)
50th Purs. Gp. (I)
14th Purs. Gp. (F)
51st Purs. Gp. (F)

Incl #1

8th Priority (Cont'd)

152nd Obs. Sq.
105th Obs. Sq.
119th Obs. Sq.
22nd Obs. Sq.
111th Obs. Sq.
108th Obs. Sq.
107th Obs. Sq.
12th Obs. Sq.
16th Obs. Sq.
91st Obs. Sq.
97th Obs. Sq.
1st Obs. Sq.
82nd Obs. Sq.
30th Army Reconn.
31st Army Reconn.
15th Obs. Sq.
3rd Obs. Sq.
101st Obs. Sq.
102nd Obs. Sq.
103rd Obs. Sq.
104th Obs. Sq.
106th Obs. Sq.
109th Obs. Sq.
110th Obs. Sq.
112th Obs. Sq.
113th Obs. Sq.
115th Obs. Sq.
116th Obs. Sq.
118th Obs. Sq.
120th Obs. Sq.
153rd Obs. Sq.
154th Obs. Sq.

Other Observation Squadrons as recognized.

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DOD Dir.
5 Apr. 4 30 June 1954
By alm/ne NC Date 11/10/95

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Priority Classification For Combat Units.

NO.	FROM	TO	DATE	DATA
1	Ch. A.S.	C. G., A.F.C.C.	1941 8/18	(AAF/A-4) MFS/mhh It is contemplated assigning a priority classification as between units of the Air Force Combat Command to govern the distribution of equipment. The contemplated priority as between types of groups and as between groups of the same type is indicated by the order of listing given herein. So that service and auxiliary units may be given priority ratings equal to that of the groups they serve, information is desired as to the Air Base Groups, Ordnance, Signal Corps and other service and auxiliary units that should be designated to accompany and serve the indicated air combat organizations. Bombardment, Heavy. 19th Bomb. Gp. & 38th Rec. Sq. Bombardment, Medium. 17th Bomb. Gp. & 89th Rec. Sq. 13th Bomb. Gp. & 3rd Rec. Sq. 22nd Bomb. Gp. & 18th Rec. Sq. 42nd Bomb. Gp. & 16th Rec. Sq. 38th Bomb. Gp. & 15th Rec. Sq. Bombardment, Light. 3rd Bomb. Gp. Dive Bomber. 27th Bomb. Gp. Pursuit, Fighter. 1st Pursuit Gp.

File

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By [illegible] Date 11-10-75

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Priority Classification For Combat Units.

NO.	FROM	TO	DATE	DATA
1 (cont'd.)	Ch. A.S.	C.G., A.F.C.C.	1941 8/18	Pursuit, Interceptor. 31st Pursuit Gp. 20th Pursuit Gp. 8th Pursuit Gp. (less 1 Sq.) 35th Pursuit Gp. 33rd Pursuit Gp. 52nd Pursuit Gp. 55th Pursuit Gp. C. S. Chief, Air Staff
2	C.G. A.F.C.C.	Chief Air Staff	1941 8/26	ACC 475 (8-18-41) (F-38) 1. Attached hereto are three copies of chart giving the information called for above. This chart also complies with letter, AG 381 (7-28-41) MC-E-M, from The Adjutant General, August 20, 1941, Subject "Units for Emergency Expeditionary Forces" to this headquarters. 2. It is requested that a copy of this chart be furnished the Materiel Division as a priority chart just received from Wright Field is somewhat at variance with the priorities set up by your office. C. W. R. C/S 1 Incl.- Chart (3 cys)

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