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HENRY HARLEY ARNOLD

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DECIMAL

SAS 452.1
(101-131)

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DOD Dir.
BM, 200.6 20 June 1974
By [illegible], Date 3/31/75

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DOD Dir. 5200.9 and 20 June 1974
By AMSAG, Date 2-3-75

Subject: Directive contained in General Arnold's telegram.

AAF/A-3
OPD-4a

2 AAF O/AS OPD 12/16

1. Five B-24's of the 6 withdrawn are scheduled to leave for Africa December 18, 1941, to be replaced by five others from Hamilton.

2. The remaining three should be delivered by the Navy Transport to destination requested by Gen Arnold - Africa.

3. Request this information be brought to the attention of the ABC Board.

Dispatched
DEC 20 1941
AAG

OPD
AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Asst Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MED	A-Insp.	Budget	Sc. Services	
	J.C.				[illegible]						

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AAF-39

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Subject: Directive contained in General Arnold's telegram.

1 OCAC AAF 12-8
Oper.Div. Ch/AS 1941
(15-A1)mcj

1. Reference directive contained in General Arnold's telegram from Wright Field under date of December 6 to withdraw 8 DC-3 airplanes from the Air Service Command for the installation of special equipment for future delivery to a destination to be named, the Douglas factory advises this office that they anticipate completion of this work about December 15. Instructions are requested as to destination and method of delivery.

H.S.F.
Brig. Gen., A.C.
Executive.

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Gen'l Sprout

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DOD Dir. 5 200.9 & 10 June 1974
By: [illegible] NLC, Date 2-3-75

MEMORANDUM FOR GENERAL ARNOLD.

SUBJECT: Air Situation for period 1600 (Dec. 12) to 0600 (Dec. 13).

* Airplane status report attached.

Late General Information.

EUROPE

1255 (Radio-Ft. Shafter) Nine (9) B-17's arrived safely.
1530 (ONI) Navy confirms loss of Guam.
1630 (G-2) Navy reports Wake Island still in U.S. possession. No further reports on Midway.

FAR EAST

1130 Seven U.S. Navy pursuit planes burned on water, two killed by three enemy fighters, 35 miles SW. of Formosa.
2300 Manila (AP) Constabulary rounding up Fifth Columnists who fired rockets over city during blackout.
2300 (By cable-G-2) British lost five (5) bombers in attack on Singora.
0200 (G-2) General movement Japanese air strength southward, including 400 planes in French Indo-China and Thailand.
0400 (Press) British sunk small A Japanese troop ships.
(G-2) Bataan Radio broadcasted Easter - speaking base of Japan against Singapore.
(Shanghai) Japanese planes bombed Clark Field and Cebu.

WESTERN HEMISPHERE

0130 Radio- San Francisco had blackout. Unidentified planes reported overhead.
(G-2) Schedules day in Alaska Night near Kodiak.
0800 (ONI) There was false alarm - Navy dirigible off Maine Coast.
1745 (2nd Air Force) 99th BG plane bombed submarine. Reported oil slick appeared. 125 miles west of Virginia.

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[redacted]

[redacted] - No change

[redacted] - No change

[redacted] - No change

[redacted] - No change

0400 (AP) False air raid Balboa alarm at 0843 lasting 26 minutes.

0300 (G-2) French sailing from Martinique cancelled.

0900 (ONI) U. S. planes burned boat fishing vessel Alert with 10,000 gallons oil - bombs were dropped - crew of seven (7) Japanese in jail.

[redacted]

0900 (ONI) Peru reports two Japanese carriers off Coast. Requested help from Canal Zone. (doubtful)

[redacted]

0400 Let up of German air activity on all Russian fronts has given Russians air superiority in several places. (Might indicate withdrawal of German aircraft for other purposes) From [redacted] - London.

No change reported in status of planes in Hawaii or Philippines.

[redacted]

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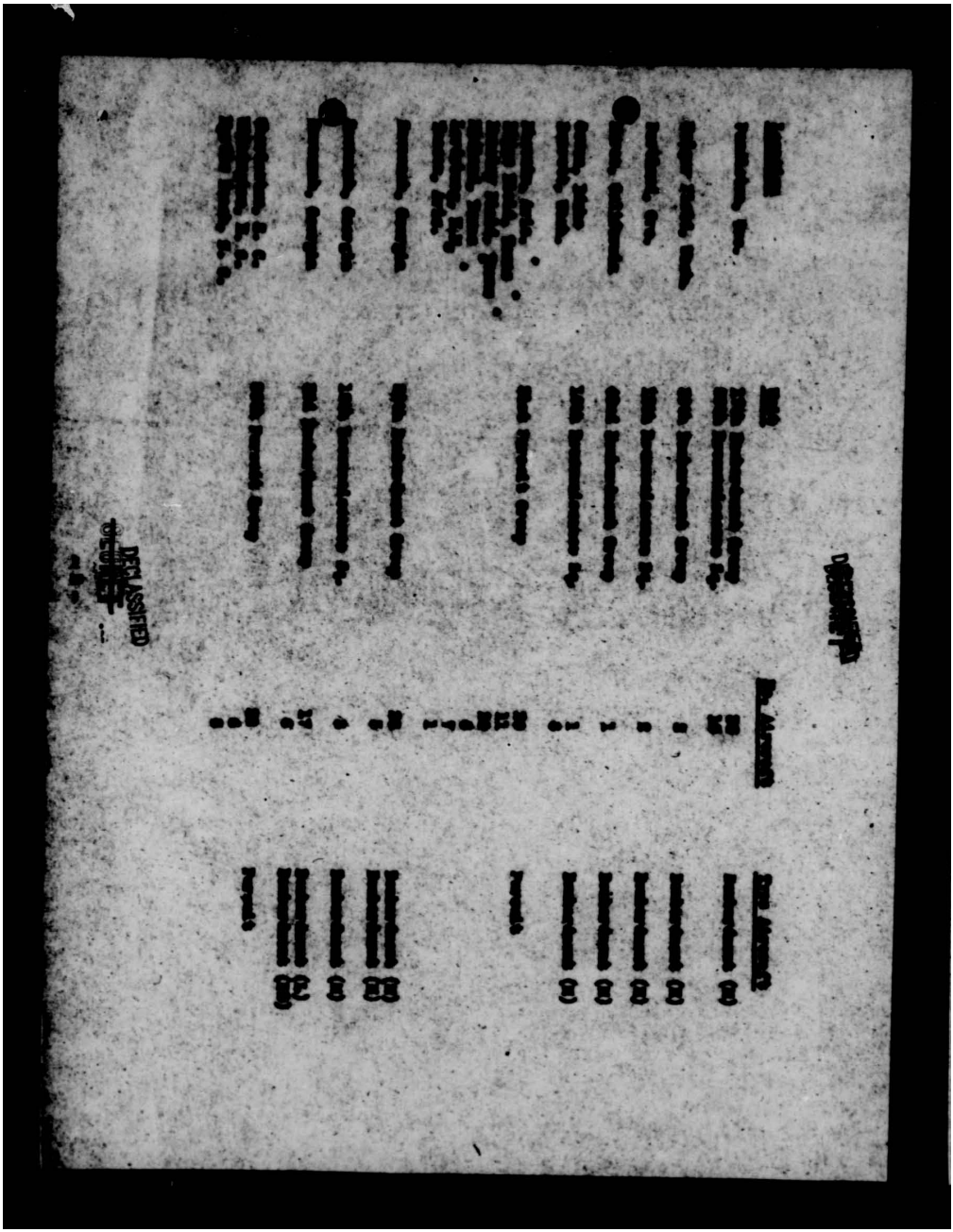

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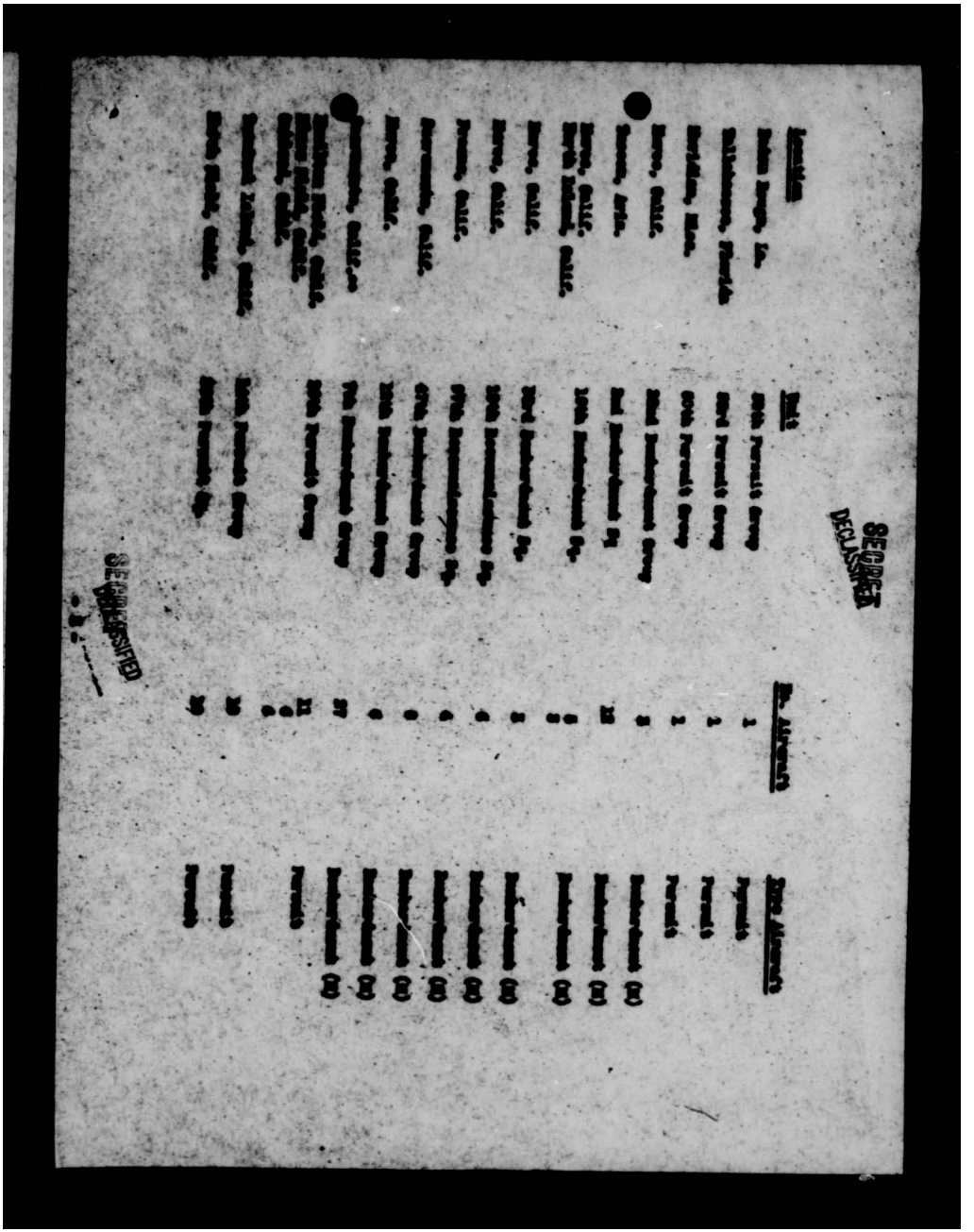

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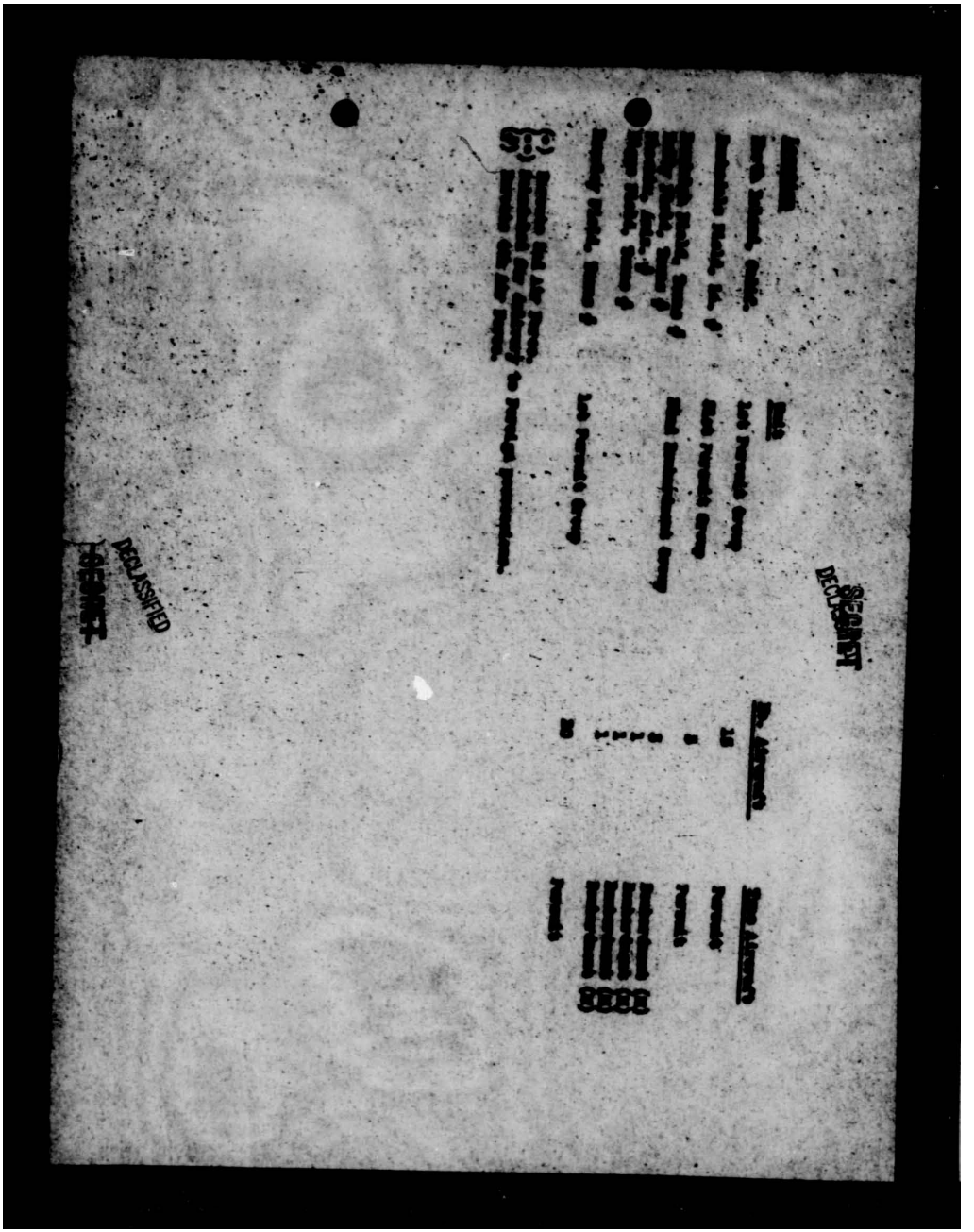

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STATUS OF AIRPLANES AND UNITS AS OF
DECEMBER 12, 1941
8:00 A.M. (EST.)

AIRPLANES IN FOREIGN STATIONS
(As of December 6, 1941, less
losses reported)

Location	Unit	No. Aircraft	Type Aircraft
Alaska (Elmendorf Field)	28th Composite Gp.	20	Pursuit
		12	Bombardment (M)
Trinidad, British Guiana and St. Lucia	9th Bombardment Gp.	16	Bombardment (M)
		4	Bombardment (H)
Panama	32d Pursuit Gp.	88	Pursuit
	16th Pursuit Group		
	6th Bombardment Gp.	26	Bombardment (M)
		4	Bombardment (H)
	59th Bombardment Sq.	12	Bombardment (L)
Puerto Rico	25th Bombardment Gp.	21	Bombardment (M)
	40th Bombardment Gp.		
	36th Pursuit Gp.	51	Pursuit
Newfoundland	41st Reconnaissance Sq.	6	Bombardment (M)
		1	Bombardment (H)
Iceland	33rd Pursuit Squadron	30	Pursuit

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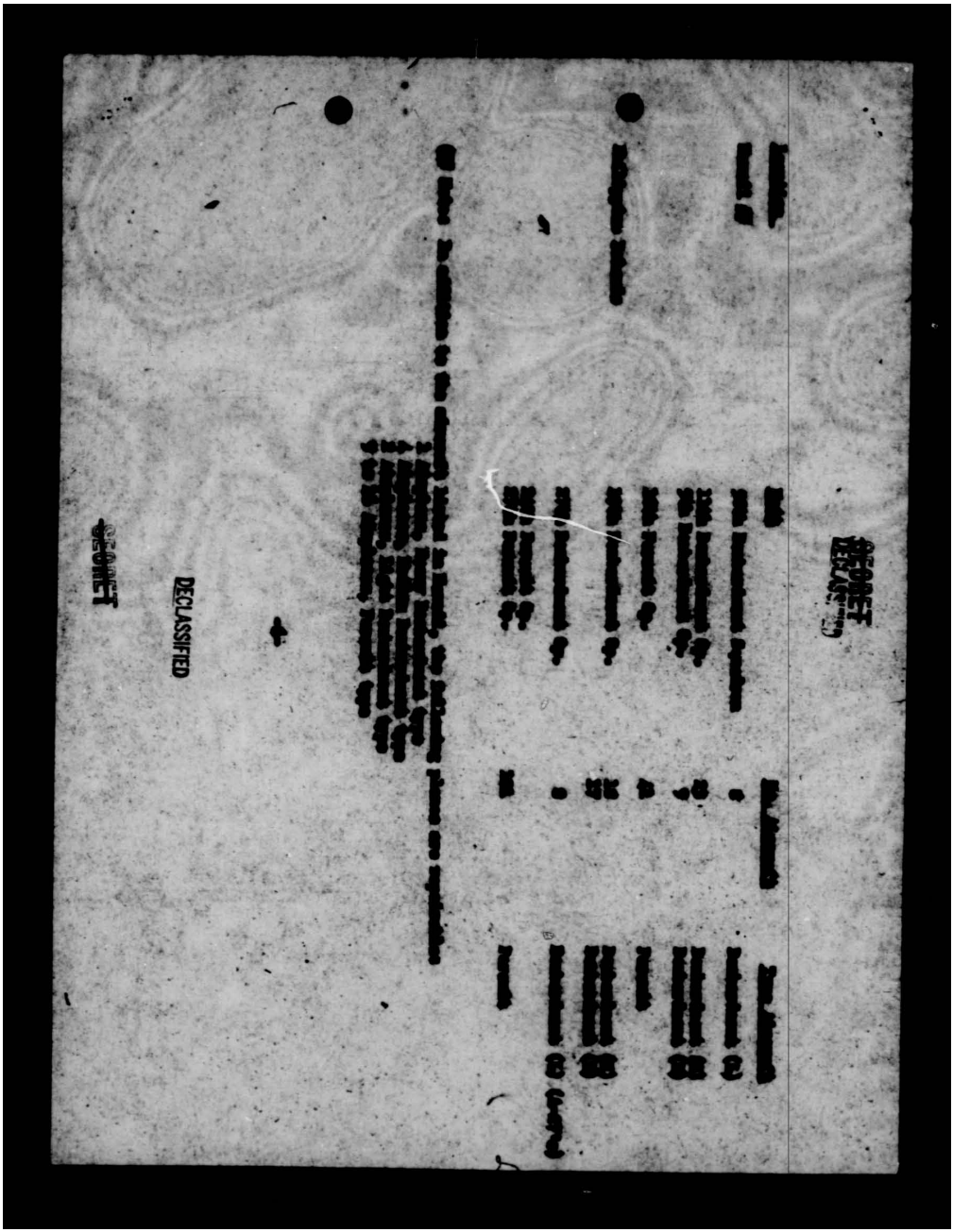

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Authority NND 3-31-75

Trans-Atlantic Movement of Russian Aircraft.

2. AFDAS AFDSS 1968 8/8

1. Reference is made to a directive memorandum to the Air Service Command, copy attached hereunto, and to General Arnold's verbal directive and General Strukmeyer's instructions on the provision of a carrier or sea trains for the movement of pursuit aircraft across the South Atlantic, and also to a report memorandum from General Arnold, dated August 6th, subject: "Plans for Delivery of Maximum Number of Planes to Russia via Assam - Khartoum - Dumpa Route", a copy of which has been delivered to your office.

Dispatched
AUG 7 1942
AAG

2. It is desired that all reference in the directive to the Air Service Command to action being taken by this headquarters, with reference to the 8th Air Depot Group, be accomplished by your Division.

Incl: Cy of directive memo to Air Serv.Com. dated 8/6/42.

L.S.K.
AFDAS

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File a 8/8

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OFFICE OF THE CHIEF OF THE AIR [illegible]

File

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF/ _____

Subject: Status of Recent Production Type Airplanes on Test at Wright Field.

NO.	FROM	TO	DATE	COMMENTS
1.	[illegible] (14-3) Air Ser. Com. Lia.	AAF A-3	1941 11/26	1. In accordance with verbal request the attached "Report on Status of Recent Production Type Airplanes on Test at Wright Field" is forwarded for your information. L. [illegible] W. C/ASC.
	A-3	AAG		A-3 has noted - no action if no other Staff interest Jake OSP.

452.1 (28)

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Page No. _____

V-4091, AC. Rev. 8/1/41

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11-18-41

REPORT ON STATUS OF PRODUCTION TYPE AIRPLANES

OF TEST AT WRIGHT FIELD

DECLASSIFIED
DOD Dirs.
3-31-75

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Following is the status of recent or current production type airplanes which are now undergoing tests at Wright Field. This report includes both airplanes which are assigned to Wright Field and those which are on loan for a period of one week or more. Airplanes on loan are denoted by an asterisk.

A. ATTACK Airplanes

(1) A-20A - No. 39-782 - Assigned to Production Engineering Section for tests of short exhaust stacks and fuel consumption. This project was not completed because of the non-availability of these stacks. The original exhaust stacks are now being reinstalled, and this airplane will be assigned to the Armament Laboratory for tests of L.A.B. and Bendix gun compensator sights, which will require about 3 months. The fuel consumption tests will be run concurrently with the gun sight tests.

(2) A-20A - No. 39-725 - Arrived at Wright Field August 11, 1941, and upon completion of acceptance inspection, was assigned to the Armament Laboratory for gun compensator sight tests. However, this airplane was fitted with the G.E. turret, and since this was the only installation of this type at Wright Field, the airplane was used for the turret tests.

(3) A-20A - No. 40-96 - Arrived at Wright Field in very poor condition 10-13-41, and was assigned to the Aircraft Radio Laboratory 10-18-41, for the installation of A.C. detection equipment. Awaiting space in Engineering Shops Laboratory.

(4) A-24 - No. 41-15746 - Assigned to the Armament Laboratory 11-10-41, for six (6) months, for miscellaneous tests important to the employment of dive bombers in the Air Corps. Among the projects to be conducted on this airplane are development and test of a dive bombing sight and special recording instruments, the familiarization of pilots with dive bombing, and collaboration with the Aero. Medical Research Unit to determine the physiological effect of dive bombing.

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Projects MX-106, MX-114, MX-92

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B. BOMBARDMENT Airplanes

(1) B-17B - No. 38-211 - Assigned to the Power Plant Laboratory 8-20-41, for a period of at least 6 months, for the purpose of obtaining sufficient flight information on exhaust turbine driven superchargers which can be employed in the development of high altitude operation. Data relative to the effect of the exhaust driven supercharger on engine economy and on the variation of power beyond the unstable range, is being secured for the Air Corps and the N.A.C.A. on turbines and intercoolers. This has required the modification of all exhaust turbine driven superchargers, regulator control linkages, spark plugs and magnetos for high altitude operation; the installation of regulators provided with differential diaphragms, two speed geared supercharger drive and gear shift control to obtain rated power at 40,000 feet. A Bowser fuel flow meter, and all necessary instruments necessary to obtain the required data.

In addition to these tests, the Propeller Laboratory is testing Curtiss Electric propellers and synchronizers. Equipment Laboratory installed an aerotorque windshield wiper in the bombardier's window, thermometers for the autosyn instruments, and fuel temperature, flowmeters, fuel mixture indicators, tachometer transmitters and alternate sources of static pressure for high altitude operation. Aircraft Laboratory has completed installation and is ready to begin testing 1-inch suction lines to the hydraulic system and engine driven pumps to improve high altitude operation. Armament Laboratory is making mock-up of U.S.M.C. turret. De-icers are being installed on tail surface. Returned to Flying Branch 11-12-41, for completion of installations and accomplishment of technical orders.

(2) B-17B - No. 38-215 - On loan from Ladd Field since 9-23-41. Assigned to Experimental Engineering Section for cold weather project. Power Plant Laboratory working on the ignition system. In Engineering Shops Laboratory for installation of carburetor anti-icing system, nose shutter control, closed regulator, oil pressure system, oleo strut, and supplemental heating system; and check of tank drainage and sump capacity. Radio equipment to be installed. Installations expected to be completed 11-25-41. Completion delayed by new installations required.

Projects MX-105, MX-114, MX-92

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(3) B-17E - No. 39-549 - Assigned to the Armament Laboratory since January, 1942, for high altitude bombing tests, which have been completed, and for turret tests which are in progress and expected to continue for over a year. At the present time the test of the Minneapolis-Honeywell modified A.F.S. equipment has priority.

Equipment Laboratory has secondary equipment for high and low target tests.

Propeller Laboratory is service testing four hydromatic propellers with black aluminite finished blades.

Power Plant Laboratory is service testing a Hoch vibrator and two Pioneer 5-inch oil temperature regulators.

Now at Fairfield Air Depot, but to return to Minneapolis for check on A.F.S. equipment.

(4) B-17E - No. 40-2946 - Assigned to Armament Laboratory 12/16/41, for turret tests. Tests of the drag increase caused by a lower Sperry ball turret and an upper Sperry turret installed, have been made at high speeds.

At present, priority is given to the installation and test of a S-29 computer. Work on this project will start next week and continue for about 3 months.

Sperry ball turret has been removed and plans have been made to install a Sperry lower remote control turret in the future.

T-3 photo-flash bombs were tested by the Photographic Laboratory in conjunction with photographing pinpointing of an illuminated target from various altitudes up to 15,000 feet at 200 m.p.h.

Modernization of the airplane is pending.

(5) B-17D - No. 40-3045 - Assigned to Production Engineering Section for miscellaneous tests.

Power Plant Laboratory has been conducting turbo R.p.m. and oil scavenging tests since 8-21-41, for the purpose of improving high altitude operation.

Equipment Laboratory has installed two P-1 generators and auxiliary equipment for tests of electrically heated suits.

(6) B-17E - No. 41-2395 - Assigned to Production Engineering Section 10-8-41, for miscellaneous tests.

In Engineering Shops Laboratory for installation of blast shields, U.S.A.C. tail turret, and type A-100 interphone by the Armament Laboratory.

Installation and tests of Minneapolis-Honeywell modifications to A.F.S. equipment pending.

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Projects MX-108, MX-[illegible]
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Report on Status of Production Type Airplanes
on Test at Wright Field.
11-16-41.

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(7) B-17E - No. 41-2393 - Assigned to Aircraft Laboratory for use as a static test article. Engine and equipment have been removed and airplane is now undergoing static tests. A survey will be made of this airplane.

(8) B-17E - No. 41-2396 - Assigned to Experimental Engineering Section 10-15-41, for cold weather project. In Engineering Shops for installation of silencers for rear gunner, static discharge wire, 7.5 kw. Lamprey 30-8 accessory power plant, Emerson heaters, and supplemental heating system. Carburetor anti-icing system, drains in the inboard fuel tanks and a separate oil supply system for supercharger regulators, the modification of fuel priming system, and the fabrication of nose shields for the engines. Oil bleed holes are being drilled in propeller hub mechanism to prevent sluggish operation under cold weather conditions. Installation expected to be completed 11-21-41.

(9) B-25 - No. 40-2244 - On loan to manufacturer [illegible]. Previously assigned to Armament Laboratory for gun sight project. Action has been taken to return this airplane to Wright Field, but since it is out of commission at Langley Field because of lack of parts, its return has been delayed.

Upon its return, the turrets will be removed by the Armament Laboratory and the airplane will be used to test new turrets and classified radio equipment.

(10) B-25 - No. 40-2167 - Assigned to Production Engineering Section for miscellaneous tests.

Priority has been given to the tests of Holley carburetors which have been in progress since 9-29-41.

In addition, optimum position of flaps for minimum distance to clear a 50-ft. obstacle and the correct feathering angle of propellers is being determined.

(11) B-25A - No. 40-2249 - Assigned to Production Engineering Section for miscellaneous tests.

Bendix carburetor tests and flight pressure survey of the fuel tanks and vents in progress. Flown at Minneapolis, Minn. for modification of A.F.C. equipment by Armament Laboratory.

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Projects MX-165, MX-114, MX-92

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(12) B-25A - No. 40-2190 - Assigned to Armament Laboratory for installation and test of the A-5 automatic pilot and S-1 bombsight.

(13) B-25B - No. 40-2229 - Assigned to Production Engineering Section 10-13-41, for miscellaneous tests.

Armament Laboratory is replacing present upper turret with new one supplied by Bendix, modifying the turret power supply and is installing Westinghouse P-1 and spare G.E. generators.

Old fuel tanks which leak are to be replaced by new ones.

Bombing lens installation project for B-25 airplane is being made on this airplane.

(14) B-26 - No. 40-1364 - Assigned to Aircraft Laboratory for take-off, landing, and airflow studies. The installation and test of a modified wing designed to improve the flying and landing characteristics of the airplane has been underway since 9-9-41.

Landing and take-off tests at 29,500 lbs. with flush landing gear doors installed, are now in progress.

(14) • B-26 - No. 40-1362 - On loan from Fairfield Air Depot since 9-13-41, for antenna study by Aircraft Radio Laboratory. Installations have been completed, and the airplane is now awaiting several hours flight tests, after which it will be returned to Fairfield Air Depot.

(15) • B-26 - No. 40-1423 - On loan from Fairfield Air Depot to Experimental Engineering Section. Loaned to N.A.C.A., Langley Field, 10-21-41, for tests of 30 days to verify a study of wing loading effects on the take-off and landing characteristics of an airplane equipped with a tricycle landing gear. Turned over to N.A.C.A. 11-4-41, by Base Engineering Section, Langley Field.

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Projects MX-114, MX-105, MX-92

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6. **PURSUIT Airplanes**

(1) P-35A - No. 41-17476 - Assigned to Production Engineering Section for miscellaneous tests.

Released to Armament Laboratory 1-8-41, for analysis of low temperature operation of cal. .50 machine guns installed in the wings of an airplane.

Fabrication of parts for a hydraulic system installation for the purpose of testing the Bendix automatic hydraulic gun charger was begun 5-28-41, and the installation of an E-24 solenoid, synchronizer supports and plungers, and the Bendix gun chargers have since been made.

Plane is now at Eglin Field for 30 days, undergoing firing, U.S. rubber and G.E. gun heating pad tests.

Oil dilution system tests pending by Power Plant Laboratory.

(2) P-36D - No. 40-774 - Assigned to Production Engineering Section, 6-15-41, for miscellaneous tests. Sent to Fairfield Air Depot for change of engine valves. Returned to Wright Field 10-1-41, and is now undergoing tests of performance, fuel consumption and fuel system at high altitude with cold and preheated fuel. Performance test approximately 35% completed.

(3) P-36E - No. 41-1984 - Assigned to Armament Laboratory 11-6-41, for firing tests at Eglin Field. The installation of a gun sight aiming point camera and overrun control has been completed and the airplane was sent to Eglin Field for firing test.

(4) P-39C - No. 40-2972 - Assigned to Aircraft Laboratory for vibration study. Returned to Wright Field 11-15-41, from Fairfield Air Depot, after a change of wings and brakes. Vibration pick-up units which have previously been installed, have been removed for recalibration and are now being re-installed.

(5) P-39C - No. 40-2974 - Assigned to Production Engineering Section for miscellaneous tests. Sent to manufacturer 9-12-41, and has not yet returned to Wright Field.

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(6) P-39E - No. 41-6722 - Assigned to Production Engineering Section for miscellaneous tests. Performance tests now in progress.
Power Plant Laboratory test of fuel system at high altitudes is pending.

(7) P-43 - No. 39-786 - On loan from Selfridge Field 7-26-41, to Power Plant Laboratory for investigation of the ignition difficulties at high altitude. A Scintilla magneto has been installed and flight tests have been in progress. Out of commission this week for repair of supercharger system, after which tests will be continued.

(8) P-43A - No. 40-3091 - Assigned to Production Engineering Section, 10-28-41, for performance tests. This is the first article P-43A on contract.

(9) P-40 - No. 39-326 - Assigned to Photographic Laboratory for installation and test of 40" telephoto camera. Installation of camera completed 11-15-41, and airplane now undergoing PAE flight.
In addition, the Aircraft Laboratory installed sliding cockpit enclosure reinforcements in order to determine the effectiveness of reinforcing angles and stripe on the rigidity of the sliding canopy.

(10) P-40 - No. 39-279 - Assigned to the Power Plant Laboratory, 4-6-41, for an investigation of backfire and ignition difficulties. An A-5 air vapor eliminator, new breather vents, G-6 fuel pump, carburetor air heater, and a combination over-speed or over-power throttle control regulator have been installed. Hot fuel flight tests are pending following the installation of fuel tank thermometers.

(11) • P-40 - No. 40-334 and
• P-40 - No. 40-351 - Assigned to Power Plant Laboratory, 10-25-41, to obtain data on relative effect of Allison and Air Corps manifold and backfire screen combinations in suppressing backfires and fires on P-40's. Both airplanes have Allison V-1710-39 engines, and one is equipped with aluminum intake manifolds.
As a safety precaution, all testing will be done on the ground.
Installations now about 75% complete on both airplanes.

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Projects MX-105, MX-114, MX-92
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(12) P-[illegible] - No. 40-321 - Assigned to Armament Laboratory, 9-29-41, for installation and firing test of multiple machine guns by direction of C.C.A.C. Overrun control installed for use with gun sight aiming point camera. Emalin hydraulic gun charging and firing tests in progress at Eglin Field, where airplane is on 30-day loan.
Propeller Laboratory installed grease retaining rings in propeller.

D. OBSERVATION Airplanes

(1) O-49 - No. 40-292 - Assigned to Production Engineering Section for miscellaneous tests. Installation of bomb rack completed 6-19-41. Held pending orders from C.C.A.C. May be used for other projects, but must be available for C.C.A.C. on 24-hr. notice.

(2) O-49 - No. 40-[illegible] - Assigned to Aircraft Laboratory 7-29-41, for towing training gliders. Remotely controlled vibrator drive and cable release to be installed in the O-49 for the XTG-1. Take-off tests to be made of O-49 alone, and when towing two, three, and four gliders.

(3) O-52 - No. 40-2691 - Assigned to Production Engineering Section 10-1-41, for take-off and landing tests, now in progress.

E. PHOTOGRAPHIC Airplanes

(1) F-2 - No. 40-682 - Assigned to Photographic Laboratory for photographic development.

(2) F-2 - No. 40-[illegible] - Assigned to Photographic Laboratory for photographic development.

F. TRAINING Airplanes

(1) PT-13B - No. 40-1582 - Incidental airplane on which the Aircraft Laboratory is service testing Firestone air spring shock absorbers, and on which Propeller Laboratory is service testing a propeller with 1 blade Pentrate finish and other blade Rheanel finish.

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(2) PT-17 - No. 40-1742 - Assigned to Propeller Laboratory 10-6-41, for investigation of McCauley propeller hub failures and a vibration study.

(3) PT-17 - No. 41-7889 - Assigned to Propeller Laboratory 11-4-41, for flight vibration survey of the McCauley propeller and engine which is installed in this particular airplane.

(4) PT-17 - No. 41-7979 - Assigned to Propeller Laboratory 5-4-41, for tests of wooden propellers to determine their suitability as substitutes for metal propellers. Test of two wooden propellers has been completed and at the present time, a test of Engineering and Research propeller, Design No. 569-4.5A5.5, is in progress.

(5) PT-19A - No. 41-139 - Assigned to Aircraft Laboratory 10-10-41, for a study and correction of bad spin characteristics. The installation of spin chutes was completed 10-25-41 and tests are now in progress.

(6) PT-21 - No. 41-1861 - Assigned to Propeller Laboratory 10-21-41, for torsiograph test of vibration characteristics of Kinner R-440-3 engine. The inspection of the engine crankshaft in accordance with technical order, revealed that crankshaft was defective. The engine has been removed and sent to Fairfield Air Depot for major overhaul and tests have been delayed until the airplane is again in commission.

(7) PT-22 - No. 41-15173 - Assigned to Propeller Laboratory for propeller performance tests.

(8) AT-6A - No. 41-149 - Assigned to Production Engineering Section for determination of spinning characteristics. The installation of vertical stabilizer reinforcement and spin chutes has been completed and tests are now in progress. To be temporarily assigned to Aircraft Laboratory upon completion of spin tests, for the purpose of installing a phenolic compound bearing, stop ring, and follower in shock strut

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(9) AT-7 - No. 41-1143 - Assigned to Equipment Laboratory 8-25-41, for automatic flight projects. Test of automatic pilot in project.

(10) AT-7 - No. 41-1149 - Assigned to Equipment Laboratory 3-22-41, for navigation instrumental test and research. In Engineering Shops for installation of thermometers, fuel level gages, reading compass, a flush mounted source of static pressure, 2 modified Breese fuel mixture indicator cells, 4 G.E. fuel level gage tank units, and Astrograph mounting bracket.

(11) AT-7 - No. 41-2142 - Assigned to Production Engineering Section, 9-13-41, for miscellaneous tests. Aircraft Laboratory has completed an investigation of the maximum permissible c.g. range.

(12) AT-8 - No. 41-5 - Assigned to Aircraft Laboratory 9-30-41, for a vibration survey in order to correct flutter reported in commercial versions. Installation of testing equipment completed and flight tests are in progress. Radio vibration transmission equipment and noise level test equipment has been installed and these tests are to be run concurrently with the vibration test. Tests have been delayed several weeks because of the maintenance necessary on this airplane.
Upon completion of Aircraft Laboratory tests, the airplane will be returned to the Central Procurement District, from which it is on loan.

(13) AT-9 - No. 41-5765 - Assigned to Production Engineering Section 9-27-41; on loan to Fairfield Air Depot for accelerated service test.

(14) AT-11 - No. 41-9437 - Assigned to Production Engineering Section 9-27-41. Take-off and landing tests pending.

(15) AT-12 - No. 41-17527 - Assigned to Production Engineering Section 9-15-41, for miscellaneous tests.
The Aircraft Laboratory is conducting an investigation of stall and landing characteristics. Installation of auxiliary air foils completed and airplane is ready for stall tests.

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INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

DECLASSIFIED
DOD Dir. 5200.9 June 1974 3-31-75

WRE:rmf
Wright Field, Dayton, Ohio
Date November 14, 1941

TO: Chief, Materiel Division,
Office, Chief of the Air Corps,
Washington, D.C.
Attention: Executive.

SUBJECT: Status of Recent Production Type Airplanes Undergoing Test at Wright Field.

1. In regard to teletype E-98, dated November 10, 1941, from the Executive, inclosed is a report of the status of recent production type airplanes now undergoing test at Wright Field. This report includes both airplanes which are assigned to Wright Field and those which are on loan to Wright Field for a period of one week or more. Airplanes on loan are denoted by an asterisk.

2. It will be noticed that a number of these airplanes are used for tests of equipment, such as instruments, radio installations, gun turrets, gun sights, and so forth. In such cases, as soon as the current tests are completed, the project is frequently continued with additional modifications of the same or similar type of equipment, and therefore, it is quite difficult to make an accurate estimation of the time required for completion.

3. Inclosed for additional information, is a report of the status of requests for airplanes for various test projects.

H. G. Bunker

P. O. CARROLL,
Lt. Colonel, A.C.,
Chief, Experimental Engineering Section.

H. G. BUNKER,
Major, Air Corps,
Chief, Flight Research Projects.

2 Incls.:
Incl. 1 - Report - Status of Prod. Airplanes (In dup.) dated 11-13-41
Incl. 2 - Status of Requests (In dup.) dated 11-8-41

Projects MX-108, MX-114, MX-92

Signature J. W. Sessums Jr.

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J. W. SESSUMS Jr.,
Major, Air Corps,
Asst. Technical Executive

5-804

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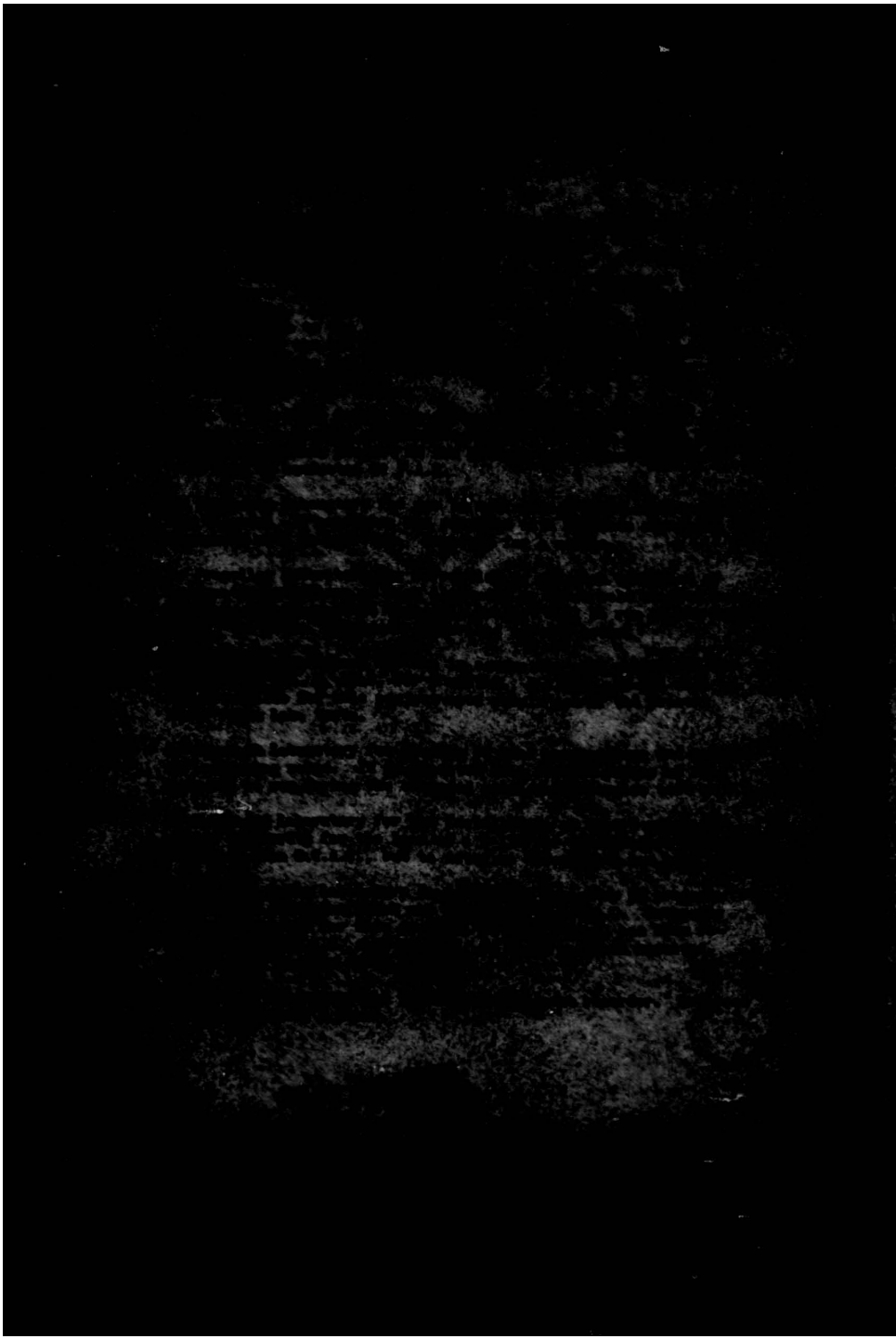

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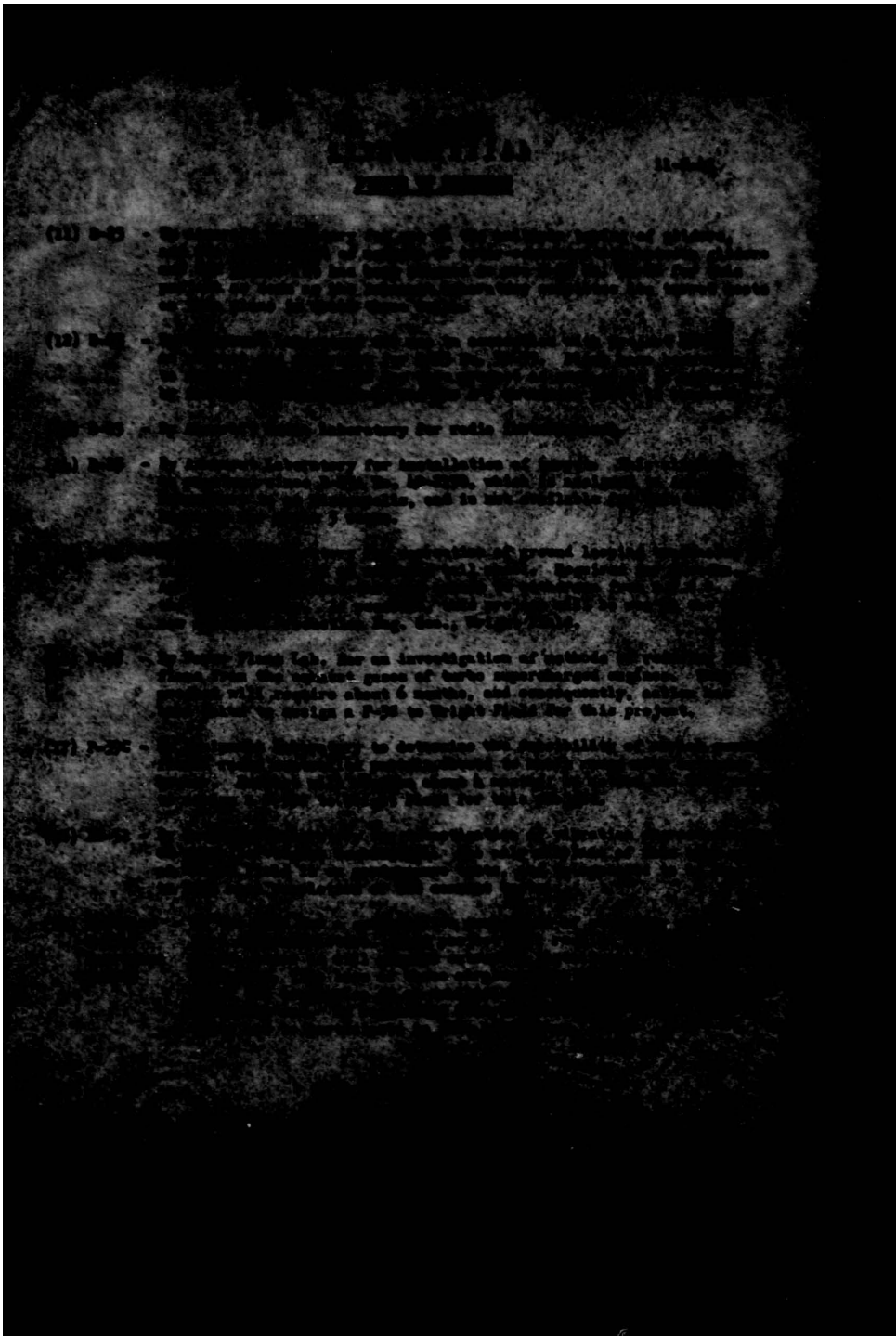

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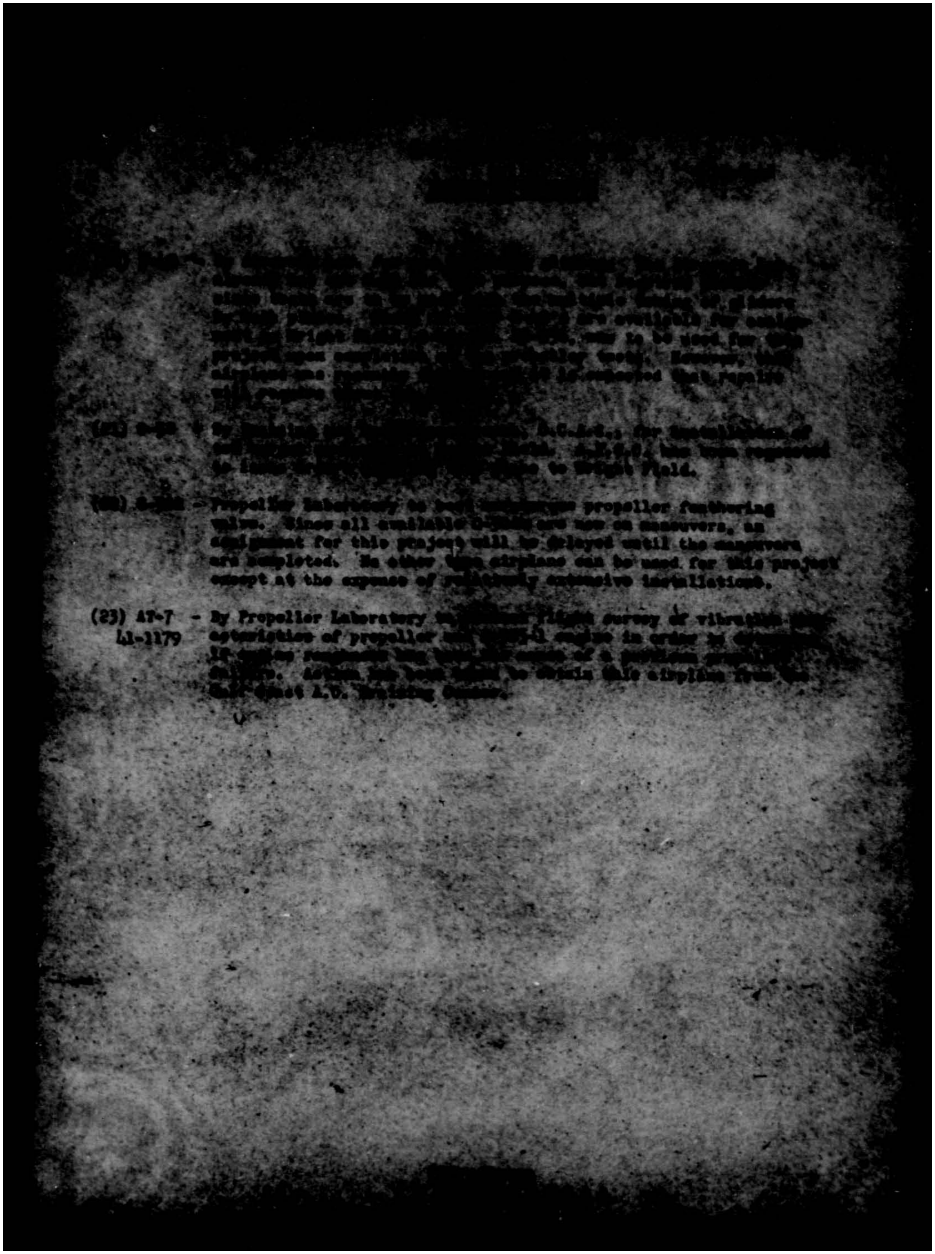

(23) AT-7 - By Propeller Laboratory
41-1179

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DOD Dir. 5200.9 dated 29 June 1978
NSC Dec. 3-31-75

Contract with Pan-American Airways, Inc.

1. AAF OC, 1941
G-4s AFDC 10-6

1. Pan American Airways, Inc., has been awarded a contract by the War Department to provide ferry and transport services between the United States and the Middle East to effect the delivery of airplanes to the British. Under the terms of the contract, the Government will assist PAA in securing flight personnel.

2. The experienced flight personnel required must be secured from volunteer Reserve officers, who will be relieved from active duty for the convenience of the Government for the purpose of accepting employment with PAA. Period of employment will be six months. Remuneration for this personnel will be: Their present Army pilot pay, with all allowances, plus 25% or plus a minimum of $1000.00 a month. In addition, a bonus of $2000.00 upon completion of their service. The War Department will advise PAA of any promotions, either permanent or temporary, that the volunteers would have received had active duty not been terminated and PAA will increase their pay accordingly. Life and liability insurance in the amount of $50,000. will be provided by PAA. Housing, food, uniforms, laundry and medical service will be provided by PAA without cost to pilots. Air travel expenses to Washington, thence to New York City, will be paid by PAA. Pilots will be flown by Clipper to Accra, Gold Coast, Africa. Between that point and Khartoum, Anglo Egyptian Sudan, PAA will ferry airplanes and operate a transport service to return pilots to Accra. Pilots will be required to fly not more than an average of eighty (80) hours a month. Comfortable housing, and recreation and transportation facilities will be provided at each base by PAA.

3. Pilot requirements are:

(1) Ten individuals qualified on B-18 or Douglas Transport type airplanes as follows:
11 as soon as they can be procured.
18 by December 12, 1941.

(continued)

JAG 452.1(12-6)

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Contract with Pan-American Airways, Inc.

1 (cont) AAF 96 1941
Gnlt AF96 10-6

(2) For individuals qualified on B-25 or similar type airplanes as follows:
10 October 29, 1941
10 December 12, 1941

4. A representative of Pan-American Airways, Inc. is authorized to visit activities under your control and interview interested pilots. A copy of his initial itinerary is attached. He might will be released from the following organizations.

7th Bombardment Group (H)
88th Reconnaissance Squadron (H)
13th Bombardment Group (M)
3d Reconnaissance Squadron (M)
17th Bombardment Group (H)
69th Reconnaissance Squadron (M)
19th Bombardment Group (H)
38th Reconnaissance Squadron (M)
22nd Bombardment Group (H)
16th Reconnaissance Squadron (M)
38th Bombardment Group (H)
15th Reconnaissance Squadron (M)
43rd Bombardment Group (H)
14th Reconnaissance Squadron (M)
3d Bombardment Group (L)
10th Reconnaissance Squadron (L)
77th Bombardment Group (L)
11th Reconnaissance Squadron (L)
8th Pursuit Group (S)
20th Pursuit Group (S)
31st Pursuit Group (S)
33rd Pursuit Group (S)
39th Pursuit Group (S)
52nd Pursuit Group (S)
55th Pursuit Group (S)
1st Pursuit Group (F) or from the three (3) Pursuit Squadrons to be ordered to Foreign service during the remainder of the present calendar year. The Pan American representative is being given an itinerary covering all heavy and medium bombardment organizations except those listed immediately above. He is instructed to send to your headquarters through organization commanders the names of all acceptable volunteers. It is desired that your headquarters report to this office the names of volunteers released on the following schedule:

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Contract with Pan American Airways Inc.

1. Cont AAF 08 1941
Cont AFSC 1945

2. Commanding Officers of stations on the itinerary of the BOA representative should be given all necessary information contained herein and be advised to compile a confidential list of interested pilots for interview by the BOA representative when he visits the station.

1 Incl.
Copy of BOA itinerary.

C.O.
Cont

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File
6-22-45

K52-1 (126)

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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date . . . . . .

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 Herera to note
✓ A-2 Division
✓ A-3 Division —
✓ A-4 Division
(6) ✓ Air War Plans Division —
Budget Section
Statistics Section
Public Relations Section
Inspector, Army Air Forces
Adjutant General, Army Air Forces
A.F. Files

~~Paper number~~.

Plan has been approved insofar as Gen Arnold is concerned for action. It must be properly processed thru War Dept & other recommended agencies

CARL SPAATZ,
Brig. General, Air Corps,
Chief of the Air Staff.

AAF-141

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DOD ltr.
8 Jan. & 20 June 1974
By [illegible] NSC, Date 2-3-76

December 18, 1941

MEMORANDUM FOR COLONEL OLDS:

1. There is transmitted herewith an inspection report form from Lucius D. Clay, Assistant to the Administrator of the Civil Aeronautics Administration on the Boeing B-307, NX-19910, aircraft belonging to Pan American Airways, Inc., together with a list of the equipment belonging to this aircraft. The contracts now under negotiation contemplate the War Department purchase of this plane from PAA.

2. There are also attached certain memoranda with pencilled notations which were turned over to me by Colonel Wanamen, Secretary of the Air Staff. This is in connection with my instructions to turn all matters pertaining to the extension of the so-called African contracts over to you.

R. F. GILLESPIE,
Major, Air Corps.

Incl.
Cy. Memo for Gen. Arnold 12/9 fr. C/AS
Ltr. 12/3 fr. Col. Clay to Maj. Gillespie w/Inspection Rept/Form and list of equipment.

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		
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AAF 39

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DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

December 3, 1941

Major H. F. Gillespie
Office, Chief of the Air Corps
Munitions Bldg.
Washington, D. C.

Dear Major Gillespie:

I am enclosing herewith an Inspection Report Form on the Boeing, S-307, NC 19910 Aircraft, belonging to Pan American Airways, Inc., together with a list of the equipment belonging to this aircraft.

Our investigation has disclosed that this aircraft with all equipment, cost Pan American Airways, Inc. $376,880.11. It is all carried at a present book value of $284,776.07 which, however, does not fully reflect its present value as it does not include therein consideration of replacement costs. Our appraisal would indicate this plane to have a maximum value, including special equipment, of $350,000.00

Sincerely yours,

Lucius D. Clay
Assistant to the Administrator

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DOD Dir.
E.O. 12958, Sec. 3.6
By [illegible], NARA, Date 9-9-75

[redacted]

Primary Requirements for Cargo Airplane

1. AAF
G/AS G/AS 1942
11/42

2. It is requested that the attached proposal be studied and discussed in detail with representatives of the Materiel Command, AAF.

3. Air Force requirements under the Ground Objectives have been set at 400 transports (C-complex) by December 31, 1942. There is a known additional requirement for the equivalent of approximately 200 more of the C-54 type to provide for transporting the personnel and personnel of an air borne division. This is the known additional number which troop transports will normally operate, provided there should be made for the replacement expense at the rate of 10 per cent per month.

4. Military operations in 1943 are certain to be in areas where intercontinental transportation is difficult. The requirements for air transport in 1943 may be much greater than present projected requirements. It is, therefore, imperative that the development of additional sources of transport airplanes be provided for.

5. Upon completion of the study a report is desired on the following points.

a. How does the Boeing proposal compare on the basis of practicability with the other proposals which have been received for an airplane of the cargo-troop, heavy cargo type.

b. Does the Company have an outstanding shop management or labor policy which has a reasonable possibility of achieving the production [illegible]

HEADQUARTERS												
Chief of Staff	Secy Air Staff	AAG				A-4	A-MD	A-in-sp	Budget	S-in-M.A.A.		

[redacted]

AAF 19

Ans OD 452.1 (12-4)

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GSD Hrs.
E.O. 11652, Sec. 3-31-75

Primary Requirements for Cargo Airplanes

AAF/A-4
Mills/mjh

4. (Continued)

tabular form by months. The table should include anticipated delivery estimates on other comparable types.

5. If there is a need for additional cargo airplanes, what quantity of airplanes should be ordered from Budd to prove the practicability of the proposal.

GC
S/AS

Incl. (1)
Proposal fr. Mr. E. Budd Mfg. Co.
in above Subject.

Dispatched
DEC 28 1941
AAG

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Air op	Budget	Sig	
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452.1 (24)

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2D 19

Office, Chief of the Army Air Forces,
Washington, D. C.

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DOD Dir. 5200.9 and 5200.10
By [illegible] Date 3-31-75

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INTELLIGENCE (AIR)
RECEIVED

Letter Commanding General, Hawaiian Air Force, to Chief of the Army Air Forces, Subject: "Letter of Transmittal", dated 27 November 1941, with one inclosure, S. O. No. Standing Operative, Re: "Use of All Hawaii Information as to Sabotage, Production, Training Organizations, etc."

Air AG 452.1 (12-2)

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Jan 2 3 42 PM '42
COUNTER INTELL. SEC. ACAS
Maj. Roberts

C-30 1/(222)

A-1-1/11
AG 452.1 (12-2)

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DOD Dir. 5 Nov. & 20 June 1974
By [illegible] NLC, Date 3-31-75

~~CONFIDENTIAL~~

HEADQUARTERS HAWAIIAN AIR FORCE
Office of the Air Force Commander
HICKAM FIELD, T. H.

(B-4)

In reply refer to: 311.6

27 November 1941

SUBJECT: Letter of Transmittal.

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

1. A copy of training directive issued from this headquarters, 27 November 1941, Subject, "Ban on all Detail Information as to Performance, Production, Training Organization, etc.", enclosed herewith.

For the Commanding General:

CHENEY L. BERTHOLF,
Lt. Col., A. G. D.,
Adjutant General.

1 Incl.- Training Directive

0291

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C-30 1/1(2a2)

Air AW 452,1 (122)

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DOD Rts.
5 Jan. & 30 June 1974
By AIAG/PA IC, Date 3-3-75

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HEADQUARTERS HAWAIIAN AIR FORCE
Office of the Air Force Commander
HICKAM FIELD, T. H.

(B-4)

In reply refer to: 311.6

27 November 1941

SUBJECT: Ban on all Detail Information as to Performance, Production, Training Organization, etc.

TO : Commanding General, 18th Bombardment Wing, Hickam Field, T. H.
Commanding General, 14th Pursuit Wing, Wheeler Field, T. H.
Commanding Officer, Hickam Field, T. H.
Commanding Officer, Wheeler Field, T. H.
Commanding Officer, Bellows Field, T. H.
Commanding Officer, Hawaiian Air Force Maintenance Command, Hickam Field, T. H.
Officer in Charge, Personnel Section, Hawaiian Air Force, Hickam Field, T. H.

1. It is desired that all personnel under your command be instructed that the following detailed information, as a matter of policy, will not be released for publication and will not be discussed with unauthorized persons:

a. Performance figures on latest types of Aircraft and engines.

b. Rates of production or production capacity on Aircraft and Engine Factories.

c. Detailed figures on number being trained as bomber then air pilots, glider pilots, mechanics, etc.

d. Technical data on airplanes or aircraft accessories which, might give useful information to potential enemies.

e. The number of squadrons, groups, or wings formed, or being formed.

f. Data on sale or release of Aircraft to friendly nations and the movement of aircraft.

2. Every effort must be made to avoid giving out information, which, while probably already published at various times, piece-meal, compiled would not be to Air Force interest and would give too complete a picture to the actual condition.

By command of Major General MARTIN:

CHESTER L. McCARLEY,
Lt. Col., A. G. D.,
Adjutant General.

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C-30 1/1 (742)

AIA 2452.1 (122)

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DOD Dir.
By authority A. C. of S., G-2
Date NOV 14 1941
Initials

~~SECRET~~

November 14, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Lessons from British Air Offensive

There follows the substance of a telegram to the Navy Department from Admiral Ghormley in London which is believed to be most important. The Navy Department requests that the secrecy of this dispatch be carefully safeguarded.

"The very heavy British night bombing attack on Germany on the night of November 7-8 was delivered on that particular night because the British had been waiting for good weather which would permit such an attack during the favorable phase of the moon then existing. The apparent failure of the attack from the standpoint of damage to objectives and the heavy losses which resulted were caused by unexpected bad weather and icing conditions, which are common in this field of operations during winter.

"It now appears that day bombing in force is unsound except at short range and under very heavy fighter protection. This is because of defensive fighters and anti-aircraft fire. On the other hand, night bombing in force is greatly restricted by weather conditions, is decidedly inaccurate and probably ineffective, when the effort and the losses occasioned thereby are taken into consideration. This situation obtains today, even though the major portion of the German Air Force is engaged on the eastern front.

"Suggestions of continuous day and night bombing by planes produced under the present American bomber construction program certainly offer no reasonable chance of increased effectiveness without suicidal losses. The whole program of airplane production in relation to war effort should be once more reviewed in the light of the latest and constantly changing tactics and military situation. The primary basis of this review should be that the experience of war shows that aircraft should be built and personnel trained to support ground effort of the Army and operations of the Navy in coastal areas and over the seas."

452.1 (12) A

SHERMAN MILES,
Brigadier General, U. S. Army,
Acting Assistant Chief of Staff, G-2.

Distribution:
Secretary of War
Assistant Secretary of War
Assistant Secretary of War for Air
Chief of the Army Air Forces

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rlb

AirAs 452.1 (12) B

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DOD Dir. 5200.9
3 Jan. & 10 June 1974
By NARS, Date 3-7-75

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JBC/jmcd/rrb

(Air 58)

January 20, 1942.

SUBJECT: Release of O4-10 Airplanes to the Navy.

TO: The Chief of the Air Corps

1. Reference is made to R&R, AAF/4-4 JTI/mcb, to Chief of the Air Corps December 11, 1941, copy attached.

2. In view of the great need of the Army Air Forces for the single engine light bombers, it is directed that the credit accruing to Air Corps accounts on turning over 60 PBY-5A Amphibians to the Navy be devoted to the procurement of A-24 Douglas dive bombers.

3. The Douglas dive bomber with leak proof tanks and armor plate protection for the crew is preferred to the Brewster BD1A, which is the only other Navy type of dive bomber currently in production.

By command of Lieutenant General ARNOLD:

JOHN B. GOOLEY
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General.

Dispatched
JAN 21 1942
AAG

2 Incls.
1- cy R&R AAF 12-11-41
2- cy ltr. to Sec. Navy fr. Sec. of War

HEADQUARTERS ARMY AIR FORCES		COORDINATION									
Chief of Staff	Sec. A. Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A Insp	Budget	Sea c. of S.	
	✓	JBC				✓	—				

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HEADQUARTERS ARMY AIR FORCES 2884 2619

ROUTING AND RECORD SHEET

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

DECLASSIFIED DOD Dir. 5 Apr. & 30 June 1972 By NARS, Date 3-3-75

File No. .....

Tally No. AAF .....

SUBJECT: Release of OA-10 Airplanes to the Navy.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 12/11	AAF/A-4 JYY/mwb 1. It is requested that necessary action be taken to release to the Navy such OA-10 airplanes as are now set up for the Army. This release to be conditioned upon the delivery to the Army of 14 of these airplanes when the situation is sufficiently stablized to accomplish this delivery to the Army without materiel damage to the interests of the Navy. CS C/AS
2	C/AS	ASC	12/12	For comment
3.	OCAC Air Ser Com.	OCAC Mat. PROD. ENGR. BR., O. C. A. C.	1941 12-24	OCAC (14-M) DAJ:mmg 1. For necessary action. H. F. M. C/ASC
4	Mat.Div. (4-E-4)	AAF C/AS	12-26 1941	1. A letter was prepared for the signature of the Secretary of War on December 22, 1941 in this office. (Copy attached) 2. It is requested that this office be informed of what types of aircraft, if any, the Air Staff wishes to obtain from the Navy to absorb the balance of the funds involved over and above the 14 OA-10's requested. O. P. E. Chief, Mat. Div., OCAC Incl. ey ltr for sign. of Sec. of War.

RECEIVED DEC 16 1941 ARMY AIR UNIT

(Do not use reverse side)

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

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Itrs.
E.O. 12356 & 20 June 1974
By NNSRA, NC. Date 3-31-75

File No.

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

Tally No. AAF

SUBJECT: Release of OA-10 Airplanes to the Navy.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 BOL/mjn
5.	AAF A-4	C/AC	1942 1/9	1. In view of the great need of the Army Air Forces for the single engine light bombers, it is desired that the credit accruing to Air Corps accounts on turning over 60 PBY-5A Amphibians to the Navy be devoted to the procurement of A-24 Douglas dive bombers. 2. The Douglas dive bomber with leak proof tanks and armor plate protection for the crew is preferred to the Brewster SB2A, which is the only other Navy type of dive bomber currently in production. WJF Incl. Cy. ltr for Sig. of Sec. War [illegible] Jr. C/A-4 A-7 Jan 42.

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

Page No. 4521 (121)

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AAF/A-4
EBB/cmy

DECLASSIFIED
DOD Dir.
E.O. 11652, Sec. 5 & 10 June 1971
By NNAG, NARS, Date 3-31-75

JAN 9 1942

...Basis of Computation of Requirements for Items of ... - Ordnance Equipment.

...of the Air Corps Board,
...ton Field,
Florida.

1. Transmitted herewith for your information is the latest basis of computation of requirements for items of Air Corps - Ordnance Equipment as approved by the Deputy Chief of Staff.

For the Chief of the Air Staff:

Incls:
Memo cy fm G/S
for C/AAF, 12/19/41
w/Tab B.

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

...Air Action
9 1942
...RECEIVED

Dispatched
JAN 10 1942
AAG

HEADQUARTERS ARMY AIR FORCES						COORDINATION				
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A-5 WPD	A-6 Comp	Budget	Sea [illegible]
						CMS Sent				

CONFIDENTIAL

AAF 30

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible], Date 3-31-75

Release of C-10 Airplanes to the Navy.

AAF/A-4
JYI/mmb

1. AAF C/AC 1941 C/AS 12/11

1. It is requested that necessary action be taken to release to the Navy such C-10 airplanes as are now set up for the Army. This release to be conditioned upon the delivery to the Army of 14 of these airplanes when the situation is sufficiently stabilized to accomplish this delivery to the Army without material damage to the interests of the Navy.

452.1 (12)

CS
C/AS

DEC 10 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	

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AAF-39

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DECLASSIFIED
DOD ltr 8 Jan. & 30 June 1974
By A. Grell NC, Date 5-3-75

December 15, 1941

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Status Report of Airplanes and Units as of 8:00 A.M., December 15, 1941.

452.1 (10) P

Submitted herewith is a status report showing the location, unit, and number and type of airplanes of combat units in the continental United States and at foreign stations.

Dispatched
DEC 16 1941
AAG

For the Chief of the Army Air Forces:

CLAUDE E. DUNCAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

HEADQUARTERS ARMY AIR FORCES		COORDINATION									
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta tistics	

AAF 39

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

DECLASSIFIED
DOD ltr's
5 Jan. & 20 June 1974
By: Ala/Ltr. Ltr. Date: 7-31-75

DEC 20 1941
Letter
Computer
returned

December 14, 1941

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Status Report of Airplanes and Units as of 8:00 A.M., December 14, 1941.

Submitted herewith is a status report showing the location, unit, and number and type of airplanes of combat units in the continental United States and at foreign stations.

For the Chief of The Air Staff:

G. E. DUNCAN
Lt. Col., Air Corps,
Secretary of the Air Staff

452.1 (11-19-41)

DEC 15 1941
17440-305

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

North West 124 Pursuit
Central Cd. 38 "
South West 77 "

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D-13-12-41

AWAG 452.1 (11-19-41)

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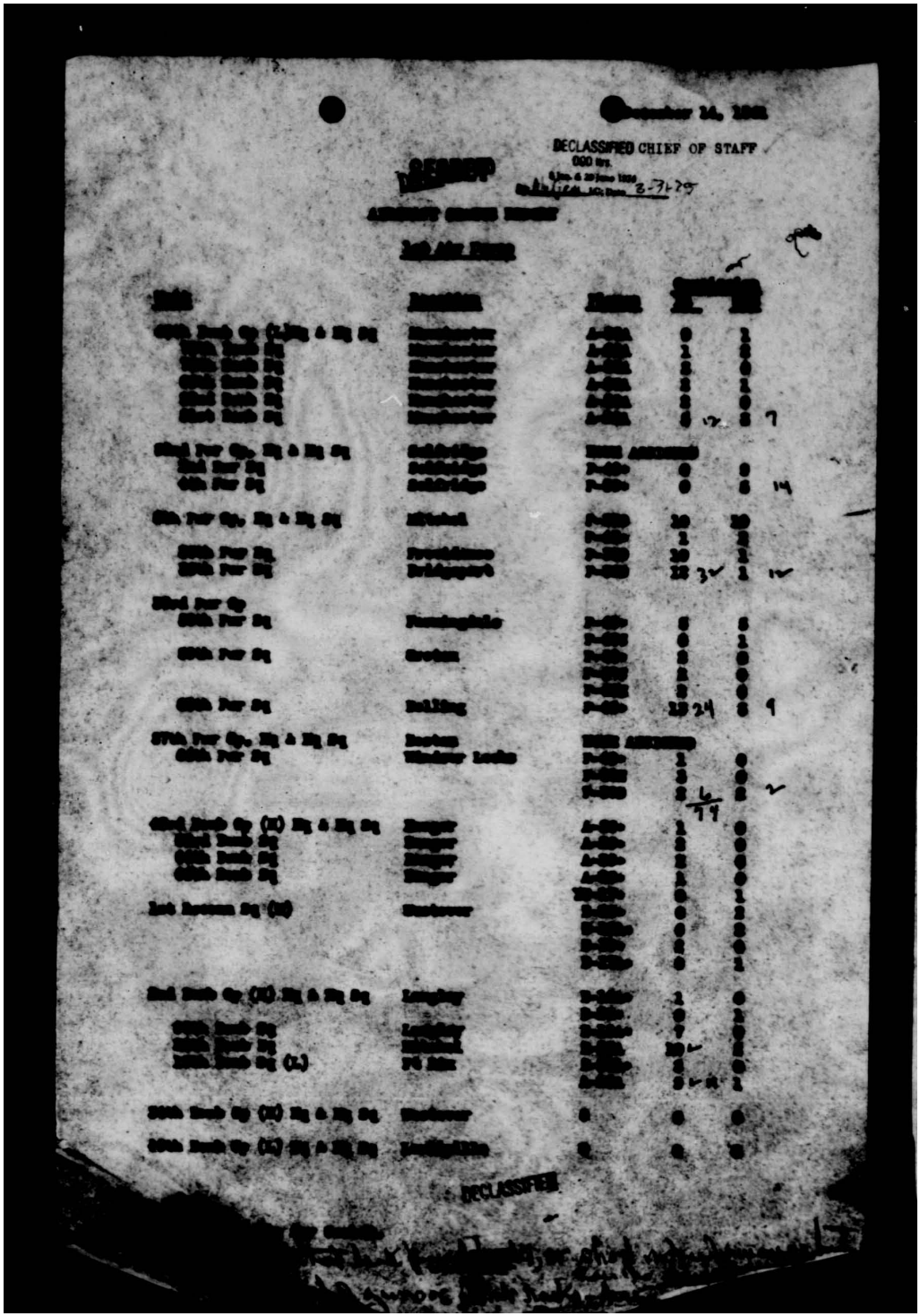

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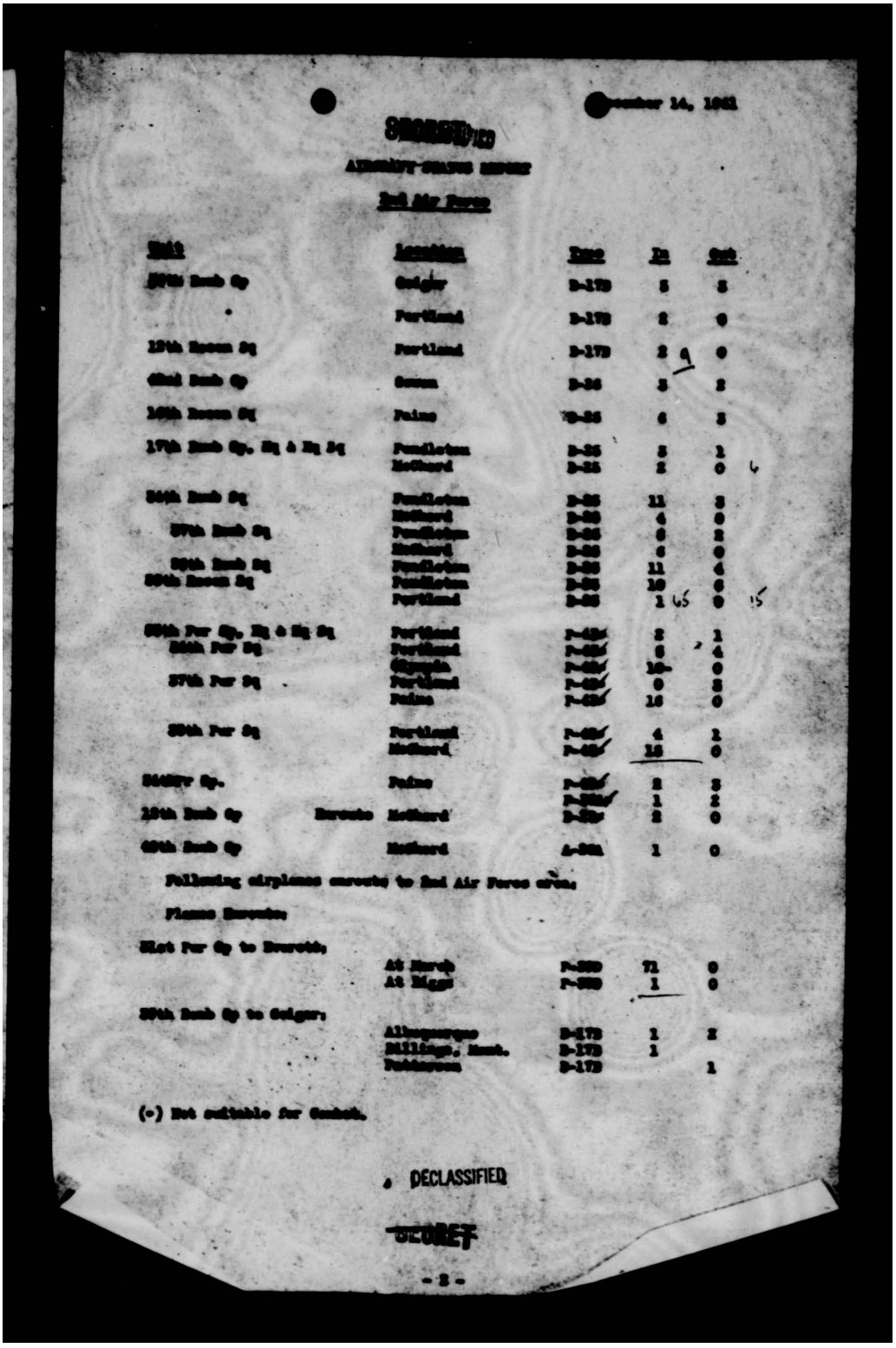

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November 14, 1951

~~AIRCRAFT STATUS REPORT~~

2nd Air Force

Unit	Location	Type	Ft	Sub
[illegible] Bomb Gp	Geiger	B-17G	5	5
	Portland	B-17G	2	0
15th Recon Sq	Portland	B-17G	2	0
42nd Bomb Gp	Ephrata	B-50	3	2
16th Recon Sq	Paine	B-50	6	3
17th Bomb Gp, Hq & Hq Sq	Pendleton	B-50	3	1
	Hayward	B-50	2	0
34th Bomb Sq	Pendleton	B-50	11	3
	Hayward	B-50	4	0
97th Bomb Sq	Pendleton	B-50	6	2
	Hayward	B-50	4	0
99th Bomb Sq	Pendleton	B-50	11	4
99th Recon Sq	Pendleton	B-50	10	6
	Portland	B-50	1	0
95th Fer Gp, Hq & Hq Sq	Portland	F-47N	2	1
86th Fer Sq	Portland	F-47N	6	4
	[illegible]	F-47N	15	0
87th Fer Sq	Portland	F-47N	0	2
	Paine	F-47N	16	0
88th Fer Sq	Portland	F-47N	4	1
	Hayward	F-47N	15	0
[illegible] Gp.	Paine	F-47N	2	2
		F-47N	1	2
19th Bomb Gp Enroute	Hayward	B-29	2	0
69th Bomb Sq	Hayward	A-26A	1	0

Following airplanes enroute to 2nd Air Force area:

Planes Enroute:

91st Fer Sq to Everett:				
	At Hayward	P-38D	71	0
	At Biggs	P-38D	1	0
29th Bomb Sq to Geiger:				
	Albuquerque	B-17G	1	2
	Billings, Mont.	B-17G	1	
	Pendleton	B-17G		1

(-) Not suitable for Combat.

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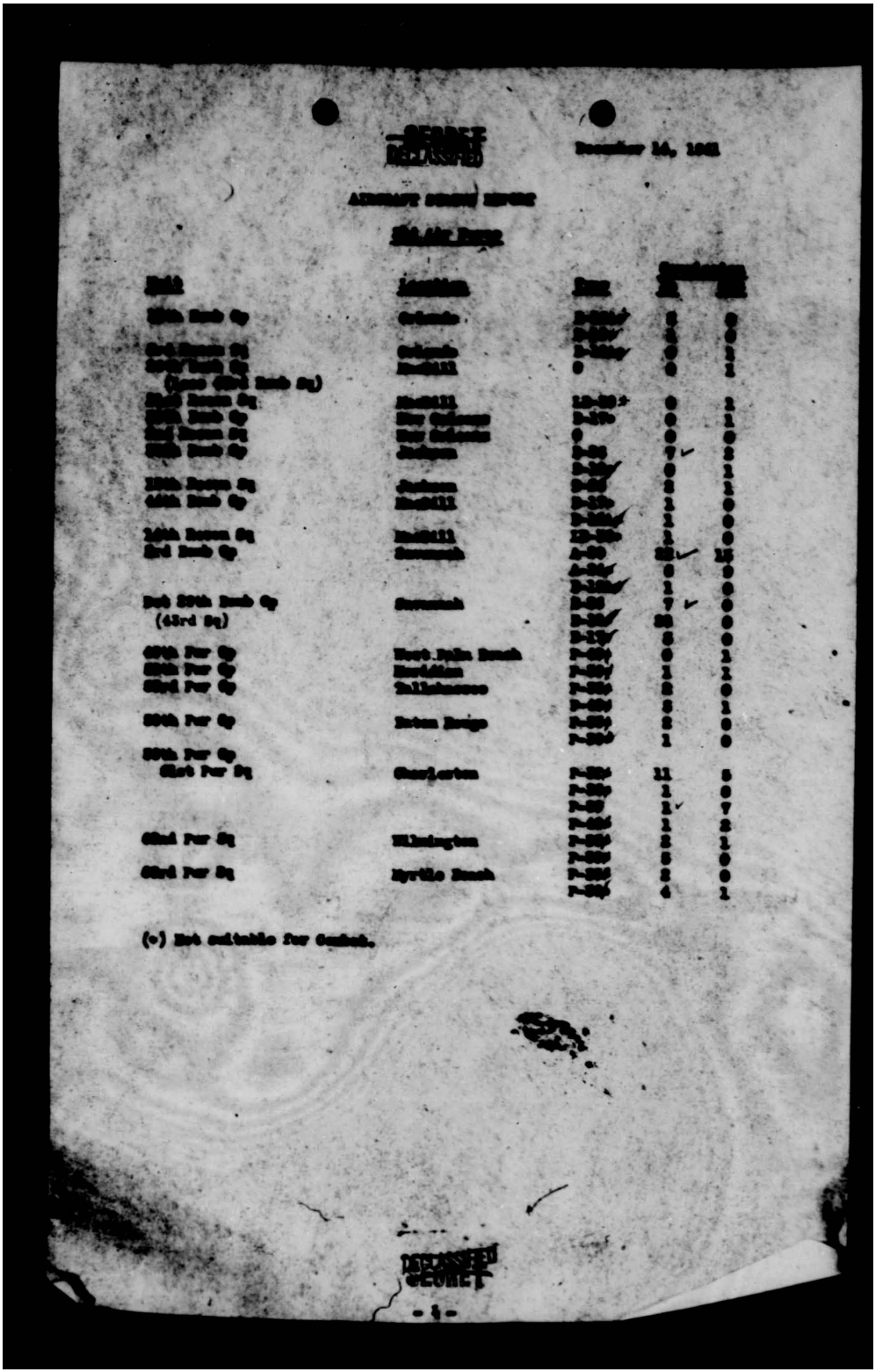

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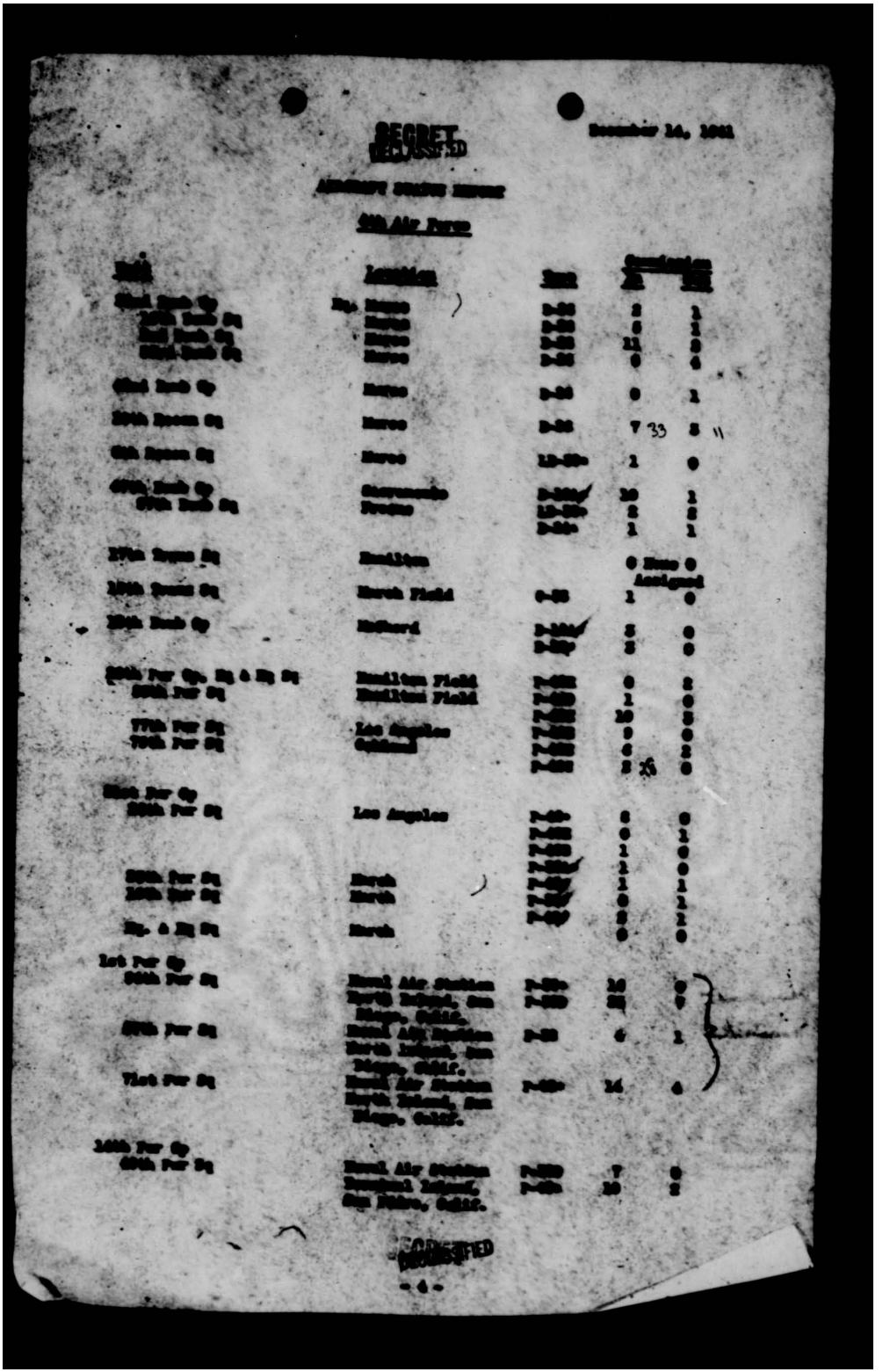

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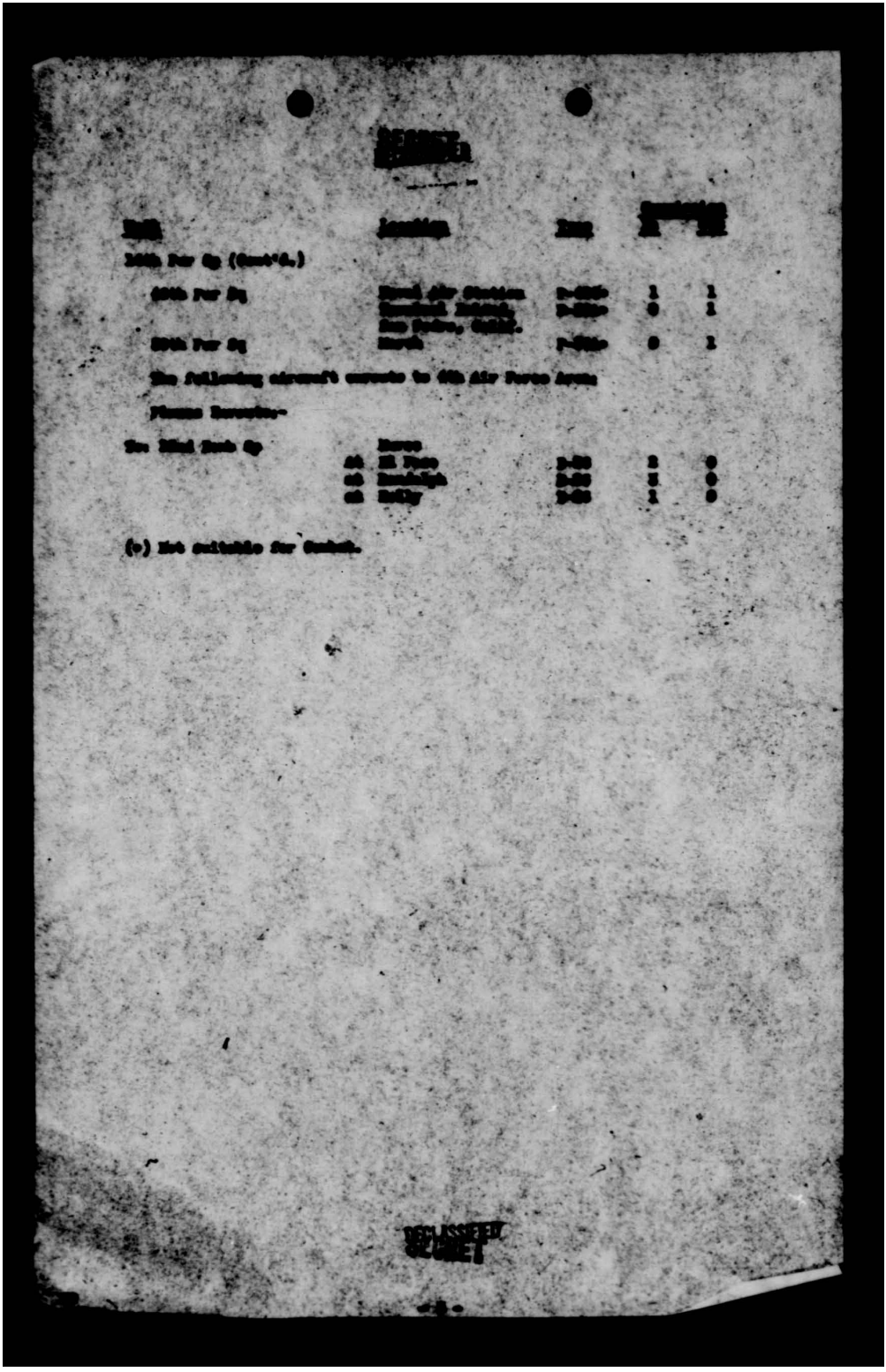

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December 14, 1942

ARMY AIR FORCES

Foreign Stations
(As of December 6, 1942, Iraq Losses reported)

Location	Unit	No. Aircraft	Type
Alaska (Elmendorf Field)	50th Composite Sq	25	Pursuit
		15	Bomb (2)
Trinidad, British Guiana and St. Lucia		14	Bomb
	9th Bomb Sq	4	Bomb (2)
Panama	32nd Pur Sq	25	Pursuit
	24th Pursuit Sq		
	6th Bomb Sq	25	Bomb
		4	Bomb (2)
	89th Bomb Sq	12	Bomb (2)
Puerto Rico	25th Bomb Sq	21	Bomb (2)
	45th Bomb Sq		
	35th Pur Sq	21	Pursuit
Newfoundland	43rd Recon. Sq	6	Recon
		1	Bomb
Iceland	33rd Pur.Sq	20	Pursuit
Philippine Islands	19th Bomb Sq	15	Bomb
		17	Bomb
	27th Bomb Sq	8	Bomb (2)
	35th Pur Sq		
	37th Pur Sq	161	Pursuit

Location	Unit	Planes	In Commission	No. of Planes due for check Reliefs Ships
Hawaii (As of 2:30 A.M. 12/14/42)	18th Wing	5-19	0	4
		5-17	15	1
		5-26	15	1
		5-27	1	0
	14th Wing	7-18	15	1
		7-20	22	0

Fifth Status report as of 2:30 A.M. 12/14/42.

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GGD ltrs.
8 Jan. & 20 June 1974
By [illegible] NCI, Dept.

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AAF/A-3
TAI-ds

DEC 13 1941

written 12/11/41

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-3:

Subject: Air Transport of Ground Forces.

1. In Memorandum to this Headquarters, dated September 26, 1941, Subject: "Air Transport of Ground Forces" (G-3/46722), attention was called to a recommendation from G-3 that sufficient transport airplanes be procured for the simultaneous movement of a minimum of one air-borne division and four parachute battalions.

2. The strength and composition of an air-borne division is not known at this Headquarters. Furthermore, information from the Office of the Chief of Infantry reveals that T/O 7-35 covering the organization of the parachute battalion is regarded as experimental, deviations from which might be expected as the result of past and future tests.

3. In order to plan for air transport requirements for ground forces, it is requested that this Headquarters be furnished with estimates of quantities by type of transport airplanes required. These estimates should be based upon the latest types of transport airplanes now under construction, namely, the C-46, C-47 and C-53 airplanes; characteristics of these airplanes are given in the attached table.

1 Incl.
Table-"Characteristics of Transpt.Airpls.Suitable for Airborne Parachute Troops."

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, 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-Insp.	Budget	Statistics	
					Via for CER						

AAF-39

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DOD Dirs. 5 Jan. & 30 June 1954
By [illegible] NCD Date 3-31-75

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CHARACTERISTICS OF TRANSPORT AIRPLANES SUITABLE FOR AIRBORNE AND PARACHUTE TROOPS

Airplane Type	C-46	C-47	C-53
Quantity on Hand 12/1/41	0	0	20
Quantity on Contract but Undelivered 12/1/41	496	635	88
Delivery Period	June '42 -Mar '44	Jan. '42 -Mar. '43	Nov. '41 -Jul '42
Manufacturer	Curtiss	Douglas	Douglas
High Altitude Speed, m.p.h.	262	229	230
Landing Distance over 50-foot Obstruction, feet	2,500	1,900	1,865
Normal Range, miles	1,500	1,190	1,190
Allowable Weight of Personnel and Equipment at Normal Range, pounds	11,651	5,600	5,600
Maximum Number Passengers, excluding crew	40	28	28
Type Cargo	Heavy	Heavy	Light
Type Doors	Large	Large	Smallee

* All airplanes listed are equipped with folding troop benches to accomodate the number of passengers shown.

** Type C-53 airplane is suitable for transporting airborne troops or for training of parachute troops. Small doors make it undesirable for use of parachute troops under tactical conditions.

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DOD Rtr.
6 Jan. & 20 June 1974
By CHIEF LC, Date 3-31-75

Transport Aircraft for PAA African Service.

AAF/AWPD
478-Gen

1 AAF G/AS SECC 1941 Oper. 12/12 (Col. Forcen)

1. There is transmitted herewith telegram from Harold Bixby, Vice President, PAA, in charge of operations, relative to transport aircraft for PAA African service.

2. Existing War Dept. PAA-African contract calls for delivery of 20 DC-3's of which ten have been delivered and 10 are needed when available.

3. War Department PAA negotiations are under way to extend original contract to include transport and ferry service to U.S.S.R. and Rangoon in which connection additional transport planes are essential.

(117) 45.3.1 1.2.54

Incl. Telegram fr. Bixby to Maj. Gilkeson

C. S. G/AS

Dispatched DEC 13 1941 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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WB427 TWX PAID 3 - NEW YORK NY 9 144P

MAJOR EUGENE F. GILLESPIE 1

2608 MUNITIONS BUILDING WAR DEPARTMENT WASHDC

REFERRING TO DC THREE AND LODESTAR AIRCRAFT FOR AFRICA. PLEASE ADVISE SOON AS POSSIBLE ON WHAT AIRCRAFT WE ARE TO RECEIVE AND WHERE EACH IS LOCATED TWO WILL ARMY ARRANGE FOR INSTALLATION OF LONG RANGE TANKS THREE BRIEF DESCRIPTION OF ENGINES ON EACH AIRCRAFT ALSO ENGINE AND PLANE TIME AND FOUR ADVISE WHAT ACCESSORIES ARE INSTALLED ON EACH AIRPLANE ALSO WHAT TYPE OF WHEELS AND BRAKES ALSO INSTRUMENTS. PLEASE ADVISE NAME OF OFFICER WE SHOULD CONTACT IN ORDER EXPEDITE THIS WHOLE PROGRAM

BIXBY PANAMERICAN AIRWAYS

SILL

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DOD Dir. 5200.9
8 Jan. & 20 June 1961
By [illegible] Dat. 5-31-75

AAF/A-4
370/600
Wrtn. March 2, 1942

SUBJECT: Procurement of Observation Airplanes.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
MAR 4 1942
TO: The Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. XBTV Vultee airplanes are now being procured by G/AC. Sufficient number of these airplanes have already been delivered to satisfy requirements for this type.

2. Combat type airplanes for observation units are being allocated from contracts of existing production models in accordance with priorities set up by G/AC.

By Command of Lieutenant General Arnold

Hq. Army Air Forces
MAR 4 1942
AAG RECEIVED

R. C. LEWIS
Major, Air Corps
Acting Asst Air Adjutant General

Dispatched
MAR 4 1942
AAG

452.1 (116)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-Plans	A-Insp.	Budget	Statistics	

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DOD Dir. 5200.9
NARA, Date 3-31-75

HEADQUARTERS AIR FORCE COMBAT COMMAND

Bolling Field, D. C.

ACC 452.1

Subject: Procurement of Observation Airplanes.

To: The Chief of the Army Air Forces, Washington, D. C.

1. The letter from this headquarters to the Chief of the Army Air Forces, dated October 23, 1941, Subject "Observation Organization and Equipment", has now been approved by the Chief of Staff.

2. This letter provided for new type of equipment for observation units, including two-engine bombardment type and pursuit type. It was recommended in this letter that the following aircraft be procured and assigned to observation units:

620 Liaison or Light Commercial type
60 Two-engine personnel transports for headquarters squadrons
340 Medium Bombardment - for observation and mapping
70 Pursuit - maximum critical altitude
446 Pursuit - critical altitude of around 15,000

3. It is recommended that the above airplanes requested be set up for procurement and provided to observation units immediately.

4. The YO-57, YO-58 and YO-59 airplanes recommended in the letter of October 23, 1941, did not prove as satisfactory as desired in the Carolina Maneuvers. One feature which prohibits their use in war time is that there is no visibility upwards or backwards, so that they would be entirely at the mercy of enemy aircraft. The V-76, developed by Stinson, has been tested out and is believed to be satisfactory. It is therefore recommended that the 620 Liaison type procured be the V-76.

For the Commanding General:

s/ C. W. Russell,
Brigadier General, G.S.C.,
Chief of Staff.

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DOD ltr
By NARA Date 3-31-79

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RECEIPT

DATE _____

Subject: Procurement of Observation Airplanes.

I. Received from the Headquarters, Army Air Forces, one indorsement, above subject.

OFFICE _____ NAME

OFFICE

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Ind AG 452.1 (116)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs. 5 Jan. & 30 June 1954
By Alb 1st Ltr Date 3-31-75

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

File No.

Tally No. AAF

SUBJECT: Procurement of Observation Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1/13	AAF/A-4 MPS/mhh 1. It is requested that the attached letter be forwarded to the Chief of the Air Corps with a statement substantially as follows: "Recommendations in paragraph 3 of letter to the Chief of the Army Air Forces from the Air Force Combat Command dated December 12, 1941 are approved. However, no combat type airplanes will be assigned to observation units until the combat units of the 54-group program are equipped with suitable airplanes." Incl. Ltr.frm.AFCC to C/AAF,12/~~5~~/41. (corrected — AWPD.) for T.J.H., Jr. C/A-4
2	AAF A-3	AAF AAG	1942 1/21	AAF/A-3 OSP-ds 1. The numbers shown in paragraph 2 of the basic communication are correct to the nearest five, except that the requirements for two-engined transports are 68 instead of 60. This number was shown in the Tab used as a breakdown in the study approved by the Chief of Staff. 2. This Division is allocating combat airplanes to observation units only when the airplane requirements of the combat units are completed, except that observation units assigned to task forces are furnished with the combat types specified when they can be made available. Incl. n/c for KLN C/A-3

JAN 22 '42 AM
RECEIVED
AIR WAR PLANS DIV.

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

~~SECRET~~ File No. 1 Air AG 452.1 (116)

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HEADQUARTERS [redacted] FORCES

ROUTING AND RECORD SHEET

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DOD Itrs.
8 Jan. & 20 June 1974
By [illegible] NLC, Date 5-21-75

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

File No.

Tally No. AAF

SUBJECT: Procurement of Observation airplanes.

NO.	FROM	TO	DATE	COMMENTS
3	Air AG	A-4	1-28	1. Inviting attention to Item #2 above. J.B.C. Asst. Air A.G. Incl. n-c

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W 407 AC Rev 8 [illegible]

Page No. 2

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD firs.
8 Jan. & 30 June 1978
By NNAJ, LC. Date 3-31-75

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

File No.

Tally No. AAF

SUBJECT: Observation Airplanes ("Puddlejumpers").

NO.	FROM	TO	DATE	COMMENTS
1	AAF A/4	AAF. S/AS	1942 1/31	AAF/A-4 MPS/esg 1. Attached hereto are two pieces of correspondence pertaining to the numbers and types of light commercial type observation type airplanes to be procured for the Air Support Commands. 2. It is recommended that the two pieces of correspondence be referred to the Director of Air Support, Headquarters Army Air Forces. Incls. R&R (three items with ltr. from AFCC to C/AAF 12/12/41,) Ltr. from C/FA to AC/S, G-4, thru C/AC 1/21/42.w1 ind. for TJH, Jr., C/A-4

Attn: Col York

2 items attached
and forwarded
to Director of Support

JOHN V. YORK, Jr.
Col., Air Corps

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(Do not use reverse side) E-4091, AG. Rev. 8/16/41

Page No. 3 AAF No 452.1 (116) M

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Hirs.
E.O. 12356, Sec. 3.3 & 3.4
By [illegible] NLC, Date 3-31-05

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

File No.

Tally No. AAF

SUBJECT: Observation Airplanes ("Puddlejumpers").

NO.	FROM	TO	DATE	COMMENTS
5	D/AS	AAF S/AS Attention: Col. York	1942 2/14	1. Comment #1, by A-4, is not concurred in. 2. Eight (8) Observation squadrons are now being trained and equipped for Task Forces. These should be equipped with modern type aircraft just as soon as other air components of the same Task Forces. Six (6) Observation Groups are now assigned to the Eastern and Western Theatres of Operation. These groups are doing off-shore patrol and should be equipped with modern aircraft. It is reported that submarines have been located by these observation airplanes, but nothing could be done about it because they had nothing to attack the submarine with. 3. It is recommended that the airplanes listed in letter, Air Force Combat Command, of December 12, be set up for procurement and provided to observation units as soon as possible. 1 Incl. Ltr fr AFCC to C/AAF, 12/12/41. H. E. L. D/AS

Hq. Army Air Forces
Feb 17
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CENTRAL MAIL SECTION A.A.F.

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DOD dir 5
E.O. Date 3-31-75

Procurement of Observation airplanes.

3 Air AG A-4 1-28 1. Inviting attention to Item #2 above.

Incl. n-c

J.B.C.
Asst. Air A.G.

JAN 29 1942
AAG

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sea [illegible]	

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DOD ltrs.
6 Sep. & 30 June 1972
By [illegible] NC, Date 2-3-75

Subject: Procurement of Observation Airplanes.

AAF/A-3
OSP-ds

2 AAF A-3 | AAF AAG | 1942 1/21

1. The numbers shown in paragraph 2 of the basic communication are correct to the nearest five, except that the requirements for two-engined transports are 68 instead of 60. This number was shown in the Tab used as a breakdown in the study approved by the Chief of Staff.

2. This Division is allocating combat airplanes to observation units only when the airplane requirements of the combat units are completed, except that observation units assigned to task forces are furnished with the combat types specified when they can be made available.

Dupl. m/e

KLN
9/4-3

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sea Transp	

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By [illegible] NARS, Date 3-31-75

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(V-86)

DEC 12 19[illegible]
HQ AFRC: TAF
(INITIALS)

ACC 452.1

Procurement of Observation Airplanes.

The Chief of the Army Air Forces, Washington, D. C.

1. The letter from this headquarters to the Chief of the Army Air Forces, dated October 23, 1941, [illegible] Observation Organization and Equipment", has now been approved by the War Department General Staff.

2. This letter provided for [illegible] type of equipment for observation units, including two-engine bombardment type and pursuit type. It was recommended in this letter that the following aircraft be procured and assigned to observation units:

630 Liaison or [illegible] Commercial type
60 Two-engine [illegible] transports for headquarters squadrons
340 Medium Bombardment - for observation and mapping
70 Pursuit - [illegible] critical altitude
448 Pursuit - [illegible] altitude of around 15,000

3. It is recommended that the above airplanes requested be set up for procurement and provided to observation units immediately.

4. The XO-57, XO-58 and XO-[illegible] airplanes recommended in the letter of October 23, 1941, did not prove [illegible] satisfactory as desired in the Carolina Maneuvers. One feature which [illegible] especially true in war time is that there is no visibility upwards or backwards [illegible] that they would be entirely at the mercy of enemy aircraft. The V-[illegible] designed by Stinson, has been tested out and is believed to be satisfactory. It is therefore recommended that the 630 Liaison type procured be the V-[illegible].

For the Commanding General:

[illegible].
Brigadier General, G.S.C.,
Chief of Staff

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air 0914 5211 (11-9)

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DOD Dirs.
By [illegible] NLD, Date 3-31-79

Assignment of Amphibian Airplane to Atkinson Field, British Guiana.

AAF/A-3
TAL-ds

1 AAF G/AS OCAC Mat. 1941 12/11

1. In an R&R under this subject dated November 15, approval was given by the Chief of the Air Staff for the assignment of an OA-9 airplane to Atkinson Field, British Guiana.

2. It is accordingly desired that the necessary action be initiated to transfer the OA-9 now assigned to the 2nd Staff Squadron at Bolling Field.

3. Orders for a crew under your control to ferry this airplane and return are also requested.

45321 (17)

CS
G/AS

DEC 12 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	
	JFC				V Lt for 7 days						

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD dirs.
E.O. 12356, Sec. 3.4
By NLE, NARA, Date 3-31-05

File No.

Tally No. AAF

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

SUBJECT: P-60-A Airplanes, Contract W535-ac-22714

NO	FROM	TO	DATE	COMMENTS
8.	AAF A-4	File	1942 1/6/42	AAF/A-4 SCL/mjn 1. The attached correspondence is sent to file as we have, under current procedure, reached an impasse. 2. The subject of this correspondence may logically be entered upon an Agenda of the Air Force Equipment Planning Committee when and if that Committe is activated. [illegible], Jr. C/A-4 Incl.: Cpy Memo for AC/Mat. Div. Wright Fld. [illegible] Maj. Mark E. Bradley, Jr. [illegible] Mat. Div. Report. [illegible] Subj: 8 RAF Pilots visit Wright Field 12/29/41. Conf. Photo. Cpy Serial No. Tex-M-42-2 Subj: 5 RAF Pilots Visit Wright Fld.

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Air AG 452.1 (11-4)

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

Page No. Air AG 452.1 (11-4)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

2809

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DOD Dir. 5200.9 and 10 June 1953

By NARS, Date 3-31-76

File No.

Tally No. AAF

A line will be drawn across sheet after each comment.

SUBJECT: P-60-A Airplanes, Contract W535-ac-22714

FROM	TO	DATE	COMMENTS	AAF/A-4 BCL/mja
AAF C/AS	C/AC Mat. Div.	1941 12/29	1. A restudy of this problem is indicated as desirable in view of the new requirement for dive bombers. C/S	
OCAC Mat. Div.	AAF C/AS	12/31	1. In accordance with the instructions from General Arnold and General Spaatz, the production of P-60's has been cancelled and pursuit capacity at the Curtiss Buffalo plant is being converted to the manufacture of P-47's. 2. The development of the P-60 airplane is being pursued experimentally only. 3. In accordance with instructions from General Arnold to create dive bomber capacity, the following plans have been made: a. Retain one half share Nashville Vultee plant. b. Manufacture A-25 dive bombers at the Curtiss plant in St. Louis. c. Build a new facility, probably at Akron by Goodyear, to manufacture the A-25 dive bomber. W. R. W. Actg. C/AC Incl.n/c	

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W-4664, AC

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

1878

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DECLASSIFIED DOD Ltr. 8 Jan. & 30 June 1974 By: [illegible] NC, Date 3-3-75

File No. .....

Tally No. AAF .....

SUBJECT: P-60-A Airplanes, Contract W535-ac-22714.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Spaatz	1941 12/11	We have no more time for groping. I approve action in this case in following priorities. (1) Page 2 - Para. 5 - a (2) Page 3 - Para. 5 - c (1) (3) Page 3 - Para. 5 - b (4) Page 3 - Para. 5 - c (2)
Incls:	Cpy of Memo to Asst. Ch. Mat. Div. Wright Field, 11/17/41 frm. Maj. Mark E. Bradley, Jr. /w/ Extract frm Mat. Div. Memo Rpt. Tex-M-42-2, subj: 5 RAF Pilots visit Wright Fld. 11/29/41. Conf. Photo. Cpy serial No. TEX-M-42-2, subj: 5 RAF Pilots Visit Wright Fld.			
2	AAF C/AS	AAF A-4	12/11	Necessary action

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

Page No. ----------

Cm-162
Cm 49

AG 452.1 (11-4)

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WAR DEPARTMENT
Office, Deputy Chief of Staff [redacted] Air

Date _____

MEMORANDUM FOR:

General Arnold:
This is data on change to P-47's. Secured at Wright Field

[redacted]

H. H. ARNOLD,
Major General, U.S.A.
Deputy Chief of Staff for Air.

X-57-2, A.C.

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MDAC-555-A-WP-6-55-41-55AM

COPY

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

MMR/hl

Wright Field, Dayton, Ohio
Date November 17, 1941

TO: Assistant Chief, Material Division
Wright Field

SUBJECT: P-60-A Airplanes, Contract W535-ac-8274

1. The contract for 1950 P-60A airplanes has now been signed and whatever is said now may be quite closing after departure of the horse, however, as project officer on the contract, it is my belief that it is my duty to present the picture as I now see it.

2. The P-60A airplane is starting out under an unsurmountable handicap. The airplane, as an airplane, is all right, but the power plant available for installation therein is completely inadequate. This lack of adequate power is a result of two things. First, the basic design of the airplane contemplated installation of the Continental engine. Second, the installation of the laminar flow wing, necessitated more wing area, with the resulting increase in overall airplane size including the landing gear. It is my opinion and the opinion of all Pursuit Project Officers in the Division that at least 1500 HP will be necessary in order to give the P-60A a reasonable chance of being a usable combat airplane. The present estimated gross weight is 9451 pounds, and if we proceed on the supposition that that gross weight will be attained, the following comparison with other types is offered:

a. The power loading at military power is slightly over seven, identical to the P-40E. This means that at the military rating of the engine, the airplane can never have better maneuverability and climb than the P-40E has from sea level to 15,000 feet. Tests show the P-40E to be inferior in combat to other current types.

b. The P-60A will maintain its performance to 25,000 or 30,000 feet, but will still be inferior in flying characteristics to airplanes with adequate power. After discussion of desirable fighting qualities with R.A.F. pilots, I am more than ever convinced that the P-60A, even though it meets every guarantee, will be considered unfit for combat even against airplanes now being produced in quantity.

c. The normal power condition (and that is the condition on which the service will judge the airplane) is much worse. At 1600 HP the power loading of the P-60A will be 9.4 at 1100 HP, the normal horsepower hoped for, the power loading is 8.5. The normal power

Signature .....

Am-162
Am 49

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MDAC-266-A-WF-6-25-41-200M

COPY

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

Wright Field, Dayton, Ohio
Date November 17, 1941

TO: Asst. Chief, Material Division

SUBJECT: P-60A Airplanes

loading of a B-26A at 29,000 pounds is 9.6. The military power loading of the B-27 at 42,000 pounds is 8.75. This comparison alone will indicate the climb and maneuver characteristics to be expected.

d. The present gross weight of 9451 pounds is without some thirty items of special equipment and changes which have not yet been included in the airplane, but most of which we have been forced to install in present models due to operational requirements. I do not believe the airplane will weigh less than 9700 pounds when completed. I also feel that the performance guarantee will be reduced due to the addition of some of the above items.

3. I believe that the P-40F, an airplane weighing more than a thousand pounds less than the P-60A and carrying the same armament, except for a slight reduction in number of rounds, will be a far superior airplane in all combat qualities.

4. The performance guarantees are as follows:

Speed at Military Power 1325 HP at 5000 ft. - 324
Speed at Military Power 1325 HP at 20000 " - 375
Climb to 15,000 military power, 1325 HP - 6.95.

According to the specification the estimated ceiling of 34,700 is not guaranteed. The above performance is poor. The P-40F will have at least the same performance at 5000 and 15,000 feet, and will climb to ~~15,000~~ 15,000 feet in 6.8 minutes (guaranteed on low engine rating). It will actually climb to 15,000 ft. in 6.0 minutes. The 34,000 foot ceiling is guaranteed performance at lower altitudes is inferior to our present types too low to make the airplane pay its way at high altitude and the guaranteed performance at lower altitudes is inferior to our present types. There is nothing to indicate that the P-38 and P-47 will not completely outclass the P-60A at all altitudes.

5. It is recommended that:

a. The Curtiss Company be required to redesign the P-60A to a

Signature .....

- 2 -

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INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, Air Corps
Office, Assistant Chief
Material Division

Wright Field, Dayton, Ohio

Date _____

TO: Asst. Chief, Material Division

SUBJECT: P-60A Airplanes.

military power loading of not over 6 until such a design, also the production of P-60's should be continued, possibly the Merlin 61 engine.

b. An engine of 1500 HP, normal, and at least 1500 HP, military power, be developed and that no P-60A's be built until such an engine is available.

c. If neither of the above plans are possible, the P-60A contract be cancelled, and one of the following three plans be adopted:

✓ (1) Let Curtiss build P-47B's or P-38's.

(2) Follow the Liberty engine procedure and lock up all of our design prints in a hotel room, releasing them only when a satisfactory pursuit design, which Curtiss can produce, is completed.

(3) In the event that none of the above plans are usable, cancel the contract and start Curtiss on bombers. (or cargo)

MARK E. BRADLEY, Jr.
Major, Air Corps
Pursuit Branch
Prod. Engr. Section

Signature _____

- 3 -

Air AG 452.1 (114)

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EXTRACT FROM MATERIEL DIVISION MEMORANDUM REPORT TSE-M-42-2
SUBJECT: FIVE R.A.F. PILOTS VISIT WRIGHT FIELD. NOVEMBER 29, 1941.

Page #9 - P-47

1. By courtesy of the Republic Aircraft Corporation, I flew your P-47 from Farmingdale Airport. I climbed to 36,000 ft., showing 30 inches manifold pressure and 16,000 revs on supercharger. With these two readings the aircraft still had a rate of climb of 700 ft. per minute. The supercharger could have been used up to 21,000 revs and I probably could have gotten about 41 inches boost had I opened the throttle fully at this level, and therefore this 700 ft. per minute climb is conservative. I found the aircraft very stable and maneuverable at this height. The cockpit was nicely warmed and no signs of misting of perspex. I had an indicated speed of 430 miles an hour at 18,000 ft. during a slight dive and found the aircraft comfortably maneuverable around all three axes without any undo pressure on the controls in changing directions. At 350 m.p.h. indicated at 15,000 ft., I carried an aileron turn and found that the initial force needed on the stick to put on aileron decreased rapidly as the aircraft changed direction. It appeared to me that this might indicate some form of over-balancing in ailerons. In my opinion, the layout of the trimming tabs could be more simple and easy to operate. In the case of aileron tab, the movement of the control in the cockpit in the same direction as aileron is desired. I would also like to see the supercharger control linked up with the throttle, flat bullet proof wind screen, and canopy enlarged as much as possible without dropping speed, and should like to see the petrol pump switches incorporated on the petrol cock itself. I also found there was a large metal slab on top of the canopy just behind my head which obscured my vision rearwards. Apart from these minor things which struck me, I was most impressed with the flying qualities of this airplane in that it has a very high performance and at the same time is childishly easy to fly. What impressed me very much was that I could not feel the weight of this airplane. It had the same maneuverability and control as what one would normally expect from an airplane of half its proportions. It is quite different in this respect than the Typhoon. In short, I think the P-47 is the best fighter aircraft I have ever flown and this includes the Spitfire 5, Spitfire 8, the Typhoon and the Tornado.

Page #12 - P-47

This aircraft was climbed by me up to 28,000 feet when I had to level off owing to lack of time and the fact that Wing Commander Tuck had already climbed it to 36,000 feet. At this stage I was operating the aircraft well within the safety limit and still maintaining a steady rate of ascent of 2000 feet a minute. At this height I performed steep turns and the aircraft appeared to be very maneuverable and controllable. The engine was smooth during all altitudes and appeared to be a very reliable power plant.

I then descended in steep spirals at speeds of 300 to 500 mph indicated. The aircraft remained fully controllable laterally and longitudinally throughout. At about 8000 feet I delivered 2 quick attacks on a flying boat and she appeared to be an easy aircraft to shoot from. The landing was a very easy maneuver and she appeared to be under full control at 100 miles an hour with flaps and wheels down. My general impression of the P-47 is that it is a very easy machine for inexperienced pilots to handle. It appears to be strong and maneuverable and

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had the best performance of any pursuit airplane I have yet flown. It is my humble opinion that this aircraft should be put into full scale production at the earliest possible opportunity.

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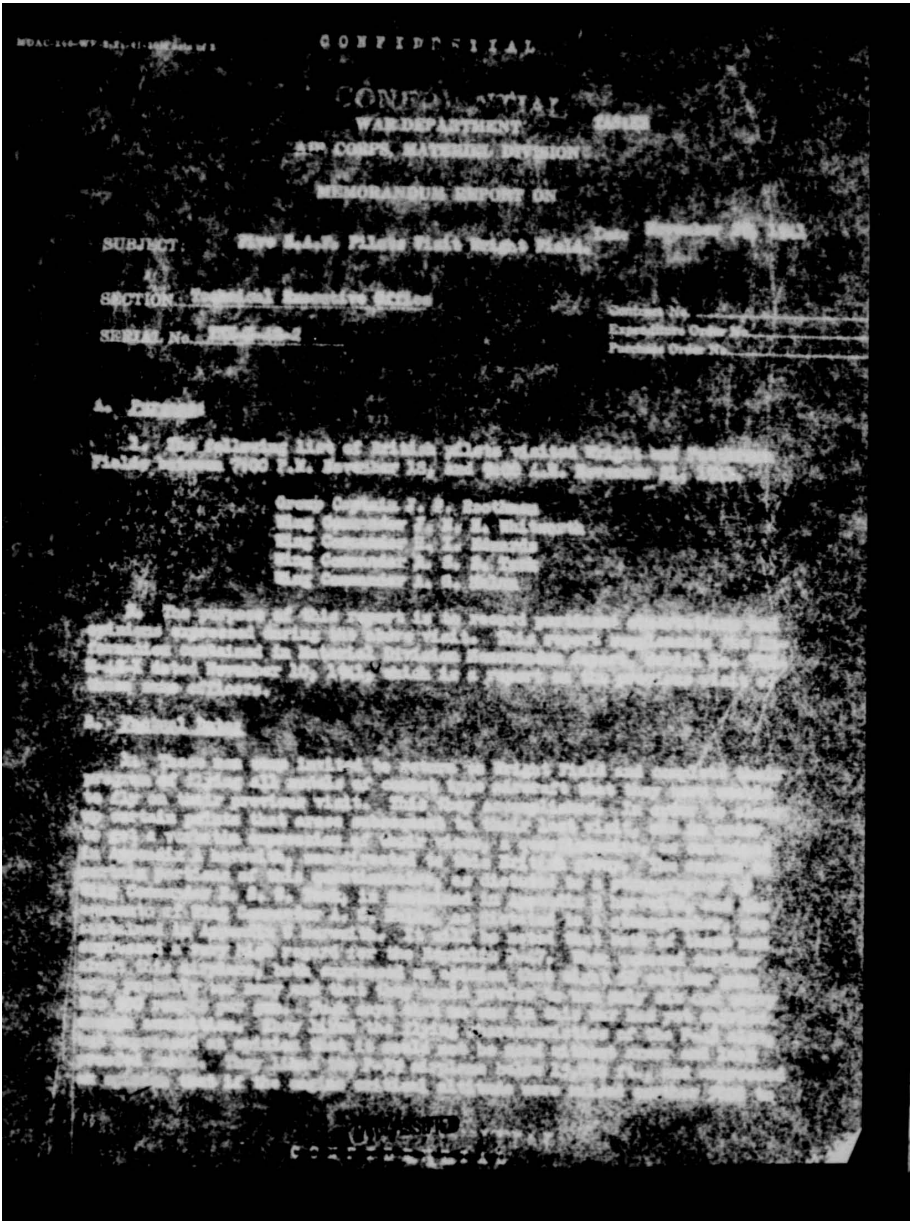

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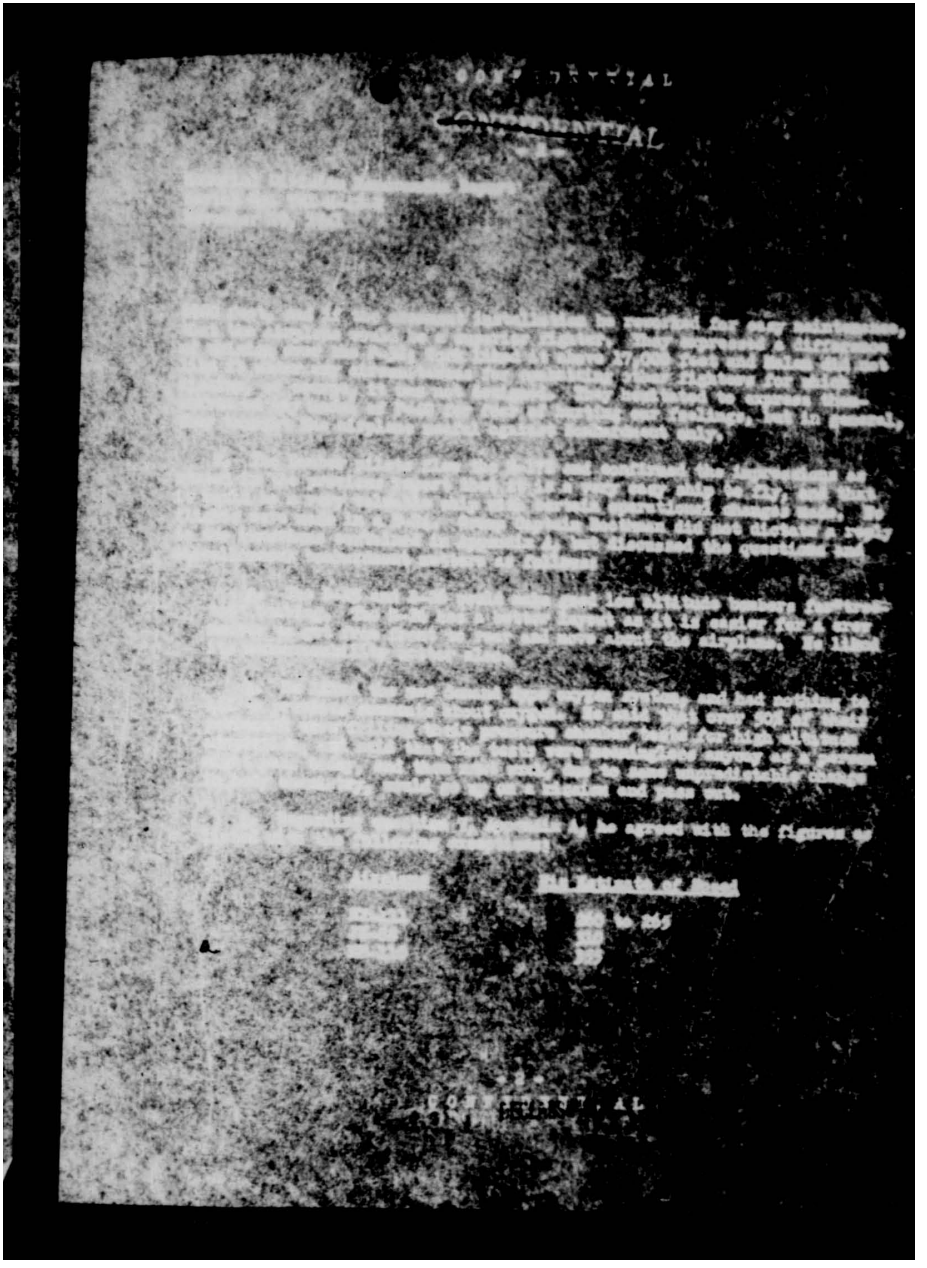

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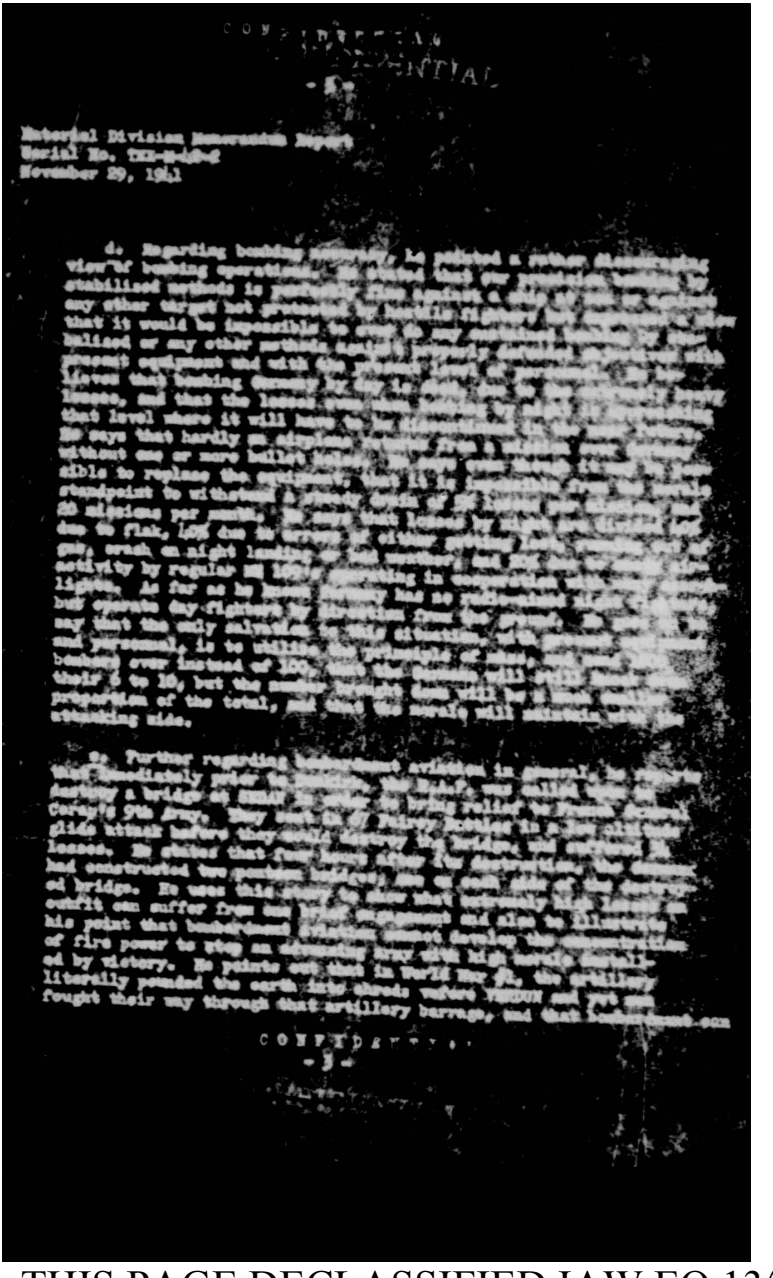

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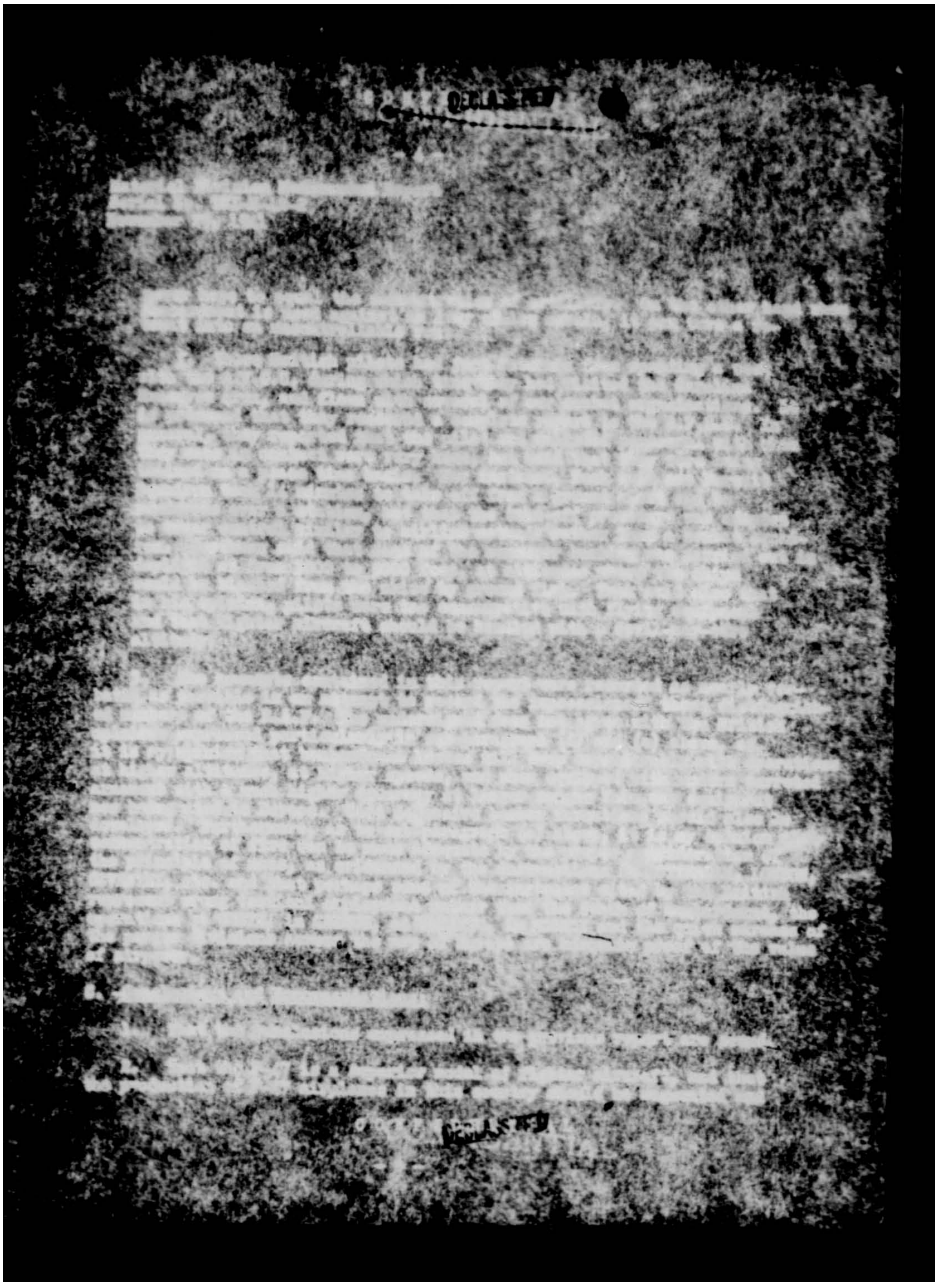

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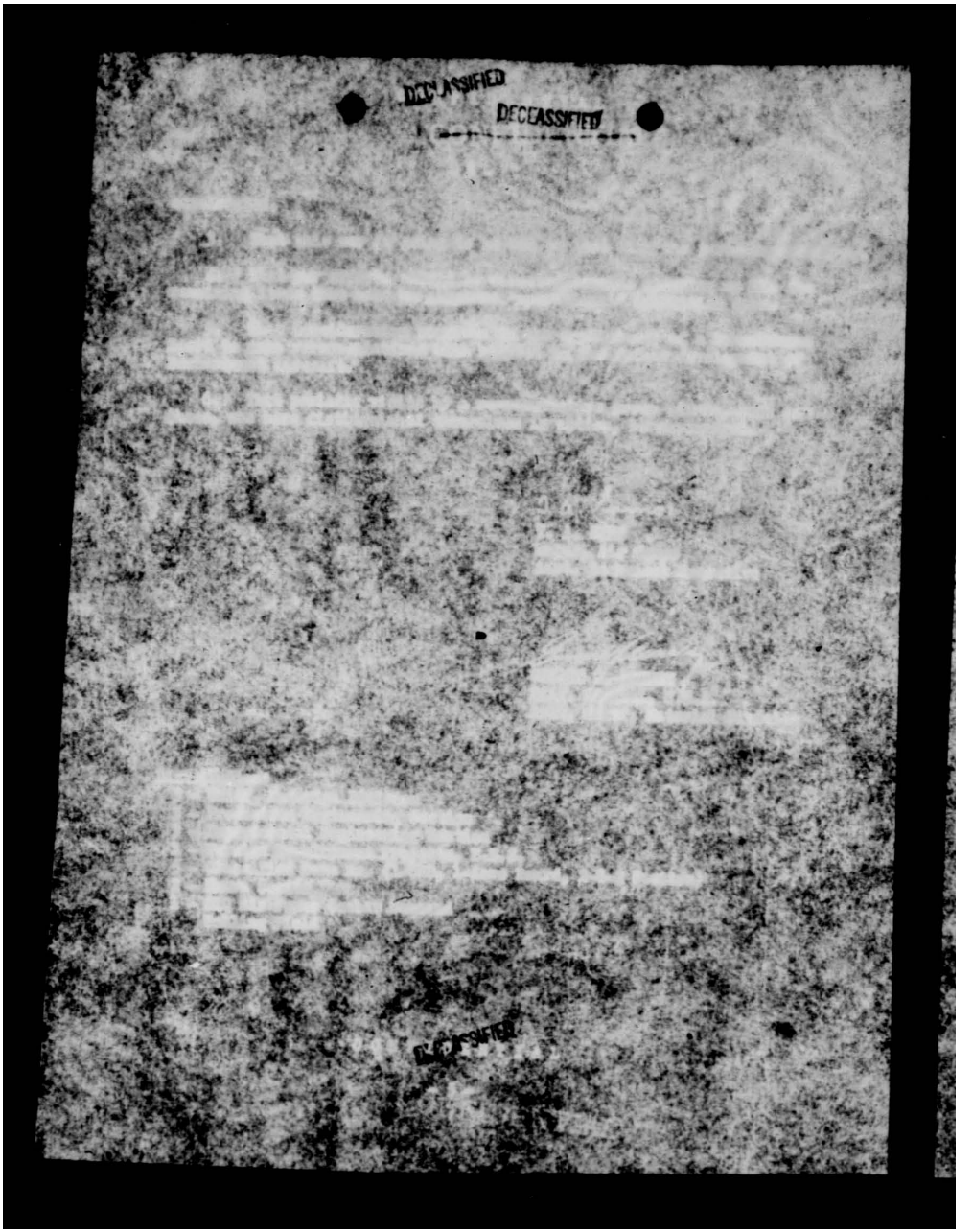

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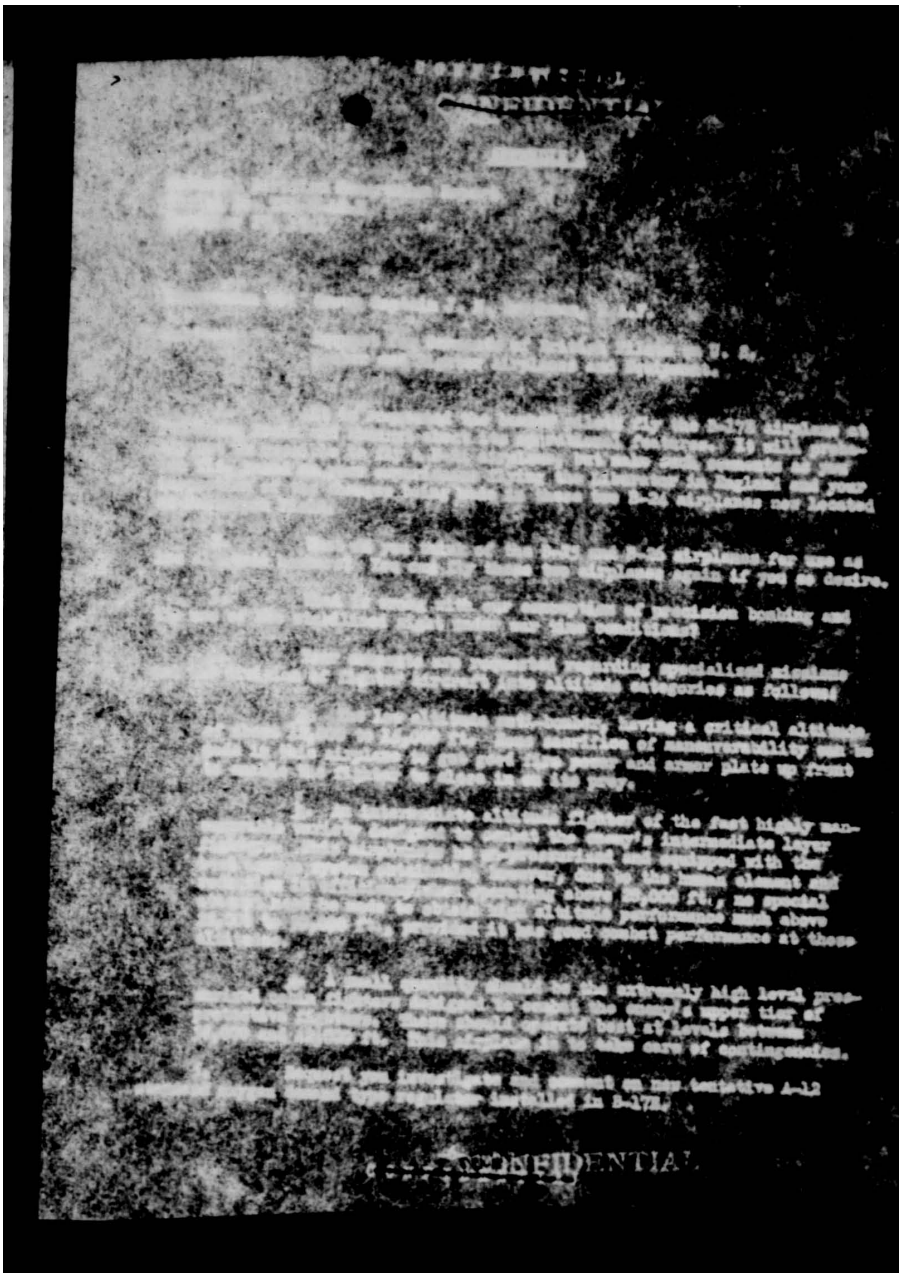

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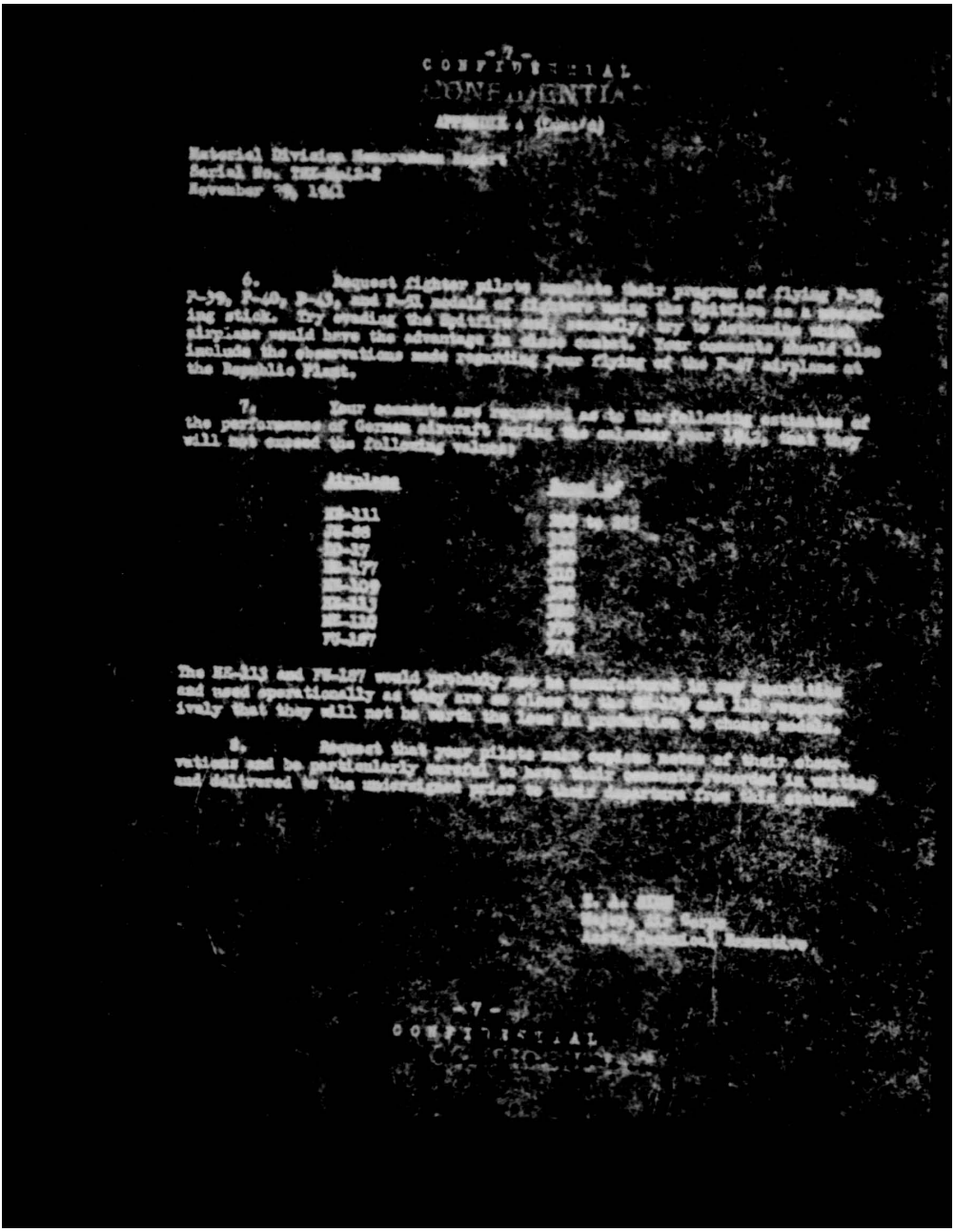

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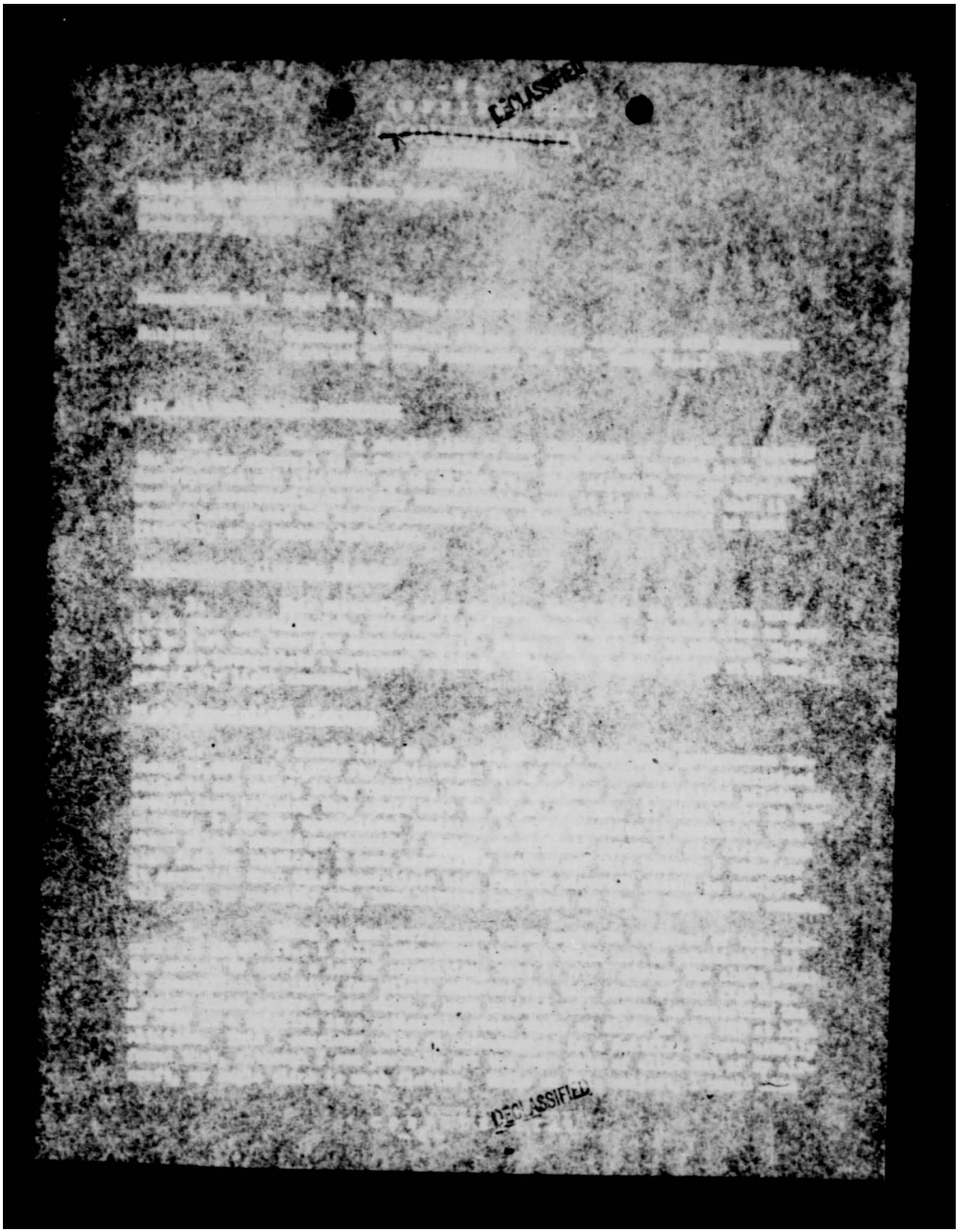

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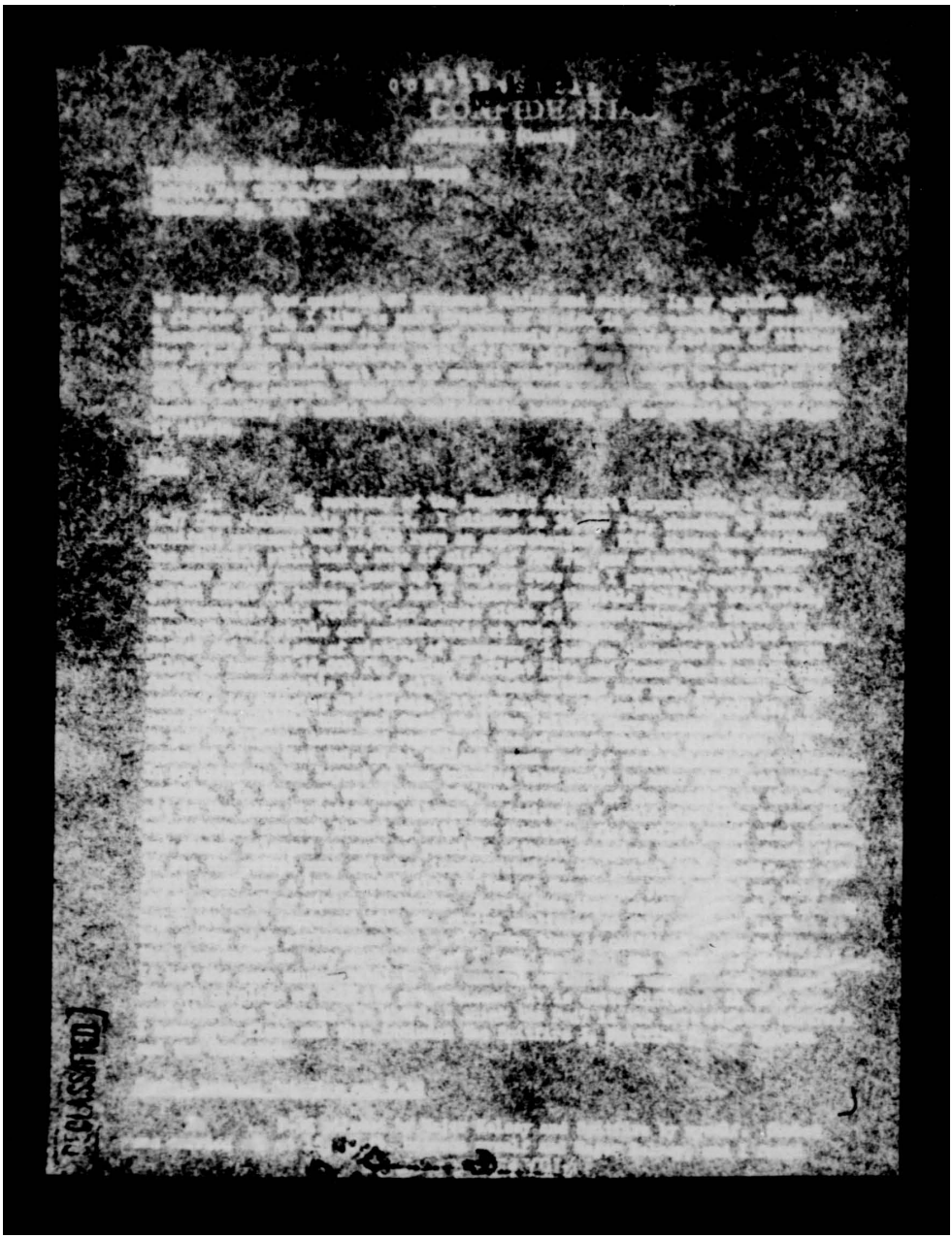

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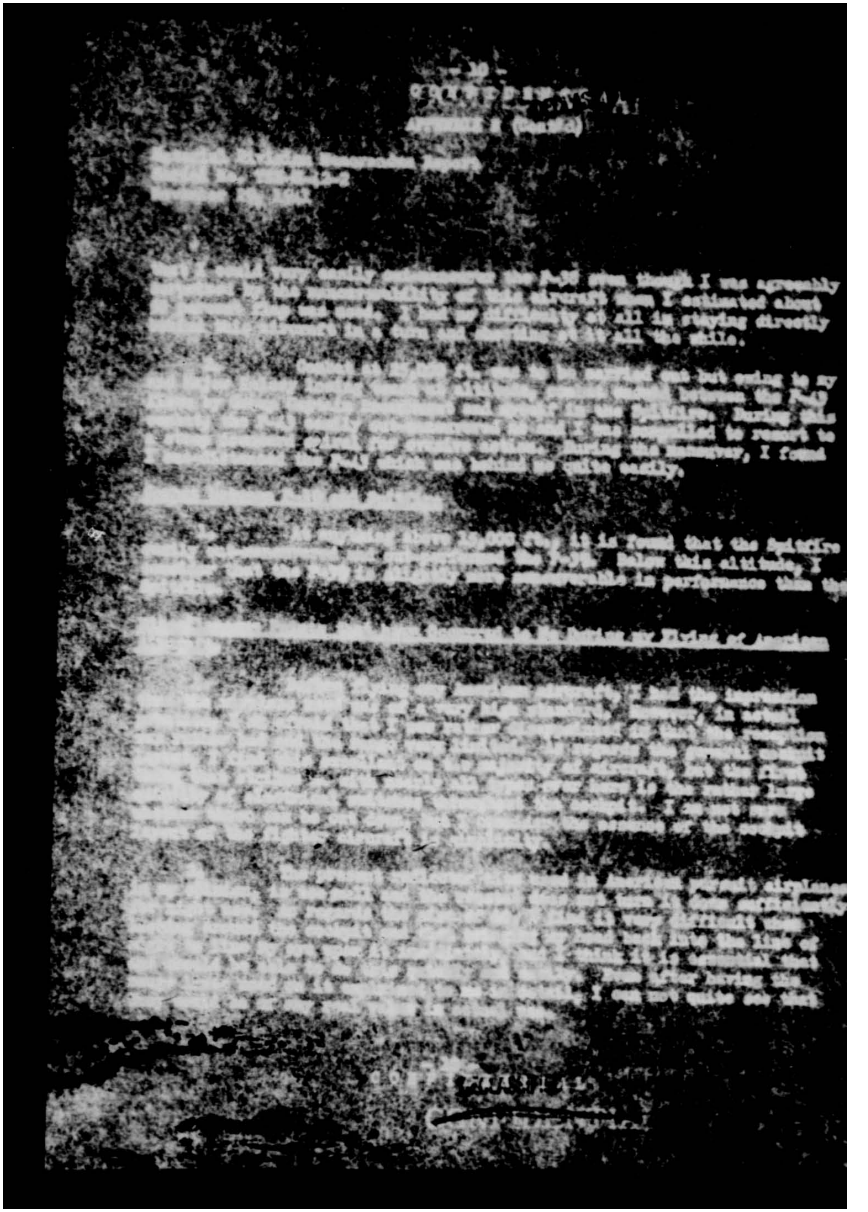

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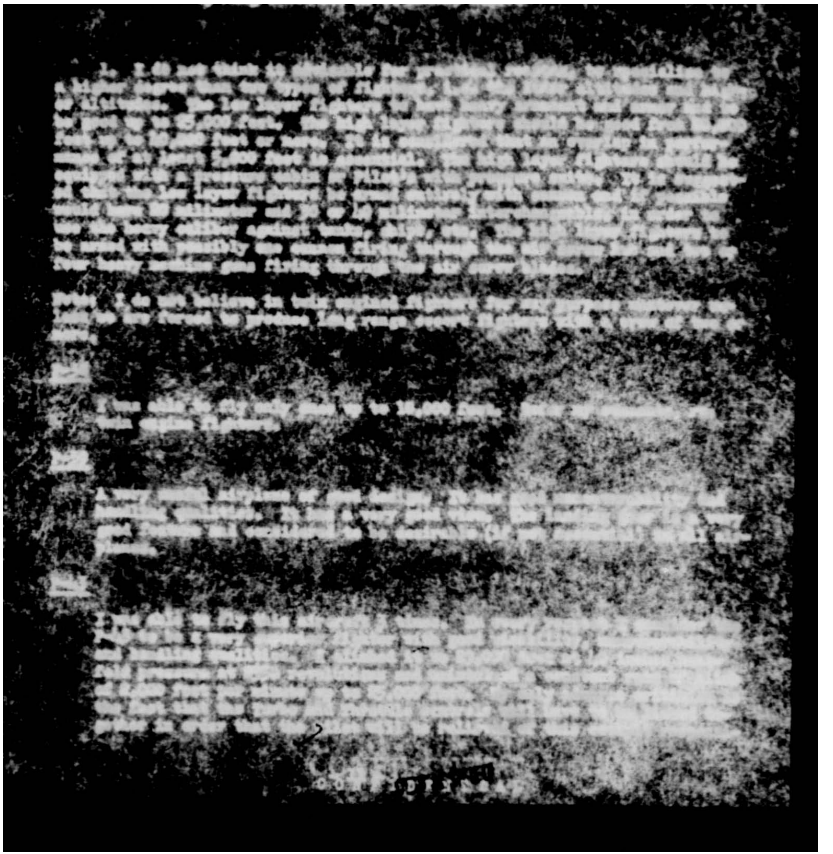

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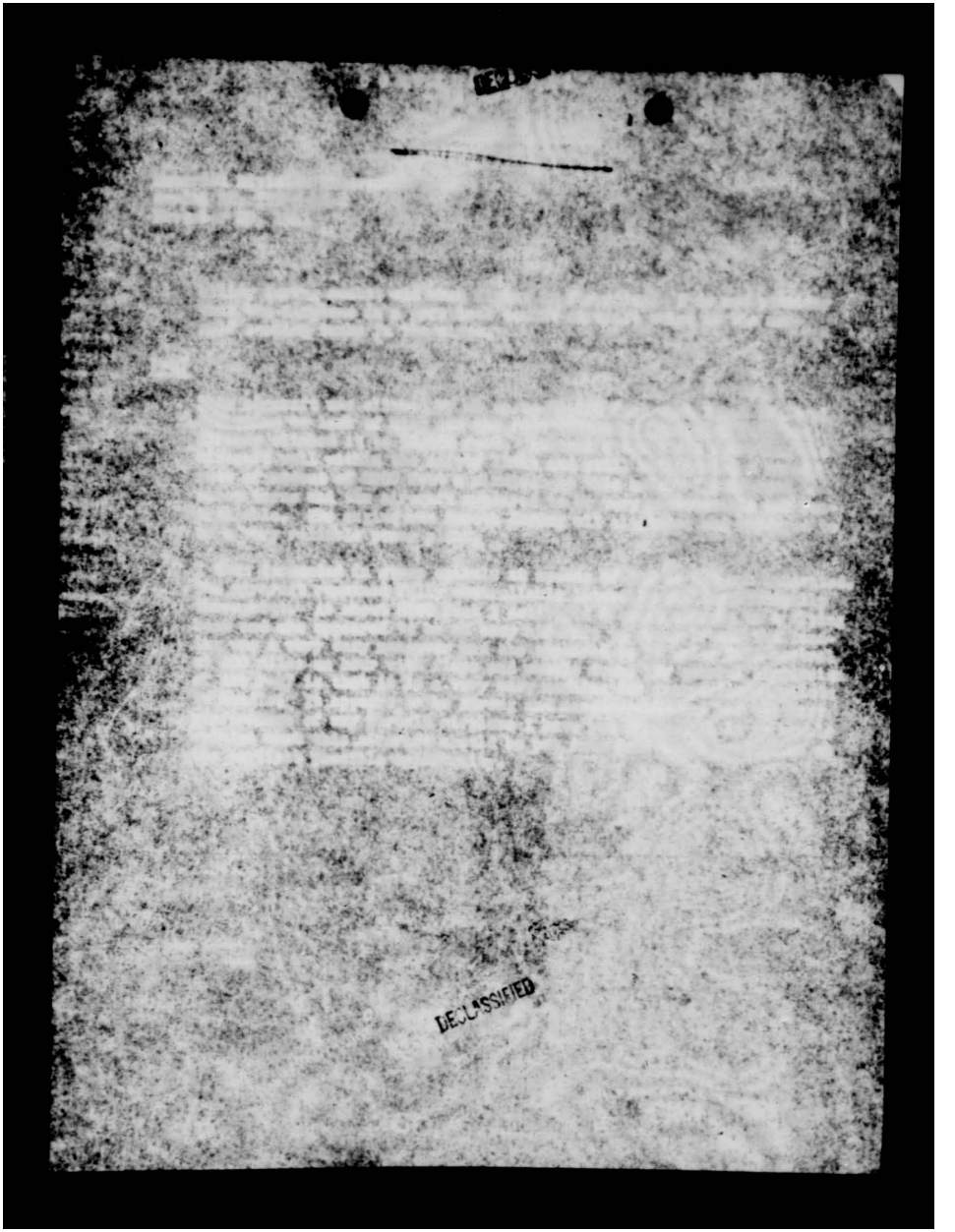

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8 Jan. & 20 June 1974
By: NARS; Date: 3-21-75

(4-E-6)

P-60-A Airplanes, Contract W535-ac-22714

4 OCAC AAF 12/31
Mat. Div. C/AS

1. In accordance with the instructions from General Arnold and General Spaatz, the production of P-60's has been cancelled and pursuit capacity at the Curtiss Buffalo plant is being converted to the manufacture of P-47's.

PWT:epc

2. The development of the P-60 airplane is being pursued experimentally only.

3. In accordance with instructions from General Arnold to create dive bomber capacity, the following plans have been made:

a. Retain one half share Nashville Vultee plant.

b. Manufacture A-25 dive bombers at the Curtiss plant in St. Louis.

c. Build a new facility, probably at Akron by Goodyear, to manufacture the A-25 dive bomber.

W. R. W.
Actg. C/AC

Incl.n/c

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CONFIDENTIAL (4-E-6)

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DOD Dir.
5 Par. 4 & 20 June 1974
By: [illegible] Date: 3-31-75

P-69-A Airplanes, Contract W535-ac-22714

4 OCAC Mat. Div. C/AS — AAF — 12/31

1. In accordance with the instructions from General Arnold and General Spaatz, the production of P-69's has been cancelled and pursuit capacity at the Curtiss Buffalo plant is being converted to the manufacture of P-47's.

PET:cpc

2. The development of the P-69 airplane is being pursued experimentally only.

3. In accordance with instructions from General Arnold to create dive bomber capacity, the following plans have been made:

a. Retain one half share Nashville Vultee plant.

b. Manufacture A-35 dive bombers at the Curtiss plant in St. Louis.

c. Build a new facility, probably at Akron by Goodyear, to manufacture the A-35 dive bomber.

W. R. E.
Actg. C/AS

Encl.n/c

RETURN TO PROD. ENGR. BR., ENGR. SEC., MAT. DIV., OCAC

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

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DOD Ltr.
8 Jan. & 20 June 1974
By: [illegible] C: Date: 1-8-75

Received from the Office, Chief of the Air Corps the following (SECRET [illegible]) document:

Addressed to: AAF C/S

Subject: P-40B-1 Airplanes, Contract W535-ac-[illegible]

Type of Corres.: MR (A)

Date: 1/8/42

Basic Dated: 12/22/41

No. Incls.: Qty of Items to Asst. Ch. Mat., Mjr. Wright Field, 11/29/41 from Maj. Hunt H. Handley, Jr. w/Indorsement 1st Ind. Mjr. Hunt Rpt. Item 8-40-B, Orig; 5 RAF Pilots visit Wright Fld. 12/20/41 Conf. Photo. Qty Serial No. [illegible]-40-B, Orig; 5 RAF Pilots visit Wright Fld.

PLEASE ACCOMPLISH AND RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps.

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4003,AC.,Rev. 12/2/41

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DOD Rtr.
6 Jan. & 20 June 1974
By Authority of: Date 3-21-74

AI Equipment.

AAF/A-3
OSF-ds

1 AAF C/AS OCAC. 1941 12/10

1. The 3 A-20A airplanes with AI equipment installed now located at Mitchel Field will be transferred to school activities at Scott Field, Illinois. One B-25 airplane with ASV equipment installed now at Langley Field will also be transferred to the control of the Commanding Officer ATCS, Scott Field, Illinois.

2. These airplanes are being made available to the school for the training of instructor personnel and basic training of operators and mechanics.

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	Sec-tariat	
	[illegible]				[illegible]						

AAF-39

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DOD Res.
8 Jan. & 30 June 1976
By: [illegible] C; Date 5-11-76

Complete equipment of airplanes at factory.

452.1 (11)

8	General Echols	General Arnold	12/18	1. The following instructions were issued by the Material Division, October 10, 1941: "1. In order to eliminate confusion which has occurred in installation of guns in aircraft, due to faulty provision for installation at manufacturers' plants and due to rapid shifting of airplane allocations, you are instructed to take immediate steps to have all production airplanes completely equipped with guns prior to acceptance at the factory." 2. Instructions will be issued covering other types of equipment, such as oxygen and navigation equipment, as soon as the supply of these items are sufficient to meet the delivery requirements of combat airplanes. O. P. E. Chief, Mat. Div.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Dir. 5 Jan. & 20 June 1954
E.O. 11652, S.C.: Date 2-21-75

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

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File No. .....

Tally No. AAF .....

SUBJECT: British and Lend-Lease Orders.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Spaatz	1941 12/9	1. Here is the authority for taking over all British and Lend-Lease orders. Note it has the approval of the President. Use this as your guide. 2. Copy should be furnished to General Echols.

H.H.A. nmo

452.1 (10-9-41)

Copies furnished to General Echols A-3 & A-4.

T.T.

Noted

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DOD ltr
8 Jan. & 20 June 1974
By: WHS/DIOR, Date 3-25

December 9, 1941.

[redacted]

I had a conference with the President alone today just before the meeting of SPAB. I told him that the defense of the Pacific coast had been originally based on the reconnaissance and the security protection by Hawaii and the fleet, and that the present attack had left the west coast unprotected. Consequently we have been hurrying all air forces now to protect San Diego, Los Angeles, San Francisco, Bremerton, and Seattle, except that we were also protecting in the east the Pratt & Whitney and the Wright factories of our airplane engines. I handed him the report made by the Chief of Staff showing the details of this movement which he read carefully.

I advised him to permit us to take the plane production from Lend Lease and, if necessary, from British orders until we had completed our 54 group program. I told him that Arnold advised me that this could be done probably by January 1st. He acquiesced and subsequently expressed to the meeting of SPAB his approval of this policy.

You may therefore go ahead and carry out this policy just as fast as you can.

HENRY L. STIMSON
Secretary of War

Copy to General Arnold

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] Date: 2-21-75

December 8, 1941.

Original Given to Col. Shelmire by Gen. Marshall

(Col) 11-45-41

MEMORANDUM FOR THE SECRETARY OF WAR:

1. Status of airplanes in the Philippines:

35 - B-17's
165 - P-40's
52 - P-35's

The attack on Clark Field may have destroyed some of this force. Fifty-two (52) bombers now enroute - arrival problematical.

2. Status of airplanes in Hawaii:

40 - P-40's
8 - A-20's
6 - B-18's
7 - B-17's

3. Status of airplanes in Alaska:

12 - B-18's
20 - P-36's
1 - P-37

4. Twenty-five (25) P-35's -- at San Francisco, scheduled for shipment to the Philippines.

Thirty (30) B-17's on West Coast being prepared for movement to the Philippines, of which number nine (9) can leave Wednesday, nine (9) Friday, and nine (9) Sunday.

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	
					-1-						

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5. The status of units in the United States is as indicated in the attached enclosures, A and B.

6. The status of airplanes due for export as of December 7, 1941, is as shown on attached chart, Exhibit C. All of these airplanes except Pursuit are equipped with British armament and bomb racks and not immediately usable by us, except the 42 Liberators which can be used for off-shore reconnaissance missions, primarily at night, and 80 Lockheed Hudsons (A-29(s) which can be used for off-shore reconnaissance. Pursuit are all unable.

7. In view of the present situation, in addition to bringing the 3 Pursuit Groups now on the West Coast, or enroute thereto, up to strength, which requires 45 airplanes, it is believed urgent that 2 Pursuit Groups be available on the East Coast. One Group now on the East Coast, the 8th Group, has 55 airplanes. To bring this Group up to strength and provide the additional Group, will require 105 Pursuit airplanes.

8. SUMMARY: Total Pursuit required, East Coast 105; West Coast 45. There are 518 pursuit airplanes due for export on hand in the United States, December 7, 1941. Providing the 150 above, will leave a total of 368 airplanes for other use. Steps should be taken to provide 200 airplanes for movement to Hawaii as soon as such shipment by boat can be made. In addition to the 25 P-39's now at San Francisco awaiting shipment to the Philippines, 75 additional should be available as soon as shipment can be made.

1s/ Gen. Spaatz

CARL SPAATZ
Brig. General, Air Corps,
Chief of The Air Staff.

AAG Received

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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DOD Dir.
5 Jun. & 30 June 1954
By NARS, LC. Date 2-21-75
DEC 9 1941

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND:

Subject: Allocations of combat type airplanes to the Air Forces Combat Command.

1. Based on the critical international situation, it is desired that units listed below be equipped airplanes in accordance with the indicated schedule.

2. This schedule utilizes all existing available types of airplanes believed suitable for the purpose. In some few instances airplanes shown on the schedule are now in depots or out of commission for various reasons. Nevertheless, it is desired that even these airplanes be allocated to units. This will insure that when they become available, all of the designated units will be properly assigned the numbers of airplanes together with the types indicated in the schedules.

3. It is desired to point out that while some of the types of airplanes assigned to the various units are lacking in turrets, armor plate, and armament, nevertheless, they are considered suitable for training purposes until more suitable equipment becomes available.

4. A more accurate and detailed chart will be furnished as soon as final figures are available from the Material Division.

Pursuit:

Unit	Basic type assigned / Allocation to January 1, 1942 and dispositions.
31	C (I)
8	"
20	"
55	"
24	"
29	"
36	"
52	"
55	"
49	"
57	"

to go to Panama

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...r General Arnold.

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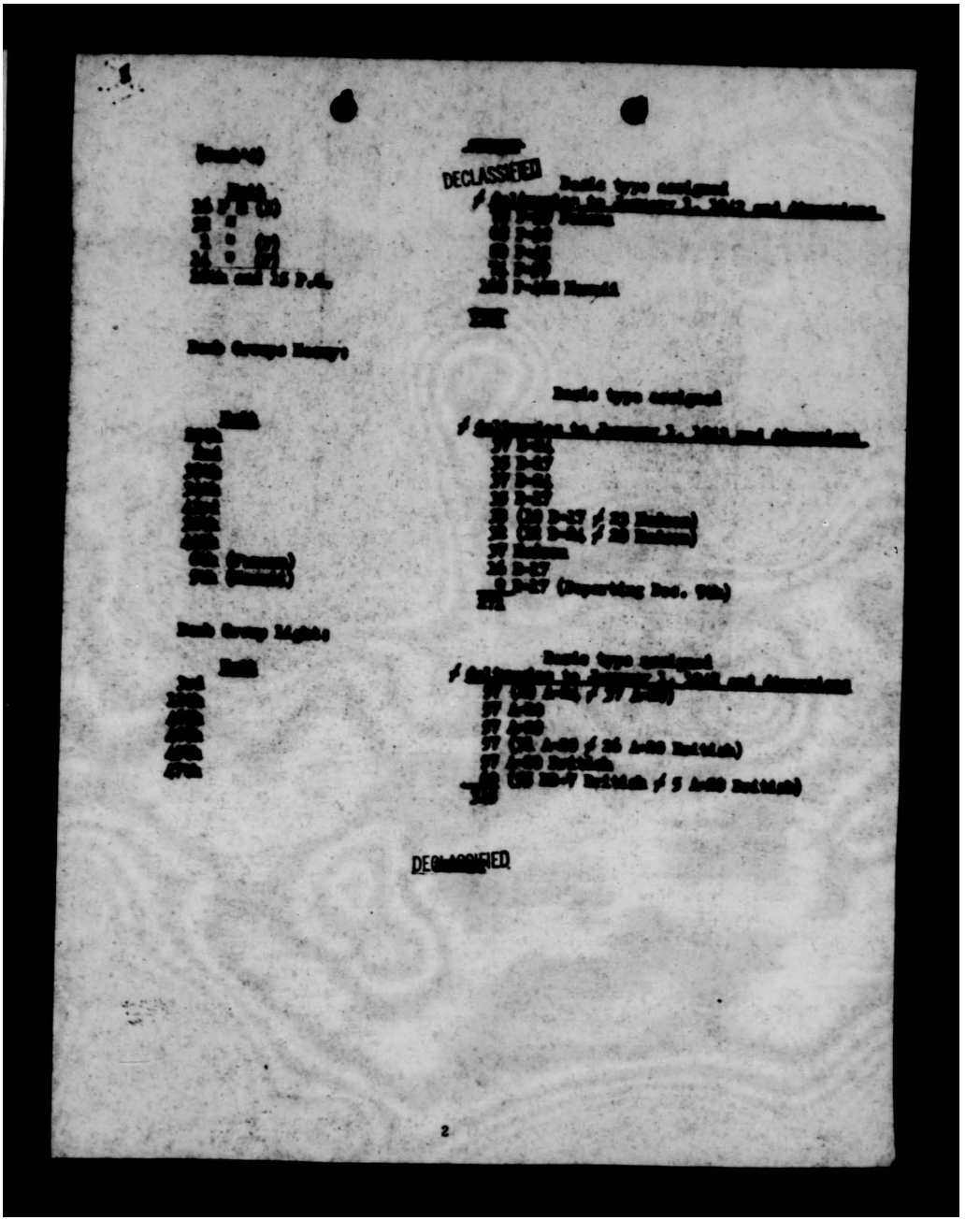

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

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ROUTING AND RECORD SHEET

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(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office requested.

SUBJECT: Estimate of Supply Requirements - Far East.

NO.	FROM	TO	DATE	DATA
2.	C/AC Hq. Army Air Forces DEC 8 1941 AAG Received	AAF C/AS	1941 12-21	1. In view of the change in situation with respect to the Far East, it is recommended that a new directive be initiated on the subject estimate. For W. E. W. Actg. C/AC

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Dir.
6 Jan. & 20 June 1974
By NARS, Date 3-11-75

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

File No.

Tally No. AAF

SUBJECT: Estimate of Supply Requirements - Far East.

NO	FROM	TO	DATE	COMMENTS
1	AAF C/AS	C/AC	1941 12/8	AAF/A-4 JFW/cmd 1. Uncertainty as to possibility of delivering additional supplies to the Far East indicates the necessity of establishing war reserves insofar as possible of fuel, lubricants, munitions, spare parts, etc. for the estimated combat life of the airplanes involved; based upon 20% attrition per month, or five months life, with mission rates according to AG 452 (1-14-41)M-WPD dated January 21, 1941. 2. The following figures of airplane strength should be used as a basis for computing requirements stated in para. 3. a. Modern types 165 Heavy Bomb (incl 35 B-17 C&D with no provision for turrets) 240 Pursuit Intercept 52 Dive Bombers (without leak proof tanks) b. Obsolescent types 53 P-35 A Pursuit Intercept 18 B-18 Med Bombers 65 Miscellaneous 3. It is requested that the matter of airplane spare parts, maintenance and equipment supplies as well as Air Base and Air Depot requirements be immediately surveyed as to total requirements, availability in P.I., augmentation or reinforcement necessary. Although projected deliveries of airplanes may be uncertain the foregoing survey should be based upon immediate delivery possibilities. Specific recommendations are desired covering ability to implement the supply action indicated in para. 3. Copy of foregoing delivered to ASC and Liaison C/AS

RECEIVED DEC 10 1941 ADJUTANT GEN'S OFFICE

RECEIVED DEC 10 1941 WAR DEPT. GEN. STAFF

AC-11 19/10 AC-534 SECRET (Do not use reverse side) AGO Form 1452, AC. Rev. 6/16/41

A 12-10 (16+a) XIV-2 X1 Page No. AG 381/452.1 (10 6)

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DOD ltrs
& Jan. & 20 June 1974
By: NARS, Date 3-21-75

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Estimate of Supply Requirements - Far East.

(90) 452.1

AAF/A-4
JFW/cmd

1 AAF C/AC 1941 1. Uncertainty as to possibility of delivering additional
C/AS 12/8 supplies to the Far East indicates the necessity of establishing
war reserves insofar as possible of fuel, lubricants, munitions,
spare parts, etc. for the estimated combat life of the airplanes
involved; based upon 20% attrition per month, or five months
life, with mission rates according to AG 452 (1-14-41)M-WPD
dated January 21, 1941.

2. The following figures of airplane strength should be
used as a basis for computing requirements stated in para. 3.

a. Modern types

165 Heavy Bomb (incl 36 B-17 CAD with no provision
for turrets)
240 Pursuit Intercept
52 Dive Bombers (without leak proof tanks)

b. Obsolescent types

53 P-36 A Pursuit Intercept
18 B-18 Med Bombers
65 Miscellaneous

3. It is requested that the matter of airplane spare
parts, maintenance and equipment supplies as well as Air Base
and Air Depot requirements be immediately surveyed as to total
requirements, availability in P.I., augmentation or reinforce-
ment necessary. Although projected deliveries of airplanes may
be uncertain the foregoing survey should be based upon immediate
delivery possibilities. Specific recommendations are desired
as to the implementing of the Army action indicated in

HEADQUARTERS [illegible]

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
										C/AS	

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
6 Jan. & 20 June 1974
Records, NARS, Date 3-21-75

SUBJECT: Night Fighter Specifications, WA-26-6.

NO.	FROM	TO	DATE	DATA
				AAF/AS ANV/cmc
1.	AAF S/AS	AAF A-4	1941 9-20	1. Attached is R&R from Gen. Arnold to General Spaats, Subject: Night Fighter Specifications, to be included in papers forwarded to the Pursuit Board when this Board is called into being. 2. It is requested that you cable proper authorities in England requesting information when Colonel Baker will have completed his work in England. Priority should be established for Colonel Baker's return through the Air Force Ferrying Command. At the proper time, a directive should be issued setting up this Pursuit Board in accordance with information given to Colonel Sorensen by General Spaats. The calling of this Board should be expedited. Cable should indicate "Hurry". A. W. V. Secretary, Air Staff
				Incls: Secret R&R from Gen. Arnold to Gen. Spaats, 8-21-41, above subj., w/att. thereto of Ltr. 8/19 frm. Dr. Bush to Gen. Arnold w/4 photostat cys Secret ltrs above subj.
				X-MEG:Jn
2	OCAC Exec	AAF S/AS	12/4	1. The attached data was left in this office by Col. Baker and is returned hereby for file or other disposition. M. E. G. M. S. F. Executive

Hq. Army Air Forces
DEC 1941
AAF Registry 10:16am

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs.
8 Jan. & 20 June 1974
By AFHRA(RS) Date 3-21-75

(To be filed with correspondence)

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SUBJECT: Night Fighter Specifications, WA-26-6

NO.	FROM	TO	DATE	DATA
1.	General Arnold	General Spaatz	8/21 1941	1. It is becoming clearer as time passes that the present war in Europe is developing the necessity for pursuit planes of new capabilities and types. 2. In order to meet requirements along this line which will be imposed upon the Air Force in case we enter any war in the near future, we must start proceedings at once to develop these new types for production at such time as they can be thrown into the factories without slowing up the output. 3. The radio detector is a necessity for all night fighters. The British search-light plane provides means whereby the radio detector can be far more efficiently used. A larger number of cannon, or .50 or .30 caliber machine guns are a necessity in any night fighter due to the short period of time of contact with hostile aircraft. It would therefore appear that we must develop a night fighter that has a detector and probably the search-light in a lead plane of a flight with heavily armed planes capable of delivering the maximum volume of fire from the other planes in that flight. 4. Attached herewith is the latest British ideas relative to night fighting. 5. With the above information in mind, prepare a directive for me to the Chief of the Air Corps which will result in our getting modern night fighters at the earliest possible date. H. H. A.

Incl:
Ltr 8/19 frm Dr. Bush to General Arnold w/ 4 photostat cys secret ltrs above subject.

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DOD Dir.
5 Par. 4 20 June 1974
By: [illegible] NARS, Date: 3-1-X

OFFICE FOR EMERGENCY MANAGEMENT
OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
1530 P STREET NW.
WASHINGTON, D.C.

VANNEVAR BUSH
Director

August 19, 1941

SECRET

Major General H. H. Arnold
Deputy Chief of Staff for Air
Office of the Chief of Staff
War Department
Washington, D. C.

My dear General Arnold:

Subject: Night Fighter Specifications
WA-26-6

Attached herewith is a copy of the communication from my office in London regarding night fighter specifications. These papers include Mr. Hovde's letter to Sir Henry Tizard and Sir Henry's reply.

This was sent to my office for the attention of Dr. Conant and myself only. We are keeping the original copy here in our safe and the only other copy is that which I am sending herewith. It is intended that you are to receive a copy of this, and will undoubtedly receive a duplicate from Colonel Larner in due course.

Very sincerely,

V. Bush, Director

Enclosure

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[redacted]

[redacted] if aircraft production

[redacted] Army

[redacted] one to whom to address a query like this request whose opinion would carry such weight with Dr. Rush and Dr. [redacted] writing to ask if you would be good enough to give me a brief description of the latest specifications for night fighters. Dr. Rush and Dr. [redacted] ment would appreciate having these specifications before the design and production of the American night fighter gets much further along.

If you are too busy to provide such a description perhaps you would be good enough to refer this request to someone whose current and knowledge concerning these matters is up to date.

I have outlined below the various night fighter characteristics which might be useful in framing a reply.

1. [redacted] ight characteristics

a. [redacted] aximum speed
b. [redacted] ervice ceiling
c. Endurance
d. Stability
e. [redacted] aneuverability requirements
f. [redacted] ate of climb
g. [redacted] ir brakes
h. [redacted] oad
i. [redacted] ilotage cabin

2. [redacted] ype of ground handling characteristics

a. [redacted] peed
b. [redacted] tability
c. [redacted] ricycle landing gear
d. [redacted] ength of run

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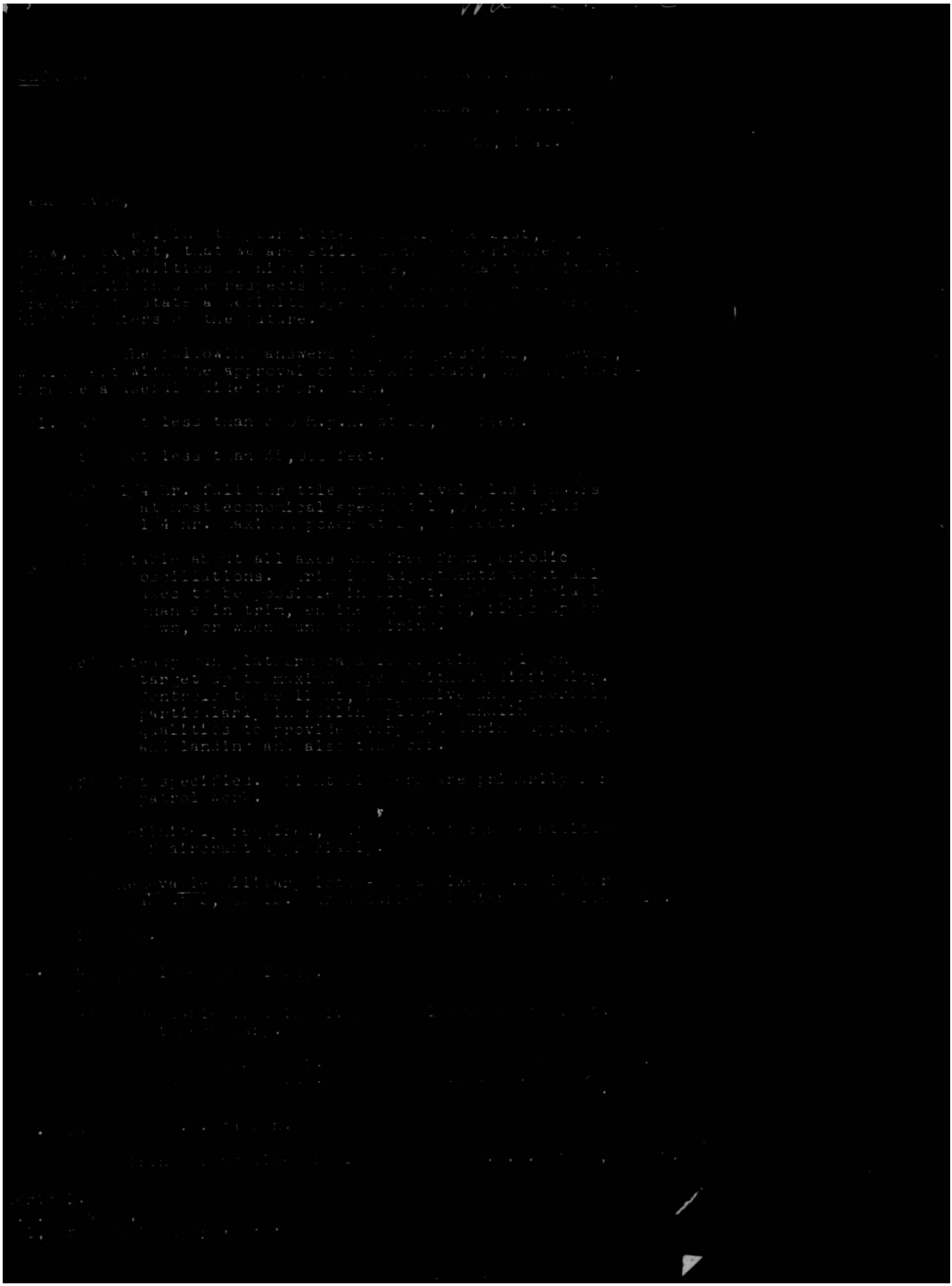

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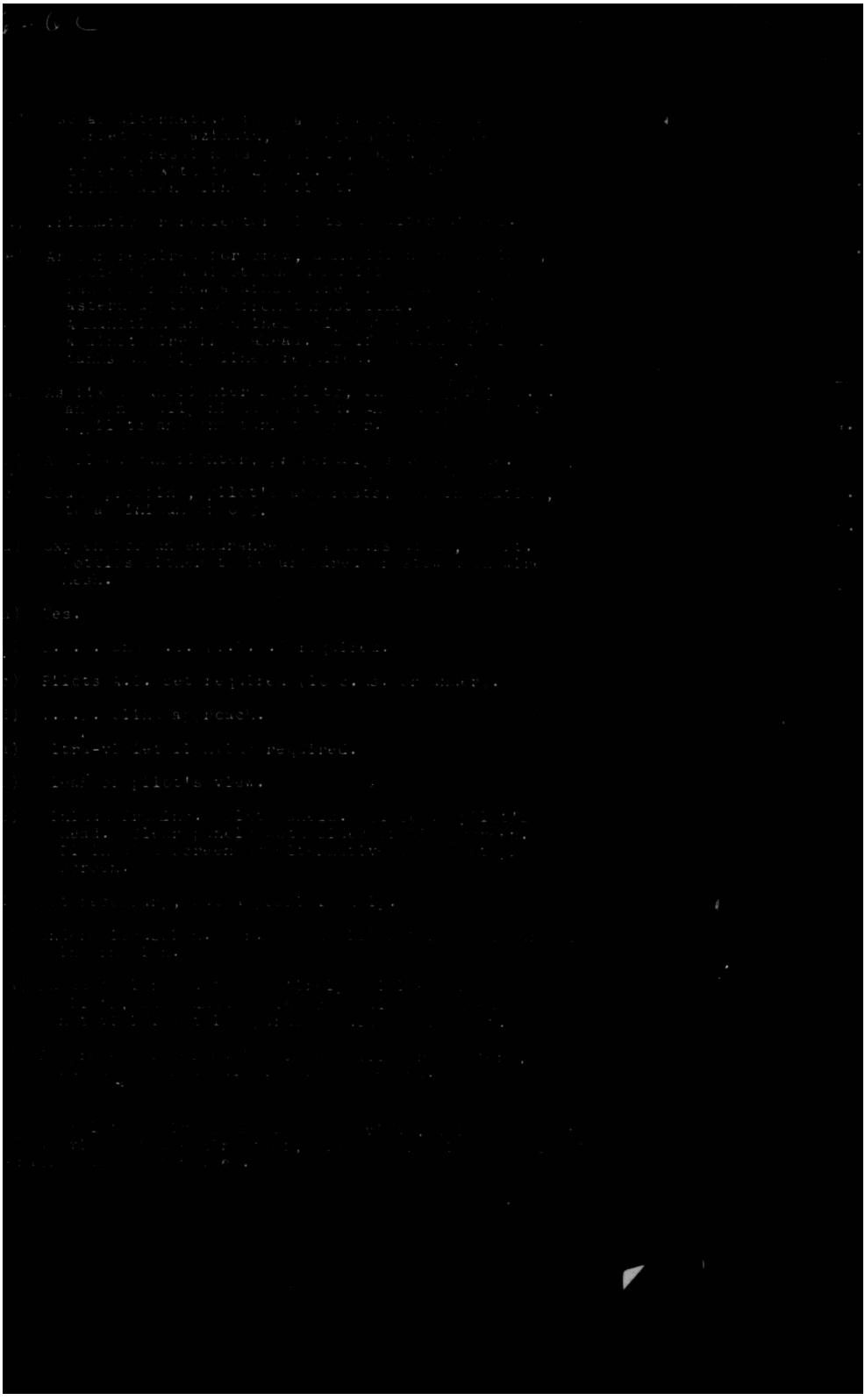

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DOD ltr.
8 Jan & 20 June 1974
By [illegible] Date 2-21-75

SUBJECT: Faults and Failures of American Aircraft Abroad.

7. AAF OCAC 1941 AAF/A-2
A-2 Intel. 12/12 JTK-ghf

1. It is desired that the information requested in Item No. 1 should be extracted from your reports or files and recapitulated in a special paper.

2. For clarity and convenience, the failures should be listed on each type of American aircraft, i. e.

Curtis P-40

Martin

Douglas DB-7

Incl. n/c

H. F. S.
C/A-2

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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DOD ltrs.
3 Jan. & 20 June 1974
By: [illegible] Date: 3 31 75

Faults and Failures of American Aircraft Abroad

AAF/A-2
[illegible]

1 AAF A-2 CSAS 19/6 1941

1. It is requested that a report showing a summary of all faults or failures of American aircraft operating abroad be furnished thisoffice not later than Tuesday, December 9, 1941.

12:45 pm

H. F. S.
C/S-2

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COPY
DOD Ltr. 4 20 June 1974
By [illegible], NLC; Date 12-31-75

2.	OCAC	OCAC Intel.	1941 12/8	Will you take hold of this and coordinate where necessary. Due to events of yesterday and today, General Scanlon says we may have until December 12, 1941. M. E. G. Ass't. Exec.
3.	OCAC	Mat. Division	1941 12/9	OCAC/2-A-2 KLJ:mck 1. It is believed that the Materiel Division has more complete information readily available regarding the above. 2. Enquiry is being forwarded in accordance with conversation with Col. Volandt. JGT C/Intel. Div.
4.	OCAC Exec.	Intel.	12/9	K-MEG:nj 1. Request that this be referred to Colonel Taylor himself. All information from foreign sources passes through the Intelligence Division. That Division should be in the best position possible to compile the information requested by A-2. M. S. F. Executive.
5.	OCAC Intel. 2-A-2	OCAC Mat. Div.	1941 12/10	OCAC/2-A-2 KLJ:mck 1. Returned as per original conversation with Col. Volandt for the provision of the technical data originally requested, as this Division has never been in receipt of that volume of technical information received by the Materiel Division. 2. This Division will have completed tomorrow morning, Dec. 11, a general survey of operations and performance of American aircraft abroad, a copy of which can be loaned. In this rather extensive review are mentions of failures and operational difficulties but in the main, the paper is of a tactical nature. J.G.T. C/Intel. Div.

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DOD Dir.
E.O. 12958 Sec. 3.6 & 20 June 1994
By NARA/RLC: Date 5-31-07

6. OCAC AAF 1941
Intel. A-2 12/12

OCAC/2-B-1
BRS:amg

1. In accordance with your request we are attaching herewith our recapitulation of American plane operations abroad, which has been tabbed with red tabs at the items pertinent to the faults or failures of American aircraft abroad.

2. It is requested that this be returned as soon as possible to the Current Unit, Air Intelligence Section, Intelligence Division, as this is a current study and is necessary to our office.

JAMES G. TAYLOR,
Lieut. Colonel, Air Corps,
Chief, Intelligence Division.

1 Incl - Recapitulation of
American plane operations abroad.

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DOD ltrs.
8 Jan. & 20 June 1974
Rev. NSC. Date 3-21-75

Inadequacy of Equipment.

1. AAF C/AS 1941
C/AS 12/15

AAF/A-4
JFW/ccc

1. Comments relative the attached Memo from Commanding General, Air Force Combat Command, are requested with particular reference to 9th Indorsement, letter Subject: Inadequacy of Equipment, from AFCC to AAF, November 3, 1941.

Incl:
Memo fr CG AFCC to CAAF
12/4/41 w/Chart

CG
C/AS

DEC 17 1941
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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DOD Directive
E.O. 12958, as amended
By: [illegible] Date: 2-21-96

(A-8)

HEADQUARTERS AIR FORCE COMBAT COMMAND
Bolling Field, D. C.

AG0 381

MEMORANDUM FOR: Chief of the Army Air Forces,
Washington, D. C.

Attached hereto is a simple self-explanatory chart showing a grave situation with respect to combat aircraft assigned the Air Force Combat Command. The capabilities of this command for defense and for training depend directly on the availability to it of suitable aircraft. It is recommended that the necessary quantities of aircraft, completely equipped for combat, be made available without delay. Also, that the necessary steps be taken to expedite the procurement of bombing and gunnery ranges, targets, Link trainers, bomb trainers, ammunition, etc., required for intensive training.

DELOS C. EMMONS,
Lieutenant General, U. S. Army,
Commanding.

1 Incl -
Chart w/orig

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DOD Dir.
5 Par. 4, 20 June 1974
By NNDC; Date

Sol/3/1

JAN 6 1942

SUBJECT: Possible Development of Australian Bases.

TO: Chief of Naval Operations,
Navy Department,
Washington, D. C.

1. With reference to your letter of December 24, in connection with the investigation of a Board to investigate the practicability of Australian Bases as an operating base, the Army information received is duly appreciated.

2. It is understood that the USS HORNET has departed Natal and the situation is well on its way to completion. It was learned that a copy of the Board's survey report will be made available to you as soon as possible after their return. Decision to develop Australian Island will not be made until the subject has been referred to the Joint Board for consideration.

(Signed) H. H. ARNOLD

Deputy Chief of Staff

452.1 (10-D)

JAN 6 1942

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DOD Rmk.
By NNLSSLC; Date 5-21-76

(Air AG)

AG 451

January 19, 1942

SUBJECT: Modification of P-38 E Airplanes for Photographic Purposes.

TO : The Chief of the Air Corps

To insure necessary replacement of P-38E-Photographic airplanes, it is directed that, until further notice, 20 P-38E airplanes per month be modified for photographic purposes. This number will commence upon the completion of the one hundred (100) planes now allocated for this modification.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 20 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A Insp	Budget	Secretariat	
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DOD Dir. 5200.9 & 10 June 1964
By [illegible] LC: Date 3-21-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 16, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Modification of P-38 E Airplanes for Photographic Purposes.

It is desired that a letter substantially as follows be transmitted to the Chief of the Air Corps:

"To insure necessary replacement of P-38E Photographic airplanes, it is desired that, until further notice, 20 P-38E airplanes per month be modified for photographic purposes. This number will commence upon the completion of the 100 planes now allocated for this modification."

Hq. Army Air
JAN 17 1942
AAG Recd.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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AAG 452.1 (200)

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DOD Mtr.
8 Jan. & 20 June 1974
By NARS, Date 5-31-75

AAF/A-3
TAL/jg
written January 13,1942

Dispatched
JAN 19 1942
AAG

3rd Ind.

WAR DEPARTMENT HEADQUARTERS ARMY AIR FORCES, Washington, D. C.
TO: Commanding General, Air Forces Combat Command

1. Plans are now being formulated for the procurement of practically all [illegible] airplanes [illegible] of which [illegible] will be [illegible] Chief of Staff [illegible] Priority [illegible] to observation [illegible] [illegible] [illegible]

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] NLC; Date 3-31-75

aircraft are essential.

2. It is expected that the shortage of twin-engine combat type airplanes will be sufficiently relieved in approximately six months to allow allocation to the observation squadrons mentioned in the basic communication.

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A [illegible]	Budget	S [illegible]	
					Exec M						
					OPD						

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AGO AG&1 (12-27-42)Comsmdl. 21 Dec. (Sdlj)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C. JAN 4 1943

TO: Chief of the Army Air Forces, Washington, D. C.

2. For such action as you deem necessary.

3. For your information and guidance, orders have already been issued to transfer all surplus AC&W type airplanes from the 45th Bomb Group, Manchester, to the 24 Bomb Group at Dunnsville.

For the Commanding General:

W. G. Caldwell
Major, A. G. D.
Asst Adjutant General

To: Army Air Forces
JAN 5 1943
AAG RECEIVED

- 3 -

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AAF/A-3
TAL/JG

Subject: Additional Aircraft for Inshore Patrols.

January 13, 1942

Received from the office of Headquarters Army Air Forces, 3rd Indorsement to the Commanding General, Air Force Combat Command with basic letter and two attachments, subject as above.

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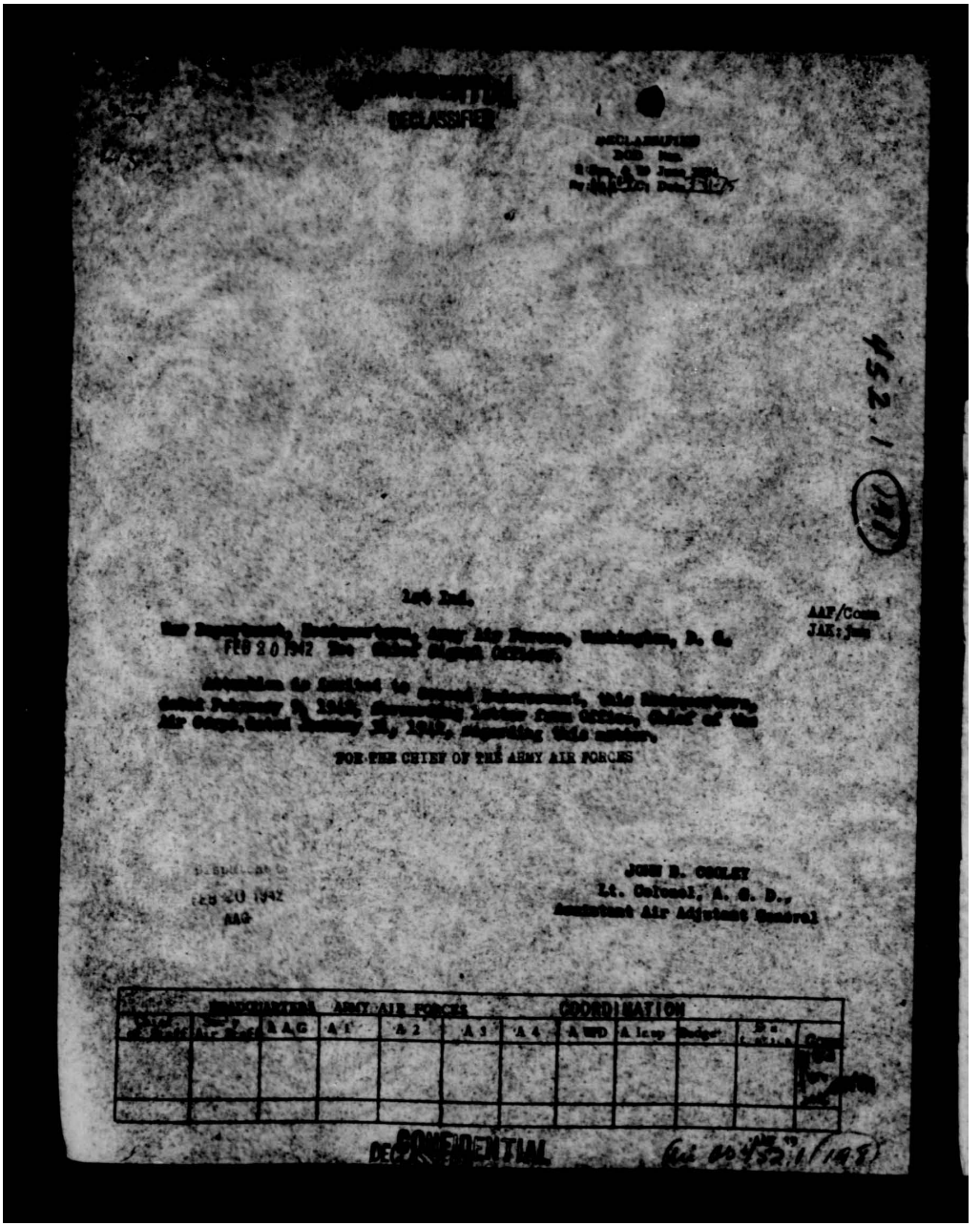

2nd Ind.

AAF/Comm
JAK:jmh

FEB 20 1942

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN R. OSGLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

FEB 20 1942
AAG

WAR DEPARTMENT ARMY AIR FORCES							COORDINATION				
		A.A.G.	A-1	A-2	A-3	A-4	A WPD	A Insp	Budget		

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IMMEDIATE ACTION

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By NARS, Date 3-31-75

OCSigO 413.44 A.C. Dev.

WAR DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER
Washington,

M-7

January 16, 1942

SUBJECT: Aircraft and pilots for Flight Testing

TO: Chief of Army Air Forces

1. Request that positive action be taken by your office to make available the following aircraft and pilots for flight testing aircraft and Radar equipments:

a. To: The Aircraft Radio Laboratory, Wright Field, Dayton, Ohio.

(1) 1 C-39 airplane or a comparable type
(2) 2 B-18 airplanes or a comparable type
(3) 4 Lockheed 12 airplanes or similar type

b. Each of above-mentioned planes with pilots permanently assigned to the Aircraft Radio Laboratory, Wright Field, Dayton, Ohio.

c. To: The Signal Corps Radar Laboratory, Fort Monmouth, N.J.

(1) 1 Cessna twin-engine airplane or a comparable type
(2) 1 Harlow single-engine airplane or a comparable type
(3) 1 Lockheed 10 airplane or a comparable type
(4) 1 Grumman multi-engine airplane or a comparable type

d. Each of above-mentioned planes with pilots permanently assigned to the Signal Corps Radar Laboratory, Fort Monmouth, N.J.

2. This Office has made repeated requests for aircraft and pilots for use in making flight tests of the various equipments now under development or under procurement. Civilian aircraft have been used whenever possible. Negotiations with the Civil Aeronautics Administration for this service were unsuccessful, it is understood, due to action by the Ferrying Command.

3. The development and test of airborne and Radar equipments cannot be accomplished without aircraft for flight test purposes. All available aircraft are now under control of the Air Corps. Lack of aircraft for development and test purposes is materially hindering a very important element of the defense effort.

/s/ Dawson Olmstead,
Major General,
Chief Signal Officer of the Army

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DOD Dirs.
8 Jan. & 20 June 1974
By: NARS, Date 3-31-75

January 31, 1942

SUBJECT: Aircraft and Pilots for Flight Testing.

TO : Chief of Army Air Forces

With reference to your Routing and Record Sheet dated January 17, 1942 and basic communication from Chief Signal Officer attached, action is being initiated to secure procurement of aircraft similar to those identified in the basic letter, except the O-38 and the B-18 type aircraft which are military aircraft. It is extremely doubtful if Lockheed Model 12 or Model 18 aircraft will be available, but it appears probable that substitute two-engine aircraft can be obtained.

For the Chief of the Air Corps:

Incls:
Ltr as above
w/attach.

[redacted]
Brig. Gen., Air Corps,
Assistant for Ferrying Services.

1st Ind. (11-A)

War Department, Office, Chief of the Air Corps, Washington, D. C., February 5, 1942. To: Chief, Army Air Forces.

Incls.-w/o W. F. P.

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DOD ltrs
8 Jan. & 20 June 1974
By: NHPRC; Date 3-31-75

January 21, 1942

AAF/245-4

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

Model		Classification
XR-1A	Airplane, Observation (Helicopter) One (1) Pratt and Whitney R-985-AN-1 Engine (Platt-LePage)	Experimental

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

For the Chief of the Air Staff:

K.P. Curtis,
Lt., Col., Air Corps
Assistant Secretary of the Air Staff

1 Incl.
S.E. Change Request,
File No. 00-723

JAN 22 1942
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HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec'y A. S. Staff	A A G	A	A 2	A 3	A 4	A WPD	A Insp	Budge	S a	
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INTER[illegible] MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

WEXpage - 71

DECLASSIFIED
DOD Rev.
E.O. 12958, Sec. 3.6 June 1996
By NNAG, LC; Date 3-21-97

Wright Field, Dayton, Ohio
Date December 23, 1941

TO: Chief, Material Division
Office, Chief of Air Corps
Washington, D. C.

4

SUBJECT: Authority for Change of Status of Equipment

1. The following Authority for Change of Status of Equipment is being forwarded for approval in accordance with AR 850-25:

39-723 - Model XR-1A Airplane, Observation (Helicopter) (Platt-LePage)

K. B. WOLFE
Lt. Col., Air Corps
Chief, Production Engineering Section

By HAROLD O. [illegible]
Major, Air Corps
Chief, Specification Branch

1 Encl.
Chg. Req.

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Signature T. A. Sims
T. A. SIMS,
Major, Air Corps
Asst. Technical Executive

1-1/TR
AC-590 AC 763

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible], NARS, Date 3-31-75

AG AIR (1-10-42)MSC-S

EFN/Sn-1705.

January 14, 1942.

3410

SUBJECT: Classification of Aircraft.

TO: Chief of the Air Corps.

1. The classification of the following aircraft is approved as set forth below, the more specific details of which are contained in the inclosed Authority for Change of Status of Equipment.

Model	Classification
XB-36 Airplane, Bombardment, Heavy, Long Range (Consolidated) Six (6) Pratt & Whitney I-Shop Engines.	Experimental

2. It is desired that you take the necessary action.

By order of the Secretary of War:

J. O. Brackinridge

Adjutant General.

1 Encl.
Auth. for chng. of status of equip.

COPY TO: Chief of the Army Air Forces.

Air AG 452.1 (196)

CONFIDENTIAL

Air AG 452.1 (196)

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DECLASSIFIED SECRET

Directive No. B-32

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June
Re: AFHRC: Date

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 14, 1942

DIRECTIVE MEMO FOR: A-5

Subject: B-17E for Long-range Project.

1. You will take from production one B-17E for modification to long-range project.

By direction of the Chief of the Air Staff.

John Y. York,
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- WPD	A. Insp.	Judge Adv.	Statistics

AAF-3

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Dispatched
JAN 16 1942
AAG

WND/gr
(Air AG)

1st Ind.

WD HQ. ARMY AIR FORCES, Washington, D. C. - January 16, 1942. To: The Adjutant General.

1. Approved, with request for immediate telegraphic action. Attention is invited to paragraphs 2 b and d, Section II, memorandum to Chief of Staff, Subject: Utilization of Aircraft for Sea Search and Training of Required Crews, [illegible], January 10, 1942.

COORDINATION

Chief of Staff	Sec. of A. Staff	AAG	A-1	A-2	A-3	A-4	A-WD	Army	Budget	Sea rvices	

JOHN H. [illegible],
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

AAF 39

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DOD Itr.
6 Jan. & 20 June 1974
By: NLJ/RAC; Date 3-31-75

January 13, 1941.

To : The Adjutant General, U. S. Army, Washington, D. C.
(Thru Chief of the Army Air Forces, Washington, D. C.)

1. It is requested that the Commanding General, Caribbean Defense Command, be directed to order combat crews to operate eight (8) B-18 airplanes equipped with ASV equipment for temporary duty at Wright Field, Quincy, Mass. for training in the operation of this type of ASV equipment, and upon completion of this duty, to ferry these airplanes to proper stations. Four of these airplanes are to be assigned to Borinquen and four to Ramey. Crews ordered to report to Wright Field on this assignment should be personnel who will be permanently assigned for the operation of these airplanes.

2. These airplanes are now ready for delivery. Recommend that all orders issued be by telegraph and the travel be authorized.

For the COMMANDING GENERAL:

J. W. RAMSEY
Lt. Col. A.G.D.,
Assistant Adjutant General

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DOD Rtr.
6 Jan. & 20 June 1974
By [illegible], Date 3-11-75

AAF/A-3
CMcC-ls

Subject: Additional Range in B-7 and A-20G Airplanes.

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
written 2/10/42 FEB 14 1942 To: The Chief of the Air Corps.

1. It is directed that you deliver one of the B-7 airplanes allocated to the 44th Bombardment Group, and not yet delivered, to Wright Field for the tests outlined in paragraph 4 of basic communication. Upon completion of the tests at Wright Field this airplane will be returned to the 44th Bombardment Group (L).

2. The above confirms instructions transmitted to the Air Service Command, OCAC, by telephone.

By Command of Lieutenant General Arnold

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

452.1 (12) B

Hq. Army Air Forces
FEB 11 1942
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FEB 11 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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AAF-39

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DOD ltrs
6 Jun & 20 June 1974
By: NARS, Date: 3-3-75

JAN 31 1942

Additional Range in DB-7 and A-20C Airplanes

Chief of Air Staff

References: Ltr frm AAG to C/AC dated January 16, 1942, File (Air AG) AC129

1. The contractor's engineering study indicates that these airplanes will not be able to achieve a range of 2400 nautical miles.

2. The contractor further states that they believe it will be satisfactory to take off with a maximum gross weight of 24,300 pounds at sea level, from an airport having ideal run-way conditions and a minimum run-way length of 3700 feet. This load of 24,300 pounds includes extra tankage to a total of 1100 gallons of fuel, a crew of three and 100 rounds of ammunition per gun for seven guns.

3. Under the conditions outlined in paragraph 2, it is believed that a range of 1765 nautical miles in still air at 10,000 feet can be obtained with two-hour reserve. No warm-up is included in this estimate. This figure is based on automatic lean mixture, specific fuel consumption of .511, brake h.p. for engine 581 and engine R.P.M. 1763.

4. It is requested that a DB-7B airplane be assigned to Wright Field for fuel consumption and engine cooling tests under the above conditions. This airplane will be equipped with a torquemeter and flowmeter.

5. If the flight tests indicate that the above ranges are practical and desirable, the contractor advises that they require three weeks elapsed time after receipt of order to equip the first airplane for long range flight and that nine additional could be equipped within two weeks after completion of the first airplane. The equipping of any subsequent airplanes would be dependent upon the exact quantity contemplated and would require an A-1-a priority on critical tank material.

For the Chief of the Air Corps

O. P. ECHOLS
Brig. Gen., U.S.A.
Assistant for Procurement Services

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Air AG 452.1 (12-27-41)

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DOD Memo
8 Jan. & 29 June 1989
By: [illegible], Date: 2-11-75

February 10, 1942

SUBJECT: Additional Range in B-17 and A-20d Airplanes.

Received from Headquarters, Army Air Forces, 1st indorsement to the Chief of the Air Corps, subject as above, dated with basic letter on the same subject, dated January 31, 1942.

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DOD Ltr
6 Jan. & 20 June 1954
By: [illegible] GLC; Date: 7-31-75

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(Air AG)

A G 129

January 16, 1942

SUBJECT: Additional Range in HB-7 and A-20C

TO : The Chief of the Air Corps

1. It is directed that the necessary action be taken to increase the ferrying range of HB-7 and A-20C type airplanes with full combat crew and equipment, less bombs, to the maximum possible consistent with safe operations.

2. The particular project involved is ferrying from Natal to Freetown, approximately 1800 nautical miles. The airplanes must reach Freetown with 600 nautical miles gas reserve, so that if bad weather exists at Freetown, they can reach Takoradi (711 nautical) or Accra (790 nautical).

3. If this range cannot be built into HB-7's and A-20C's they will be crated and shipped until a landing field can be prepared at Ascension Island. The range necessary for this flight would be:

Natal - Ascension:	1300 Nautical	+ 25% Reserve=	1625
Ascension - Freetown :	990 Nautical	+ 25% Reserve=	1237
Ascension - Takoradi :	1080 Nautical	+ 25% Reserve=	1350
Ascension - Accra :	1180 Nautical	+ 25% Reserve=	1475

4. Thus, the range in nautical miles needed for the direct flight is 2400, and the flight through Ascension 1625.

5. If a HB-7 or A-20C is not available for actual fuel tests with additional tanks, this headquarters should be notified.

By command of Lieutenant General ARNOLD:

Dispatched
JAN 17 1942
AAG

452.1 (192)

HEADQUARTERS ARMY AIR FORCES												
Chief of Staff	Sec'y Air Staff	AAG	A1	A2	A3	A4					Sta	
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs.
8 June & 30 June 1976
By [illegible]; Date 2-3-75

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

File No. . . . . .

Tally No. AAF . . . . .

SUBJECT: Additional Range in DB-7 and A-20C

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-3	AAF AAG	1942 1/13	AAF/A-3 OSP/jg 1. It is desired that you transmit the following to the Office Chief of Air Corps: (1) It is desired that you take necessary action to increase the ferrying range of DB-7 and A-20C type airplanes with full combat crew and equipment, less bombs, to the maximum possible consistent with safe operation. (2) The particular project involved is ferrying from Natal to Freetown, approximately 1600 nautical miles. The airplanes must reach Freetown with 800 nautical miles gas reserve, so that if bad weather exists at Freetown, they can reach Takaradi (711 nautical) or Accra (790 nautical) (3) If this range cannot be built into DB-7's and A-20C's they will be crated and shipped until a landing field can be prepared at Ascension Island. The range necessary for this flight would be: Natal - Ascension: 1300 Nautical + 25% Reserve = 1625 Ascension - Freetown : 990 Nautical + 25% Reserve = 1237 Ascension - Takoradi : 1080 Nautical + 25% Reserve = 1350 Ascension - Accra : 1180 Nautical + 25% Reserve = 1475 (4) Thus, the range in nautical miles needed for the direct flight is 2400, and the flight through Ascension 1625. (5) If a DB-7 or A-20C is not available for actual fuel tests with additional tanks, this headquarters should be notified.

Hq. Army A[illegible]

JAN 14 1942

AAG Received

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DOD Res
5 Jun & 20 June 1974
By NARS, Date

AAF/A-3 (Air AG)
ELN:meb
C C 43

Single-Seater Reconnaissance Airplanes.

January 16, 1942

Commanding General, Air Force Combat Command,
Bolling Field, D. C.

1. In the light of modern air warfare the question arises whether or not our heavy long-range reconnaissance squadrons and medium reconnaissance squadrons are properly organized and equipped for the task confronting them.

2. The P-38 airplane is being modified to give it a range of 2000 miles. Provisions are made for carrying five cameras, all automatic, and a junior automatic pilot is being installed. With such an airplane as this, would it not be advisable to substitute a certain number of this type of airplane in each heavy reconnaissance and medium reconnaissance squadron for an equal number of presently assigned types? This, of course, complicates the supply problem within the squadron. However, the Air Force Combat Command has already recommended that three types of airplanes be assigned to a single observation squadron. Therefore, it would seem that supply complications are not a bar to this idea.

3. An important advantage of this plane over the larger types is the overhead involved. The crew consists of one man instead of seven or eight for the other types.

4. Your comments and recommendations at an early date are desired.

By Command of Lieutdnant General ARNOLD:

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

HEADQUARTERS ARMY AIR FORCES	COORDINATION										
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A-Insp	Budget	S-a	
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HEADQUARTERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET

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DOD Itrs
8 Jun. & 20 June 1974
By [illegible] Date 3-27-75

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

File No. _____

Tally No. AAF/ _____

Subject: Single-Seater Reconnaissance Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-3	AAF AAG	1942 1-14	Request the attached letter be dispatched to the Commanding General, Air Force Combat Command. ELN C/A-3 1 Incl. Ltr to CG, AFCC, above Subj.

Hq Army Air
JAN 14 942
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W-4071, AC. Rev. 8/1/41

Air AG 452.1 (9-1)

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

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DECLASSIFIED DOD Dir. 5200.9 Sept. 1972 41
By: NARS, Date

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 21 1942

SUBJECT: Status of Aircraft - Western Theatre.

TO: The Chief of the Army Air Forces.

1. Reference is made to letter from the Assistant Air Adjutant General, Subject: "Status of Aircraft - Western Theatre", dated January 15, 1942, which transmitted a message from GHQ regarding the status of airplanes now assigned to the Western Theatre.

2. Complete information on LB-30 airplanes regarding shortages of navigation instruments for sights and the fact that they cannot fire from gun turrets is not available. This office has requested the 4th Air Service Area to make an inspection and report on all LB-30's assigned to the Western Theatre.

3. A-20's and BD-7's use a British Universal Bomb Carrier. Efforts have been made to procure this item and delivery is expected to start about February 1st. These planes require type D-8 bomb sights and delivery on these sights will be the latter part of February or the first of March. Parts necessary for converting fixed guns to flexible guns are now enroute to the West Coast.

4. There is no record in this office of B-26 airplanes having reported propeller trouble. However, this office has requested the 4th Air Service Area to make an inspection of B-26's in Western Theatre for possible propeller trouble.

5. A-29's are short certain parts necessary for installation of bomb racks. These items are being made up into kits and will be shipped direct from the factory to the station with the following exception: Airplanes assigned to the 4th Air Force and the 1st, 2nd, 3d, and 4th Photographic Squadrons will be reworked at the factory.

6. P-66 airplanes have reported several instances of the oil tank exploding due to excessive pressure built up within the tank as a result

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of the rear crank case breather valve sticking. Action has been taken (1-11-42) to replace these valves on all B-26 airplanes. No other trouble has been reported on all tanks.

For the Chief of the Air Corps:

W. T. Hefley

Hq. Army Air Forces
FEB 23 1942
AAG RECEIVED

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

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DOD Dir.
By: NLRS, Date:
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Status of Aircraft - Western Theatre.

FEB 22

The Chief of the Army Air Forces.

1. Reference is made to letter from the Assistant Air Adjutant General, Subject: "Status of Aircraft - Western Theatre", dated January 18, 1943, which transmitted a message from AFPOA requesting the status of airplanes now assigned to the Western Theatre.

2. Complete information on B-24D airplanes regarding shortages of navigation instruments and sights and the type that they consist of from each theatre is not available. This office has requested the 4th Air Service Area to make an inspection and report on all B-24D's assigned to the Western Theatre.

3. A-20's and B-17's use a British Universal Bomb Carrier. Efforts have been made to procure this item and delivery is expected to start about February 1st. These planes require type B-8 bomb sights and delivery on these sights will be the latter part of February or the first of March. Parts necessary for converting fixed guns to flexible guns are now enroute to the West Coast.

4. There is no record in this office of [illegible] having reported propeller trouble. However, this office has requested the 4th Air Service Area to make an inspection of B-24D's in the Western Theatre for possible propeller trouble.

5. A-20's are short certain parts necessary for installation of bomb racks. These items are being made up into kits and will be shipped shortly from the factory to the station with the following designated [illegible] assigned to the 4th Air Force and the 1st, 2d, 3d, and 4th Photographic Squadrons will be reclaimed at the factory.

6. P-38 airplanes have reported several instances of the oil tank exploding due to excessive pressure built up within the tank as a result

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Letter to the Chief of the Army Air Forces
Page Two.

of the rear crank case breather valve sticking. Action has been taken (1-11-42) to replace these valves on all B-24D airplanes. No other trouble has been reported on oil tanks.

For the Chief of the Air Corps?

W. P. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

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3/24/42

Col. Wooten:

This is in reply to a message from you reporting unsatisfactory conditions on the West Coast with reference to LB-30's, A-20's, B-16's, A-29's, P-66's + P-40's. Your message came about the 13th of January.

Max Schneider.

Please return the correspondence for our Staff file.

Jms

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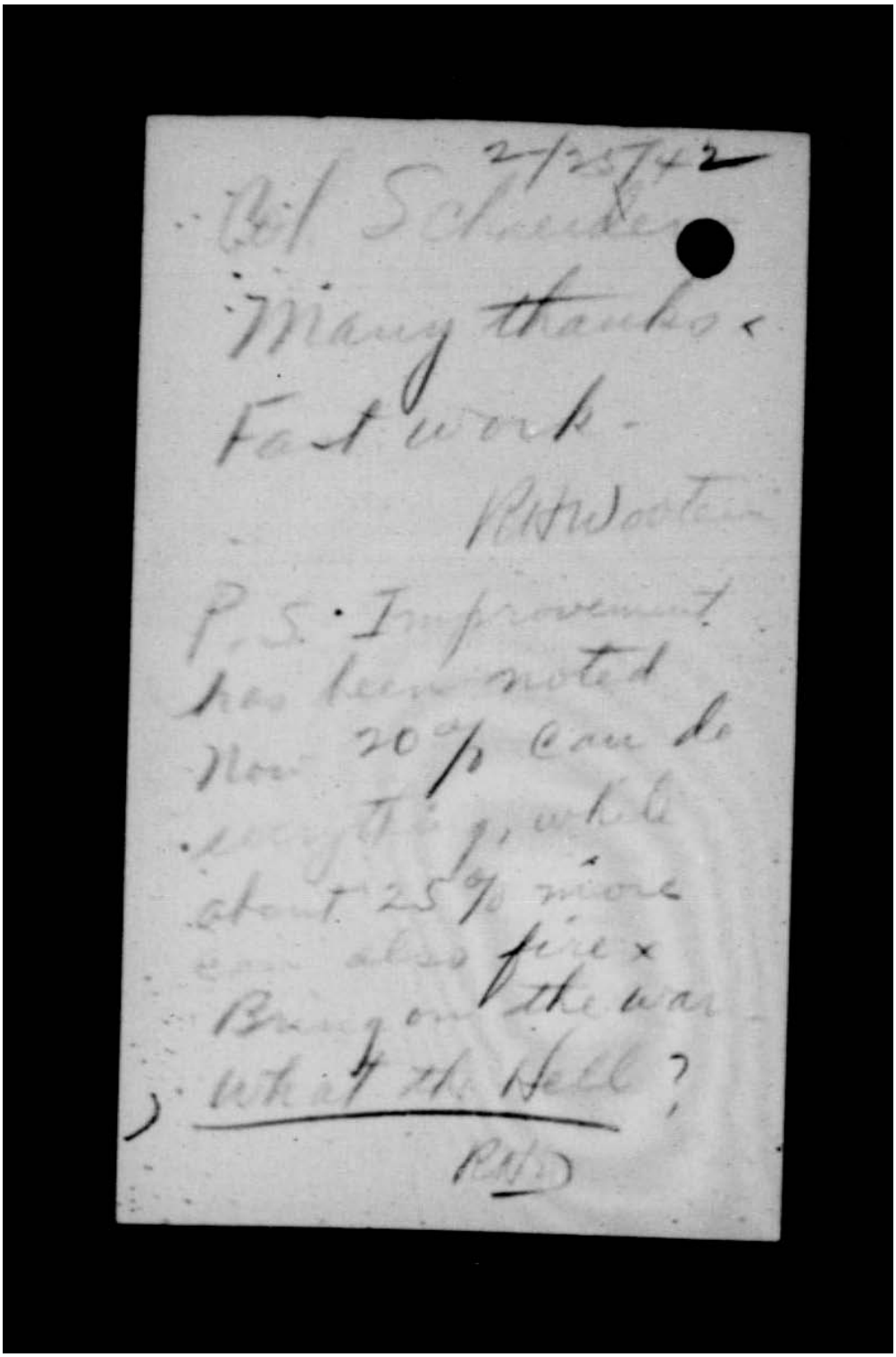

2/25/42

Bill Schroeder

Many thanks for

Fast work -

Rich Wooten

P.S. Improvement

has been noted

Now 20% can do

the work, while

about 25% more

can also live

Bring on the war -

what the Hell?

RHW

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

3132

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] NLC; Date: 3-2-75

File No. . . .

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

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Tally No. AAF . . .

SUBJECT: Status of Aircraft - Western Theatre

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-3	AAF A-4	1942 1-10	AAF/A-3 NFT:rlc 1. The following message was received from GHQ, Colonel Wooten, and is transmitted for your information: Airplane Status of those now assigned to the Western Theatre: LB-30 - cannot fire from gun turrets; short navigation instruments and sights; can bomb successfully. A-20's- and A-27's - cannot bomb, flexible guns not functioning. B-26's- out of commission, must be sent to depots for work on propellers. A-29's- cannot carry bombs. P-66 - Oil tanks leaking. P-40 - out of commission. Airplanes recently transferred and will probably be back in commission. General shortage of equipment on airplanes. 2. Action is requested on preparing these airplanes for combat. For E. L. N. A-3

Copy given to Gen Mueller 1/14/42 Mcr

(Do not use reverse side) W 4071, AC Rev. 8-1-41

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible], OCAC; Date 5-1-75.

(Air AG)

A G 11b

January 15, 1942

SUBJECT: Status of Aircraft - Western Theatre.

TO : The Chief of the Air Corps

1. The following message was received from GHQ, Colonel Wooten, and is transmitted for your information:

Airplane Status of those now assigned to the Western Theatre:

LB-30 - cannot fire from gun turrets; short navigation instruments and sights; can bomb successfully.

A-20's - and BB-7's - cannot bomb, flexible guns not functioning.

B-26's - out of commission, must be sent to depots for work on propellers.

A-29's - cannot carry bombs.

P-66 - Oil tanks leaking.

P-40 - out of commission. Airplanes recently transferred and will probably be back in commission.

General shortage of equipment on airplanes.

2. It is directed that such appropriate supply action as lies within your province be taken.

By Command of Lieutenant General ARNOLD:

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

452.1 (190)

Dispatched JAN 15 1942 AAG

COORDINATION

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	Sta tistics	
		pc				✓					

AAF 39

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HEADQU[illegible] ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5200.9 & 29 June 1976
By: OCAH-C; Date 3-21-75

File No.

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

Tally No. AAF

SUBJECT: Status of Aircraft - Western Theatre.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MPS/mhh
1.	AAF A-4	AAG	1942 1/13	1. It is requested that a letter, substantially as follows, be sent to the Chief of the Air Corps: "1. The following message was received from GHQ, Colonel Wooten, and is transmitted for your information: Airplane Status of those now assigned to the Western Theatre: LB-30 - cannot fire from gun turrets; short navigation instruments and sights; can bomb successfully. A-20's- and DB-7's cannot bomb, flexible guns not functioning. B-26's- out of commission, must be sant to depots for work on propellers. A-29's- cannot carry bombs. P-66- Oil tanks leaking. P-40 - out of commission. Airplanes recently transferred and will probably be back in commission. General shortage of equipment on airplanes." "2. It is desired that ~~you take~~ such appropriate supply action as lies within your province.	
				Hq. Army Air Forces JAN 14 942 AAG Received	for TJH, Jr. C/A-4

~~SECRET~~ DECLASSIFIED (Reverse side) W-4071, AC. Rev. 8/14/61

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] Date: 8/8/75

AAF/A-4
WRB/elm

(Written January 16, 1942)

JAN 17 1942

MEMORANDUM FOR MR. LOVETT:

Subject: Preference Rating for Aircraft.

1. There is attached hereto a study made by Colonel Hopkins of Facilities Section, O.C.A.C., on the influence of current Army-Navy Munitions Board procedure on the shipment of machine tools to the aircraft industry.

2. This study and its supporting data indicate that drastic corrective action is required, if the production objectives set by the President are to be reached by the United States aircraft industry.

3. There is attached hereto for your consideration a draft of a Memorandum which may be addressed to Mr. Stimson to precipitate effective action on this matter.

Incl.
Draft of Memo
to S/W

H. H. ARNOLD
Lieutenant General, U.S.A.,
Chief of the Army Air Forces.

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 ltrs
8 Jan & 20 June 1974
By NARS, Date

AAF/A-4
WRB/elm

(Written January 16, 1942)

JAN 1 1942

MEMORANDUM FOR THE SECRETARY OF WAR:

Subject: Priorities for Aircraft Production.

1. a. The accepted strategy for our all out military effort has been divided into two phases:

(1) Immediate action to stop the aggression by our enemies.

(2) The combined offensive to regain lost territory and the invasion of hostile areas necessary for the complete destruction of all axis military power.

b. Airplanes in adequate forces are the only weapons capable of implementing the first phase, in the time allowed, and at the same time paving the way for the final phase.

c. This makes it mandatory that the procurement of aircraft be placed in the highest priority of national industry.

2. If the Air Corps and the Bureau of Aeronautics are to meet the President's program for the production of aircraft to carry out the strategy above, it is imperative that the Joint Board instruct the Army-Navy Munitions Board to assign a preference rating of A-1-d for the necessary materials and machine tools for aircraft production and at the same time to move from the A-1-d category sufficient items of less importance to insure prompt delivery to the aircraft industry of all materials and machine tools required.

3. There is appended hereto in Tab A with its accompanying exhibits a factual analysis of existing priorities as they affect the projected airplane program.

Dispatched
JAN 18 1942

Copy & copy of Encs to Mr. Conner, OASW Air.

Incl:

ROBERT A. LOVETT
Assistant Secretary of War for Air

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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DOD ltrs.
6 Jan. & 26 June 1974
By: NNAL, LC; Date 3-31-75

AAF/A-4
WRB

JAN 17 1942

MEMORANDUM FOR MR. LOVETT:

Subject: Performance Rating for Aircraft.

1. There is attached hereto a study made by Colonel Hopkins of Installation Section, A.A.F., on the influence of current Army-Navy Munitions Board procedure on the shipment of machine tools to the aircraft industry.

2. This study and the supporting data indicate that drastic corrective action is required, if the production objectives set by the President are to be reached by the United States aircraft industry.

3. There is attached hereto for your consideration a draft of a Memorandum which may be addressed to Mr. Nelson to precipitate effective action on this matter.

Incl.
Draft of Memo
to S/W

H. H. ARNOLD
Lieutenant General, U.S.A.,
Chief of the Army Air Forces.

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Copy for Gen. Arnold
AG 452.1 (1-17)

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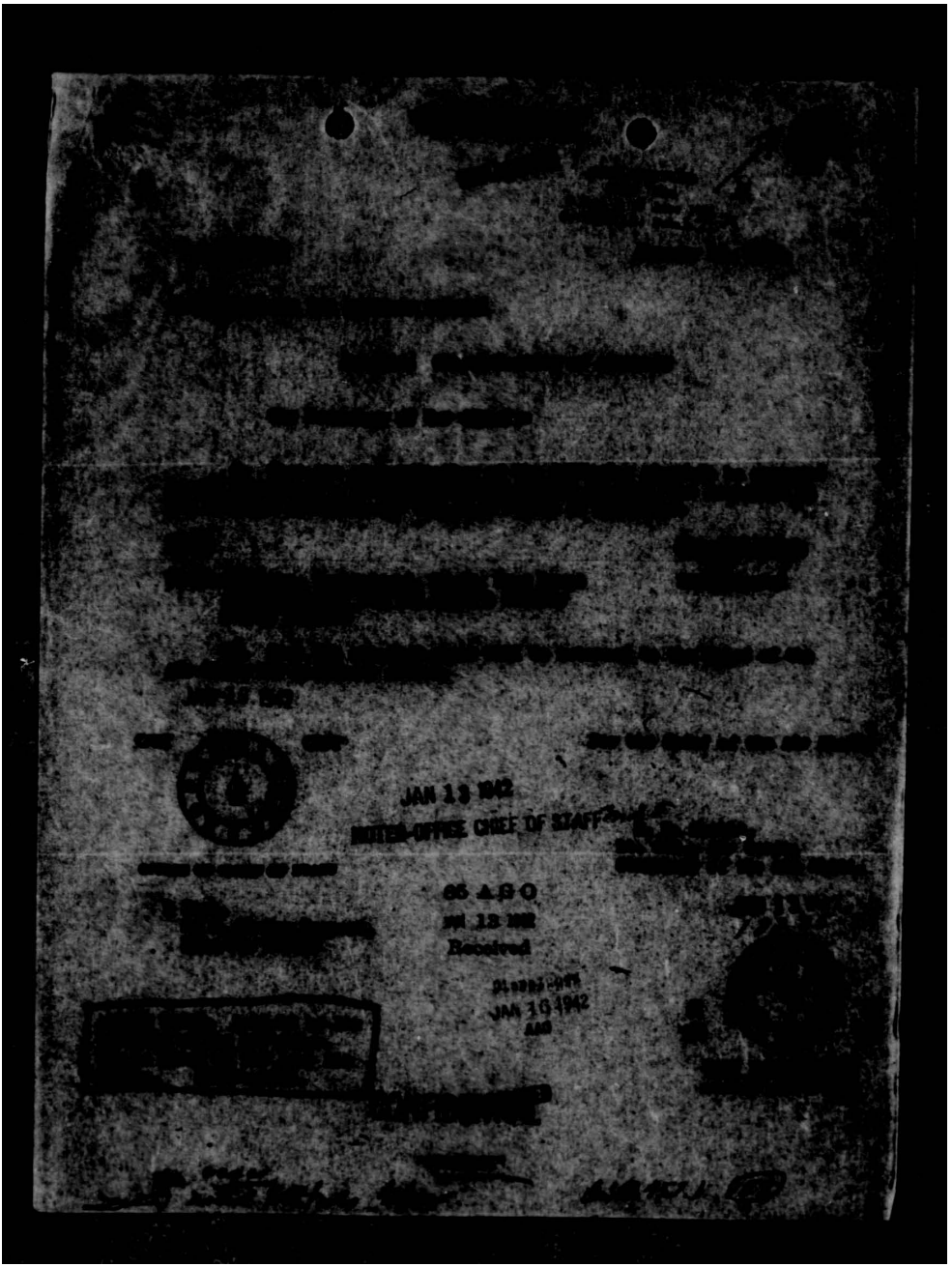

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DOD ltrs.
20 June 1974

January 12, 1942

AAF/245-3

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

Model	Classification
XB-36 Airplane, Bombardment, Heavy, Long Range (Consolidated) Six (6) Pratt & Whitney R-Wasp Engines	Experimental

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

JAN 12 1942

For the Chief of the Air Staff:

E.P. Curtis,
Lt. Col. Air Corps
Secretary of the Air Staff

1 Incl.
S.E. Change Request,
File No. 00-725

Dispatched
JAN 15 1942
AAG

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 Insp	Budget	Sea Service	
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DOD ltrs
6 Jun. & 20 June 1974
By: NARS, Date: 2-7-75

Subject: Coastal Patrol

1 Gen. Arnold Gen. 10/2
Smith 1/13

1. Please prepare reply for the signature for my

2. I should like to have suggestions from
Taylor Cub that we have under consideration
out the country as a whole, and if that is not
feasible, for at least the area like the Eastern
Seaboard.

Incl. Ltr. to General Arnold,
1/7/42, fm Air Marshal Harris
with reports and patrol diagrams
by R. J. Chorlton.

AAF-A-3
MET-mm

2 A.F. A.F. 1942
A-3 3/42 1/15

3. Letter for Gen. Arnold [illegible] mentioned in
note on (1) [illegible]

4. Taylor Cub Mosses or Brantlys are unsatis-
factory for the purpose of coastal patrol as shown on
diagram submitted for the following reasons:

a. Range is insufficient.
b. Navigator is required.
c. Defensive fire power is needed.
d. Suitable communication equipment cannot be
installed.

5. Report and patrol diagrams submitted by Group
Captain Chorlton have been withdrawn, in order that up-
information may be transmitted to Air Force Units.

E. L. M.

1. Incl. ltr. to Gen Arnold C/A-3
1/7/42, fm Air Marshal Harris
2.cy ltr to A.M. Harris to Gen. Arnold
1/16/42

Dispatched
JAN 21 1942
AAF

HEADQUARTERS ARMY AIR FORCES								COORDINATION				
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	AWPD	Air sp	Budget	Statistics		

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DOD ltrs
8 Jan. & 20 June 1974
Re: [illegible] Date [illegible]

AAF/A-3
NFT-gam
Written 1/17/41

JAN 2 0 1942

Air Marshal, A. T. Harris,
British Embassy Annex,
Massachusetts Avenue,
Washington, D. C.

My dear Harris:

The reports and coastal patrol diagrams produced by Group Captain Grafton have been received and your prompt response to our request is appreciated.

I believe that we will find these charts to be very valuable to our combat organizations. The information contained therein has been transmitted to the Air Force units.

Sincerely yours,

[illegible]

H. H. Arnold
Lieutenant General, U.S.A.
Chief of the Army Air Forces

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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	Stat ics	

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Air WD 452.1 (187)

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DOD Dir.
5 Sec. A 20 June 1974
By NARS, Date 3-31-75

BRITISH SECRET
U.S. CONFIDENTIAL

BRITISH EMBASSY ANNEX,
MASSACHUSETTS AVENUE,
WASHINGTON, D.C.
7th January 1942.

Lieutenant General H.H. Arnold,
War Department,
WASHINGTON, D.C.

Dear Arnold

I enclose herewith the reports and patrol diagrams produced by Group Captain Crofton as a result of your request that an experienced R.A.F. officer should assist your staff in their production.

Group Captain Crofton was responsible during the year prior to the war for laying out the entire patrol programme of the Coastal Command. During the first eighteen months of the war he was actively employed on similar duties within Coastal Command Headquarters, and later as Commander of a Flying Boat Reconnaissance Squadron. He is regarded as a leading expert in these matters in the Royal Air Force and is at present in command of the Navigation School in Canada.

You will recall a statement that there may be little to choose between the B.26 and B.17 in the matter of range. If that proves to be the case, you will no doubt be the first to appreciate the vast economy to be secured by the substitution of the B.26 for the B.17, where relevant, in Group Captain Crofton's recommendations.

I need hardly add that if there is any more assistance which we can give you in this matter, we shall be only too ready to afford it.

Yours ever
A.T. Harris.

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Per Auth: JCS memo 2 Jan 1975
3/31/75 - ala, LC

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DOD Dir.
8 Jan. & 20 June 1974
By NNAM, Date 3-31-75

BRITISH / SECRET
U. S. / CONFIDENTIAL

BRITISH EMBASSY ANNEX,
MASSACHUSETTS AVENUE,
WASHINGTON, D. C.
7th January 1942.

Lieutenant General H. H. Arnold,
War Department
WASHINGTON, D. C.

Dear Arnold:

I enclose herewith the reports and patrol diagrams produced by Group Captain Crofton as a result of your request that an experienced R.A.F. officer should assist your staff in their production.

Group Captain Crofton was responsible during the year prior to the war for laying out the entire patrol programme of the Coastal Command. During the first eighteen months of the war he was actively employed on similar duties within Coastal Command Headquarters, and later as Commander of a Flying Boat Reconnaissance Squadron. He is regarded as a leading expert in these matters in the Royal Air Force and is at present in command of the Navigation School in Canada.

You will recall a statement that there may be little to choose between the B.26 and B.17 in the matter of range. If that proves to be the case, you will no doubt be the first to appreciate the vast economy to be secured by the substitution of the B.26 for the B.17, where relevant, in Group Captain Crofton's recommendations.

I need hardly add that if there is any more assistance which we can give you in this matter, we shall be only too ready to afford it.

(Signed) A . T. Harris.

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For Auth: JCS memo 2 Jan '75
3/31/75 - ALC, LC

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DOD Ltr
6 Jan. & 20 June, 1974
By NSC: Date 3/31/75

A.3

JAN 20 1942

Major General, A. T. Mosier,
United States Army,
Commanding General,
Washington, D. C.

My dear Mosier:

The reports and coastal patrol diagrams prepared by Army Captain Grafton have been received and your prompt response to our request is appreciated.

I believe that we will find these charts to be very valuable to our combat organizations. The information contained therein has been transmitted to the Air Force units.

Sincerely yours,

Sgd. H. H. Arnold

H. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces.

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DOD Rtrs.
6 Jan. & 20 June 1974
By: [illegible] LC; Date: 3-31-75

Receipt for Secret Document

Receipt is acknowledged of Letter for Air Marshal A. T. Harris, British Embassy Annex, dated January 10, 1941.

Officer Rank

Office

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

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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: Coastal Patrol.

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NO	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Spaatz	1/10 1942	1. Please prepare a reply to the attached for my signature. 2. I should think that we might use some of these Taylor Cubs that we have sprinkled around throughout the Army for this purpose, or if that is not feasible, we might purchase planes like the Waco or maybe the Beechcraft. Incl. Ltr. to Gen. Arnold, 1/7/42, frm Air Marshal Harris with reports and patrol diagrams by G. C. Crofton.
2.	AAF A-3	AAF C/AS	1/15	AAF/A-3 NFT-gam 1. Letter for General Arnold's signature requested in note one (1) above is attached hereto. 2. Taylor Cubs Wacos or Beechcraft are unsatisfactory for the purpose of coastal patrol as shown on diagram submitted for the following reasons: a. Range is insufficient. b. Navigator is required. c. Defensive fire power is needed. d. Suitable communication equipment cannot be installed. 3. Report and patrol diagrams submitted by Group Captain Crofton have been withdrawn, in order that the information may be transmitted to Air Force Units. Incl. ltr. to Gen. Arnold, 1/7/42, frm Air Marshal Harris. DECLASSIFIED CONFIDENTIAL E. L. N. C/A-3 1/20/42 Charts are being distributed now (at Turning) POE

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

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DOD ltrs.
8 Jan & 20 June 1974
By: WHSLC; Date 3-21-75

JBC/gr
(Air AG)
CG 29

January 13, 1942

SUBJECT: Airplanes for 42nd Bombardment Group (H).

TO: Commanding General, Air Force Combat Command.

1. It is directed that the 42nd Bombardment Group (H) (less 77th Squadron) be filled with its full complement of 44 Lockheed A-29 airplanes by transfer from units under your control.

2. Martin B-26 airplanes assigned to the above unit will be withdrawn as soon as A-29's have been furnished.

3. The B-26 airplanes will be assigned as required to units of the task forces now being formed.

4. The above instructions confirm arrangements made by telephone (Major Hoag - Colonel Strahm).

By command of Lieutenant General ARNOLD:

Dispatched
JAN 13 1942
AAG

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

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	Sea tation	
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DOD Ltr.
8 Jan. & 20 June 1974
By: NAIDC; Date: 2-21-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Airplanes for 42nd Bombardment Group (M).

It is requested that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. This confirms telephone conversation between Major McCoy and Colonel Strahm.

1 2. It is desired directed that the 42nd Bombardment Group (M) (less 77th Squadron) be filled with its full complement of 44 Lockheed A-29 airplanes by transfer from units under your control.

2 3. Martin B-26 airplanes assigned to the above unit will be withdrawn as soon as A-29's have been furnished.

3 4. The B-26 airplanes will be assigned as required to units of the task forces now being formed.

4. The above instructions confirm arrangements made by Telephone (Major McCoy – Colonel Strahm)

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Hq. Army Air Forces
10 1942
AAG Records

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DOD ltrs.
8 Jan. & 20 June 1974
By NARS, Date 3-31-95

AAF/A-3
GMcC-ds

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Airplanes for 42nd Bombardment Group (M).

It is requested that a letter substantially as follows be transmitted to the Commanding General, Air Forces Combat Command:

1. This confirms telephone conversation between Major McCoy and Colonel Strahm.

2. It is desired that the 42nd Bombardment Group (M) (less 77th Squadron) be filled with its full complement of 44 Lockheed A-29 airplanes by transfer from units under your control.

3. Martin B-26 airplanes assigned to the above unit will be withdrawn as soon as A-29's have been furnished.

4. The B-26 airplanes will be assigned as required to units of the task forces now being formed.

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	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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DOD Dir.
8 Jan. & 20 June 1974
By: NARS, D.C.; Date 3-31-75

Headquarters Army Air Forces
Statistical Control Center

January 8, 1942

SUBJECT: Towing Pursuit

TO: Chief of the Air Staff

452.1 (18)

1. Mr. Paul V. Dronin, of the Bristol Aircraft Corporation, of Bristol, Tennessee, who states that he is a naturalized white Russian with aviation experience dating from the last war and his sponsor, Dr. Ed. Corbett, of 217 Broadway, New York City, were in yesterday afternoon and this morning with an idea for the towing of fighters by bombers.

2. The idea, in brief, is to tow one or more fighters behind long range bombers. The fighters may be towed 100% or operate partly or entirely under their own power. In the first case, a tow cable is required and in the second case, a tow cable and hose. In either case, a separate or incorporated communications hose would be desirable. A large funnel is to be trailed on the tow line and the technique of attachment is to fly the nose of the pursuit plane into the funnel when automatic attachment will take place. Upon arrival near the objective, the fighters are released and protect the bombers. After the mission is completed and the enemy fighters destroyed, the friendly fighters are again hooked on and towed home.

3. The value of the proposed system may be determined directly by an evaluation of advantages and disadvantages. The principal advantage is the obvious desirability of having bombers accompanied by fighters. The disadvantages are first the reduction in range or load carrying capacity of the bombers and second the many hours required in the solution of the considerable mechanical problems involved.

4. Roughly for a 3000 mile flight at 200 miles per hour, a conventional pursuit plane would burn at least 33 1/3 gals./hr. for the 15 hours or 500 gallons. This would weigh 3000# to which

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must be added special tankage, reels, hose, etc. This would cause a reduction in bomb load of this amount or a reduction in range of some six hundred miles in a conventional four engine bomber.

5. It is possible that the "towing" efficiency might be higher than the "feeding" efficiency. In order to establish this, particularly in connection with the larger bombers of the future, it is suggested that an Aircuda be towed by a B-17 and empirical data obtained. This test could be accomplished very readily at Wright Field in connection with the work presently proposed for gliders. It would give valuable information in connection with the power required for the high speed towing of planes with high wing loading. The Aircuda is suggested because it is available, readily adaptable, and the pusher type assures freedom from propellor interference.

6. If the test suggested above shows sufficient promise, the next step would be the development of equipment and a technique for towing and/or feeding and eventually, the development of a specially designed pusher type fighter for this purpose.

7. Initially the plan does not appeal and it would seem more desirable to develop special long range pursuit; certainly up to ranges of 2000 miles.

8. Mr. Dronin's silibus is attached hereto. It should be pointed out that Mr. Dronin is willing and anxious to turn his ideas over to the Air Corps but desires a salaried job in developing them, if accepted.

J. H. Doolittle
Lt. Col., Air Corps

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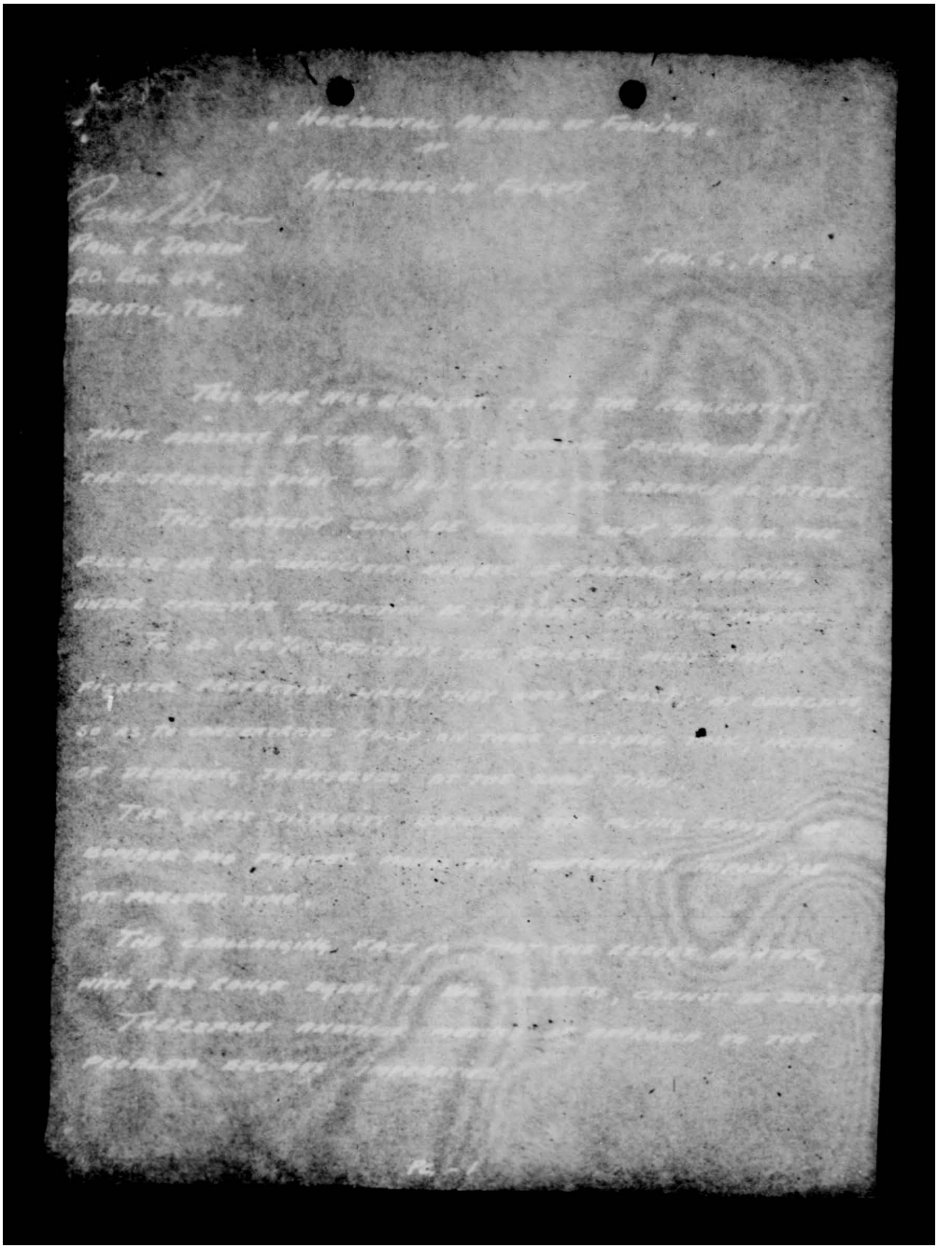

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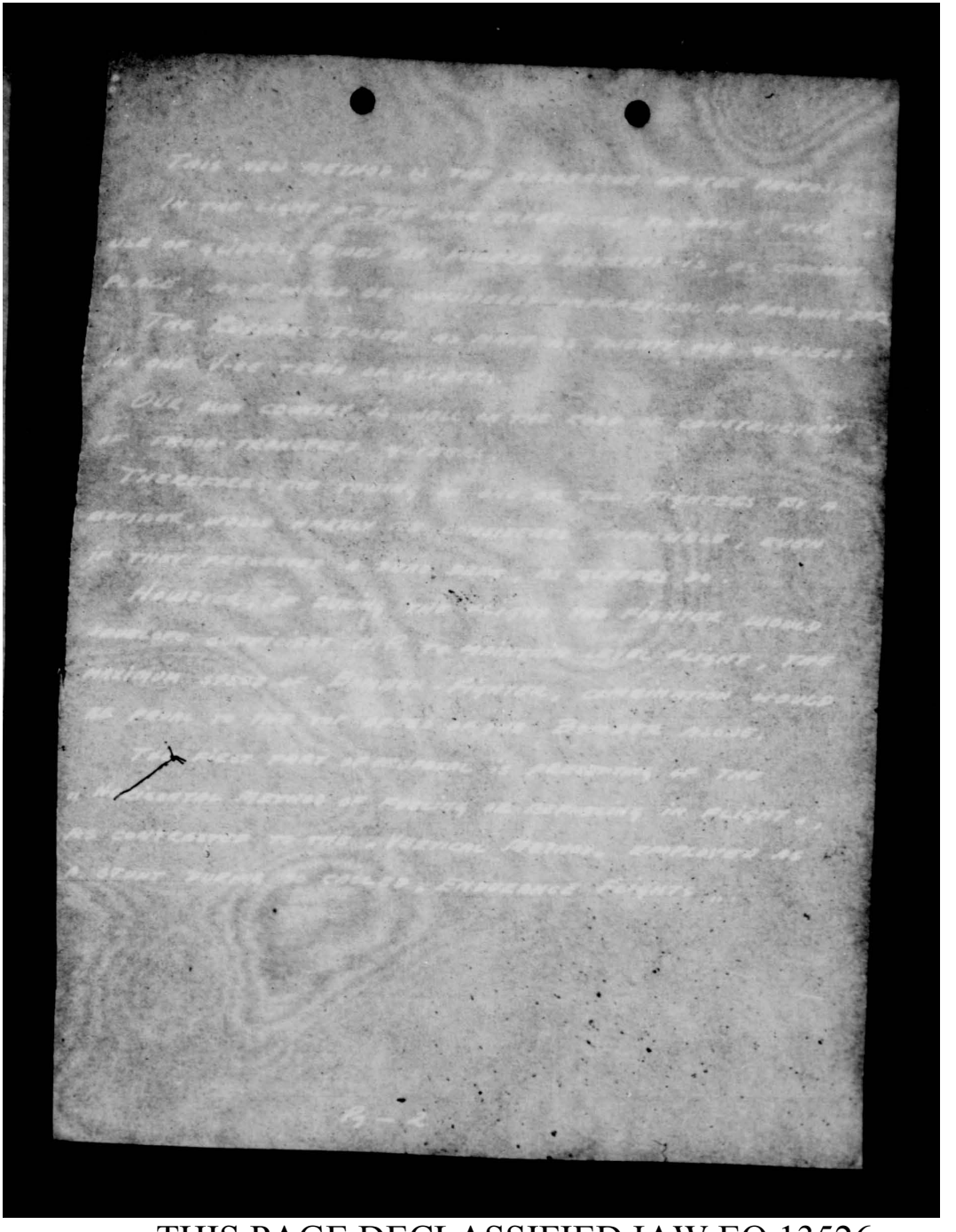

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8 Jan & 20 June 1974
By NARS, Date 3-31-75

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WWD/ JBC/ rj
(Air AG)
CC 26

January 10, 1942.

SUBJECT: Loan of LB-30 Airplane.

TO: The Commanding General, Air Force Combat Command.

1. It is directed that the Air Force Combat Command furnish one LB-30 airplane on temporary loan for the use of the Chief of the Air Corps, for the purpose of delivering personnel in connection with construction of a Depot in Africa. This airplane will be returned to the Air Force Combat Command immediately upon the completion of this mission.

2. The Combat Crew will be furnished by the Chief of the Air Corps and will be delivered to the airplane. Details regarding the above will be furnished the Air Force Combat Command by the Chief of the Air Corps.

By command of Lieutenant General ARNOLD:

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

Copy for A-3 re -
Memo to AAG, 1/9/42.

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	Statistics	
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DOD Rev.
8 Jun. & 20 June 1974
By: NNDC; Date: 13 15

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

SUBJECT: Loan of LB-30 Airplane.

1. It is requested that the following directive be issued to the Commanding General, Air Force Combat Command.

It is directed that

1. The Air Force Combat Command ~~will~~ furnish one LB-30 airplane on temporary loan for the use of the Chief of the Air Corps, for the purpose of delivering personnel in connection with construction of a Depot in Africa. This airplane will be returned to the Air Force Combat Command immediately upon the completion of this mission. The Combat Crew will be furnished by the Chief of the Air Corps and will be delivered to the airplane. Details regarding the above will be furnished the Air Force Combat Command by the ~~Office~~ Chief of Air Corps.

R 2

For the Chief of the Air Staff

EARL J. NAIDEN
Colonel, Air Corps.,
Assistant Chief of the Air Staff A-3

Copy for AG w. memo to AAG, 1/14/42

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6 Jun. & 20 June 1958
By: NARS, Date: 12-1-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 8, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Remodeling Two B-17-B's.

It is desired that a letter substantially as follows be written to the Chief of the Air Corps:

Two B-17-B's are being ordered to the United Airline Depot, Cheyenne, Wyoming, immediately. It is requested that you make the necessary arrangements to accomplish the following:

Remove: All turrets, guns and ammunition
Armor plate
Most of furnishings
Gun sighting devices, etc.
All radio except command set and liaison set
Bombsight
Bomb release assembly
Miscellaneous non-essential accessories (est.)
Surface controls

Add: Gasoline, 1500 gals.
Fuselage tanks (at 0.6#/gal.)

8 1942

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Copy for A-3 w- memo to AAF, 1/8/42

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DOD ltr
6 Jan. & 20 June 1974
By: NARS, Date:

WWD/ JBC/ rj
(Air AG)
AC 21

DECLASSIFIED

January 10, 1942.

SUBJECT: Allocation of 40 P-40E Pursuit Airplanes.

TO: The Chief of the Air Corps.

1. Forty P-40E Pursuit airplanes are allocated to the 20th Pursuit Group from U. S. production.

2. It is directed that these planes be taken from the production line as soon as previous allocations have been filled.

3. The above unit is scheduled for Task Force One (Magnet), and is scheduled to leave as soon as possible.

By command of Lieutenant General ARNOLD:

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

Copy for A-3 re -
Memo, C Mc C - ds, to The AAG, 1/7/42

JAN 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 istics	
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Air 452.1 (152)

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DOD Dir.
E.O. 11652, Sec. 3 & 5D June 1974
By NARS, Date 1-5-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 7, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of 40 P-40E Pursuit Airplanes.

It is requested that a letter substantially as follows be transmitted to the Chief of the Air Corps:

1. Forty P-40E Pursuit airplanes are allocated to the 20th Pursuit Group from U. S. production.

2. It is ~~desired~~ directed that these planes be taken from the production line as soon as previous allocations have been filled.

3. The above unit is scheduled for Task Force One (Magnet), and is scheduled to leave as soon as possible.

By command of Lieut. General Arnold:

For the Chief of the Air Staff

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

John D Cooley
Lt Col. A.G.D.
Asst Adj Gen.

Copy for A-3 re-Memo, CAC-1-3, to The AAG, 1/7/42.

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DOD ltr
8 Jan. & 20 June 1974
By: NNLC; Date: 3-31-75

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(Air AG)

C C 16

January 9, 1942

SUBJECT: Transfer of Two B-17-B's

TO : Commanding General, Air Force Combat Command

1. It is directed that two B-17-B's now assigned to the 39th Bombardment Group be made available immediately for transfer to United Airlines Depot, Cheyenne, Wyoming, for modification.

2. It is further directed that these airplanes be ferried by crews from the 39th Bombardment Group.

By Command of Lieutenant General ARNOLD:

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

Dispatched
JAN 9-1942
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	Stations	
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(Air AG 452.1 (1-11-41))

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8 Jan. & 20 June 1974
By: [illegible] LC; Date 2-3-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 7, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Transfer of Two B-17-B's.

It is desired that a letter substantially as follows be written to the Commanding General, Air Force Combat Command:

1. It is directed that two B-17-B's now assigned to the 39th Bombardment Group be made available immediately for transfer to United Airlines Depot, Cheyenne, Wyoming, for modification.
2. It is further directed that these airplanes be ferried by crews from the 39th Bombardment Group.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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Air AG 452.1 (8-31)

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Directive No. 4-25

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DOD ltr
6 Jan & 20 June 1974
Revd NARS, Date 5-31-79

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 7, 1943.

DIRECTIVE MEMO FOR: A-4

SUBJECT: The President's Directive on Production.

452.1 (180)

1. For necessary action in your division, and transmittal to Chief of the Air Corps for compliance.

By direction of the Chief of the Air Staff:

C. H. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES											
Chief of Staff	Secy A. - Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A [illegible]	Bdge	Sig [illegible]	

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Directive No. WP-6

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 6, 1942

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By NARS; Date 1-14-75

DIRECTIVE MEMO FOR: Air War Plans Division.

Subject: Plans For Victory Program.

1. Plans must be included in the all-out Victory Program for the production of the necessary cargo and transport type airplane for the movement of personnel and supplies, including bombs and gasoline, over the vital airways essential for carrying out the Victory Program. The necessary directives will be initiated by your Division to accomplish this purpose. These directives, prior to being put into action, will be O. K.'d by General Arnold. The number of cargo airplanes that I visualize in this connection runs into the thousands.

Carl Spaatz,
Brig. General, Air Corps,
Chief of the Air Staff.

Directive
JAN 7 1942
AAG

452.1 (1-6-42)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible] WPD	A. Insp.	Gudret	Statistics	

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8 Jan. & 20 June 1974
By: NARS, Date: 3-25-75

WND/ JBC/ rj
(Air AG)
AG 72

January 10, 1942.

SUBJECT: HB-7 Airplanes for 46th Bombardment Group.

TO: The Chief of the Air Corps.

1. Fifty-seven (57) HB-7 Light Bombardment airplanes are allocated to the 46th Bombardment Group (L) Task Force One.

2. These will be delivered as soon as possible and will be taken from those not yet delivered on previous allocation to other units.

By command of Lieutenant General ARNOLD:

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

Copy for A-3 re-
Memo AAF/A-3, GMcC/jg, 1/6/42 to The AAG

JAN 11 1942
AAS

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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5 Sec. & 20 June 1966
By NARS, Date 2-21-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 6, 1942

MEMORANDUM TO THE AIR ADJUTANT GENERAL:

Subject: B-7 Airplanes for 46th Bombardment Group.

It is requested that a letter substantially as follows be sent to the Chief of Air Corps:

1. A (57) B-7 Light Bombardment airplanes are allocated to the 46th Bombardment Group (L) Task Force One.

2. These will be delivered as soon as possible and will be taken from those not yet delivered on previous allocation to other units.

For the Chief of the Air Staff

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Copy for A-3 re-memo AAF/403, G.N.C/jg, 1/6/42 to the AAG

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By: NNC; Date 3-21-79

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WWD/ JBC/ rj
(Air AG)
CC 2-3

January 10, 1942.

SUBJECT: Allocation of P-39D Airplanes.

TO: The Commanding General, Air Force Combat Command.

1. It is directed that there be delivered as soon as possible 20 P-39D airplanes to Fairfield Air Depot and 30 P-39D airplanes to Sacramento Air Depot.

2. These airplanes are allocated as follows:

25 to the 68th Pursuit Squadron
25 to the 12th Pursuit Squadron.

3. The above airplanes are to be crated at the depots for overseas shipment.

4. The above instructions confirm telephone conversation between Major McCoy and Colonel Strahm.

By command of Lieutenant General ARNOLD:

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

Copy for A-3 re -
Memo, AAF/A-3, GMcC - ds, 1/6/42 to The AAG

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A in ep	Budget	Statistics	
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DOD Ltr.
8 Jan. & 20 June 1974
By: NSC: Date: 5-21-75

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of P-39D Airplanes.

It is requested that a letter substantially as follows be sent to the Commanding General, Air Force Combat Command:

1. This confirms telephone conversation between Major McCoy and Colonel Strahm.

2. It is directed that you deliver as soon as possible 20 P-39D airplanes to Fairfield Air Depot, 30 P-39D airplanes to Sacramento Air Depot.

3. These airplanes are allocated as follows:

25 to the 68th Pursuit Squadron
25 to the 12th Pursuit Squadron.

4. The above airplanes are to be crated at the depots for overseas shipment.

5. The above instructions confirm telephone conversation between Major McCoy and Colonel Strahm.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Copy for A-3 re-memo, AAF/A-3, 6 McC-ds, 1/6/42 & The AAG.

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By: DAC; Date 3-31-75

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WWD/ JBC/ rj
(Air AG)
CC 2-4

January 10, 1942.

SUBJECT: B-26's for 22nd Bombardment Group and 38th Bombardment Group.

TO: The Commanding General, Air Force Combat Command.

It is directed that the necessary action be taken to fill the 22nd Bombardment Group, Medium, and the 38th Bombardment Group, Medium, to their full complement of 57 B-26 airplanes each. These units are destined for "X" and their airplanes should be prepared for overseas service as soon as possible.

By command of Lieutenant General ARNOLD:

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

Copy for A-3 re-
Memo AAF/A-3, GMcC-ds, 1/6/42, to The AAG

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	Statistics	
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6 Sep. & 29 June 1974
By [illegible] Date 3-21-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: B-26's for 22nd Bombardment Group and 38th Bombardment Group.

It is requested that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

It is directed by Tables
~~It is requested that you take~~ the necessary action to fill the 22nd Bombardment Group, Medium, and the 38th Bombardment Group, Medium, to their full complement of 57 B-26 airplanes each. These units are destined for "X" and their airplanes should be prepared for overseas service as soon as possible.

For the Chief of the Air Staff

Walter F. Burney
for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Copy to A3 re-M.Memo 1/7/42, G McC-ds, 1/6/42, to The AAG

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6 Jan. & 20 June 1972
By [illegible], O.C.: Date
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(Air AG)

A C 42

January 8, 1942

SUBJECT: A-29 Group for Western Theater

TO : The Chief of the Air Corps

1. Fifty-seven (57) A-29 airplanes have been allocated to the 41st Bombardment Group (L), Tucson, Ariz. (Western Theatre) This is an addition of 15 A-29 to those previously allocated. It is directed that the necessary action be taken to assure delivery of these airplanes as soon as possible.

2. No A-29 airplanes will be taken from the Air Forces Combat Command for alterations until replacement airplanes have been issued.

By Command of Lieutenant General ARNOLD:

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

JAN 8 1942
AAG

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sea Service	
	EPC	MC			—						

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DOD Dir.
6 Jun, & 29 June 1974
By [illegible], NSLC: Date 2-7-79

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 6, 1942

MEMORANDUM TO THE AIR ADJUTANT GENERAL:

Subject: A-29 Group for Western Theater.

It is requested that a letter substantially as follows be sent to the Chief of Air Corps:

1. 57 A-29 airplanes have been allocated to the 41st Bombardment Group (L), Tucson, Ariz. (Western Theatre) This is an addition of 15 A-29 to those previously allocated. It is requested (you take) the necessary action to assure delivery of these airplanes as soon as possible.

2. No A-29 airplanes will be taken from the Air Force Combat Command for alterations until replacement airplanes have been issued.

1 Incl.
Dir. Memo for A-3
12/30/41--Subj. as
above.

For the Chief of the Air Staff

Earl L. Naiden

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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Directive No. A-14

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6 Jun. & 20 June 1974
By: WHAFLC; Date 3 SEP

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 6, 1942

DIRECTIVE MEMO FOR: A-3

Subject: B-17 Airplanes for Training of 4-engine Crews.

1. B-17 airplanes being delivered during January, which lack certain turret parts, will be turned over to the 4-engine schools for the training of 4-engine crews. These airplanes are the ones which represent an excess over the original estimated production for the month.

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- WPD	A..nap.	Budget	Statistics	

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] OCC; Date 7-31-75

File No. . . . . .

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

Tally No. AAF . . . .

SUBJECT: Reorganization of Observation Aviation.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 OSF-ds
1	AAF A-3	AAF A-4	1941 12/22	1. Copy of approved Staff Study has been furnished Production Engineering of OCAC and they are initiating production of puddle jumpers. 2. In a subsequent study which has not yet been approved, it was recommended that individual and organizational equipment for new units be included in forthcoming estimates. 1 Incl. Cpy Memo frm CAAF to C/Staff 10/30/41 subj "Org & Equipmt for Obs Units in the Air Support Comds" w/Tabs A thru G	for KLN C/A-3

452.1 (173)

See above for further action regarding this paper

AAF FILES

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6 Jan. & 20 June 1974
By: [illegible] D.C; Date 2-31-75

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Office of the Chief of the Army Air Forces
Washington, D. C.

October 30, 1941

A-4-3/320-3

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Organization and Equipment for Observation Units in the Air Support Command.

1. Discussion.

a. References:

Letter to the Chief of the Air Corps (AG 320 (5-23-41) M-C-M), dated June 5, 1941, subject: "Army's Ground Aviation the present strength of Units" letter to Chief of the Army Air Forces (AAF 320.2 (9-29-41)), dated October 29, 1941, subject: "Organization and Equipment" copies attached as Tabs A and B.

b. In the letter to the Chief of the Air Corps, quoted above, Observation Army Reconnaissance and Photographic type units are authorized one group and 55 squadrons with a total number of 750 airplanes. After the reorganization of the Air Support Commands on September 1, 1941, the Air Force Combat Command published to this Headquarters the proposal shown in Tab B for their responsible action of observation units from their present individual assignments to groups and divisions. (For detail of organization and equipment see Tab C).

c. This Headquarters approves of the organization recommended and realizes the need for the additional squadrons, units and men suggested, so that the Air Force Combat Command can adequately fulfill the requirements of the Ground Army for observation.

d. The reason for inclusion of pursuit type airplanes, either high or low altitude, is based on the reports of observers who have recently returned from England and Egypt (see Tab D, attached). They state that in the face of enemy the battle air superiority neither the medium bombardment type nor the light

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[redacted] observation type, commonly known as "liaison" aircraft. Until this proposed organization will always be able to effect observation. If the army holds the equivalent of present type airplanes can be used. In places where no base organization, or even parking, with the army, the tactical type of observation, which is very valuable that provide and communication systems. Where army anti-aircraft defenses are small and army pursuit activity limited, it is probable that the light type can operate at will. In any event, the light type can be used for counter and liaison service behind the lines and is needed for that purpose.

5. The number of airplanes required for the proposed increase of the observation units of the Air Support Command is 311 in excess of the 700 authorized, or a total of 1411. The number of squadrons required, including group headquarters squadrons, is 79, which is an increase of 24 over the 55 authorized.

6. Four additional observation squadrons -- one in Hawaii, one in Puerto Rico, one in Panama and one in the Philippine Islands -- are now in existence, and are scheduled to be designated as Medium Observation Squadrons. This will require an additional 90 airplanes.

7. Therefore, the totals required will be 16 observation and mapping groups, comprising 83 squadrons and 1651 airplanes.

II. Action Recommended.

The Secretary of War directs:

1. That the AG 580 (5-23-41)MC-P-M letter, dated June 9, 1941, be amended to authorize 16 observation and mapping groups, comprising 83 squadrons and 1651 airplanes (235 spares included).

III. Concurrences.

A C of S G-2 ( )
A C of S G-3 ( )
A C of S G-4 ( )
A C of S WPD ( )

4 Inclosures:
Tab A-Ltr from AGO to C/AS G-3-41 (AG 580(5-23-41) MC-P-M), subj: "Army's Aviation Program."
Tab B-Ltr from AFPD to G.A.F.,W/C/S (AG 580.2(6-23-41)), subj: "Use of A Flight." w/4th Ind.
Tab C-Brief of Proposed Change of Objective of Air Support Comd.
Tab D-Statements of Major Gillem and Major Robichaux, Observers.

GEO. MARSHALL
Brig. General, Air Corps.
Chief of The Air Staff.
Dec 10 1941
APPROVED
By order of the Secretary of War
H. H. Arnold
Deputy Chief of Staff

BY H. H. ARNOLD
Major, G.S.C., Asst. Sec. U.S.A.S.
ARNOLD - DEPUTY CHIEF OF STAFF A

See next page for consideration of non-concurrence, and comments of G-2 and G-3, also G-4

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7 Enclosures (5 added)
Sub Memo from G-4 to AAF,
11/9/43 (G-4/[illegible]-dls),
subject as above
Sub Memo from G-3 to AAF,
11/10/43 (G-3/[illegible])
subject as above
Sub G-3 Memo from G-4 to AAF,
11/14/43, (G-4/[illegible])
subj as above

IV. Consideration of Recommendations.

1. The Chief of the Army Air Forces concurs in the provisions of the Assistant Chief of Staff, G-4 (See Sub 2). The personnel required is now included in the proposed Troop Basis for completion of the Second Aviation Objective. Those additional units [illegible] organized until personnel for the second increment of the Second Aviation Objective is available.

2. With reference to paragraph 1 of the comments of the Assistant Chief of Staff, G-3 (See Sub 7), instructions from this headquarters are that no disposition of planes and lighter-than-air shall be made until existing requirements and permit units are up to Table Aviation strength with available combat equipment. It is not believed necessary to make an immediate plan that no diversion should be made to observation units until completion of the Second Aviation Objective, but rather to allocate a portion of pursuit and bombardment types to observation for training purposes.

Reference paragraph 2a of Sub 7, if approved, the increase in personnel will be included in the Troop Basis for the second increment of the Second Aviation Objective.

Reference paragraph 2b, the first two columns contain minor errors. Correctly stated, they are:

	Tactical Airplanes		
	Now	Projected	
Army	10	44	(2 transports, not tactical)
Corps	20	22	(arithmetic error)
Armored Division	14	12	
Armored Corps	8	12	(arithmetic error)
Cavalry Division	0	12	

Reference paragraph 2c, it is believed that an Army of three Corps would normally occupy more than 15 to 35 miles of front. Of the

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29 squadrons, 4 are Group Headquarters Squadrons, containing only two assigned airplanes each. Of the 290 airplanes, 12 are two-engine transport, and 138 are assigned public jumpers.

Reference paragraph 2d, it is the belief of this Headquarters that the proposition is stated backwards. Rather than say that the three conditions - enemy air superiority, parity, and our superiority cannot exist at once, so the proposed forces will never operate at full strength, consider that only this organization will allow operating under any conditions. In fact, all airplanes can be used in all cases but one - when the enemy has complete air superiority.

Reference paragraph 2e, the point at which diversion from bombardment and pursuit units of part of the airplanes should occur is between the transition from first to second echelon strengths.

Reference paragraph 2f, the ground forces contend that light observation type can exist in front line conditions even with enemy air superiority. In any case, there will be a need for liaison planes.

Reference paragraph 2g, the following is quoted from Tab B - the letter submitting the proposal from the Air Forces Combat Command: "Photographic squadrons should have for their primary mission the accomplishment of all necessary aerial photography required by the Army supported that is beyond the capabilities of observation squadrons. This will include all of the normal intelligence photography that will be required of each Air Support Command, and also that necessary for the preparation of maps, map substitutes and photography for map and chart revision, which should be accomplished by the Mapping Service." In other words, mapping for photographic Squadrons is a secondary mission to be used to augment, when necessary, the activities of the Mapping Squadrons operating under OCE.

3. The Chief of the Army Air Forces concurs in the provision of the Assistant Chief of Staff, G-4 (See Tab A). Upon approval of this project, estimates for funds for necessary equipment will be included in the next estimate.

V. Final action recommended.

1. This Headquarters concurs to the action recommended in Section IV

G.S.

For the Chief of The Air Staff

G. E. PUBLAN
Lt. Col., Air Corps,
Secretary of the Air Staff

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DOD Ltr.
8 Nov. & 20 June 1974
By: NARS, Date: 3-3-75

The Adjutant General's Office
Washington

Navy Desk
Office Chief of the Air Corps
(Copy #9 of 20 copies)

AG 580 (5-23-41)MR-M-M

SUBJECT: Army's Second Aviation Objective - Strength of Units. June 9, 1941

TO: Chief of the Air Corps.

1. The total numbers of tactical operating airplanes in the Army's Second Aviation Objective is hereby revised and that program will be implemented in general accord with the table indicated below:

Army's Second Aviation Objective
Revised Composition

	No. of Sq.	No. of Ac.	No. of Sq. (Ac.)	No. of Sq. (Ac.)	No. of Sq. (Ac.)	Total No. of Ac.
Bomb (H) incl Rcn (H)	24	321	5	13	65	1645
Bomb (M) incl Rcn (M)	12	63	5	16	85	1068
Bomb (L)	13	55	4	13	57	780
Pur (I)	18	96	5	25	130	2490
Pur (F)	5	25	5	25	130	650
Gnrs. Rcn & Photo	1	55	4	13	57	780
Amphibian	0	9	-	16	-	144
Transport	7	28	4	16	64	448
Composite	3	Included above				
Totals	83	652	-	-	-	7945

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All air activities will be guided toward the formation of the heavy bombardment component of the Army's General Antiaircraft Objective at the earliest possible date. It is directed that no activities with respect heavy bombardment be suspended and that no new units except heavy bombardment be created if such action would directly retard the formation of a heavy bombardment unit.

2. It is desired that you prepare Tables of Organization and Tables of Basic Allowances in general conformance with the details tabulated above and in final form for approval by the Secretary of War and will forward these tables to this office for approval and such coordination with other agencies of the War Department as may be deemed necessary in each case.

3. In collaboration with the War Plans, G-3, and G-4 Divisions of the General Staff, you will prepare a Station List for the Army's General Antiaircraft Objective in general accord with the details tabulated above, and submit that Station List to this office for final approval.

4. It is also desired that you prepare, in collaboration with the G-3 Division of the General Staff, a Movement Troop Basis Pictorial Map 1942, Air Corps and Air Corps Service units in accordance with the details tabulated above and in agreement with the Tables of Organization and the Station List referred to in the preceding paragraphs.

5. In collaboration with the G-4 Division of the General Staff and the Budget and Legislative Planning Branch of the General Staff, you will prepare such budgetary and other legislation as may still be required for the acquisition of land, housing of units, unit and other equipment required by the Army's General Antiaircraft Objective as set forth in the table above and in agreement with the Tables of Organization, Tables of Basic Allowances, and the Station List referred to in the paragraphs above.

By order of the Secretary of War:

/s/ E.S. Van Meter

Adjutant General.

COPIES FURNISHED:

The Commanding Generals,
GHQ Air Force and
Departments;
The Chief of Staff, GHQ; and
The Divisions of the War
Department General Staff.

- 2 -

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DOD INS
8 Jan. & 20 June 1972
By AUAM Ltr. HQ, Date 3-3-75

[redacted] AIR FORCE COMBAT COMMAND
Bolling Field, D.C.

(V-37)

AGO 322.082 (V-37-41)

October 23, 1941

Subject: Observation Organization and Equipment.

Thru: C. G., U. S. Army, Army War College, Washington, D. C.

To: The Chief of the Army Air Forces, Washington, D. C.

1. European combat have learned that observation tactics of the First World War, and equipment such as our observation squadrons now have, are obsolete and cannot be employed in modern warfare. Three important lessons concerning the operation of observation aviation have been developed by the present war.

First: That the ordinary, medium speed observation planes cannot exist, and that for observation to operate about over enemy territory, as was done during the last war, and is still being done by European squadrons in maneuvers, will be suicidal.

Second: That comparatively slow-flying observation aircraft can operate effectively and profitably over friendly troops for liaison purposes, and may operate sufficiently near the front line to adjust artillery fire and conduct a certain amount of observation and surveillance of enemy positions, depending upon low flying and friendly ground fire for protection against enemy pursuit.

Third: That for operation over enemy territory in a moderately active area or where air superiority exists, small defended two-engine aircraft is capable of conducting observation missions. That in an active area where normal enemy pursuit action exists, the only type of observation plane that can conduct effective reconnaissance or observation missions in daylight is the pursuit type.

2. In order that observation squadrons may properly perform their functions under modern war conditions and in conformity with the above principles of employment, three types of observation aircraft are required.

a. Small, slow, light planes of the O-49 type, or the XO-57, XO-58, XO-59, or similar light commercial type.

b. Fast, two-engine, well defended airplanes, preferably of the medium bombardment type converted for observation use.

[redacted]

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Ltr to C/AAF, October 23, 1941, Cont'd.

g. Pursuit airplanes converted for observation use and equipped with cameras.

3. Observation squadrons should be equipped with aircraft in the current and of the types necessary to successfully conduct missions required of them. In order to make the most effective use of observation aviation and provide the proper type of equipment for the support of the different echelons of ground command, two types of observation squadrons are required in addition to photographic squadrons.

a. Light Observation Squadron. Equipped with 12 of the light or liaison type and 6 pursuit type airplanes. One light Squadron should be provided to support each Infantry Division.

b. Medium Observation Squadron. Equipped with six liaison type, six bombardment type and six pursuit type airplanes. It is essential that Medium Squadrons supplement the operations of Light Squadrons, therefore, one Medium Squadron is required for each Army Corps. A Medium Squadron should also be provided to support each Armored Division, and each Cavalry Division. In addition there should be two Medium Squadrons for the use of each Army.

4. There is a definite requirement for an Aerial Mapping Organization to do photographic mapping of any area where it is probable that combat action may occur. This organization should be trained and equipped to perform extensive photographic mapping missions in any area where operations is possible. It will be called upon to operate in scattered areas in many parts of the world. This unit should have as its primary mission the accomplishment of all strategic mapping, also intelligence and charting aerial photography required by the Air Forces. The First Photographic Group is now performing such work, principally beyond the national boundary. It is contemplated extending its activities, in the near future, and mapping considerable additional areas outside the continental limits. An organization of at least the size of the First Photographic Group is required to fulfill this mapping requirements for the American Army. Therefore, this group should be redesignated a Mapping Group, and organized, equipped and employed accordingly. A Mapping Squadron should be equipped with 12 of the two-engine medium bombardment type and 6 pursuit type converted for mapping Purposes. The pursuit type used should be designed for the maximum altitude as the critical altitude.

5. In addition to the two types of observation squadrons, a photographic squadron is required to functions with each Army and the Armored Forces. Photographic squadrons should have for their primary mission the accomplishment of all necessary aerial photography required by the army

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Ltr to C/AAF, October 25, 1941, cont'd.

[redacted] that is beyond the possibility of observable occurrence. This will include all of the normal [redacted] of each Air Support Command, and also that necessary for the preparation of maps, mosaics, and photographs for use and study [redacted]. Work cannot effectively be accomplished by the hasty [redacted] and photographic equipment should be tested and replaced to insure any and all of the above objectives which the interested group of competent ground units.

By [redacted] equipped with 4 of the [redacted] medium bombardment type and 12 pursuit type converted for photographic purposes. Half of the pursuit type planes provided for Photographic Squadrons should be designed for low altitude work of around 15,000 feet, and half for the maximum altitudes at the critical altitudes.

6. To accomplish the observation and photographic requirements of the Air Force Combat Command as outlined, the following organizations are required.

For Each Army:-

1 Obs Gp
Hq & Hq Sq
2 Medium Obs Sqs
Photo Sq

For each Army Corps:-

1 Obs Gp:

Hq & Hq Sq
Medium Obs Sq
1 Light Obs Sq per Inf. Div.

For each Armored Corps:-

1 Obs Gp
Hq & Hq Sq
Medium Obs Sq
1 Medium Obs Sq per Arm Div.

1 Photo Sq for the Arm Force

For each Cavalry Corps:-

An Obs Gp similar to Armored Force Gps. [redacted] Cavalry Corps organization, One Medium Obs Sq per Cavalry Div.

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Ltr to C/AAF, October 23, 1941, Subject: CLASSIFIED

For Assist Executive:
One Mapping Group
Hq & Hq Sq
4 Mapping Sqs

7. Ground organizations now existing, or soon to be organized, for which observation units must be provided by the Air Force Combat Command are:

4 Armies
9 Army Corps
27 Infantry Divisions
2 Armored Corps
6 Armored Divisions
2 Cavalry Divisions

8. Observation group and squadron requirements of the above listed ground organizations are:

15 Hq & Hq Sqs Obs Gp
1 Hq & Hq Sq Mapping Group
4 Map Sqs
27 Medium Obs Sqs
27 Light Obs Sqs
5 Photo Sqs

9. Retaining the present Photographic Group as a Mapping Group, existing observation organizations of the Air Force Combat Command which could be used to fulfill the above requirements are 11 observation groups containing 40 observation squadrons which may be developed into any of the group or squadron types required.

10. Existing observation groups and squadrons should be organized and designated as follows, and it is so recommended:

11 Hq & Hq Sqs Obs Gps
23 Medium Obs Sqs
17 Light Obs Sqs

To supplement these observation units, it is recommended that the following additional organizations be provided:

4 Hq & Hq Sqs Obs Gps
4 Medium Obs Sqs
5 Photo Sqs
10 Light Obs Sqs

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Ltr to G/AAF, October 23, 1941 Confd.

II. In order that adequate and properly equipped observation and photographic units may be provided to support the various ground echelons of, Command, it is recommended:

a. That 600 airplanes of the XO-27, XO-38 and XO-47, or similar light commercial types be immediately purchased and assigned to the Air Forces Combat Command.

b. That 60 transport personnel transport airplanes be procured for assignment to the 4 Air Base Construction and Repair Groups.

c. That 240 medium bombardment type airplanes now on order be converted for observation use in accordance with recommendations to be submitted by this headquarters and produced as observation airplanes.

d. That 315 pursuit type airplanes be converted for observation use in accordance with recommendations to be submitted by this headquarters and produced as observation airplanes. 70 should be fast a maximum critical altitude and 145 for a critical altitude of around 16,000 feet.

/s/ Delos C. Emmons
DELOS C. EMMONS,
Lieutenant General, U. S. Army,
Commanding.

320.059/Ml
(10-23-41)

1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY War College, Washington, D. C.,
October 24, 1941 - To The Chief of the Army Air Forces, Washington, D. C.

Approved.

For the CHIEF OF STAFF:

/s/ Clyde L. Eyerong
CLYDE L. EYESONG,
Lt. Col., A.G.D.,
Adjutant General.

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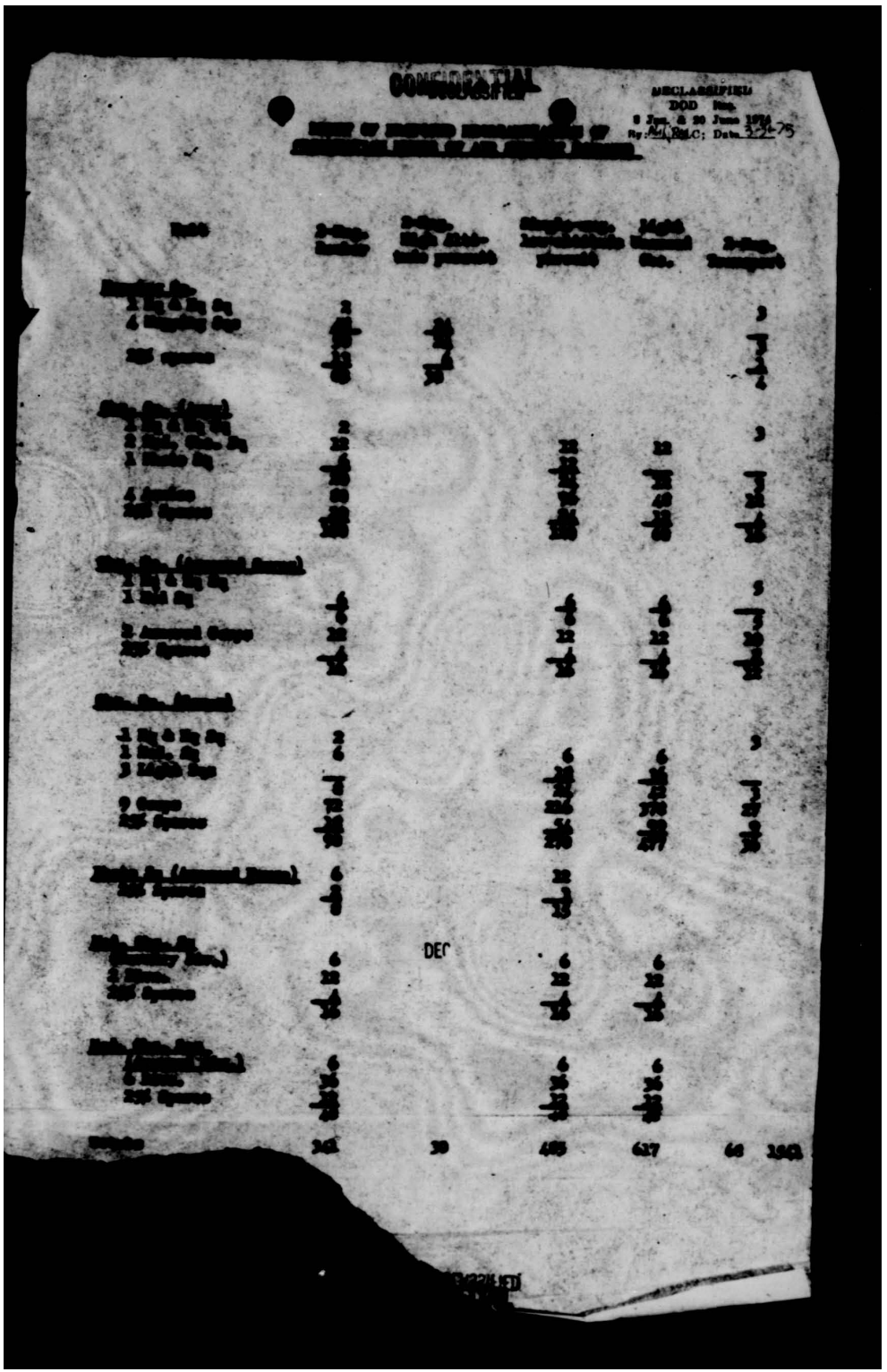

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MEMORANDUM

The Assistant Chief of Staff
Personnel Division G-1
Washington

G-1/15446-215 November 5, 1941.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Organization and Equipment for Observation Units in the Air Support Command.

2. The Personnel Division concurs in principle in the basic recommendation. It cannot concur in the authorization of the additional units until such time as further improvement in the strength of the Army can be realized, or unless the necessary personnel can be secured through deferred enlistment of Air Corps units now contemplated in the Fiscal Year 1942.

/s/ Wade H. Haislip
WADE H. HAISLIP,
Brigadier General,
Assistant Chief of Staff.

Encls.
AG 320.2 (10-30-41)
w/encls.

END 2

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[redacted]
War Department General Staff
Operations and Training Division, G-3
Washington, D. C.

G-3/4079

November 10, 1941

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Organization and Equipment for Observation Units in the Air Support Command.

1. This Division concurs provided that the program for the organization of observation aviation shall not interfere with the organization of the bombardment and pursuit elements of the Army Air Forces as set up in the Army's Second Aviation Objective. This proviso is made because it is felt that the first job which must be accomplished is that of obtaining sufficient air superiority to permit other operations; a task in which observation aviation can take no part. However this Division does not consider that there is a need for the amount of observation set up in the attached proposal.

2. The following comments are submitted and it is desired that they be presented to the Chief of Staff in order that he may consider all factors which are involved in the proposed organization.

a. The proposal increases the observation, reconnaissance, and photographic airplanes set up in the Army's Second Aviation Objective (Sub A) by 882, a 16% increase, and the number of authorized squadrons by 24. This will require an increase in the strength of the Army.

b. The following tabulation compares the number of observation airplanes proposed in this paper with the number now allotted to the support of ground forces based upon current directives and tables of organization:

	Tactical Airplanes		Liaison Airplanes	
	Now	Proposed	Now	Proposed
Army	18	47	3	18
Corps	30	35	9	48
Armored Division	14	18	3	6
Armored Corps	0	23	0	6
Cavalry Division	0	12	0	6

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to troops and station control mapping responsibilities.

(2) Two types of airplanes for troops and [illegible] equipment have been developed, namely, the high performance type. The present program provides these types of airplanes, and [illegible] signal to cut spending with them complicating the maintenance problem.

/s/ Harry L. Rumble
HARRY L. RUMBLE,
Brigadier General,
Assistant Chief of Staff.

DF:
E. E. HAZEN,
Lt. Col., General Staff,
Acting Executive.

[illegible]
AG 319.1 (10-30-41)
[illegible]

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

G-4/33743

Subject: Organization and Equipment for Observation Units in the Air Support Command (AAF/269-3)

Date November 14, 1941

TO: Chief, AAF

1. The Supply Division concurs in principle in basic communication, provided the proposed twenty-four (24) additional observation squadrons and ground complements are not authorized until there are provisions for their individual and organizational equipment. At present, up to and including the Third Supplemental Expenditure Program, F.Y. 1942, no provision exists for this equipment.

S. J. CHAMBERLIN,
Colonel, General Staff Corps,
Acting Assistant Chief of Staff.

/s/ F. B. Mallon
F. B. MALLON,
Colonel, General Staff
Executive

Incls:
DS AAF/269-3
(10-30-41) w/Incls.

COPY FOR THE CHIEF OF THE ARMY AIR FORCES

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 5, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Test of Cargo Planes Taking Off From Aircraft Carriers.

1. You will arrange a test of cargo planes taking off from aircraft carriers. This has been informally coordinated by General Arnold with Admiral King. Information will be obtained as to how many cargo airplanes could be stowed away on a carrier, then set up and flown off fully loaded. Determination is to be made of the most suitable type of cargo plane to use in such an expedition. It is contemplated that these cargo planes would be utilized in the support of pursuit airplane operations in an expeditionary force.

By direction of the Chief of the Air Staff.

G. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

Air AG 452.1 (1-7-42)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A...sup.	Budget	Statistics	

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 8, 1943

DIRECTIVE MEMO FOR: A-4

Subject: Pursuit airplanes with wings off to be stowed on sea trains.

1. You will ascertain how many pursuit type airplanes with wings off can be stowed on the various sea trains which might be available for our use. You will submit a report to General Arnold through the Secretary of the Air Staff not later than January 11, covering this information.

By direction of the Chief of the Air Staff.

E. E. Dunsen,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep. 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 Itrs
8 Jan. & 30 June 1975
By [illegible] Date 3-31-75

(Air AG)

A C 36

January 7, 1942

SUBJECT: Transfer of A-24 Type Airplanes

TO : The Chief of the Air Corps

1. The 15 A-24's, which are scheduled to sail from San Francisco on or about January 25, will be delivered to the Sacramento Air Depot by air by the Air Force Combat Command from Savannah.

2. The front synchronized 50 calibre machine guns cannot be fired due to the lack of synchronizer parts and tools, which have been on requisition since August, 1941. In addition there are no front sights.

3. It is directed that these airplanes be crated for shipment at Sacramento Air Depot and the deficiencies noted above, plus units not listed to put them in fighting trim, be supplied.

4. The above instructions confirm those transmitted by telephone.

By Command of Lieutenant General ARNOLD:

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

452.1 (78)

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 Insp	Budger	Statistics	
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DOD Dir. 5200.9 & 10 June 1965
By NN Date 3-31-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 6, 1942

MEMORANDUM TO THE AIR ADJUTANT GENERAL:

Subject: Transfer A-24 Type Airplanes.

1. It is requested the following instructions be given the Commanding General Air Force Combat Command as confirmation of telephonic directive:

a. 15 A-24's to be transferred by air at once from Savannah to Sacramento Air Depot, to be crated for shipment from San Francisco on or about January 25 with the 3rd Bombardment Group.

b. Special synchronizer parts and tools now available for front machine guns should accompany the airplanes. Deficiency in fighting equipment will be remedied at Sacramento prior to crating.

c. The stock of trunnion bands for 1000 and 500 lb bombs and suspension bands for 100 lb bombs now at Savannah should be shipped to the Port of Embarkation marked for the use of the 3rd Bombardment Group. Additional stocks of trunnion and suspension bands will be forwarded to the Port of Embarkation from Benicia Arsenal.

4. The above instructions confirm those transmitted by Telephone.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Dir. 5200.9
E.O. 11652 & 30 June 1974
By [illegible] NLC, Date 3-31-75

DECLASSIFIED
~~SECRET~~
By Authority of the Chief of the Air Corps
Date Initials
(Air AG)

A C 34

January 7, 1942

SUBJECT: Winterising of Medium Bombers at Sacramento

TO : The Chief of the Air Corps

It is directed that you take necessary steps to have a squadron of medium bombers winterised at the Sacramento depot. The airplanes to make up this squadron are not to be taken in such a manner as to disrupt the flow of medium bombers to units, but will be taken out one or two at a time.

By Command of Lieutenant General ARNOLD:

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

Dispatched
JAN 7 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 ir.sp	Budget	Sta t. st ics	

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Directive No. AAG-3

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD Rev.
6 Mar. & 20 June 1994
By: NNDC; Date: 12/75

January 6, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Winterizing of Medium Bombers at Sacramento.

1. You will issue letter of instruction to the Office, Chief of Air Corps that they will take necessary steps to have a squadron of medium bombers winterized at the Sacramento depot. The airplanes to make up this squadron are not to be taken in such a manner as to disrupt the flow of medium bombers to units but will be taken out one or two at a time.

By direction of the Chief of the Air Staff.

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

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AAG/ [illegible]

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DOD ltrs.
6 Dec. & 29 June 1974
By: [illegible] Date: 3-31-75

COPY

CONFIDENTIAL

December 22, 1941

MEMORANDUM FOR: Lieutenant Commander C. M. Schildhauer, USN
Liaison Officer with Air Corps Ferrying Command, U.S.A.
Bureau of Aeronautics, Navy Department
Washington, D. C.

SUBJECT: Civil Aircraft Allocations.

1. Confirming informal agreements previously reached and in consideration of the terms of the Executive Order providing for the full utilization and control of civil aviation facilities in time of war published December 14, 1941, the following action has been taken by the Air Corps Ferrying Command under the direction of the Secretary of War:

a. 9 Boeing 314 Clippers and 2 Martin Clippers - total 11 flying boats - have been acquired by the War Department.

b. Under the verbal agreement reached December 14, 1941 between ourselves, the following aircraft, acquired as indicated above, are hereby allocated to the Navy Department for operations, supervision and control in order that a service between San Francisco and Honolulu may be maintained with one Boeing 314 Clipper and 2 Martin Clippers; a service between New York and Lisbon may be maintained with 3 Boeing 314A Clippers and that a service between Belem, Brazil and Lisbon, Portugal may be maintained, supplanting the LATI organization with one Boeing 314 Clipper. Funds for the acquisition of these flying boats were obtained for the purpose of purchasing equipment essential to the accomplishment of aircraft deliveries to any of the Lend-Lease beneficiaries and to our own Air Forces in any air theater in the world. In passing the supervision and operating control of these aircraft to the Navy, it is requested that, in exchange for the title to such aircraft, the budget of the Air Corps Ferrying Command be reimbursed from Navy funds to the amounts involved in the purchase, which have been adjudged as reasonable and fair by the Civil Aeronautics Administrator.

2. The Air Corps Ferrying Command, under the direction of the Secretary of War, retains supervision and control over the remainder of the Pan American System including the operation of the 4 remaining Boeing 314 Clippers currently allocated to the Miami-Australia line of air supply communications. These 4 remaining Clippers have been acquired by the War Department and loaned to Pan American for operation

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under existing contracts between the War Department and Pan American Airways, Inc.

3. It is further confirmed that, under the terms of such contracts as may be drawn by the Navy Department with Pan American for the continued operation of the 7 flying boats allocated to the Navy, these aircraft are subject to Navy direction for military purposes at any time to [redacted] and freight operations on these specific lines are subject to Navy control [redacted] military priorities [redacted] by the War Department will be given [redacted] with Naval priorities. The same applies to Naval requirements over the remaining overseas and domestic airlines under War Department priority, control when Naval priorities are submitted for consideration. Other specific cases arising from time to time will be adjusted as necessary.

ROBERT OLDS,
Colonel, Air Corps,
Commanding, A. C. Ferrying Command.

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Air Ab 452.1 (165)

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DOD 5200.1-R
3-31-75

AAF/Comm

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By Authority of the Chief of
[illegible]
Date

January 8, 1942

Memorandum to Chief of the Air Corps.

Subject: Modification of B-18A Airplanes for ASV-10 Installation.

1. A directive is being issued to Air Force Combat Command to have ten B-18A Airplanes held on call for the Material Division for the purpose of installing plexi-glass noses to accomodate ASV-10 equipment. The Air Force Combat Command was further instructed to furnish the Material Division the Air Corps serial numbers of the B-18A Airplanes, that they are requesting for this purpose.

2. It is requested that a directive be issued to the Material Division to perform the modifications on the B-18A Airplanes. Details of this modification are available at the Material Division. The Material Division is authorized to correspond directly with the Air Force Combat Command for the purpose of requesting these airplanes be sent to Wright Field so that as they can take care of the modifications.

For the Chief of the Army Air Forces:

A. W. Marriner
Lt. Col., Air Corps
Chief, Comm. Sect.

Dispatched
JAN 6 1942
AAG

HEADQUARTERS ARMY AIR FORCES		COORDINATION									JKD/pmc
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta tistics	

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Directive No. B-9
DECLASSIFIED
DOD Dirs.
E.Secs. 4 & 5(b) June 1972
NARS, Date 3-7-75

HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 8, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Modification of Two B-17's.

1. Take necessary action in accordance with General Arnold's instructions to modify two B-17's by removal of armor, turrets, etc., to obtain approximately 4800 mile range.

By direction of the Chief of the Air Staff.

452.1 (162)

Dispatched
JAN 4 1942
AAG

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- WPD	A. Insp.	Budget	Statistics	

CED/rr

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AAF/AS

JAN 3 1942

The Honorable,

The Secretary of Commerce.

Dear Mr. Secretary:

With reference to your letter of December 27 attaching Mr. Edgar Tobin's letter of December 18, the proposition of running enemy aircraft has been and is being continuously explored by our engineering officers. It is felt that the undesirable effect in loss of our own pilots and the attending psychological result, except in special cases or extreme emergency, would not warrant the use of running tactics. Undoubtedly it is possible to trade one of our aircraft for an enemy aircraft of much greater value and the psychological effect on the enemy would be extremely bad.

Mr. Tobin has in mind, of course, saving many of the pilots engaged in running tactics by the use of the parachute, but a study of the timing involved reveals that in order to obtain a sufficient degree of precision, very few pilots could be saved by this method.

However, Mr. Tobin can rest assured that our engineers will continue to study running tactics and it is hoped that progress can be made in the utilization of his ideas. Your helpful interest in his ideas is appreciated.

Sincerely yours,

H. H. Arnold,
Lieut. General, U. S. Army,
Chief of the Army Air Forces.

AFW/rr

HEADQUARTERS ARMY AIR FORCES											
Chief of Staff	Dep. 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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Headquarters Army Air Forces
Statistical Control Center

January 2, 1942

SUBJECT: Ramming Tactics

TO: Chief of the Air Staff

1. Mr. Ed Tobin, who was an outstanding pursuit pilot in the last war, today presented a tactical proposal which consisted in ramming enemy aircraft with specially constructed, heavily armored pursuit.

2. Although it would undoubtedly be possible to swap one of our aircraft for an enemy aircraft of much greater value and the psychological effect on the enemy would be extremely bad, it is felt that the percentage of our own pilots which would be lost, due to inability to parachute out of even a specially constructed and reinforced plane, would be so high as to make this type of attack undesirable except in special cases or extreme emergency.

J. H. Doolittle
Major, Air Corps

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[redacted]

Telephone Conversation Between
Colonel Vanaman & Colonel [redacted]
January 1, 1942

DECLASSIFIED
DOD Dir. 5200.9 and 30 June 1980
By [redacted] Date 3-31-95

Col. M: - - - - oh, we had the enamaroozer up here before, Van, and an answer is on its way back down to you, Sir.

Col. V: It's coming back here?

Col. M: Yes.

Col. V: I see, you mean it'll come to me? I have a letter here that Jesse Jones wrote to General Arnold and also the one that Edgar wrote to Jesse. And - - -

Col. M: Well, we've got the one that Edgar wrote to General Spaatz.

Col. V: What's the date of that?

Col. M: Just a moment, sir - - - - say, Van, that left here yesterday on its way back to the Chief of the Air Staff. I don't have the date of Edgar's letter - -

Col. V: I see, well I'll see if I can find something on it then down here.

Col. M: Here, let me leave an angle with you. See, we've gone through this before, I mean, here's a thought - in the first place, to make a ramrod, you can ram and fly away, maybe, well, no I don't mean fly away, I mean one you can be sure of getting in there, see, you have to have one hell of a lot of armor plate, then when you put all that weight in armor plate, it slows down the damned airplane to where you can't probably catch the thing you want to ram, but that's aside the point. You can ram it with a normal airplane but, if your pilot has any expectancy of getting out, he's got to bail at a certain time, see?

Col. V: Yes.

Col. M: Now, the speed differential between the ramee and the ramer - let's take even a minimum speed differential of 50 miles, see?

Col. V: Yes.

Col. M: Well, do you realize what that is in feet and what not, so that means -

Col. V: At 60 miles, it would be 88 feet per second - -

Col. M: That's right, so assuming the maximum uncontrolled distance you could leave the airplane to be, well, let's take a second at 88 feet - that's only one second for the pilot to go through everything to get out - it's all told in that story -

Col. V: I see, yes.

Col. M: This is just another spurge.

Col. V: Yes. Does he intend to get out?

Col. M: What?

Col. V: Does he intend that the pilot's to get out?

[redacted]

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Col. M: Not necessa[illegible]y - that was [illegible] General Sp[illegible]s' comments on this thing si[illegible] months ago when it had originally come up -

Col. V: Yes.

Col. M: Let me have a study on what chance the pilot would have if something - - and bailing out -

Col. V: Yes

Col. M: And now if you're not going to bail out, if you're going to stay in there a[illegible] my thought is that you can ram in a normal airplane about as well as you ca[illegible] a Juggernaught, see?

Col. V: Yes.

Col. M: All you're gonna do is chew some guy's tail off.

Col. V: Unless you want to put a - like a mosquito and leave the stinger there - th[illegible] away.

Col. M: Well, then it should be down to you, Sir, it was only in here today and we [illegible] letter in and a letter out in one day.

Col. V: All right, Benny, I'll check it up down here.
Col. M: O. K.
Col. V: O. K. Thanks very much, fella.

Col. M: Righto.

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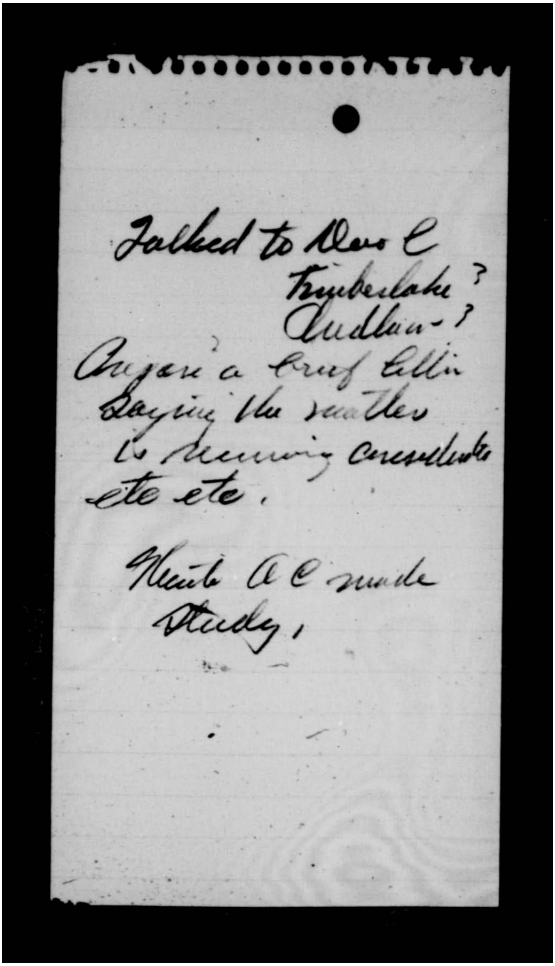

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THE SECRETARY OF COMMERCE
WASHINGTON

December 27, 1941

Dear General Arnold:

Here is our friend Tobin with his combat plane idea.

Sincerely yours,

Major General H. H. Arnold
Chief of the Air Corps
Munitions Building
Washington, D. C.

Enclosure

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COPY

EDGAR G. TOBIN

San Antonio

December 12, 1941

Dear Jesse:

Again I submit to you the proposition that the safest and only sure way to intercept a bomber is to make contact with it. Had we and the British been so equipped, the disasters at Pearl Harbor and Singapore might never have happened.

Listen to me, Please!

Sincerely,

(Signed) Edgar

Mr. Jesse Jones
Washington, D. C.

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND [redacted] SHEET

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

File No. - - - - - - - - - -

Tally No. AAF/ - - - - -

Subject: Major Tobin's Letter on Intercepting Bombers. (Cont'd) X-7121

NO.	FROM	TO	DATE	COMMENTS
4.	OCAC (4-E-3)	AAF C/AS	1941 12/31	1. In response to a verbal directive from Gen. Spaatz to the Material Division on November 1, 1940, a study covering the entire problem of "ramming" or "collision type aircraft was conducted at Wright Field. 2. As a result of this study, an R&R sheet, Material Division, (4-I), to Gen. Spaatz, dated 3/3/41, subject: "Ramming or Collision Type Aircraft", outlined the conclusions of the Material Division. 8 blueprints and 3 tables of data covering this study were forwarded with the above R&R sheet. (This office has no additional copies.) Briefly, the conclusions were as follows: a. It is impractical to modify any existing type pursuit aircraft into a "collision" type and retain a reasonable fire power and high speed. b. A "ramming" or "collision" type aircraft can be built embodying reasonable protection against aircraft gun fire. However, such an airplane would be from 50 to 60 m.p.h. slower than an equivalent airplane not so designed. c. Since it does not appear reasonable to predicate development of material upon the normal employment of suicide tactics, some means of escape must be provided for the pilot prior to collision and: (1) No assurance can be given that a positive means of exit after collision can be provided. (2) No means of exit just prior to collision can be guaranteed that will positively eject the pilot at the necessary instant on account of the following time and distance factors involved:

X-7121 (Do not use reverse side)

Page No. 2.

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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. - - - - - - - - - -

Tally No. AAF/ - - - - -

Subject: Major Tobin's Letter on Intercepting Bombers. (Cont'd)

No.	FROM	TO	DATE	COMMENTS
4. (Cont'd)				(a) Speed differential between "ramming" and hostile aircraft will probably be not less than 50 m.p.h., which is equivalent to 73 ft. per second. (b) The probable maximum flight distance during which a "ramming" airplane could be pilotless is 50 ft. (c) The maximum operating time for pilot ejection would therefore be 2/3 of one second. 2. This Division concurs in the belief expressed in Par. 2, Item 1 above "that while under emergencies, ramming contacts might be indicated, it is far better to develop into our pursuit planes such heavy fire power that this alone will do the job". W. E. W. 1 Inel. - n/c Acting Chief, Air Corps

Hq. Army Air Forces
JAN 1 1942
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Page No. 3

F-4071, AC. Rev. 8/1/41

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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 .....

SUBJECT: Major Tobin's letter on Intercepting Bombers.

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	C/AS	12/22 1941	AAF/A-WPD KNW/jk 1. Major Tobin's letter may be interpreted in two ways: first, that he proposes "ramming" tactics; second, he refers to means of contact such as our RDF equipment. 2. It is believed that while under emergencies ramming contacts might be indicated, it is far better to develop into our pursuit planes such heavy fire power that this alone will do the job. 3. In either case, the disasters referred to are not believed to be due to the reasons Major Tobin suggests. H. L. G. 1 Incl. Ltr. 12/12/41 C/A-WPD
2.	AAF S/AS	AAF A-WPD	1941 12-24	AAF/AS CED/ 1. In some report (whether G-2 report or just what, I do not recall) about the time of the entry of the Russians into the war, there was a statement that the Russians were flying into enemy aircraft with the idea of putting them out of control. The statement indicated that Russian airplanes had been strengthened/places to permit this without undue damage to the Russian aircraft. 2. General Spaatz believes Tobin's thought is along the same line and thinks that we might look farther into this. C. E. D. Incl. - n/c S/AS
3	AAF A-WPD	OCAC Mat. Div.	12/27	AAF/A-WPD CMT/jk For comment and return to Chief of Air Staff, Aray Air Forces. H. L. G. 1 Incl. n/c C/A-WPD

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

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12/31

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EDGAR G. TOBIN
SAN ANTONIO

December 12, 1941

Dear Toosy:

Again I submit to you the proposition that the safest and only sure way to intercept a bomber is to make contact with it. Had we and the British been so equipped, the disasters at Pearl Harbor and Singapore might never have happened.

Listen to me, Please!

Sincerely,

Edgar

Brig. Gen. Carl A. Spaatz
Office Chief Air Corps
War Department
Washington, D.C.

DEC 18 '41 AM

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AIR WAR PLANS DIV.

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DOD Dir. 5 Jan. & 10 June 1974
By AFRM Date 3-31-75

(Air AG)

A G 10

January 3, 1942

SUBJECT: Change in route of part of B-17E aircraft being ferried to "X".

TO : Chief of the Air Corps

1. At the earliest practicable date approximately three subject airplanes per day scheduled for transfer to "X" by the South Atlantic-African route will be diverted and transferred to "X" along the South Pacific route. You will continue dispatching on the basis of three per day over the Eastern route to "X".

2. The route in general to be as follows:

Hamilton Field, California
Hawaii, thence along best available
air route to Darwin, Australia.

The points at which stops will be made between Hawaii and Australia as directed by the Commanding General, Hawaiian Department.

3. Upon arrival in Hawaii the flight will report to the Commanding General, Hawaiian Department for instructions as to points in the South Pacific where stops will be made for service and any other special instructions.

4. Upon arrival in Australia, the flight will come under the control of the Commanding General, Army Air Forces in the Far East at Darwin, Australia and he will be contacted for instructions.

By Command of Lieutenant General ARNOLD:

JOHN B. GOCLEY
Lt.Col., A.G.D.
Adjutant General.

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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DOD Dir. 5 Jan. & 22 June 1972
By [illegible] Date 3-31-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 3, 1941

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Change in route of part of B-17E aircraft being ferried to "X".

1. It is desired that a directive substantially as follows be issued The Chief of Air Corps and The Commanding General, Air Force Combat Command:

a. At the earliest practicable date approximately three subject airplanes per day scheduled for transfer to "X" by the South Atlantic-African route will be diverted and transferred to "X" along the South-Pacific route.

b. The route in general to be as follows:

Hamilton Field, California,
Hawaii, thence along best available
air route to Darwin, Australia.

The points at which stops will be made between Hawaii and Australia as directed by the Commanding General, Hawaiian Department.

c. Upon arrival in Hawaii the flight will report to the Commanding General, Hawaiian Department for instructions as to points in the South Pacific where stops will be made for service and any other special instructions.

d. Upon arrival in Australia, the flight will come under the control of the Commanding General, Army Air Forces in the Far East at Darwin, Australia, and he will be contacted for instructions.

For Chief of the Air Staff:

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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By [illegible] NARS, Date 3-31-75

AAF/A-4
MPS
(written Dec. 30, 1941)

JAN 5 1942

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

Subject: Crating of airplanes for overseas shipment.

1. Attached hereto is a copy of the directive issued to the Chief of the Air Corps to initiate a study to reach a satisfactory solution of the problem of water movement of airplanes.

2. In order to speed up the action on this problem, the Chief of the Air Corps has been authorized to contact interested personnel in your division direct.

For the Chief of the Army Air Forces:

Incl.
R.A.M. to C/AC
12/31/41 (sy.)

E. P. Curtis,
Lt. Col., Air Corps
Secretary of the Air Staff.

mhh

Dispatched
JAN 5 1942
AAG

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HEADQUARTERS ARMY AIR FORCES		COORDINATION									
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A [illegible]ntp	Budget	[illegible]	
	[signature]					[signature]					

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DECLASSIFIED DOD ... by AFRC/JCC ... 3-3-75

AAF/A-4
MFW/ahh
(Written Dec. 30, 1941)

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

Subject: Crating of Airplanes for Overseas Shipment.

1. Attached hereto is a copy of the directive issued to the Chief of the Air Corps to initiate a study to reach a satisfactory solution of the problem of water movement of airplanes.

2. I have taken the liberty of authorizing the Chief of the Air Corps to contact the interested personnel of your division direct in order to hasten a satisfactory solution to the problem. I hope you will not find this objectionable.

Incl.
Ltr to G/S
12/31/41 (sgn.)

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	AWPD	A...op	Bolger	S...	

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By Alal/Rea NLC Date 5-3-05

COPY

Crating of Airplanes for overseas shipment.

AAF/A-4
MFQuinn

1. AAF G/AS 1941 G/AC 12/31

1. Attached hereto is a memorandum to General Spaatz from the Assistant Chief of Staff, G-4 dated December 24, 1941 with reference to the crating of airplanes for overseas shipment.

2. It is desired that a study be made of the subject matter presented in General Somervell's memorandum with a view to simplifying the water transportation of aircraft to the maximum extent possible. Direct informal contact with the interested agencies of G-4 is authorized with a view to obtaining a sound solution.

3. It is desired that a report of the study of the conferences with G-4 be submitted.

Incls.
Memo to Gen.Spaatz
frm.G-4,12/24/41; cy.
memo. to Gen.Spaatz, 12/30/41, CS
Cy.tele.call to Col.Mallon G/AS
12/30/41 frm. Gen. Spaatz.

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DOD Dir.
E.O. 11652 3-31-75

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DATE _____

SUBJECT: Crating of Airplanes for Overseas Shipment.

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject w/ey. AAF to C/AS dated 12/31/41 frm. C/AS.

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OFFICE NAME

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OFFICE

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AAF/A-3
FTE-de
12/31/41

December 31, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Equipment for Sea Search and Establishment of Temporary Radio Locator School.

I. Discussion.

1. There are 86 sets of sea search equipment (ASV) available in the United States; 12 of these sets are ASV-10. They are laboratory conversions of other sets. There are no spare parts available for them, and their use outside of the United States is not recommended. They may be installed in B-18 and LB-30 airplanes only. 28 sets are ASV MK II. These may be installed in any heavy or medium type bomber. The ASV-10 is considered superior to the ASV MK II for submarine search. 8 of these 28 sets are installed in aircraft, and the remainder are available for immediate installation.

2. There are no operators for this equipment at present. A school for operators and maintenance personnel will be opened at Scott Field in connection with the radio school there on January 19, 1942. The capacity at Scott Field will be limited to 28 operators and 28 maintenance men per class. The length of the course will be 8 weeks. Scott Field is not suitable for ASV training because no extensive water areas are available. It was chosen as a temporary location because of the existence of the radio school there. There are 33 officers and 183 enlisted men in the Air Ferry Combat Command who have received some training on maintenance only of ASV and AI equipment in Canada. They can be trained as operators in a short time.

3. Authority has been obtained for the establishment of a Radio Locator School (ASV and AI) which is to be located in proximity to a proposed school for ground area personnel required for complementary ground equipment. The site for these schools has not yet been determined and at best they will not be in existence for 6 months.

4. It is paramount that as many aircraft as possible be immediately equipped with ASV units, and that operators be trained as expeditiously as possible pending the completion of the above schools.

COORDINATION										
Chief of Staff	Sec. Gen. Staff	A.G.	Adjutant	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat istics

2. That two LB-30 airplanes [illegible] repossessed from the British, with ASV-10 installed, be assigned to [illegible] Submarine Patrol off the East Coast. It will be necessary to commission two young civilian engineers from the MIT Radiation Laboratory as operators.

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3. That 10 B-18A airplanes be withdrawn from the Air Force Combat Command, and be equipped with ASV-10 sets, and assigned to Eastern and Western United States theaters of operation for Anti-submarine Patrol.

5. That 1 B-17E airplane now equipped with ASV MK II and 20 LB-30 airplanes, repossessed from the British be equipped with ASV MK II, and be assigned to the following theaters: Alaska, Hawaii, Puerto Rico, Panama and K.

4. That all officers and enlisted men in the Air Force Combat Command, who have received maintenance training on ASV and AI equipment in Canada, be held within the United States until such time as they can be trained as operators at Scott Field and assigned to aircraft equipped with ASV.

For the Chief of the Air Staff.

HAAL L. HAIDEN
Colonel, Air Corps
Asst. Chief of the Air Staff, A-3

U.S. Army Air Forces
DEC 31 941
Received

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

AAF 39

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HEADQUARTERS ARMY AIR FORCES

2978

ROUTING AND RECORD SHEET

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E.O. 13526
By Mal/jem 3-3-15

File No.)

No. ... A line will be drawn across sheet after each comment.

Tally No. AAF.....

SUBJECT: P-39D's and Spare Parts.

NO	FROM	TO	DATE	COMMENTS
1.	AAF A-4	OCAC (ASCL)	1941 12-29	AAF/A-4 EPS-mw 1. A recent decision contemplates the early shipment by seperate boat of a squadron of pursuit with supporting services to an island in the South Pacific. The airplanes are to be the 25 P-39D's, which were originally intended to be shipped to X on the steamship, Etolin. The steamship now tentatively set up to carry the shipment in question is the Scot. 2. It is desired that necessary action be taken to prepare the 25 airplanes in question, together with the spare parts which have been or are to be accumulated there to accompany the airplanes. Necessary action will be accomplished to assure the armament equipment of the airplanes being complete with appropriate guns, gun controls, bombracks, and any other items of accessory equipment required for combat operations. 3. Action will be taken by this office with proper authorities to assure loading of ammunition and bombs with this shipment. EPS C/A-4
2.	OCAC Air Ser. Command	AAF A-4	1/5	OCAC/14-S JPN:mj 1. Action has been initiated to establish a system for controlling shipments for task forces and other movements beyond the continental limits, which will insure, among other things the following: A. That each and every airplane shipped be complete in every detail such as armament, radio, gun controls, bomb-racks, accessory equipment, prestone, sulphuric acid, solenoids, etc., which is required for that particular airplane for combat operations.

RECEIVED DEC 31 1941 CLASSIFIED MAIL AND FILE SECTION

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Page No. ____ amm 452.1 (154)

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WAR DEPARTMENT
Headquarters Army Air [redacted]es
Office Chief of the Air [redacted]aff
Washington, D.C.

Date_____

TO Col. Hanley -

This is general Muller's action in response to a directive relative Overseas aircraft shipment.

Mys

File

O.K.M

A-4 DIVISION

X-225-D, A.C.

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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UNCLASSIFIED DOD Ltr 3-31-75

File No.

Tally No.

Subject: P-38D's and Spare Parts.

NO.	FROM	TO	DATE	COMMENTS
2. (Continued)				b. That the proper amounts of spare engines, spare parts including armament and radio, and supplies are shipped with the airplane to maintain the airplane at destination for the combat life of the airplane (this can be considered as 5 months). c. That necessary special equipment for assembly of the airplanes at destination such as special tools, jacks, tensiometers, and so forth, and also the special equipment and tools required for maintenance of the complete aircraft including special tools for armament and radio accessories are shipped with the airplane. H. J. [illegible] H. C[illegible]C

Col. Hanley has
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DOD Dir. 5200.9
NLC, Date 3-31-75

JBC/gr
(Air AG)
AG 452.1

January 19, 1942

SUBJECT: Air Corps Board Study No. 73.

TO: Chief of the Air Corps.

1. Reference is made to your R & R, (15-41), December 31, 1941, above subject.

2. The foregoing program of tests at Eglin Field based upon the Air Corps Board Study No. 73 is concurred in.

3. Attention is invited to the fact that request was made to the Chief of the Air Corps by R & R dated December 22, 1941 on the subject of test of 37 mm M4A2 gun in aircraft, in order to obtain effective concentration of gunfire for anti-tank purpose. It was requested that a definite program be instituted as early as possible leading to the installation of two or more 37 mm high velocity 2,800 ft./second guns in the underneath portion of the nose of an A-20 type airplane somewhat similar to the installation of 20 mm guns of the P-40.

4. It is highly desirable to consider the use of high velocity gunfire against tanks. Every effort should be made to include such tests in any program established. Information is requested as to the status of this project as early as practicable.

By Command of Lieutenant General ARNOLD:

Dispatched
JAN 19 1942
AAG

JOHN B. GOODLEY,
Lieutenant Colonel, A.G.D.,
Assistant Adjutant General.

Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sea Defenses	
	1 Inclo. A.G. Bd. Study #73										

AAF 39

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AG 452.1 (153)

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HEADQUARTERS ~~CONFIDENTIAL~~

ROUTING AND RECORD SHEET

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DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: Hall, Lt. Col. Date 3-31-75

File No.

Tally No. AAF

SUBJECT: Air Corps Board Study No. 73.

NO.	FROM	TO	DATE	COMMENTS
3.	AAF/A-4	AAF/AAG	1942 1/16	AAF/A-4 JFW/mwb 1. Request that a directive, substantially as follows, be sent to the Chief of the Air Corps: 2. "~~This Division concurs in~~ The foregoing program of tests at Eglin Field based upon the Air Corps Board Study No. 73 ~~is concurred in~~. 3. Attention is invited to the fact that request was made to the Chief of the Air Corps by R&R dated December 22, 1941 on the subject of test of 37 mm M4? gun in aircraft, in order to obtain effective concentration of gunfire for anti-tank purpose. It was requested that a definite program be instituted as early as possible leading to the installation of two or more 37 mm high velocity 2,800 ft./second guns in the underneath portion of the nose of an A-20 type airplane somewhat similar to the installation of 20 mm guns of the P-70. 4. It is highly desirable to consider the use of high velocity gunfire against tanks. Every effort should be made to include such tests in any program established. Information is requested as to the status of this project as early as practicable." Incl: Ltr to C/AC, 10/2/41 frm AC Bd. w/2 Inds. w/AC Bd. Study No. 73 w/copy ltr to Ch/Ord.12/10 (in dupl.) TJH/jw TJH, Jr., C/A-4

1. Reference is made to your R+R, (15-B1), dtd. Dec. 31, 1941, above subject

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W-4071, AC. Rev. 8/16/41

Page No.

AAG 452.1 (153)

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OFFICE OF THE CHIEF OF THE AIR CORPS

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DOD ltr's. 9 Jan. & 30 June 1972
Authority AC, Date 9-30-75

ROUTING AND RECORD SHEET

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

File No.

Subject: Air Corps Board Study No. 73.

Tally No.

NO.	FROM	TO	DATE	COMMENTS (15-811) mlp
1.	Ch. A. C.	Ch. AAF	1941 12/31	1. Approval is recommended of the attached program for Air Corps Board Study No. 73, "Attack of Armored Vehicles by Aircraft." 2. It is recommended that the airplanes mentioned in paragraph 6 b of the study, be made available to the Board at Eglin Field, and that authority be granted to procure and expend the items mentioned in paragraph 6 c, d and e. 3. If the program is approved as recommended above, this office will initiate necessary action with the Ordnance Department for securing items mentioned in paragraph 6 a. 1 Incl. A.C.Bd.Study #73 1 cy w/d W.R.W. Actg. C/AC
2.	AAF A-3	AAF A-4	1942 1/13	AAF/A-3 OSP/jg 1. This Division concurs in the importance of these tests and will allocate: 3 P-39, 3 A-20A, and 2 A-31 to Eglin Field. 2. It is requested that you take necessary action to furnish the remaining materiel. Incls. Ltr frm AC Bd to C/AC 10/7/41--subj:"Attack of Armored Vehicles by Air Craft" w/1st & 2nd Inds. AC Bd Study #73 (in dup.) C/AC

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DECLASSIFIED DOD Ltr. 1 Jan. & 20 June 1958 By [illegible] Date 3-31-75

File No. . . . . .

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

Tally No. AAF . . . . .

SUBJECT: Availability of Airplanes for Testing Incendiary and Demolition Bombs.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 OSR-dm
2	AAF A-3	AAF A-4	1941 12/23	1. One B-23 was transferred from Aberdeen to Jefferson Proving Ground. 2. One B-18 and one B-23 are available at Aberdeen for joint use of Ordnance and Chemical Warfare Service.	
				ELN ELN C/A-3	

Noted - ELN

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Dir. 5 200.9 June 1972
E.O. Date: 3-31-75

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

File No. .....

Tally No. AAF .....

SUBJECT: Availability of Airplanes for Testing Incendiary and Demolition Bombs.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JYY/mwb
1.	AAF A-4	AAF C/AS THRU A-3	1941 12/16	1. There is an urgent need at the Jefferson Proving Ground, Madison, Indiana for the services of an airplane of the B-18 or similar type for use in drop testing selected samples from recently manufactured lots of demolition bombs. Action has been taken to provide necessary personnel at the Jefferson Proving Ground which is provided with the necessary airdrome facilities. 2. The lack of this airplane at Jefferson Proving Ground presents a serious obstacle in providing bombs which are badly needed by combat units. While the urgent necessity for airplanes in combat units is recognized, it is believed that at least one airplane should be provided for this purpose in order that the delivery of essential demolition bombs may not be delayed. 3. At Edgewood Arsenal, the Chemical Warfare Service Proving Ground, Edgewood, Maryland, they are holding up development and acceptance tests on incendiary bombs due to the lack of a B-18 or similar type of airplane from which precision bombing can be accomplished. Here again is an urgent need which should be met even at the expense of combat unit strength in airplanes if we are to be prepared to supply an urgent demand of incendiary bombs which may be made on us at any time to meet certain strategic requirements. 4. It is requested that necessary action be taken by A-3 to supply these airplanes. EPS C/A-4

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OFFICE OF THE CHIEF OF THE AIR CORPS

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DOD Dir. 5200.9
By [illegible] NARS, Date 3-31-76

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. _____

Subject: Assignment of aircraft

NO.	FROM	TO	DATE	COMMENTS
4	(4-E-4) Mat. Div.	AAF C/AS	1941 12-29	1. This office understands that the necessary action concerning this airplane is being initiated by the Ferrying Command.

FDO
O. P. E.
Chief, Mat. Div.

noted A-3

Ai 00 452.1 (12-29-41)

SECRET
By Authority of
the Chief of the Air Corps
Date Initials

A-929

(Do not [illegible] side) Digest 452.1 (12-29-41)

SECRET
Page No. _____

S-4092, AG, Dec. 6/1/41

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ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF .....

SUBJECT: Assignment of aircraft.

NO.	FROM	TO	DATE	COMMENTS
1.	ACFC	Comm Bdv. (Att: Col. Forcum)	1941 12/12	It is understood that one Lockheed-12 commercial aircraft was acquired this date and turned over to the Air Corps. This airplane is urgently needed by the Headquarters, Air Corps Ferrying Command and its assignment to this organization with station at Bolling Field is requested. R. O. CO/ACFC
2.	(15-24) Chief of Air Corps	Chief of Army Air Forces Hq. Army Air Forces DEC 16 1941 AAF RECEIVED	1941 12-15	1. Your decision as to the allotment of subject airplane is requested. W.R.W. Actg. C/AC
3.	AAF C/AS	OCAC (Col. Timberlake)	1941 12-18	AAF/A-3 OCE-pag 1. The Mayler Lockheed 12A #1273 now in Los Angeles has been appraised by CAA at $60,000. It has two (2) Wasp Jrs., Hamilton constant speed propellers, de-icers, extra gas tanks and oxygen, and has been flown only sixty (60) hours since overhaul. 2. Mr. Mayler of the CAA (not owner of plane) is holding it for the Air Corps. Request you contact him at Republic 2564, Extension 271. If secured, it should be assigned to the Ferrying Command. C/AS

RECEIVED DEC 22 1941 PROD. ENGR. BR. O. C. A. C.

(Do not use reverse side) P-4071, AG. Rev. 8/14/41

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DECLASSIFIED
DOD Dir. 5 Nov. & 30 June 1978
By [illegible] NLC, Date 2-21-25

SECRET
SECURITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIAL

WWD/SBC/1r
AG-1

December 10, 1941

SUBJECT: Publicity Prohibited. Ref. B-19

TO : The Chief of the Air Corps

Publicity by either the Air Corps or the Douglas Company in connection with the acceptance of the B-19, by the Army Air Corps, is prohibited. It is desired that you take the action necessary to enforce this directive.

By Command of Lieutenant General ARNOLD:

WILLIAM W. BUCK
Colonel, A. G. D.
Air Adjutant General

(051) 1254

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	AAF Staff	AAG	A 1	A 2	A 3	A 4	A WD	A Insp	Budget	Statistics	

AAF-39

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DECLASSIFIED
DOD 5200.
6 Jan. & 30 June 1954
By [illegible] NSC, Date 3-31-76

Letter

Subj: Publicity prohibited ref. B-19.

~~DIRECTIVE MEMO~~

NO

To the ~~AAG~~ Chief of the A-C-

to the Air Corps.

(You will issue the necessary numbered instructions to the effect that (there will be no) publicity ~~by~~ either the Air Corps or the Douglas Company in connection with the acceptance of the B-19, by the Army Air Corps, is prohibited. It is desired that you take the action necessary to enforce the direction.

By Order

[illegible]

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Headquarters of the Army Air Forces

DECLASSIFIED
DOD Dir.
By [illegible] DOD Dir. 5200.9

January 2, 1948

SUBJECT: Air Public Relations Manual

TO: Major Gen. [illegible]

1. By direction of the Chief of the Air Staff, you are authorized [illegible] are publishing AAF to govern the Army Air Forces of the [illegible] may [illegible] in connection with [illegible] should [illegible] [illegible] [illegible]

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DOD Dir.

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JMH/LS & VIENS

8 AFRAP AFGAS 12/1

1. For your information.

2. Concur with paragraph 4, Item 2.

F. IRVING DAVISON,
Colonel, G.S.C.,
A/C of A.S., A-1.

Encl. s/c

4 AFGAS AFRAP 12-2

WDC/Ltr 5365

General Stratemeyer has noted the foregoing and approves the action taken.

Dispatched
DEC 2 1942
AAG

M. A. VIENS,
Lt. Col., G.S.C.

Encl.
n.c.

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NND 85...
By ... NARS, Date ... 3179

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

To Sec. War.

January 1, 1942

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes en route to [illegible].

There are now three B-17s at Freetown, six B-24s at Bolem, three B-17s en route from Tampa to Trinidad.

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

JAN 8 1942
SHOWN TO SECRETARY OF WAR

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SECRET
PH 4/2/42

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DECLASSIFIED
DOD Dir.
5 Nov. & 29 June 1979
Re: [illegible] 10; Date: 3-31-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 31, 1941

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes en route to "I".

There are now three B-17s between Natal and Freetown, and three B-17s and three B-24s between Trinidad and Belem. (It is estimated that nine more planes will leave Tampa for Trinidad by midnight tonight)

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

Copies for: Secretary of War,
Mr. Lovett.

noted by Chief of Staff

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Directive No. WP-6

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E.O. 11652, Sec. 3(E) and 5(D) or (E)
By MLH & Co NSC, Date 3-31-75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 6, 1942

452.1 (148)

DIRECTIVE MEMO FOR: Air War Plans Division

Subject: Increase of Dive Bombers for 1942.

1. An action paper with definite recommendations will be initiated after due study with view to increasing the number of dive bombers to be produced during 1942 and the activating of additional dive bomber units. Attached is a memorandum for General Spaatz from the Office of the Assistant Secretary of War for Air, together with RAE with two items, subject: "Requirements in Dive Bombers and Possibility of Diversion to the Navy," pertaining to this subject.

By direction of the Chief of the Air Staff.

Declassified
JAN 7 1942
AAG

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-M&D	A. Insp.	Budget	Statistics	

AAF-39

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DOD Dir. 5200.9 Sec. 4, 5D (June 1985)
By NNDJ/NARA Date 2-31-95

SECRET
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Dec 26, 1941

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Tentative number of planes which can be carried on the PRES. COOLIDGE.

Receipt is acknowledged of Memorandum for the Assistant Chief of Staff, G-4, subject as above.

dated December 26, 1941.

W. K. Wilson Jr
Officer Rank

Mny Dept
G-4 Exec
Office

DEC 28 1941

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

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IN AAF-3
G-4 DIVISION
WAR DEPT. GEN STAFF

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AG 452.1(146)

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EPS/gwd
G-4

SECRET
DECLASSIFIED

December 25, 1941.

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

Subject: Tentative number of planes which can be carried on the PRES. COOLIDGE.

1. Reference your memorandum to General Spaatz on the above subject, dated December 20, 1941, you are advised that at this late date it is impossible to modify the packing and crating of the airplanes involved in this shipment. You are further advised that while the placing of fuselages on cradles with no further crating is practical and possible, if crated airplanes are prepared alone to the port of embarkation, it is quite desirable for movement by train across country unless shipment is made in box cars. The wings can also be broken at the middle for packing in boxes not greater than twenty-four (24) feet in length, but to do so involves the removement of a very great number of small bolts, and involves many hours of time for such disassembly and a considerably greater number of hours for reassembly at destination. It is very much to be preferred, where possible, to pack wings without such breaking at the middle.

452.1 (12-25-41)

For the Chief of The Air Staff:

EDGAR P. SORENSEN
Colonel, Air Corps,
Assistant Chief 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-Insp.	Budget	Statistics	

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EO 13526
By [illegible] Date 3-3-75

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Tentative number of planes which can be carried on the [illegible]

Receipt is acknowledged of [illegible] for the Assistant Chief of Staff, G-4, subject as above

dated December 26, 1941.

Officer Rank

Office

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

AAF-3
W-4759, A. C.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 30, 1941

~~SECRET~~

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MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes Enroute to "X"

In connection with airplanes enroute to "X", there are now three B-17's between Trinidad and Belem, and three B-17's and three B-24's between Tampa and Trinidad.

H. H. ARNOLD,
Lieutenant General, U. S. Army,
Deputy Chief of Staff for Air.

Copies for: Secretary of War
Mr. Lovett

DECLASSIFIED DEC 30 1941
NOTED-OFFICE CHIEF OF STAFF

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs. 5200.9 & 26 June 1972
By [illegible] NLC, Date 7-21-75

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SUBJECT: Pursuit Squadrons to the Fijis.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Spaatz	12/27 1941	In connection with the Pursuit Squadrons to go to the Fijis, it is important that these Squadrons be equipped with the best pursuit planes we have. I would suggest offhand the P-39s. It is also essential that at least one and possibly two Radex be established out there with the Unit and steps should be taken to secure them, but even if the Radex cannot be secured the Squadrons must go to protect this very important base on our airways. H.H.A.

Duration sent to A-3

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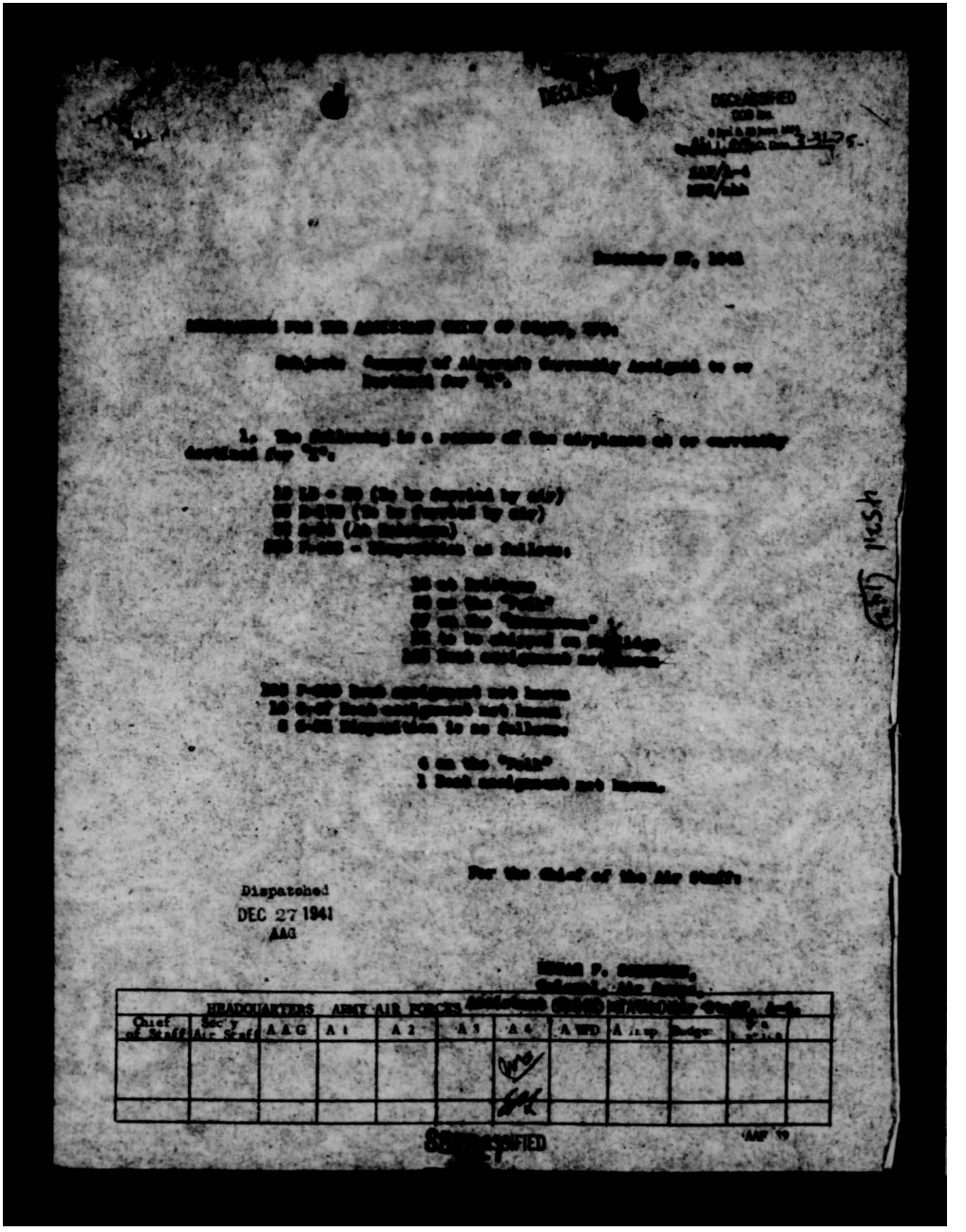

Dispatched
DEC 27 1941
AAG

Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A 3	A 4	A WD	A Asst	Budget		

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DOD ltr
Date 3-24-75

RECEIPT

DATE _____

Subject: Summary of Aircraft Currently Assigned to or Destined for "X".

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject.

OFFICER _____ RANK

OFFICER _____

Dispatched
DEC 27 1941
AAG

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December 27, 1941

Dispatched
DEC 27 1941
AAG

By the Chief of the Air Staff

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Dep. Chief Air Staff	AAG	A-1	A-2	A-3	A-4	A-5	A-6	Budget		

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RECEIPT

DATE _____

Subject: Summary of Aircraft Currently Assigned to or Destined for "X".

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject.

DEC 27 1941
AAG

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OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED
DOD Dir. 5200.9 Sept. 1958
By [illegible] NARS, Date 3-21-77

ROUTING AND RECORD SHEET
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Tally No. AAF/ - - - - -

Subject: Status Report of B-17 Project

No.	FROM	TO	DATE	COMMENTS
1.	OCAC Air Ser. Command	C/AAF	1942 12-25	1. The following status report has been received from the B-17 Officer, Sacramento Air Depot, covering status as of 5:00 p.m., December 24, and changes since report submitted by Routing and Record Sheet dated December 21, 1941, on the above subject:

8 B-17 E airplanes carried over from last report.
3 B-17E airplanes arrived from factory December 23.
5 B-17E airplanes arrived from factory this date.
3 B-17E airplanes returned December 23 for maintenance work.
19 B-17E airplanes total involved in this report.

7 B-17E airplanes departed this station December 23.
2 B-17E airplanes departed this station December 24.
10 B-17E airplanes total remaining at SAD as of 5:00 p. m. December 24, of which -
2 have been turned over to 4th Air Force. No crews as of this date.
1 will be completed later this date. No crews as of December 24.
5 airplanes in work expected to be turned over to 4th Air Force afternoon of December 25.
2 will remain indefinitely due to parts shortage.

2 B-17B airplanes carried over from last report of which-
1 departed this station December 23.
1 will be ready for delivery later December 24.

H. H. F. M.
C/ASC

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AG 452.1 (8-8-41)

F-6071, AF Ser. 8/1/41

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED DOD Dir. 3380 By NNAG Date 3-31-75

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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File No.
Sally No.

Subject: Status Report of B-17 Project.

NO.	FROM	TO	DATE	DATA
				OCAS/34-B WEB/dlr
1.	OCAS Air Ser. Com.	C/AAF	1942 1/8	1. The following status report has been received from the B-17 Projects Officer, Sacramento Air Depot, covering status as of 5:00 January 7, 1942: "B-17E Project 80 B-17E airplanes processed and equipped through this depot since December 6. This number includes airplanes covered by this report. 5 B-17E airplanes carried over from last report. 1 B-17E airplane arrived for maintenance work January 6. 6 B-17E airplanes total involved in this report. 3 B-17E airplanes departed January 6, including the airplane received for maintenance. 1 B-17E airplane departed this date. 2 B-17E airplanes remaining at SAD as of 5:00 P.M. January 7, are complete except for lower turret shortage mentioned in last report." H. H. A. M. C/ASC

Air Forces
JAN 9 1942
Received

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Tally No. AAF/ _____

Subject: Status Report of B-17 Project.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Air Ser Command	C/AAF	1942 1/2	OCAC/14-2 WEE/dlr 1. The following status report has been received from the B-17 Project Officer, Sacramento Air Depot, covering status as of 5:00 P.M. December 30: "B-17E Project 9 B-17E airplanes carried over from last report. No arrivals since last report. 9 B-17E airplanes total involved in this report. 5 B-17E airplanes departed this station December 31. 1 B-17E airplane departed this station this date. 3 B-17E airplanes total remaining at SAD as of 5:00 P.M. January 1, status as follows: 3 airplanes are completed and ready for flyaway, of which: 2 airplanes were completed December 29 and 1 airplane completed December 30. No crews available." E. J. Y. M. C/ASC

Hq. Army Air Forces
JAN 6 1942
AAF Received

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

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DOD Dir. 5 Jan. & 29 June 1976
By _____ NCS, Date _____

ROUTING AND RECORD SHEET

(To be filed with correspondence)
File No. _ _ _ _ _

Note.—A line will be drawn across sheet after action by each office concerned.

Tally No. AAF_ _ _

SUBJECT: Status Report of B-17 Project.

NO.	FROM	TO	DATE	DATA
				OCAC/14-B WFH/dlr
1.	OCAC Air Ser. Command	C/AAF	1941 12/31	1. The following status report has been received from the B-17 Project Officer, Sacramento Air Depot, covering status as of 5:00 P. M. December 30, and changes since Routing and Record Sheet dated December 29, 1941, on the above subject: "B-17E Project 4 B-17E airplanes carried over from last report. 6 B-17E airplanes arrived from factory this date 10 B-17E airplanes total involved in this report. 1 B-17E airplane departed this station December 29. 9 B-17E airplanes total remaining at SAD as of 5:00 P. M. December 30, of which: 2 airplanes completed December 29, awaiting delivery to Langley Field crew. 1 airplane completed this date, awaiting delivery to Langley Field crew. 6 airplanes undergoing work are expected to be completed and ready for fly-away December 31." H. H. M. C/ASC

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ROUTING AND RECORD SHEET

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Tally No. AAF ____

Note.—A line will be drawn across sheet after action by each office concerned.

Subject: Sacramento Air Depot Projects Reports.

NO.	FROM	TO	DATE	DATA
				OCAC/14-M VHH/dlr
1.	OCAC Air Ser. Command.	C/AAF	1941 12/28	1. The following status report as of 8:00 P. M., December 27, 1941, has been received from the Project Officer, Sacramento Air Depot: B-17E Project 6 B-17E Airplanes at SAD as of 5:00 P.M., December 26. Arrivals 1 B-17E Airplane No. 41-2461 arrived after 5:00 P.M., December 26. 1 B-17E Airplane No. 41-2456 arrived this date for maintenance. Departures 2 B-17E Airplanes Nos. 41-2465 and 2469 departed this date. 6 B-17E Airplanes remaining at SAD 5:00 P. M. December 27 with status indicated hereafter. 3 B-17E Airplanes delivered to 4th Air Force, but remaining at SAD. Serial numbers as follows: 41-2473 41-2461 41-2478 2 airplanes expected to depart this date. Serial Numbers are: 41-2473 41-2461 1 airplane has no crew assigned. Serial No: 41-2478 2 airplanes are undergoing final turret work, estimated delivery December 27. Serial numbers are: 41-2405 41-2410 1 airplane undergoing maintenance. Estimated completion later this date. Serial number is: 41-2456

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ROUTING AND RECORD SHEET

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Tally No. AAF _ _

SUBJECT: Sacramento Air Depot Projects Reports.

NO.	FROM	TO	DATE	DATA
1. (Continued)				

P-40E Shipment Project

39 P-40E Airplanes total involved in this project.
29 P-40E airplanes have arrived this station
22 P-40E airplanes completed and shipped. Serial numbers are as follows:

40-412	41-5543	41-5597
40-600	41-5545	41-5598
40-607	41-5549	41-5625
41-5542	41-5555	41-5626
41-5545	41-5557	41-5599
41-5551	41-5562	41-5628
41-5554	41-5546	
41-5565	41-5549	

7 P-40E airplanes completed but not shipped. Serial numbers are as follows:

41-5518	41-5523	41-5600
41-5520	41-5530	
41-5522	41-5550	

O-47 Shipment Project

1 airplane received this station December 24. Serial number 37-297. Will be completed by midnight this date.

B-26 Winterization Project

19 B-26 airplanes on this project at SAD.
6 B-26 airplanes are completely winterized and armed, now undergoing final checks and adjustment. All shop work on these airplanes will be complete before midnight this date, December 27. Serial numbers are as follows:

40-1445	40-1453	40-1455
40-1447	40-1454	40-1458

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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Tally No. AAF _ _ _

SUBJECT: Sacramento Air Depot Projects Reports.

NO.	FROM	TO	DATE	DATA
1. (Continued)				6 B-26 airplanes have winterization practically complete. De-icer boot installation progressing satisfactorily. These airplanes are expected to be completely winterized and armed before midnight December 28th. The serial numbers are as follows: 40-1457 40-1460 40-1466 40-1469 40-1465 40-1478 6 B-26 airplanes are progressing satisfactorily and are expected to be completely winterized and armed before midnight December 29. Serial numbers are as follows: 40-1456 40-1464 40-1501 40-1461 40-1465 40-1511 1 B-26 airplane, serial number 40-1408, has winterization practically complete but is still short the turret which has been requested without satisfactory results. Now expecting two turrets being removed from wrecked airplanes at Boise Air Base. This airplane is expected to be completely winterized and armed by December 30 if turret arrives not later than morning of December 29. Otherwise the airplane will be ready within 24 hours after receipt of a Martin turret in good condition. P-40E Winterization Project 26 P-40E airplanes at SAD on this project. 7 P-40E airplanes are completely winterized and armed and are undergoing final checks and adjustments. Three of these seven have had guns boresighted, and all boresighting will be completed before midnight this date December 27. Serial numbers [redacted] 40-340.

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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File No. _____

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Subject: Sacramento Air Depot Projects Reports.

NO.	FROM	TO	DATE	DATA
1. (Continued)				7 P-40 airplanes expected to be completely winterized and armed by afternoon of December 29. Serial numbers are as follows: 40-586 40-596 40-612 40-587 40-598 40-590 40-611 6 P-40E airplanes progressing satisfactorily are expected to be completely winterized and armed by afternoon of December 30. Serial numbers are as follows: 40-591 40-586 40-601 40-649 40-593 40-602 6 P-40E airplanes progressing satisfactorily are expected to be completely winterized and armed by afternoon of December 31. Serial numbers are as follows: 40-594 40-606 40-384 40-588 40-592 40-589. H. H. M. C/ASC

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DCO Memo
By AG Letter Dated 3-31-25

Subject: Light Observation Airplanes.

AAF/A-3
OSP-ds

7 AAF C/AC 12/20
C/AS

1. Attached is a copy of approved Staff Study on reorganization of observation.

2. Six hundred seventeen (617) puddle jumpers, or similar light commercial airplanes, are authorized.

3. Visibility to the rear and up in the YO-57-58-59 is not satisfactory. It is recommended that one article be prepared to provide better visibility and made available for inspection at Bolling Field by members of the Air Support Command. Colonel Lynd (Phone 818-330) should view and fly this airplane prior to any commitments on procurement.

4. It is recommended that airplanes be procured as the result of past service tests, which will limit the types to YO-57-58-59 and the Stinson V-76. This is to reduce the number of types and simplify maintenance problems. If the other producers of small planes object, it is possible that they could make the models selected on a license basis.

5. Proportions of airplanes bought and delivery schedules should be as specified by the Air Support Command, not more than 200

HEADQUARTERS AAF 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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DOD WS
NARA, Date 3-31-75

Light Observation Airplanes.

7 AAF G/AS G/AC 12/20 V-76 type be procured, provided the modification of the XO-57-58-59 to secure better visibility is successful.

6. It is requested that you take necessary action to secure funds for this procurement.

4 Encls. (1 added)
Cy Memo frm CGAF to G/Staff 10/30/41
subj."Org & Equip for Obs Units in the Air Support Comd" w/Tabs A thru G

CS G/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sci-ence	

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Subject: Light Observation Airplanes.

AAF/A-4
HFB/mr

4 AAF C/AC 1941 1. For comment as to means of procurement and dates
S/AS 10/11 at which deliveries can be secured.

2. Comment is especially desired with reference to the procurement of the Stearman Kinner Airplane equipped with the ACK 153 set as discussed in paragraphs 9 & 10 of the memorandum from the Commanding General, Air Force Combat Command, dated September 25, 1941. If the procurement and production situation permits the purchase of the suggested 18 airplanes may well be warranted.

2 Incls.
#1 Ltr abv subj 9/8/41
frm Gen. Mgr. w/1st Ind.
#2 Memo Ch AAF 9/25/41 abv
subj for C/AAF.

CS
C/AS

(4-E-4)

5 C/AC AAF 1. With reference to General McNair's letter on light
C/AS observation airplanes, a clarification of Paragraph 3 is necessary. In the recent maneuvers, four (4) each Piper, Taylorcraft and Aeronca airplanes were used. Does General McNair mean these identical airplanes or can it be interpreted that he desires airplanes of the same general type? There are the following companies who manufacture airplanes of this type:

Company	Average Production Rate Per Month
Piper	250
Taylorcraft	75
Aeronca	70
Luscomb	35
Columbia (Porterfield)	18
Culver	12
Brocque	10
Interstate	7

2. With reference to the method of procurement, there are two types possible: First, by open competition, inviting all manufacturers to enter airplanes and to have them evaluated by an Evaluation Committee; second, base the procurement on a successful service test and procure only types that have been tested.

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Competition

Advantages

a. This forestalls any political ramifications as it gives everyone a fair chance.

b. It is possible, due to designing new types, of obtaining a better aircraft for the purpose.

Disadvantages

a. This will delay the procurement of these airplanes considerably in that all manufacturers have to have time to prepare and submit their products. The evaluation of so many types would require a considerable period of time. After the evaluation was completed and the bids were received, it would be necessary to survey the facilities in order to determine production of the various small companies in order to insure meeting their delivery schedules.

Based on Service Test

This would limit the procurement to the three types listed below:

Company	Average Production Rate Per Month
Piper	250
Taylorcraft	75
Aeronca	70

3. With reference to General Emmons' letter, in the first place, the Stearman Hammond Airplane Company is out of business and none of these types could be procured. If it is desired to procure tricycle type airplanes for this purpose, a survey of the field can be made and a small quantity purchased and given service test by Support Command Units.

4. It is desired that a directive be issued to the Air Corps, indicating the procedure desired.

a. Method of procurement.
b. Number of airplanes to be procured.
c. Delivery requirements.

5. It should be brought to your attention that the Stinson Model 76, which is recommended by General Devers of the Armored Forces, is not in this category of airplanes. It is an airplane costing about $10,000 as compared with $3,000 for the types listed above. Attached is a copy of General Devers' letter. When the information is received, as requested in

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Paragraph 4, above, a survey will be made of radio equipment for this type airplane. It is probable that there will be a radio shortage.

6. No funds are available for this procurement; however, if a directive is issued, procurement will be initiated.

3 Incls. M. S. F.
Added: Incl. #3 -
Gy. ltr., 10/14/41,
from Gen. Devers to
The Adj. Gen.

AAF/A-4
MFH/hmh

6	AAF A-4	AAF A-3	1941 11/10	

1. Inviting attention to par. 4b and 4c., Item No. 5. It is requested that the necessary information be furnished.

Incls:
1--Gy ltr to TAG, 9/8/41
w/cy 1st Ind.
2--Gy Memo for C/AAF, 9/25
above subject.
3--Gy ltr to TAG, 10/14/41 MFH
from Fort Knox, Ky. C/A-4

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DOD INS
By NNLRB NOV Date 3-31-75

Subject: Light Observation Airplanes.

AAF/A-3
OSP-ds

7 AAF C/AC 12/20
G/AS

1. Attached is a copy of approved Staff Study on re-organization of observation.

2. Six hundred seventeen (617) puddle jumpers, or similar light commercial airplanes, are authorized.

3. Visibility to the rear and up in the YO-57-58-59 is not satisfactory. It is recommended that one article be prepared to provide better visibility and made available for inspection at Bolling Field by members of the Air Support Command. Colonel Lynd (Phone 818-330) should view and fly this airplane prior to any commitments on procurement.

4. It is recommended that airplanes be procured as the result of past service tests, which will limit the types to YO-57-58-59 and the Stinson V-76. This is to reduce the number of types and simplify maintenance problems. If the other producers of small planes object, it is possible that they could make the models selected on a license basis.

5. Proportions of airplanes bought and delivery schedules should be as specified by the Air Support Command. It is, however, recommended that not more than 200

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DOD Dir. 5200.9
8 Jun & 20 June 1974
By Milligan NARS Date 3-31-75

Amendment of Instructions.

AAF/A-5
HLS:mab

1 AAF C/AS — OCAS Mkt. Div. — 1941 12-23

1. Reference the instructions given to you by General Arnold on preparation of fifteen LB-30's and dates they would be cleared from Tucson and Dayton, the following variations from those original instructions were made last night by General Arnold:

a. LB-30's will be placed in combat condition with the exception of the armor plate before dispatch from this country.

b. The B-17E's can precede the LB-30's, as they are all ready. This would provide the additional time for better preparation of the LB-30's.

c. The necessary work on the LB-30's in preparing them for dispatch from this country would be kept going at high pressure.

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CS
C/AS

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A [illegible]	Budget	S [illegible]	
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SUBJECT: Shipment of O-47 Airplanes.

DECLASSIFIED DOD Dirs. 5 Dec & 30 June 1978 By NARA, DC, Date 3-3-75 12717

File No.

Tally No. AAF

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

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 JPW/emd
1	AAF C/AS	C/AC Air Ser. Command	1941 12/18	1. Reference the above subject it may be possible to ship 10 airplanes from the West Coast January 1, 1942. 2. In connection with concentration of these airplanes for shipment as directed, necessary spare parts should be concentrated for shipment at the same time. Request that this be accomplished. CS C/AS
2.	[illegible]	[illegible]	12/24	OCAC/14-S JPW:mj The Air Service Command, Wright Field, has been instructed to include the appropriate spares in the shipment of the ten O-47's mentioned above. [illegible] C/AAC

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DOD 5200
8 Jan & 30 June 1976
By [illegible] NARS, Date 3-31-75

Shipment of C-47 Airplanes.

AAF/A-4
JPW/mmd

1 AAF C/AS 1941 1. Reference the above subject it may be possible to
C/AS Air Ser. 12/18 ship 10 airplanes from the West Coast January 1, 1942.
Gen. Lin.

2. In connection with concentration of these airplanes for shipment as directed, necessary spare parts should be concentrated for shipment at the same time. Request that this be accomplished.

CS
C/AS

DEPARTMENT
DEC 20 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	
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DOD Dir.
E.O. 12356, Sec. 3.3
NARA, Date 3-21-95

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by Memo for Chief of Staff dated Dec. 26.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplane Requirements for the Army Air Forces

1. The airplane requirements for the Army Air Forces for the next 3 months are indicated below:

	Heavy Bombers		Medium Bombers		Light Bombers		Pursuit	
	Combat Planes	Crews	Combat Planes	Crews	Combat Planes	Crews	Combat Planes	Crews
Philippines	8	80			1	57	2	160
(1) China	1	10					1	80
(2) Russia	1	10					1	80
(3) Australia			1	57	1	57	2	160
(4) British East Indies			1	57	1	57	2	160
Hawaii	2	20					3	240
Caribbean	3	120	1	57			5	400
West Coast U. S. Inc. Alaska	2	80	2	114			5	400
East Coast U. S. Inc. Newfoundland, Greenland, Iceland	3	120	2	114			4	320
	21	560	7	399	3	171	25	2000

Note (1)

China. Planes and combat crews to be sent as soon as logistic arrangements can be completed. Pursuit Group will be the A.V.G. now in China.

Note (2)

Russia. The groups to be used in Russia will be prepared immediately, so that they can move to bases in Eastern Siberia as soon as authority is received from the Soviet Government.

Copy for Gen. Spaatz.

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Note (3)

[redacted]. These groups must be moved in by sea trans, but they are essential for [redacted] initial protection for Townsville and Darwin, over 2 mile bases.

Note (4)

[redacted]. These groups are essential to protect landing fields in the [redacted] against hostile air attack. The personnel and planes can be moved in by sea trans.

2. It is to be noted that the above allocation of airplanes and groups exhibits the entire attack force under the 54 Group Program, comprising 4 Light Bombardment groups. It is believed that these 4 groups must be held for coordinated training with the Ground Forces. The present program contemplates having all of these groups completely equipped with personnel and planes by the latter part of this month. It should be borne in mind, however, that in many cases shortages, especially in being used which should all be replaced by modern equipment and latest types should be. The substitution of equipment is predominately applicable to the many groups which will not have their complete allotment of heavy bombers before the end of March. It is further to be noted that three of the above figures included additions.

3. Additional transport aircraft and airplanes will become available during the spring so that we will have new groups of all categories in overwhelming numbers to permit a total of about 84 groups by December 31, 1942.

H. H. ARNOLD
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

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12/20/41

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December 20, 1941

Honorable Harry L. Hopkins
White House
Washington, D. C.

Dear Harry:

In my conversation with the President on Wednesday, December 17, I mentioned a figure of approximately $7,000,000,000 as covering the proposed airplane program.

It now develops that the program will run considerably in excess of this amount if we are to assure ourselves that sufficient production will be available and that the necessary ammunition and bombs will be produced with the airplanes. The increases over the original figure are as follows:

Original reduced program for complete airplanes only.	$6,855,000,000
Additional airplanes of heavy bomber long range and heavy bomber types	3,023,000,000
Increase in armament cost	4,000,000
Expediting production (facilities)	939,000,000
Ammunition and bombs	1,380,000,000
Chemical Warfare Service	289,000,000
Total	$12,490,000,000

Formal estimates covering this program will be submitted to the Bureau of the Budget early in the coming week.

Cordially yours,

17/50
out from Gen. Arnold's office
Via Special Messenger

H. H. Arnold,
Lt. Gen., Air Corps,
Chief of the Army Air Forces.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A.Insp.	Budget	Statistics	
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AAF/A-3

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DOD dirs. 5 Nov. & 20 June 1972
By Alan Sem, Dir. Date 10-25-76

FEB 4 1942

SUBJECT: Position and Status Report of Aircraft.

TO: Commanding General, General Headquarters, U. S. Army, Army War College, Washington, D. C.

1. Due to various requirements involved in the technical control of airplanes which are charged to the Chief of the Army Air Forces, it is requested that this headquarters be furnished daily Position and Status Reports of aircraft being shipped from the United States to stations under your control. It is desired that these reports be furnished from the time the aircraft leaves the continental limits of the United States, until the airplane reaches its eventual destination.

FOR THE CHIEF OF THE ARMY AIR FORCES

WM. W. DICK
Col., A.G.D.
Air Adjutant General

452.1 (250)

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	
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DOD Dir. 5200.9
NND 760130 By NARS, Date 12-31-76

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January 31, 1942

AG-15

Brigadier General G.H.Burnes,
U.S.Army Ordnance Department,
War Department Liaison Officer,
National Defense Research Committee
Through: The Adjutant General

1. In accordance with instructions contained in letter of Nov. 19, 1941 from the War Department Liaison Officer, National Defense Research Committee, to War Department Branch Representatives, the following change in AG-15 is requested:

(a) It is requested that the study of illumination of instrument panels by the N.D.R.C. be cancelled from Army Directive AG-15.

WEB:lgs

2. The Air Corps has standardized on the ultra violet instrument board illumination using the new type G-5 cockpit lamp assembly.

B.W.CHIDLAW, LT. COL., A.C.
Air Corps Representative,
National Defense Research Committee

CC to A-4
CC to G-4

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CENTRAL MAIL SECTION A.A.F.

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File No. 1730
AAF/A-2
JTC-jd 4915

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Registered
Special Delivery

JAN 31 1942

Allison Engineering Company
Indianapolis, Indiana

Attention Mr. C. S. Kennedy

Gentlemen:

The following radiogram has just been received by the War Department: "Request information on V 1710-39 engines. Kennedy leads and you're sorry," signed Bradley.

Information is requested upon which to base a reply to the radiogram mentioned above.

For the Assistant Chief of Staff, A-2:

J. P. CLEMENT
Major, Air Corps
Chief, Foreign Liaison Section, A-2
Air Liaison Officer

FEB 1 1942
AAG

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

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AAF 39

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DECLASSIFIED DOD Dir 5200.9 Sec A 30 June 1972 By [illegible] Date 8-27-76

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AAF/AS
LFH

January 30, 1942.

MEMORANDUM FOR Lieutenant General H. H. Arnold.

Subject: Allocation of Transports.

1. It is impossible to present at the present time a clean cut picture of transport activities in terms of numbers operating over specific runs such as the Takoradi-Cairo and Basra-Karachi runs. At the present time, Pan American is operating four clippers under U.S. contract to meet U.S. requirements. In addition, they are now operating or have immediately available:

7 NC-2's
3 S-42's
3 S-23's
2 Lockheed Loadstars, operating to meet the terms of the British contract.
8 S-23's have been delivered and will be made available (they are now being given ferry) to Pan American for operations on the African run.

2. Operated by the Ferrying Command are:

2 B-24's, Khartoum, Karachi, Bangalore.
3 B-24's, Bangalore to Australia (on loan to Brett).

General Olds plans to operate 15 C-47's and 5 C-53's on the entire run Eastward as far as Bangalore and Calcutta when these airplanes become available; 9 C-24's in the district from Khartoum to Australia and also intermittently to lighten the load in the Basra-Atlantic run. Olds is negotiating a contract with TWA to operate 3 Stratoliners, Washington to Cairo. He expects to get this under way with the first airplane during the latter part of February. He is anxious to get hold of the Douglas-Sherbrooke flotation airplanes in Detroit. This idea in with conversations now being carried on with Mr. Pan Berle of the State Department on this subject. He is further negotiating to improve conditions of air transportation in the New Brunswick area through contracts with

Chief of Staff	Asst. Chief of Air Staff	AAG	A-1	A-2	A-3	A-4	A-MMD	A-Insp	Budget	Secretariat	

COORDINATION

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3. Delivery dates on transport types are as follows but January deliveries are somewhat behind:

Jan. 6 C-47's
11 C-53's

Feb. 10 C-47's
10 C-53's

Mar. 11 C-47's
1 C-53
3 C-54's

Apr. 6 C-53's
3 C-54's

May 3 C-54's

4. On specific routes, the situation appears to be somewhat as follows:

(1) Rangoon to Chungking (China National Airways, Hagruder Mission) five (5) airplanes are available at Dalling Field and are due to be dispatched in the near future. Date undetermined as yet.

(2) Five (5), Rangoon to the North. This to remain flexible. Airplanes to come from pool and should be available by March 1st.

(3) Five (5) Takoradi to Karachi. Same as (2), above.

(4) Basra - North (Russia). Same as (2), above.

(5) Five (5) to Australia. These are being shipped by boat or being crated.

(6) China. This project is under study and nothing has been allocated.

(7) It should be understood that the above assignments are not fixed in all particulars, as General Olds intends to operate the entire system with more flexibility than would be obtainable by the assignment of a specific number of aircraft to specified runs.

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 tistics	
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DOD dirs.
8 Jan. & 20 June 1978
By Mr. J. Jones, OSD, Dec. 28-76

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AAF/A-3
TAL-ds

452.1-226

AC 253
written 1/28/42

SUBJECT: Transfer of C-45A Airplane to Air Service Commander, North Africa, Cairo.

TO: Chief of the Air Corps.

1. You are directed to transfer C-45A airplane, Serial No. 41-1876, originally allocated to the Philippines, to General Adler, Air Service Commander, North Africa, Cairo.

2. It is understood that this airplane is now at Sacramento Air Depot, already routed for overseas shipment.

3. Personnel for the operation and maintenance of this airplane will be selected by A-1 Division of The Air Staff, and you are further directed to coordinate this matter with A-1 Division so that both airplane and personnel may arrive at approximately the same time.

By command of Lieutenant General ARNOLD:

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FEB 1 1944
AAG

P. M. WHITNEY.
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

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	
			WSD								

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DOD Dir. 5200.9 Sec. 4 or 5 June 1978
By NLRR Date 3-31-76

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AAF/A-3
CMsgO/16
written 2/5/42

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Declassified by AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS

SUBJECT: Increase of Airplanes for Doolittle Project.

TO: Commanding General,
Air Forces Combat Command,
Bolling Field, D. C.

1. It is directed that you increase from 16 to 22 the number of B-25B Bombardment airplanes to be furnished from units under your control to Mid-Continent Airlines at Minneapolis for the installation of special tanks in connection with the Doolittle Project.

2. The additional 6 airplanes are to be furnished on February 16, 1942. This confirms construction to G-3 by telephone.

4452.1 (243) 6

By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lieutenant Colonel, A.C.D.
Assistant Air Adjutant General.

FEB 6 1942
FEB 7 1942

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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Directive No. S-45

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 30, 1942

DIRECTIVE MEMO FOR: A-5

Subject: B-25B's for Alteration.

1. Reference Directive Memo S-41, it is directed that the 18 B-25B-type airplanes be increased to 24 to be converted under the direction of Lieut. Colonel J. H. Doolittle. The desired schedule for arrival at Minneapolis, Mid-Continent Airlines, is as follows:

One on January 25
Five on February 4
Five on February 8
Seven on February 12
Six on February 16

These airplanes are to be reworked and returned to the combat units until called for a special project.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

452.1 (243)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	DISTRIBUTION: A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
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		AI								

Col. Vanaman
Col. York
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Headquarters Army Air Forces
Statistical Control Center

January 29, 1942

SUBJECT: Special B 25 B Project

TO: The Chief of the Air Corps
Attn: Chief of the Materiel Division

1. It is directed that twenty-four (24), instead of eighteen (18), B 25 B type airplanes be converted according to the instructions issued on January 16 by Lt. Col. J. H. Doolittle.

2. These airplanes will be made available for conversion as required.

By order of Lt. Gen. Arnold

4 days after

Get mission from Wood & make decision. & take from AFCC to see over & rework + return until called for.

1 1/23
5 2/4
5 2/8
7 2/15
6 2/16

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

February 22, 1942

SUBJECT: Air Operations

TO: Chief of the Army Air Forces

Reference: Secret Memorandum to the Commanding General, Field Forces, subject "Air Operations", dated 1/30/42, forwarded by personal notation to General Arnold from General Marshall (Tab.1)

1. In accordance with marginal notes made by General Arnold on the referenced memorandum, an analysis has been made by the Assistants to the Chief of the Air Corps for Procurement, Maintenance and Supply, and Training, the substance of which is as follows:

P-39's: 4 lost in United States due to pilot error.

P-40's: 3 lost in United States due to pilot error; 1 due to engine failure.

B-26's: 3 forced down at Watson Lake, Canada, due to lack of gasoline; 2 additional ones lost of which no report has been received.

2. An analysis of the accidents indicates that they may be caused by the short training period of pilots, high landing and stalling speed of the equipment, and inexperience of leaders and supervisory personnel. Remedial action recommended is more transition training for pilots, more careful planning by higher headquarters in method and routing of airplane transfers, and more careful selection of leaders for ferry flights to foreign possessions.

3. The high proportion of airplanes unready for combat on January 24th was due largely to the fact that a large number of these airplanes was taken over from the British in a partially completed condition. These airplanes were prepared for shipment abroad less numerous items produced and normally installed in England. These airplanes were ordered into immediate service to permit immediate utilization for limited combat and training for which they were suitable.

4. In addition to the above, a large percentage of these airplanes are designed to incorporate new improvements and devices as they are made available, although some of the items are not yet ready for production. If these items not ready for production were left out of the design entirely, the airplanes would be accepted as

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complete for service without question. Such items include automatic pilots on short range airplanes, drift sights on airplanes which are equipped with bombsights, side window guns in B-17E airplanes which were equipped with turret guns, and such other similar features. Combat commanders should discriminate between deficiency items which are not absolutely essential to combat, and deficiency items which are essential, in their reports of status of equipment. Maximum emphasis is being placed upon production control to make possible delivery of airplanes from the factory with complete combat equipment.

5. Action is being taken to increase the number of airplanes fit for combat. Gen. McNair's report as of January 24th indicates only 40%; a subsequent check on February 2d indicates 58% of the assigned aircraft fit for combat. Continued improvement will be made as items necessary are made available.

W. R. WEAVER,
Major General,
Acting Chief of the Air Corps.

1 incl.
Memo for C.G.Field Forces fr
C/S 1/30/42 sub.Air Oper.

Hq. Army Air Forces
FEB 23
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8 Jan. & 20 June 1974
By _____ NSC Date _____

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DOD Dirs.
8 Jan. & 20 June 1974
By dlw NSC Date 12-5-76

GENERAL HEADQUARTERS, U.S. ARMY
ARMY WAR COLLEGE
WASHINGTON, D. C.

IN REPLY REFER TO:
452.1-Gen-P

January 30, 1942.

MEMORANDUM FOR THE C.G., FIELD FORCES.

Subject: Air Operations.

1. For your information, recent movements of air reinforcements to Alaska and Panama have been made with results as follows:

No.	Type	Destination	Arrived at Destination	Crashed	Mechanical Failure
13	B-26 Bombardment (M)	Alaska	7	6(x)	
25	P-40 Pursuit	Alaska	14	10(x)	1
14	P-39 Pursuit	Panama	7	5	2
82			28	21	3

(x) 2. The above-mentioned movements were delayed an appreciable time by weather. Subsequently one B-26 plane and six P-40 planes which are shown as crashed or mechanical failures were repaired and arrived at destinations.

3. A recent study of the airplane status of the Eastern Theater of Operations and Western Defense Command disclosed that as of about January 24, 1942, of the 629 combat planes of all types assigned to both theaters (exclusive of Newfoundland and Alaska) only 155 planes were ready for combat; others being out of commission or not suitably equipped.

4. It is to be hoped that results in the future may be more favorable, due to thorough transition training of pilots and more deliberate preparation for movements.

L. J. McNair,
Lt. Gen., G.S.C.,
Chief of Staff.

JAN 30 1942

1/31/42
per Weaver -
Miller -
I have been receiving such
efforts for the past 1½ months
during a period when we are
putting out our best to get
ready for war - when will
this creation stop? Of course
some replacements must be supplied.

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DOD dir.
NARA Date 12-9-76

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February 22, 1942

SUBJECT: Air Operations

TO: Chief of the Army Air Forces

References: Secret Memorandum to the Commanding General, Field Forces, subject "Air Operations", dated 1/30/42, forwarded by personal notation to General Arnold from General Marshall (Tab.1)

1. In accordance with marginal notes made by General Arnold on the referenced memorandum, an analysis has been made by the Assistants to the Chief of the Air Corps for Procurement, Maintenance and Supply, and Training, the substance of which is as follows:

P-39's 4 lost in United States due to pilot error
P-40's: 3 lost in United States due to pilot error; 1 due to engine failure.
B-26's: 3 forced down at Watson Lake, Canada, due to lack of gasoline; 2 additional ones lost of which no report has been received.

2. An analysis of the accidents indicates that they may be caused by the short training period of pilots, high landing and stalling speed of the equipment, and inexperience of leaders and supervisory personnel. Remedial action recommended is more transition training for pilots, more careful planning by higher headquarters in method and routing of airplane transfers, and more careful selection of leaders for ferry flights to foreign possessions.

3. The high proportion of airplanes unready for combat on January 24th was due largely to the fact that a large number of these airplanes was taken over from the British in a partially completed condition. These airplanes were prepared for shipment abroad less numerous items produced and normally installed in England. These airplanes were ordered into immediate service to permit immediate utilization for limited combat and training for which they were suitable.

4. In addition to the above, a large percentage of these airplanes are designed to incorporate new improvements and devices so they are made available, although some of the items are not yet ready for production. If these items not ready for production were left out of the design entirely, the airplanes would be accepted as

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complete for service without question. Such items include automatic pilots on short range airplanes, drift sights on airplanes which are equipped with bombsights, side window guns in B-17E airplanes which were equipped with tunnel guns, and such other similar features. Combat commanders should discriminate between deficiency items which are not absolutely essential to combat, and deficiency items which are essential in their regards of status of equipment. Maximum emphasis is being placed upon production control to make possible delivery of airplanes from the factory with complete combat equipment.

5. Action is being taken to increase the number of airplanes fit for combat. Gen. Hunter's report as of January 24th indicates only 40%; a subsequent check on February 2d indicates 50% of the assigned aircraft fit for combat. Continued improvement will be made as items necessary are made available.

W. R. WEAVER,
Major General,
Acting Chief of the Air Corps.

1 incl.
Memo for C.G.Field Forces fr
G/S 1/30/42 sub.Air Oper.

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DOD Dir. 5 200.10 June 1974
By NARA Date 10-9-26

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February 20, 1942

SUBJECT: Air Operations

TO: Chief of the Army Air Forces

Reference: Secret Memorandum to the Commanding General, Field Forces, subject "Air Operations", dated 1/30/42, forwarded by personal notation to General Arnold from General Marshall (Tab.1)

1. In accordance with marginal notes made by General Arnold on the referenced memorandum, an analysis has been made by the Assistants to the Chief of the Air Corps for Procurement, Maintenance and Supply, and Training, the substance of which is as follows:

P-39's: 4 lost in United States due to pilot error.
P-40's: 3 lost in United States due to pilot error; 1 due to engine failure.
B-26's: 3 forced down at Watson Lake, Canada, due to lack of gasoline; 2 additional ones lost of which no report has been received.

2. An analysis of the accidents indicates that they may be caused by the short training period of pilots, high landing and stalling speed of the equipment, and inexperience of leaders and supervisory personnel. Remedial action recommended is more transition training for pilots, more careful planning by higher headquarters in method and routing of airplane transfers, and more careful selection of leaders for ferry flights to foreign possessions.

3. The high proportion of airplanes unready for combat on January 24th was due largely to the fact that a large number of these airplanes was taken over from the British in a partially completed condition. These airplanes were prepared for shipment shroud less numerous items produced and normally installed in England. These airplanes were ordered into immediate service to permit immediate utilization for limited combat and training for which they were suitable.

4. In addition to the above, a large percentage of these airplanes are designed to incorporate new improvements and devices as they are made available, although some of the items are not yet ready for production. If these items not ready for production were left out of the design entirely, the airplanes would be accepted as

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3. Action is being taken to increase the number of airplanes fit for combat. Gen. Emmons's report as of January 24th indicates only 40% a subsequent check on February 2d indicates 58% of the assigned aircraft fit for combat. Continued improvement will be made as items necessary are made available.

W. R. WEAVER,
Major General,
Acting Chief of the Air Corps.

1 incl.
Memo for C.G.Field Forces fr
C/S 1/30/42 sub.Air Oper.

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DOD Dir. 5200.9 (Sec. 4 & 20 June 1979)
By: NSA/CSS, Dept. of Defense 10-5-76

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AAF/A-2
Misc
2/5/42

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FEB 5 1942

Royal Air Force Delegation,
Box 778,
Benjamin Franklin Station,
Washington, D. C.

Attention: Air Marshal Harris.

Through: Statistics Branch,
Office of the Under Secretary of War,
War Department,
Washington, D. C.

Subject: Estimated Schedule of Airplane Deliveries, BS-60 Report.

F.L.S. File No. 2510

Gentlemen:

Please find attached hereto one copy of the subject report. The above-mentioned report is furnished at the request of Mr. C. E. Fairey of the British Air Commission.

Attached also are six (6) copies of receipt for the above-mentioned report. Please sign and return five (5) copies of receipt to this office. The sixth copy is for your file.

Very truly yours,

FEB 6 1942
FEB 8 1942
AAC

J. T. CHENEY,
Colonel, Air Corps,
Chief, [illegible] Section, A-2.

HEADQUARTERS ARMY AIR FORCES										
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4				Statistical
	2 Encls.									
	Encl. 1 - Report									
	Encl. 2 - Receipt (6 cys.)									

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

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DOD DIR. 5200.9
8 Jan. & 30 June 1980
By Ltr 4/22/82 Date 6-8-82

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

JAN 2 0 1942

MEMORANDUM TO: Assistant Chief of Staff, A-2
Attention Foreign Liaison Section
Administrative Unit

SUBJECT: Transmittal of RM-80 Report

1. Attached hereto is the Materiel Division Estimated Schedule of Airplane Deliveries known as RM-80 as of December 31, 1941 for transmittal to the Royal Air Force delegation.

2. It has been called to the attention of this Division that the two copies of this report which are forwarded to your office each month for transmittal to the British have been forwarded to the British Air Commission. It is requested that you correct your distribution so that one copy will continue to be forwarded to the British Air Commission and the other copy to the Royal Air Force delegation.

For the Chief of the Air Corps

Incls.
RM-80 Report

JAN31 '42 PM

F. I. Ordway Jr

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

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DECLASSIFIED DOD Dir. 5200.9 Date 10-5-76

AAF/A-3
GM:eC-ds

written 1/29/42
JAN 31 1942

SUBJECT: B-29B Bombardment Airplanes for Mid-Continent Airlines at Minneapolis.

TO: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

452.1 (240) B

1. It is directed that you furnish B-29B Bombardment airplanes to the Mid-Continent Airlines at Minneapolis for installation of special tanks, in accordance with the following schedule:

4 to arrive at Minneapolis by February 4
5 " " " " " February 8
7 " " " " " February 12.

Upon completion of the tank installation, airplanes will be returned to the units furnishing same.

2. This confirms instructions transmitted to G-3 by telephone.

By Command of Lieutenant General Arnold

JAN 31 1942
AAG

WM. W. DICK
Col., A.G.D.
Air Adjutant General

Return to Air AG
Room 2013

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/A-3
GMcC-ds

JAN 30 1942 written 1/29/42

SUBJECT: 18 B-25B Airplanes for Mid-Continent Airlines.

TO: Chief of the Air Corps.

1. 18 B-25B airplanes are being furnished the Mid-Continent Airlines at Minneapolis for installation of extra tanks in connection with the Doolittle Project. One of these airplanes has already been delivered from the factory. One B-25B, No. 40-2283, is to be delivered from Sacramento Air Depot prior to February 4, 1942. Upon completion of tank installation, the 2 above airplanes will be assigned to the 17th Bombardment Group (Medium) now at Pendleton, Oregon. The additional 16 B-25B airplanes are to be furnished by the Air Force Combat Command as follows:

4 to arrive at Minneapolis by February 4
5 " " " " " February 8
7 " " " " " February 12

Upon completion of necessary work these airplanes will be returned to the unit furnishing same. The Air Force Combat Command has been so notified.

2. This confirms instructions transmitted to the Air Service Command by telephone.

By Command of Lieutenant General Arnold

EW. W. DICK
Lt. Col., A.G.D.
Air Adjutant General

452.1 (240) A

JAN 30 1942
AAG

Return to Air AG
Room 2013

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	
					Vam						

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AG 452.1 (240) A-3

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DOD Dir. 5 & 20 June 1974
By AIA/IRA NC, Date 10-5-74

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AAF/A-3
GMcC-ds

JAN 30 1942

SUBJECT: 5 AT-6 Airplanes.

TO: Chief of the Air Corps.

As provided by Case No. 1372, Joint Aircraft Committee, it is directed that you supply to Pan American Air Ferries, Inc., 5 AT-6 airplanes to be used by Pan American for training of flying personnel.

By Command of Lieutenant General Arnold

1 Incl.
Memo to C/AC 1/19/42
subj "Case No. 1372"
w/2 cys case #1372

452.1 (239)

H. H. DICK
Col., A.G.D.
Air Adjutant General

Dispatched
JAN 31 1942
AAG

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

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JOINT AIRCRAFT COMMITTEE
WASHINGTON, D. C.

DECLASSIFIED
DOD Dir. 5200.9 & SD Instr 1974
By Mr/Sea NSC Date 10-5-76

January 19, 1942

MEMORANDUM TO: The Chief of the Air Corps

SUBJECT: Case No. 1078

1. Transmitted herewith are two copies of subject case covering a request by the Pan American Airways System, which was approved by the Joint Aircraft Committee on January 18, 1942 with the recommendation that these airplanes be supplied by the Air Corps.

2. Please notify this office of any action taken on the subject case.

H. H. SMITH
2nd Lieut., Air Corps
Assistant Recorder

Incls.:
2 Cys Case #1078

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CCO U.S.
By [illegible] Date Jan 6 74

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AAF/A-3
JHA:rlc
wrtn 1/29/42

JAN 30 1942

SUBJECT: Inspection Trip by Chief of the Army Air Forces to Canal Zone, Panama.

TO: Commanding General, Air Force Combat Command

1. It is desired that a B-24 type airplane furnished from your Command arrive at Bolling Field not later than the afternoon of the 2nd of February, 1942, for use on subject trip.

2. The airplane to be combat ready except for bombing equipment.

3. The crew to be furnished by the Air Force Combat Command on subject trip to consist of; one officer navigator, one enlisted man aerial-engineer, one enlisted man assistant aerial engineer, and one enlisted man armorer-gunner. The remainder of the crew will be furnished by the Chief of the Army Air Forces.

4. The remaining members of the crew which bring the B-24 to Bolling can remain at Bolling Field until return of the airplane from Panama, or be returned to their proper station at your discretion.

5. The Chief of Army Air Forces plans to depart Bolling Field on February 5, 1942 for Albrook Field, via MacDill Field.

6. The airplane will be returned to Bolling Field about the 8th of February, 1942.

7. Signal Lamp, type C-3 will be provided in the airplane.

8. The pilot and radio operator which accompany the plane to Bolling are to report to Lt. Colonel Beebe by telephone upon arrival at Bolling.

By Command of Lieutenant General Arnold

WM. W. DICK
Col., A.G.D.
Air Adjutant General

452.1 (238)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible]	A. Insp.	Budget	Statistics	
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DOD Dir. 5 Jan. & 20 June 1974
By Mike Yeager, Date 10-5-71

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SUBJECT: Aircraft for U. S. Army Members of Joint Military Board for Northeast Brazil.

AG 452.1 (1-24-42)MSC 3rd Ind. WPW/ce - 1705.

War Department, A.G.O., February 9, 1942. To: Commanding General, Field Forces.

Attention is invited to the preceding 2nd Indorsement.

By order of the Secretary of War

[illegible]

Adjutant General.

COPY TO: Chief of the Army Air Forces.
Ref. his 2nd Ind. dated 2-8-42.
to TAG.

(237) 452.1

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DOD Dirs. 5200.9 and 5200.10
By Authority of: Dir. DSAA
By Authority of: 10-5-76

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AAF/A-3
TAL/jg
written 2/5/42

SUBJECT: Aircraft for U.S. Army Members of Joint Military Board for Northeast Brazil.

452.1 (2-17)

FEB 8 1942
AAF

FEB 6 1942
AAF Received

2d Ind. DECLASSIFIED

War Department, [illegible] Air Force, Washington, D. C.

Chief of Staff	Secy.	Air Min.	[illegible]	[illegible]	[illegible]	A-3 WPD	A-4	A-Insp.	Budget	Statistics

Personnel transport with crew for the use requested in the basic communication. This airplane will leave the United States approximately February 15.

AAF-39

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DOD Dir. 5200.9
By Alafter NARS, Date 12-5-76

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2. The Military Attache was advised of this action by cablegram dated February 3.

FOR THE CHIEF OF THE ARMY AIR FORCES

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	Sta-tistics	
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[redacted], U. S. A.
ARMY WAR COLLEGE
Washington, D. C.

DECLASSIFIED
DOD Dir 5200.9
Authority NND 10-5-76

320.2-MMB-C

January 24, 1942.

SUBJECT: Aircraft for U.S. Army Members of Joint Military Board for Northeast Brazil.

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

1. The following is a paraphrase of a radiogram received at this headquarters from the War Department:

> First formal meeting of Joint Board charged with preparing plans for Northeastern Brazil was held January 14th. Organization of the board was effected and it was agreed that first and immediate attention should be given to plans for the construction of air defense. Preparing these plans will require early and frequent visits to areas that can be reached only by plane. Use of the Brazilian-U.S. Mission plane would seriously interfere with their work or produce unwarranted delay in preparing the Joint Board plans. It is urgently requested that one B-23, or a plane of similar type, be sent, with a crew, for temporary duty in Brazil. Due to their knowledge of the country, Major Leigh Wade and Capt. L. W. Sweetser are desired as crew. If no plane is available from the United States, request is made that a plane for temporary duty of at least a month be ordered from the Caribbean Defense Command. Sending of crew and plane for the purpose outlined has been authorizedby the Brazilian government. Advise M/A, in advance, of arrival of plane and crew. In regard to M/A, Brazil, Cable 147, information concerning arrival in Rio of representative of Pan Air with plans of airport would be appreciated since the plans are necessary for consideration of the board.
>
> (Signed) GNAEDKE - MILLER

2. The request for one B-23, or a plane of similar type, with a crew, (Major Leigh Wade and Capt. L. W. Sweetser) is approved.

3. Because of the critical shortage of aircraft in the Caribbean

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[redacted]

Defense Command at the present time, the dispatch of an airplane from the Caribbean Defense Command, in event no plane is available in the United States, is disapproved.

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DOD Dir. 5 June & 30 June 1978
By [illegible] NARS, Date 8-31-78

For the COMMANDING GENERAL:

/s/ J.W. RAMSEY
LT. COL. A.G.D.
Assistant Adjutant General

SUBJECT: Aircraft for U.S. Army Members of Joint Military Board for Northeast Brazil.

AG 452.1 (1-24-42)MSC 1st Ind. RPM/evh-1705

War Department, A.G.O., January 28, 1942. - To: Chief of Army Air Forces.

[redacted]

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WAR DEPARTMENT
Headquarters Army Air Forces
Office, Chief of the Air Staff
Washington, D. C.

Date . . . .

TO:

___Office, Sec. of War
___Office, Under Secy.of War
___Office, Asst.Sec'y of War for Air
___Secretary, General Staff
___Deputy Chief of Staff (Air)
___Asst.Chief of Staff, G___
___Chief of the Army Air Forces
___C.G., Air Force Combat Command
___Chief of the Air Corps

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Director
Files

C. E. DUNCAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.
X-97-B,AC

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1st Wrapper Ind. (W-56)

AIR SUPPORT SECTION, Army War College, Washington, D. C., February 14, 1942. To Chief of the Air Staff, (Attention: (Col. J. Y. York), Munitions Building, Washington, D. C.

1. This matter of procurement of liaison aircraft has been discussed with all concerned. A staff study on this subject, copy attached, was submitted on February 7, and is now in A-4.

2. Another study has been submitted, recommending that Medium Observation Squadrons be provided for Motorized, Air-borne and Mountain Divisions.

3. It is desired to secure action as soon as practicable on both of these studies, as 36 new divisions are to be activated this year, and action should be started for the organization of a squadron for each new division and the procurement of airplanes therefor.

W. E. KEPNER,
Colonel, Air Corps,
Director of Air Support.

3 Incls:-
Incl #1-Memo to D/AS
Incl #2-2 & R fr A-4 Div, AS.
Incl #3-Memo to C/AAF, 2/7/42

452.1 (31)

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AG 452.1 (236)

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Directive No. AS-1

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DOD Dir. 5 Par. 4 & 30 June 1981
By [illegible] NARS, Date 4-2-96

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 30, 1942.

DIRECTIVE MEMO FOR: Director of Air Support (Col. Lynd).

Subject: Procurement of Liaison Aircraft (Puddle Jumpers).

1. Forwarded herewith is a R & R from A-4 Division, Air Staff, re above subject.

2. It is directed that this matter be investigated with the view of formulating a plan for such additional Procurement of Liaison Aircraft (Puddle Jumpers) as are required to meet the needs of the service.

3. It is directed that this matter be coordinated with A-3 & A.W.P.D., and that report of action taken be made to this office.

By direction of the Chief of the Air Staff:

John Y. York, Jr.
Colonel, Air Corps.
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vanaman
Col. York
Air Inspector
A-1
A-2
A-3
A-4
A.W.P.D.
File Copy.

JYY:arl.

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Directive No. AS-1

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 30, 1942.

DIRECTIVE MEMO FOR: Director of Air Support (Col. Lynd).

Subject: Procurement of Liaison Aircraft (Puddle Jumpers).

1. Forwarded herewith is a R & R from A-4 Division, Air Staff, re above subject.

2. It is directed that this matter be investigated with the view of formulating a plan for such additional Procurement of Liaison Aircraft (Puddle Jumpers) as are required to meet the needs of the service.

3. It is directed that this matter be coordinated with A-2 & A.W.P.D., and that report of action taken be made to this office.

By direction of the Chief of the Air Staff:

John F. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vinsonhaler
Col. York
Air Inspector
A-1
A-2
A-3
A-4
A.W.P.D.
File Secy.

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JFYjrf.

Air AG 452.1 (236)

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DOD Dir. 5200.9
1 Jan. & 30 June 1974
By Auth: [illegible] Date 12-8-76

[redacted] AIR FORCES

ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF /A-4/S

SUBJECT: Procurement of Liaison Aircraft (Puddle Jumpers).

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF C/AS	1942 1/28	KKF/K-4 MFS/mhh

1. Some weeks ago General Arnold presided at a meeting of the Chiefs of the Combat Arms of the War Department in connection with the procurement of light observation type aircraft (puddle jumpers).

2. The Chief of Field Artillery gave his requirement as 2,750 of these airplanes. He desired to man them with Field Artillery Personnel and rely on the Air Corps for nothing but Third Echelon maintenance. The other interested Arms and Services in general desired that the Air Corps operate and maintain the airplanes. The total requirement was stated to be 4012.

Staff

3. The General Officer representing the Armored Forces appeared to think that a Field Artillery Air Corps, A Coast Artillery Air Corps, and Infantry Air Corps, a Cavalry Air Corps, etc. would be needless duplication and commented specifically that both he and the Air Corps were part of a team. He appeared to feel that satisfactory service could be rendered all concerned with a lesser number of airplanes than the total of individual requirements.

4. All the Chiefs of Arms present were very definite in their opinion that the Air Corps throughout the years had completely and utterly failed to meet their requirements for the type of liaison work for which the puddle jumper is suitable.

5. When General Arnold adjourned the meeting, he left a very definite impression that he proposed remedial action very shortly. The Material Division is now in the process of procuring some 600 additional commercial type light observation airplanes, which with those already procured, will give a total of about 700 on hand. It is obvious from the stated requirements that this number is insufficient to adequately provide the services the various combat arms desired.

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6. So far this Division has received no additional

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[redacted] (reverse side) AF-4071, AC. Rev. 8/16/61

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

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

Tally No. AAF/A-4/5

SUBJECT: Procurement of Liaison Aircraft (Puddle Jumpers).

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MPS/mhh
1. (cont)	AAF A-4	AAF C/AS	1942 1/28	instructions in the matter and is not aware of any directives directing additional procurement. 7. It is recommended that a directive be issued jointly to A-3 and A-MPD to determine the overall requirements of the Army [redacted] for light commercial type observation airplanes with a view to satisfying the demands of the Ground Arms for air liaison. [redacted], Jr., C/A-4	

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

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WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

February 7, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL.

Subject: Status of Liaison Planes for support of the Ground Combatant Arms of U. S. Army.

I. Discussion.

1. On December 10, 1941, the Chief of Staff approved the reorganization of observation units of the Air Force Combat Command on the basis of 27 each Medium and Light Observation Squadrons.

2. The present authorized airplane equipment of these squadrons is as follows:

Squadrons	Liaison	Planes S.E. Obs (Pursuit Type)	D.E. Obs (Bomb Type)
Observation Squadron (Light)	12	6	-
" " (Medium)	6	6	6

3. Above Observation Squadrons have been or will be allotted as follows:

1 - Obs Sq (Light) per Inf Division
1 - Obs Sq (Med) per Armored Division and Cavalry Division.
1 - Obs Sq (Med) per Corps
2 - Obs Sq (Med) per Army

4. Initial procurement for the Observation Squadrons of six hundred twenty (620) liaison planes was authorized: Three hundred forth two (342) commercial type light planes (Taylorcraft, Aeronca and Piper) to meet pressing requirements (now being delivered) and two hundred seventy five (275) Stinson V-76's (service tested and now designated O-62) to meet subsequent incremental activation of light and medium Observation Squadrons up to the full authorized quota of 54.

5. By War Department authorization, the Field Artillery with its own personnel, has organized two tentative observation units (14 liaison planes each) and is conducting tests in the field. This project visualizes their ultimate taking-over of all aerial observation and fire adjustment including

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operation and limited maintenance of an estimated two thousand seven hundred fifty (2750) liaison planes, counting 25% spares.

6. Combatant ground arms other than the Field Artillery have recently submitted their total requirements for liaison plane furnishment but desire the Air Corps to operate and maintain all such. The total requirement was estimated to be 1262 liaison planes, including 25% spares.

7. The originally authorized set-up and plane consistency of the 27 light and medium Observation Squadrons was designed for the very purposes that the ground combatant arms now cite as most urgent needs. However, it does appear that considering recently added contact and messenger missions, the number of liaison planes included in light and medium squadrons is not now adequate.

8. The Office of the Chief of Field Artillery has concurred in the premise that in lieu of the proposition set forth in par. 5 above, an increase of twelve liaison planes per observation squadron (see par. 2, supra) will fulfill their requirements. Such increase will also take care of all other ground combatant arms needs.

9. The total number of liaison type planes now on hand and being delivered on earlier orders, is sufficient to equip fully all authorized light and medium squadrons at present authorized strength plus 25% replacements.

10. On February 5, 1942 a contract was initiated for procurement of one thousand (1000) additional commercial type (T-A-P) liaison planes. The grand total on hand and on order will be sufficient to more than provide the additional twelve (12) liaison planes (plus 25% replacements) in 54 authorized observation squadrons.

11. The adoption of any policy looking to furnishment of liaison planes to, and their operation and limited maintenance by combatant arms other than the Air Corps, will require procurement of such planes in greater numbers that under the alternate proposal advanced in paragraph 8. It will also require congressional action to rescind certain statutes and laws governing the Army of the United States.

II. Action Recommended.

The Secretary of War directs:

1. That the approval of the Secretary of War dated December 10, 1941, to memorandum AAF/269-3, October 30, 1941, Subject: "Organization and Equipment for Observation Units in the Air Support Command" is amended and amplified to provide that there be an increase of twelve liaison planes in each of the twenty seven (27) light and medium Observation Squadrons by subject approval authorized.

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2. That in all future authorization for additional Observation Squadrons to meet the expansion of the Army, the basis of implementation in airplanes shall be:

Squadrons	Liaison	Planes S.E. Obs (Pursuit Type)	D.E. Obs (Bomber Type)
Observation Squadron (Light)	24	6	—
" " (Medium)	18	6	6

3. That nothing contained in the letter of the Adjutant General, AG 320.2 /(12-8-41) MT-C)/ December 10, 1941, to the Chief of Field Artillery, authorising tentative tests of organic air observation for Field Artillery is to be construed as in any respect vitiating the provisions of paragraphs 37 and 38, Chapter I, Military Laws of the United States, wherein the Air Corps is charged with the responsibility for operation and control of all land based aviation in the Army of the United States.

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DOD Dir. 5200.9
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Auth. JCS Memo 10-17-76

1st Wrapper Ind. (W-96)

AIR SUPPORT SECTION, Army War College, Washington, D. C., February 14, 1942. To: Chief of the Air Staff, (Attention: Col. F. T. Tuck), Munitions Building, Washington, D. C.

1. This matter of procurement of liaison aircraft has been discussed with all concerned. A staff study on this subject, copy attached, was submitted on February 7, and is now in A-4.

2. Another study has been submitted, recommending that Medium Observation Squadrons be provided for Motorized Air-borne and Mountain Divisions.

3. It is desired to secure action as soon as practicable on both of these studies, as 36 new divisions are to be activated this year, and action should be started for the organization of a squadron for each new division and the procurement of airplanes therefor.

W. E. KEPNER,
Colonel, Air Corps,
Director of Air Support.

3 Incls:-
Incl #1-Memo to D/AS
Incl #2-S & R fr A-4 Div, AS.
Incl #3-Memo to C/AAF, 2/7/42.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD Itrs.
6 Jan. & 20 June 1974
By NNJ2A WC; Date 10-5-76

January 30, 1942.

Air AG 452.1 (236)

DIRECTIVE MEMO FOR: Director of Air Support (Col. Lynd).

Subject: Procurement of Liaison Aircraft (Puddle Jumpers).

1. Forwarded herewith is a R & R from A-4 Division, Air Staff, re above subject.

2. It is directed that this matter be investigated with the view of formulating a plan for such additional Procurement of Liaison Aircraft (Puddle Jumpers) as are required to meet the needs of the service.

3. It is directed that this matter be coordinated with A-3 & A.W.P.D., and that report of action taken be made to this office.

By direction of the Chief of the Air Staff:

Dispatched
JAN 31 1942
AAG

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
Col. Vanaman
Col. York
Air Inspector
A-1
A-2
A-3
A-4
A-5
A-6
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HEADQUARTERS ARMY AIR FORCES	COORDINATION									
Chief of Staff / Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat. & Plans	
√ File Copy.										

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DOD Dir 5
By [illegible] NLC, Date 10-9-96

AAF/A-4/5

Procurement of Liaison Aircraft (Puddle Jumpers).

1. AAF A-4 AAF C/S 1/22 1942

1. Some weeks ago General Arnold presided at a meeting of the Chiefs of the Combat Arms of the War Department in connection with the procurement of light observation type aircraft (puddle jumpers).

2. The Chief of Field Artillery gave his requirement as 2,700 of these airplanes. He desired to man them with Field Artillery Personnel and rely on the Air Corps for nothing but Third Echelon maintenance. The other interested Arms and Services in general desired that the Air Corps operate and maintain the airplanes. The total requirement was stated to be 4012.

3. The General Officer representing the Armored Forces appeared to think that a Field Artillery Air Corps, A Coast Artillery Air Corps, and Infantry Air Corps, a Cavalry Air Corps, etc. would be needless duplication and commented specifically that both he and the Air Corps were part of a team. He appeared to feel that satisfactory service could be rendered all concerned with a lesser number of airplanes than the total of individual requirements.

4. All the Chiefs of Arms present were very definite in their opinion that the Air Corps throughout the years had completely and utterly failed to meet their requirements for the type of liaison work for which the puddle jumper is suitable.

5. When General Arnold adjourned the meeting, he left a very definite impression that he proposed remedial action very shortly. The Materiel Division is now in the process of procuring some 800 additional commercial type light observation airplanes, which with those already procured, will give a total of about 700 on hand. It is obvious from the stated requirements that this number is insufficient to adequately provide the services the various combat arms desired.

6. So far this Division has received no additional

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AAF/A-4/5

Procurement of Liaison Aircraft (Puddle Jumpers).

AAF/A-4
HPG/bkb

3. (cont) AAF A-4 AAF C/AS 1942 1/20 instructions in the matter and is not aware of any directives directing additional procurement.

7. It is recommended that a directive be issued jointly to A-3 and A-4PD to determine the overall requirements of the Army Air Forces for light commercial type observation airplanes with a view to satisfying the demands of the Ground Arms for air liaison.

I.M., Jr.,
C/A-4

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DOD Dir. 5200.10-5-76

Personnel required for the delivery of Combat Aircraft.

1. AAF 0/AS — OCAC 220 — 2/9 1942

AAF/ASPD
OAA/ahn

1. Attached letter from ASPD contains information appropriate to your office (Training Division) making estimates on combat crew requirements for 1942.

Incls: Ltr to C/AS,2/1.
above subj. fr ASPD
w/1st1.Memo for ASPC
fr C/AS, 1/28/42, subj.
Delivery of Combat Aircraft.

HAP
Maj. Gen.
Chief of Air Staff

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-5 WD	A...sup.	Budget	Statistics	
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AAF-32

AAG 452.1 (2-3-42)

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JAN 28 1942

MEMORANDUM FOR: Office, Chief of Air Corps,

Attention: Commanding General, ASWF

SUBJECT: Deliveries of Combat Aircraft.

1. The following table gives an estimate of heavy and medium bombardment aircraft that the Ferry Command will be required to deliver by air to combat theatres during the calendar year 1942 for the Army Air Forces. This estimate is submitted as an aid in computing your requirements for 1942. The table is based on present commitments plus expected capabilities and requirements. The numbers, therefore, are not exact and, for that reason, the need for a reasonable operating margin is indicated.

452.1 (235)

2. For facility in making this estimate theatres are classed as far and near. The far theatre includes the Far East while the near is considered to include Europe and Africa.

3. Schedule of estimated delivery requirements:

	Near Theatre	Far Theatre
January:		
Heavy Bombers	0	0
Medium Bombers	0	0
February:		
Heavy Bombers	0	4
Medium Bombers	0	6
March:		
Heavy Bombers	0	4
Medium Bombers	0	6

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.T.S.P.	Budget	Statistics	

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	Heat Missions	Leg Missions
April:		
Heavy Bombers	0	4
Medium Bombers	0	6
May:		
Heavy Bombers	0	4
Medium Bombers	0	6
June:		
Heavy Bombers	0	4
Medium Bombers	0	6
July:		
Heavy Bombers	4	4
Medium Bombers	0	9
August:		
Heavy Bombers	6	6
Medium Bombers	0	9
September:		
Heavy Bombers	7	7
Medium Bombers	0	12
October:		
Heavy Bombers	9	7
Medium Bombers	0	12
November:		
Heavy Bombers	12	7
Medium Bombers	0	12
December:		
Heavy Bombers	14	7
Medium Bombers	0	12

For the Chief of the Air Staff:

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

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. Asp.	Budget	Statistics	

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DOD Dir. 5200.9 (Sec. 6 and 10 June 1958)
By White, NSC, Date 10-5-76

Op-12A-4-dbs

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DECLASSIFIED

December 16, 1942.

MEMORANDUM

The Saratoga took west 108 airplanes, as follows:

VF-5	10 F4F3; 1 XF4F-4.
VS-5	22 SBD - 3
VB-5	21 SBD - 3
VT-5	11 TBD - 1
Group Commander	1 SBD - 3
Utility	2 JRF - 5; 2 OSE-1.
VMF-221	15 F4F-3, 1 SNJ-3.

Cargo - 8 SOC & SOE, 2 SBD-1, 2 JRF-5, 2 OSE-5, 1 F4F-3, 1 SBD-3.

SUMMARY: 57 VF, 47 VB, 11 VT, 15 VG-VS, 5 VS.

Forrest Sherman.

Copy to Admiral Turner.
Commander Glover (Op-32)
Commander Fenneck (Op-30W)
General Spaatz

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Ai Ob 452.1 (232)

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Subject: Allotment of B-17E Airplane.

AAF/A-3
GMcC-ds

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
written 2/2/42 To: Chief of the Air Corps, Washington, D. C.

Two B-17E airplanes were allocated for immediate delivery to Wright Field for this purpose on February 1, 1942.

Incl. n/c

By Command of Lieutenant General Arnold

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 Officer	Sta-tistician	

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

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DEC
DOD Dir. 5 Jan. & 30 June 1954
By [illegible] NLC, Date 10-5-76

Allotment of B-17E Airplane

JAN 26 1942

Chief of Air Staff

1. General Arnold has verbally indicated to the Assistant for Procurement Services that solution of the Sioux Ordnance problem should be considered of higher War priority, inasmuch as airplanes are useless for operation in Eight in Europe until satisfactory solution has been accomplished.

2. Several types of Sioux Ordnance are available for bombing, and it is requested that approval be granted to the request from Wright Field for a B-17E airplane, as contained in the attached teletype.

For the Chief of the Air Corps

JAN [illegible] 1942

B.E. MEYERS
COLONEL, AIR CORPS
EXEC., MAT. DIV.

1 Attachment
Teletype WAR-6-227, 1-23-42
to Denny to Echols.

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~~CONFIDENTIAL~~

Co-6a

AAF 20452.1 (281)

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10-5-76

EXP-T-227 1-23-42

GENERAL ECHOLS.

PRIORITY

DUE TO THE IMPERATIVE NEED TO SOLVE THE PROBLEM OF FLAME DAMPERS ON B-17 TYPE AIRPLANES AND DUE TO THE LACK OF ANY AVAILABLE B-17E at WRIGHT FIELD FOR THIS PURPOSE, IT IS URGENTLY REQUESTED THAT A B-17E BE ALLOCATED TO WRIGHT FIELD FROM IMMEDIATE FUTURE DELIVERIES FROM THE FACTORY. FOR THE PURPOSES OF THESE TESTS, A B-17E WITHOUT TURRETS WOULD BE ENTIRELY SATISFACTORY. EXPERIMENTAL HOODS FOR EXHAUST TURBINES ARE ON HAND AND CAN BE INSTALLED IMMEDIATELY UPON RECEIPT OF AIRPLANE. THE B-17C NOW ASSIGNED TO WRIGHT FIELD HAS THE B-29 REMOTE CONTROL TURRET AND COMPUTER INSTALLED AND ALSO IS BEING USED TO DEVELOP TOWING APPARATUS FOR TOWING PURSUIT AIRPLANES. THE FLIGHT TESTS OF THE B-29 AIRPLANE ARE AS YOU KNOW OF THE HIGHEST PRIORITY.

KENNEY

MB

3:32 PM

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DOD Dir.
5 Apr. & 29 June 1974
By: [illegible] Date: 10-5-76

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AAF/A-3
TAL-ds

FEB 6 1942 written 2/3/42

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

4521 (230)

SUBJECT: Transfer of XC-44

TO: Chief of the Air Corps.

1. It is directed that the XC-44 Douglas airplane for Atkinson Field be delivered to Bolling Field by the Ferrying Command, instead of to Atkinson Field as previously directed.

2. Action has already been initiated to furnish this airplane with a crew at Bolling Field to which it will be temporarily assigned for use on a special mission in Brazil. Upon completion of the special mission, the crew will deliver the airplane to Atkinson Field for permanent assignment there.

3. This confirms telephone conversation with Mr. Gruichon of February 3rd.

By Command of Lieutenant General Arnold

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

FEB 6 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	
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DOD Rev.
6 Jan. & 30 June 1976
By NNAL, Date

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AAF/A-3
OSP-ds

JAN 27 1942

(AirAG)
AC 452.7

written 1/26/42

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

Subject: Transfer of YO-64.

To: Chief of the Air Corps.

1. It is directed that one Norseman YO-64, be delivered by the Ferrying Command to Atkinson Field, British Guiana.

2. This is in confirmation of telephone conversation with Mr. Craichen.

By command of Lieutenant General ARNOLD:

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

452.1 (30)

HEADQUARTERS ARMY AIR FORCES					COORDINATION						
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stra tegics	
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452.1 (30)

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DOD Ltr.
Sec. 3 of 12 June 1972
By [illegible] Date: 2-5-76

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January 28, 1942

WD 452-1 (1-16-42)MSC-G.

Lieut. General [illegible],
Headquarters, Western Theater of Operations,
Presidio of San Francisco, California.

Dear [illegible]:

Your letter of January 16 outlining the situation with respect to aircraft has received careful consideration. The report with Inclosure No. 1 to which you refer is being analyzed by OCAC and will be submitted to me shortly.

The demand for air units and aircraft in overseas theaters is pressing and vital. We cannot strip the Air Force training units and still meet our training objective. At the present time training is suffering as a result of the requirement for implementing the Eastern and Western theaters and overseas expeditions. Considering the situation as a whole, the theaters in the United States have been provided with the maximum number of units and aircraft possible.

The difficulties which you have experienced with the A-20 Light Bombers has resulted from the diversion of aircraft intended for the British to American use in order to equip units with the number of aircraft now assigned to them. Modification of these diverted planes to make them suitable is progressing at the rate of four a day and this will be increased to eight a day within the next month.

Notwithstanding the fact that certain aircraft, such as the P-38 and the B-18, are not equipped with armor or leak-proof tanks, we must make full use of them within the theaters in the United States. It must be borne in mind that 100% effective guns and radio are not absolutely necessary to train pilots and plane crews. All of our pilots are liable to be sent to active theaters at any time. They must have as many hours in the air as possible at every possible. This can be done in airplanes not fitted for combat. Gunnery and bombing training can be carried on with the planes lacking some equipment during your patrol and air defense operations.

452.1 (229)

1 - DISPATCHED

JA 25 1942

AAF Secret

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AG 452.1 (229)

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DOD Itr.
6 Jan. & 20 June 1974
By [illegible], NARS, Date 10-5-76

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AAF/AS

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Both General Arnold and I are concerned over the large number of aircraft reported as ask of commission for causes other than modification of equipment. For this reason I am asking General Arnold to send Technical Inspectors to your theater who will be vested with the authority to take any action essential to assist your Air Force to increase the proportion of airplanes in commission.

There are 568 airplanes scheduled for delivery to the Fourth Air Force for the period from now until August 1942, as follows:

114	A-29	Light Bombers in January
85	P-38E	Pursuits in February
85	P-38E	Pursuits in March
89	B-24	Heavy Bombers in June
10	B-24	Heavy Bombers in July
14	B-25	Medium Bombers in July
88	B-25	Medium Bombers in July
20	B-25	Medium Bombers in August
43	B-25	Medium Bombers in August

Of course, this allocation cannot be counted on 100%, but I assure you that we will do everything possible to carry it out, taking into consideration our overseas requirements. Every possible effort will be made to correct the deficiencies and to build your force commensurate with the task which confronts us.

Faithfully yours,

JAN 24 1942

(Sgd.) G. C. MARSHALL

Chief of Staff.

M-14

OUT

OUT

OFFICE OF CHIEF OF STAFF

AMV/rr

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OCS/17840-315

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DOD Dir.
5 Sec. & 8 June 1974
By [illegible], Date [illegible]

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Subject: Situation with respect to aircraft.

Received from General George C. Marshall, Chief of Staff, c/B copy letter to Lieut. General J. L. DeWitt, Headquarters, Western Theater of Operations, Presidio of San Francisco.

Name

Rank Office

Please complete and return to the Air Adjutant General, Munitions Building, Washington, D. C.

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DOD ltrs
8 Jan & 20 June 1974
By NARS, Date 10-5-76

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AAF/A-3
DMR:sal
1/24/42

(Air AG)
OC 78

January 27, 1942.

Subject: Installation of Cameras in P-43 Type Pursuit Airplanes.

To: Commanding General, Air Force Combat Command.

1. It is directed that 33 P-43 type pursuit airplanes be put on call to be sent wherever the Air Service Command designates for special photographic installations. These airplanes will be assigned to Observation Groups upon completion of camera installations.

By command of Lieutenant General ARNOLD:

JOHN E. COOLEY
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General.

452.1 (2-28)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-8	A-9	Budget	Communications	
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AAF 452.1 (2-28)

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DOD ltrs
3 Jan. & 20 June 1972
By [illegible] NARS, Date 8-5-76

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AAF/A-3
DMH:al
1/24/42

(Air AG)
AC 2 2 3

January 27, 1942.

Subject: Installation of Cameras In P-43 Type Pursuit Airplanes.

To: Chief of the Air Corps.

1. It is directed that 48 P-43 type pursuit airplanes be modified so as to carry K-38 Cameras, automatically controlled from the cockpit. 15 P-43-A1 airplanes will be taken from production, and the remaining 33 will be transferred from units of the Air Forces Combat Command. If possible, it is desired that the cameras be able to take vertical and oblique pictures.

2. It is desired to know where these airplanes will be modified, and at what rate they can be accommodated.

3. The first 24 of these airplanes will be delivered, upon completion of camera installation, to the 68th Observation Group, Augusta, Georgia. The second 24 will be delivered to the 67th Observation Group, Camp Beauregard, Louisiana.

By command of Lieutenant General ARNOLD:

JAN 27 1942
AAG

JOHN B. COOLEY
Lieutenant 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	Sta-tistics	
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Air AG 452.1 (2-27-42)

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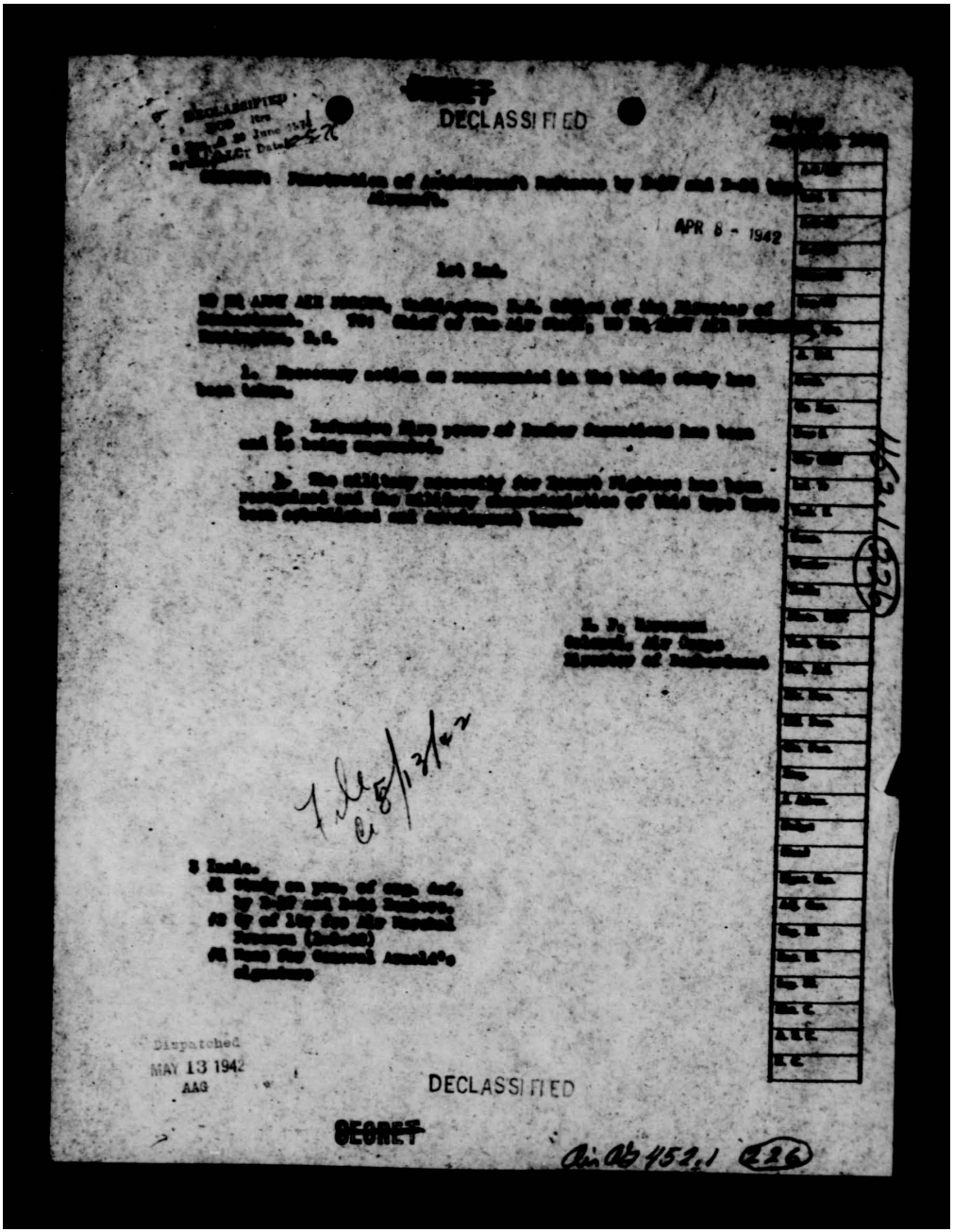

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6 Jan. & 30 June 1976
By [illegible] Date 12-5-76

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Direction No. 320.2

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 28, 1942

DESCRIPTIVE MEMO FOR: Chief of the Development Directorate

Subject: Penetration of Antiaircraft Defenses by B-17 and B-24 type Aircraft.

1. Submitted herewith is an approved study regarding the penetration of antiaircraft defenses by B-17 and B-24 type aircraft. Attached also is a copy of a letter from Air Marshal Freeman outlining British experience with these types of aircraft.

2. You are directed to take the necessary action outlined in the basic study. You will also consider the attached memorandum from Air Marshal Freeman in arriving at your conclusions. You will prepare recommendations as outlined in the basic study including a memorandum for General Arnold's signature to Air Chief Marshal Portal cubic subject.

By direction of the Chief of the Air Staff:

/s/ John Test
John T. Test, Jr.
Colonel, Air Corps.
Secretary of the Air Staff

2 Incls.
#1 Study on pen. of org. def. by B-17 and B24 Bombers.
#2 cy of ltr fr Air Marshal Freeman (1-8-42)

DISTRIBUTION:
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A-4
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Col. Test
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Gr. Sup.
Base S.
War Off.
Ind. Iv
Tech. S.
Comm.
Weather
Trans.
Plans, Mil.
Tech. Insp.
Tech. Ex.
Mr.
Mr.
Ch.
Insp.
A. Ac.
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Plans
Hqrs. Com.
Adj. Gen.
Gen. Pl.
Mat. Pl.
Log. Pl.
Mat. C.
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WD/GNV
April 7, 1942

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

MEMORANDUM FOR: AIR CHIEF MARSHAL PORTAL

SUBJECT: Penetration of Antiaircraft Defenses by B-17 and B-24 type Aircraft.

1. The new B-17E and B-24D airplanes are armed as follows:

3 - .50 cal. M.G. in upper turret.
2 - .50 cal. M.G. in lower turret.
2 - .50 cal. M.G. power mounted in tail.
1 - .50 cal. M.G. hand held in nose.

In addition, hand held .50 cal. M.G. may be mounted in the side windows. This brings the defensive fire power of these types up to approximately that possessed by the Manchester and Stirling bombers. In addition they carry heavier caliber guns.

2. In addition to increasing the fire power of the bombers themself, development has begun on an Air Support airplane to accompany them to their full radius of action.

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6 Jun. & 26 June 1974
By: [illegible] Date: 10-5-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

Wtn. 1/27/42

January 28, 1942

MEMORANDUM FOR: Chief of the Bombardment Directorate

Subject: Penetration of Antiaircraft Defenses by B-17 and B-24 type Aircraft.

1. Submitted herewith is an approved study regarding the penetration of antiaircraft defenses by B-17 and B-24 type aircraft. Attached also is a copy of a letter from Air Marshal Freeman outlining British experience with these types of aircraft.

2. You are directed to take the necessary action outlined in the basic study. You will also consider the attached memorandum from Air Marshal Freeman in arriving at your conclusions. You will prepare recommendations as outlined in the basic study and also a memorandum for General Arnold's signature to Air Chief Marshal Portal on this subject.

By direction of the Chief of the Air Staff:

John E. Hull, Jr.,
Colonel, Air Corps.
Secretary of the Air Staff.

452.1 (226)

2 Incls.-
#1 Study on pen. of avy. def. by B-17 and B24 Bombers,
#2 Ltr of Mar Sir Air Marshal Freeman (1-8-42)

DISTRIBUTION:
A-1
A-2
A-3
A-4

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.C. of S.		Sta-tistics	
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DOD ltr.
1 Jan. & 30 June 1974
By: NNRC; Date 10-5-76

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SECRET

JAN 21 1942

Memorandum for Daylight Restriction of Gunsights by Bomber Units.

X AFCC

X Comment or concurrence

452.1 (3-26)

AAF/AWD
21/1a

1. Attached hereto is a memorandum to the Chief of the Army Air Forces on the subject above. Your comments or concurrence is requested on the attached study. It is requested that this matter be informed as soon as convenient.

Dispatched
JAN 21 1942
AAG

JOHN Y. YORK, Jr.
Col., Air Corps.

Encls. Memo Chf. AAF above subj.
w/Memo Incls. Sub A memo to
Chf. Assoc (21/1a/21).
Sub Encls. 2 Incls. as above.
of Encls. and Routing
Slip Retained

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

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DOD Dir. 5 Par. 4 & 20 June 1974
By NARS, Date 10-5-76

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2nd Ind.

[redacted]

1. It is desired that the attached MIR, subject: [redacted] [redacted] [redacted]

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DOD Dir.
6 Jan. & 20 June 1972
By [illegible] Date 12-27-74

DECLASSIFIED

(AAG 452)

January 26, 1942.

SUBJECT: Request for Check of 153 A-29 Type Airplanes for Shackles and Adapters.

TO: The Chief of the Air Corps

1. It is directed that a check be made to see that all 153 A-29 type airplanes in Service are now equipped with shackles and adapters for the [illegible].

2. This check should include the planes of the 41st and 42nd Reinforcement Groups.

3. It is directed that this office be advised of the results of the checkup.

By command of Lieutenant General [illegible]:

/s/ John E. Conley

John E. Conley
Lt. Col., A.G.D.
Assistant Air Adj. General

1st Ind.

War Department, OCAC, Technical Planning & Coordination
February 14, 1942, To: Chief, Army Air Forces.

1. Attention is invited to attached copy of report of the Material Division concerning information required in basic consideration.

For the Chief of the Air Corps:

/s/ Charles P. Cahill

Charles P. Cahill
Lt. Col., A.C.
Acting Asst. Chief, Technical Planning and Coordination

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DOD Rem.
1 Jan. & 30 June 1944
By [illegible] Date 2-2-76

SUBJECT: Directive - Project 42-20. Request for Check of 153 A-29 Type Airplanes for Shackles and Adapters.

4.	OCAC	OCAC	1942
	Mat.	Tech.	2/12
	Div.	P&C	

1. Reference Project 42-20 and Paragraph 3 of the 1st Entry above. On January 25, 1942, Wright Field reported that the A-29 airplanes were to be equipped with the Inter-state bomb adapters which are being manufactured at the rate of 100 per day. On January 30, 1942, Lockheed Aircraft Corporation reported that they were getting one three (3) A-29 airplanes every 24 hours equipped with these Interstat e bomb adapters and had at that time delivered seven airplanes On February 9, 1942, Lockheed reported that a total of 25 A-29 airplanes have been delivered and ten were on hand. Colonel Giles at Muroc Lake reported an unsatisfactory condition in some of the Interstate bomb adapters. This was found to be an error in the wiring. However, all have been repaired and tested. At the present time all airplanes are being tested with 100, 250, and 300 lb. practice bombs both with salvo and individual release.

O.P.E.
Assistant for Procurement Services

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E.O. Sec. 3 & 5 (b) June 1976
By NNAM, NARS, Date 10-5-76

(Air AG)

A G 211

January 26, 1942

DECLASSIFIED

Air AG 452.1 (23)

SUBJECT: Request for Check of 153 A-29 Type Airplanes for Shackles and Adapters.

TO : The Chief of the Air Corps

1. It is directed that a check be made to see that all 153 A-29 type airplanes in service are now equipped with shackles and adapters for the shackles.

2. This check should include the planes of the 41st and 42d Bombardment Groups.

3. It is directed that this office be advised of the results of the check-up.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 27 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	Stra t. Plans	

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Air AG 452.1 (23) AAF

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] LC; Date 8-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

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

Tally No. AAF

SUBJECT: Request for Check of 153 A-29 Type Airplanes for Shackles and Adapters.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JRF/emd
1	AAF A-4	AAF AAG	1942 1/23	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is requested that a check be made to see that all 153 A-29 type airplanes in service are now equipped with shackles and adapters for the shackles. 2. This check should include the planes of the 41st and 42d Bombardment Groups. 3. It is requested that this office be advised of the results of the check-up." H. H. Arnold T.J.H., Jr. C/A-4 JRF
			JAN 31 1942	

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(Reverse side) W-4071, AC. Rev. 8/14/41

Page No. -1-

AAG 452.1 (23)

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8 Jan & 20 June 1974
By Nalsen, D.C. Date 12-5-76

(Air AG)
A.E. 201

DECLASSIFIED

January 23, 1942

SUBJECT: Heavy Bombardment for 115 Group Program.

TO : The Chief of the Air Corps

In implementing the plan discussed in the conference this afternoon for the preparation of heavy bombardment units to carry out the 115 Group Program, you will provide for maintaining attrition only in "T", the Caribbean and the Hawaiian Theatres. No additional strength in heavy bombers will be provided for in either the Caribbean or Hawaiian Theatres. Insofar as "T" is concerned no additional allotment will be provided after the 100% replacements in heavy bombers have been accomplished. The heavy units in the Eastern and Western Theatres will be brought up to strength by the allocation thereto of A-29 type aircraft, and the four-engined aircraft at present assigned thereto will be withdrawn and made available to the Heavy Bombardment Operational Training School.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 24 1942
AAG

Air Ops 452.1 (224)

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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8 Jan. & 20 June 1958
By: [illegible] C; Date 12-5-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

WSH
Jan. 23, 1942

Col Dick Make Letter of Brett to CCAC.

MEMORANDUM TO: General Weaver.

Subject:- Heavy Bombardment for 115 Group Program.

1. In implementing the plan discussed in the conference this afternoon for the preparation of heavy bombardment units to carry out the 115 Group Program, you will provide for maintaining attrition only in "X", the Caribbean and the Hawaiian Theatres. No additional strength in heavy bombers will be provided for in either the Caribbean or Hawaiian Theatres. Insofar as "X" is concerned no additional allotment will be provided after the 100% replacements in heavy bombers have been accomplished. The heavy units in the Eastern and Western Theatres will be brought up to strength by the allocation thereto of A-29 type aircraft, and the four-engined aircraft at present assigned thereto will be withdrawn and made available to the Heavy Bombardment Operational Training School.

RBC

CARL SPAATZ,
Brigadier General, Air Corps,
Chief of the Air Staff.

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DOD Dir.
A-(2)... 10-5-74

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AAF/A-4
RCC/hmh
Written 1-23-42

Subject: Bomb Loads of A29, A20C, LB7, and LB30, Airplanes.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
JAN 25 1942 To: Commanding General, Air Force Combat Command,
Bolling Field, D. C.

1. Reference the preceding, you are advised that the A29 will carry the following bombs:

10 100 pound bombs or
4 250-300 pound bombs

2. The A20C will carry the following:

4 100 pound bombs or
4 250-300 pound bombs or
2 500 pound bombs.

3. It is believed that the LB7 indicated in the above written radiogram extract is meant to be B07 which has the following capacity for bombs.

4 500 pound bombs or
4 250 pound bombs or
2 500 pound bombs and 2 250 pound bombs

4. The capacity of the LB30 is as follows:

4 2000 pound bombs or
8 1100 pound bombs or
10 600 pound bombs or
12 300 pound bombs or
20 100 pound bombs.

By command of Lieutenant General ARNOLD:

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

Air AG 452.1 (223)

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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Air AG 452.1 (223)

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HEADQUARTERS AIR FORCE COMBAT COMMAND

Bolling Field, D.C.

(E-)

JAN 19 1942

AGO 452.1 - (1-11-42) Airplanes-General

SUBJECT: Bomb Loads of A20, A20G, L2F, and L2H0, Airplanes.

TO: The Chief of the Army Air Forces, A-4 Section, Washington, D.C.

1. The following radio from the Commanding General, 4th Air Force, is quoted for your information:

"AAF 20FK FROM GIVE THE AGO J ONE TWO TWO K FIVE PERIOD THERE ARE ASSIGNED TO THIS AIR FORCE THE FOLLOWING TYP PLANES A TWO NINE A TWENTY G L B SEVEN AND L B THIRTY WHICH ARE NOT SHOWN ON MASTER MASTER DASH THREE MASTER DASH SEVEN FOUR JULY SEVENTH NINETEEN FORTY ONE ANNX OF THE EQUIPMENT HAS BEEN MODIFIED HOWEVER THERE IS NO INFORMATION AS WHAT TYPES BOMBS AND SO FORTH CAN BE CARRIED PERIOD REQUEST THIS HEADQUARTERS BE INFORMED THE NUMBER AND TYPES OF BOMBS AND SO FORTH THAT CAN BE CARRIED AFTER MODIFICATIONS ARE MADE"

2. Necessary information for reply to above radio is not available in this headquarters and is requested of your office.

For the Commanding General:

M. H. Price,
Major, A. G. D.,
Asst Adjutant General

-1-

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DOD Ltr. 8 Jan & 20 June 1974
By [illegible] NARS, Date 10-5-76

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SECRET
BY AUTHORITY OF THE CHIEF OF [illegible] AIR FORCES
DATE [illegible] INITIALS

March 6, 1942.

SUBJECT: Reply to Cablegram #649.

TO: Major General J. E. Chaney
Chief, Special Army Observers Group
American Embassy, London, England.

1. This letter is in reply to your cablegram #649, dated February 28, 1942, with respect to bombs.

2. The 1000# armor-piercing bomb AN-M58X 1 when provided with an adapter can be carried on any 1000# bomb station. An adapter is necessary because the lug spacing in the armor piercing bomb is fourteen inches whereas the station spacing is thirty inches.

a. Four armor-piercing bombs can be carried at present on the B-24. If, and when, external wing racks are installed one additional armor piercing bomb can be carried under each wing between the fuselage and the inboard engine.

b. Two 1000# armor-piercing bombs can be carried internally on the B-17E. If, and when, the external wing racks are installed on the B-17E, it will be possible to carry one additional bomb externally on each wing between the fuselage and the inboard engine.

3. The 1000# armor-piercing bomb AN-M58 can be carried on any 1000# bomb station.

a. Eight 1000# armor-piercing bombs can be carried internally on the B-24 with one additional under each wing when external racks are provided.

b. Six 1000# armor-piercing bombs can be carried on the B-17E with one additional bomb under each wing when the external racks are provided.

4. Neither the B-24 nor the B-17E have as yet been equipped to carry the 4000# light case M56 bomb. A satisfactory arrangement has been worked out for installing one 4000# bomb rack under each wing of the B-24.

Copy for: Cable Secretariat

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between the fuselage and the inboard engine. Every effort is being made to incorporate this provision in production airplanes as early as practicable. Changes necessary to permit carrying 4000# bombs externally under the wings of B-17E airplanes are still under study, but it is not known when a satisfactory solution of the problem will be reached. A method of hanging the 4000# bomb under the belly of the B-17E has been developed, but it is not considered satisfactory due to the fact that there is only eight inches clearance between the bomb and the ground.

5. The four pound incendiaries are made up in 100# clusters which can be carried on any 100# bomb station. The B-24 will carry twenty such clusters and the B-17E will carry twenty-four. A cluster weighing five hundred pounds has been developed to permit a fuller utilization of the bomb-carrying capacity of these airplanes. Your comments are requested with respect to the tactical value of such a cluster.

6. The forty pound magnesium incendiary bomb was descendardized some time ago with the concurrence of the British because it was felt that with the limited amount of magnesium available, it was desirable to concentrate on the production of the four pound bombs which could be clustered. There is a 100# incendiary bomb composed of a light bombcase which is filled with gasoline, kerosene, and fuel oil, together with a thickener. Heretofore rubber latex has been used as the thickener. Due to the critical nature of this item the Chemical Warfare Service is attempting to develop a suitable substitute. The 100# incendiary bomb M47 can be hung on any 100# bomb station. The B-24 can carry twenty and the B-17E can carry twenty-four of these bombs.

7. From the data available, it is doubtful that the British two thousand and four thousand high capacity bomb and the 1000# general purpose bomb can be carried on either the B-24 or the B-17. The matter will be investigated further with a view to procuring definite information on the subject.

8. Latest revised editions of Air Corps Technical Orders 00-30-7A and 11-1-6C are being forwarded by Air Mail as requested.

For the Chief of the Army Air Forces:

by Air Mail

6 1942
AAG

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

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AirAG 452.1 (222)

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Army Air Forces

JAN 14 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES:

Subject: Modernization of A-29 Airplanes.

1. The Commanding General, Western Theatre of Operations, has under his control seventy-four (74) A-29 airplanes, seventy-two (72) of which were reported "out of commission" on the report of January 10, 1942. Investigation of records and conversations by telephone with C-5 of the Fourth Air Force develop the following information:

a. All of these airplanes have radio equipment which can utilize 8 channels to maintain contact with the ground. They are also equipped with radio compasses which will permit them to "home" on any station.

b. All of these airplanes are equipped with flexible guns, but the installation of the 50 calibre tail gun is unsatisfactory and will not permit the firing of this gun without damage to the airplane.

c. These airplanes are not equipped for bombing because of the lack of adapters to permit the use of the installed racks and for lack of bomb sights. The adapters are being furnished at the present time and it has long been the practice not to equip attack airplanes with bombsights. A sight is being developed, however, and will be available in the near future.

2. These airplanes are being modernized at the rate of 8 a day, which rate will be increased to 4 a day within the next week. This modernization will include:

a. Change of gun installation from 30S to 30 cal.
b. Rework radio from British to U. S.
c. Provision of adapters for U. S. bombs.
d. Provision of oxygen adapters for U. S. masks.
e. Installation of 50 cal. gun in place of turret which is missing.
f. Provision of blast protectors for vertical fin.
g. Provision of armor plate for rear gunners.
h. Installation of tail drift sight.
i. Installation of windshield for 50 cal. gun.

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c. In my opinion the airplanes, as they exist, are suitable for patrol on a temporary expedient and should not be rejected either as "unfit for combat" or "unfit for combat reconnaissance".

d. In order to reconcile the differences between the telephonic report of Colonel Clark and the report made by this mission, I am ordering Major Ennis C. Whitehead to proceed by air transport from Wright Field to Headquarters, Eastern Defense Command, to make a personal inspection of the radio equipment installed in airplanes of the Western Theater of Operations.

By Lt. ARNOLD,
Lieutenant General, U. S. Army,
Chief of the Army Air Forces.

JAN 24 1942
AAG

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DOD Dir. 5200.9 27 June 1974
Per [illegible] Date 10-5-76

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

(Air AG)
AG 15-3

January 17, 1942

Subject: President's Airplane Program 1942-43.

To: Chief of Air Corps.

1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane production objective for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and secure delivery of the following numbers of airplanes:

	1942	1943
Heavy Bomber 4 eng.	[illegible]	[illegible]
Medium Bomber 2 eng.	[illegible]	[illegible]
Total long range bombers	[illegible]	[illegible]
Reserved for Navy	[illegible]	[illegible]
Program Total Long Range Bombers	[illegible]	[illegible]
Light Bomber 2 eng.	[illegible]	[illegible]
Light Bomber (D) 1 eng.	1700	[illegible]
Total Short Range Bombers	[illegible]	[illegible]
Reserved for Navy	[illegible]	[illegible]
Program Total Short Range Bombers	[illegible]	[illegible]
Pursuit 2 eng. 1 eng.	[illegible]	[illegible]
Reserved for Navy	[illegible]	[illegible]
Program Total Pursuit	[illegible]	[illegible]
Transports 4 eng.	70	[illegible]
Transports 2 eng.	1650	[illegible]
Transports 1 eng.	750	[illegible]
Observation, Liaison	[illegible]	[illegible]
Total Observation and Transport	[illegible]	[illegible]
Reserved for Navy	[illegible]	[illegible]
Program Total Obs. & Transport	[illegible]	[illegible]
Total Army	[illegible]	[illegible]
Total Navy	6750	[illegible]
Grand Total Tactical types	[illegible]	[illegible]

Air AG 452.1 (2-21)

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8 Jun. & 20 June 1966
By [illegible] Date [illegible]

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3. Of the heavy bombers to be procured, the maximum number possible must be of the 5000 mile radius types (B-29, B-32, B-35).

4. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff.

By command of Lieutenant General ARNOLD:

JOHN E. HUMPHREY,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

Incl:
Ltr.Sf.President 1/2/42
to Sec/War.

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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: 452.1 221

Item(s) and Security Classification:

1. Letter, FDR to Sec. of War, 1/3/42, 3p. S 2 copies
   Originating Agency: White House

PK JACN
Reviewer

1994 / 10-5-76
Date

85-57 (rev 4/90)

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Directive No. 3-41

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 22, 1942

DIRECTIVE MEMO FOR: A-3

Subject: B-25B's for Alteration.

1. You will make available one B-25B airplane to the Mid-Continent Airlines at Minneapolis, Minnesota on January 25, 1942 for alteration. 17 more B-25B's will be diverted to the Mid-Continent Airlines for alteration under the direction of Lieut. Colonel J. H. Doolittle, Director of Operational Requirements as per schedule, which will be furnished immediately by Colonel Doolittle.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES COORDINATION											
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Trsp	Budget	Sta [illegible]	
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DOD Dir.
6 Jan. & 20 June 1974
By [illegible] NLC: Date 12-6-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 22, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF.

Subject: B-25 Alterations.

1. In compliance with verbal instructions received from General Arnold, it is requested that one B-25B airplane be made available to the Mid-Continent Airlines at Minneapolis, Minnesota on January 23, 1942, or at the earliest possible moment thereafter. It is further requested that 17 more B-25B's be diverted to the Mid-Continent Airlines for alteration as required. The undersigned will advise A-3 when these airplanes are required.

J. H. Doolittle,
Lieut. Colonel, Air Corps.

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DOD Itrs.
8 Jan., & 20 June 1946
By NARS, Date 10-5-76

PRM/RIC/pop

AAF 452.1/3

(Air AG)
AG ___

SUBJECT: Delivery of B-17E Airplanes.

TO: Chief of the Air Corps.

1. The B-17E airplanes being delivered during January, which lack certain turret parts, are allocated to the 4-Engine Training School, GGAB. It is estimated that there will be between twenty (20) and thirty (30) of these airplanes delivered. The first twenty (20) of these planes, lacking turret parts, will be delivered to the Air Corps Flying School at Albany, Georgia.

2. It is requested that you take the action necessary to accomplish the above assignment and delivery.

3. This confirms instructions issued by telephone.

By command of Lieutenant General ARNOLD:

Dispatched
JAN 23 1942
AAG

P. M. WHITNEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

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	
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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

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DOD Xxx,
8 Jan. & 20 June 1990
By [illegible] LC: Date 10-2-76

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Delivery of B-17E Airplanes.

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. The B-17E airplanes being delivered during January, which lack certain turret parts, are allocated to the 4-Engine Training School, OCAC. It is estimated that there will be between 20 and 30 of these airplanes delivered. The first 20 of these planes, lacking turret parts, will be delivered to the Air Corps Flying School at Albany, Georgia.

2. It is desired that you take the action necessary to accomplish the above assignment and delivery.

3. This confirms instructions issued by telephone.

Eq. Army Air Forces
JAN 16 1942
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For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Dtr
5 Jan. & 30 June 1954
By [illegible]; Date 10-5-70

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(Air AG)
AC 2.00

PROJECT 42-11

January 24, 1942

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BY AUTHORITY OF THE CHIEF OF [illegible]
24/1/42 MNA
DATE

SUBJECT: Camera Installation in P-39D.

TO: Chief of the Air Corps.

It is directed that a P-39D from production line be sent immediately to Wright Field for the purpose of conducting a camera mock up.

By Command of Lieutenant General ARNOLD:

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

Project No. 42-11 1st Ind. 2-24-42

War Department, Office, Chief of the Air Corps
To: Assistant Air Adjutant General

FEB 24 1942

1. In accordance with basic communication one P-39F airplane, Serial #41-7224, has been assigned to Wright Field Photographic Laboratory for camera mock-up. This airplane was scheduled for availability on February 7, 1942.

2. Preliminary study has indicated that it is not practical to install an F-24 camera to take verticals or obliques to the rear. However, two electrified K-20 cameras covering a large area of obliques to the rear are being considered and installation will proceed as soon as possible. Further report follows.

For the Chief of the Air Corps:

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[illegible]
[illegible], Lieut. Colonel, Air Corps
Asst. [illegible], Exec. Tech. Plans'g & Control

Hq. Army Air Forces
FEB 24 1942
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4 Jan. 20 June 1974
By NARS, Date 12-5-76

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(Adv AG)
A.G.O.

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SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

January 24, 1942

SUBJECT: Camera Installation in P-39D.

To: Chief of the Air Corps.

It is directed that a P-39D from production line be sent immediately to Wright Field for the purpose of conducting a camera mock up.

By Command of Lieutenant General ARNOLD:

JOHN E. CHESLEY,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

Dispatched
JAN 24 1942
AAG

Air AG 452.1 (2-16)

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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DOD Dir.
8 Jan. & 20 June 1996
By [illegible] LC: Date 10-5-96

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 19, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Camera Installation in P-39D

It is desired that a letter substantially as follows be transmitted to the Chief of the Air Corps:

"It is desired that a P-39D from production line be sent immediately to Wright Field for the purpose of conducting a camera mock up.

For the Chief of the Air Staff

JAN 22 42

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Res.
4 Jan. & 29 June 1972
By: NARS, Date: 2-5-76

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

MAR - 1 1942

SUBJECT: Condition of Airplanes, Western Theatre

TO: The Air Adjutant General

1. Reference is made to your Directive of February 5, 1942, above subject.

2. The subject matter of erroneous data has been under investigation for some time. Conclusions are to the effect that, aside from the manner in which airplanes are maintained in the field and the quality of engineering and supervisory personnel, the basic fault in this case lies with the manner in which the personnel reporting the status of aircraft had been instructed by the Air Service Command and the Materiel Division.

3. Directives containing the necessary instructions to correct this basic error were prepared and transmitted to the Procurement Services and Air Service Command on January 30th. These directives, will, it is believed, obviate future errors.

4. Due to the delay in carrying out directives, it was not possible to obtain accurate data on the 15th of February as originally estimated by this office.

5. Some of this difficulty has been caused by lack of a definite statement as to what constituted a complete airplane and much confusion resulted from the inclusion of incomplete airplanes in various ways into the reporting system. It is believed that this situation has been remedied also by directives which have been issued.

6. At this date, the progress on the airplane reporting system has reached the following stage:

1- Forms have been redesigned for the collection of the information on airplanes as presently desired. There still remain several important points which are to be acted upon on February 28th. in a meeting with representatives of Procurement, Supply and Maintenance and A-3 Division of Air Staff. It is believed the final forms will be approved on this date.

2- AAF Reg. 65-5 and TO 00-25-17 will also be finally revised, printed and distributed to the field.

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3- Information in the desired form will be available by March 15th at the earliest.

For the Chief of the Air Corps:

L. S. SMITH
Lieut. Colonel, Air Corps,
The Executive Assistant.

Hq. Army Air Forces
MAR 4 1942
AAG RECEIVED

Encls: 4
#1-Memo to C/AAF 1/20/42, fm ASC.
#2- Memo to C/AAF 1/20/42 fm Ray E. Dehority, subj: "Investigation of Unserviceable Air Craft in Western Theatre."
#3- Memo to C/AAF, 1/20/42 fm C/ASC, Subj: "Technical Radiogram 00-25-17- Revision of Instructions Contained in Army Air Force Regulations 65-5."
#4- Memo to CAC fm Air Adj.Gen. dated 2/5/42

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
THE ADJUTANT GENERAL
WASHINGTON, D. C.

DECLASSIFIED 3617
DOD ltrs.
6 Jan. & 20 June 1974
By [illegible] C; Date 11-5-76

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

~~SECRET~~ January 20, 1942

DECLASSIFIED

MEMORANDUM TO: General Arnold
THROUGH: General Miller

At your request Major Luther Harris, A.S.C., and Mr. Ray Doherity, Special Duty, have made an investigation to determine why certain airplanes were unserviceable in the Western Theatre zone, as of January 19, 1942. Mr. Doherity is submitting a separate report.

Every effort was made to get this information from the Washington offices but reasons for unserviceable airplanes are not furnished daily. The Air Combat Command was able to give the locations of all unserviceable airplanes in the western region. After this information was furnished, Wright Field was contacted and was able to give general information which bore out the findings of four (4) long distance calls to Engineering Officers at Long Beach, North Island, Muroc Lake, and Portland. Three of the telephone reports were received by me and one from Portland received by Mr. Doherity.

In general the telephone reports of January 19, 1942 did not agree with the daily report. There seemed to be a lack of detail knowledge of the airplanes at the points contacted. As an example nearly all of the 64 A-20's were flyable but were lacking bombsights and guns. Some applied to the 33 P-40's except these were being held up because of radio. Engineering Officers had no idea when they would receive these parts and units. Out of the 33 P-39's which were out of service, 21 were not equipped with bullet-proof tanks at North Island. They were flyable and were to be transferred to some school. Portland reported on 11 P-43's. All were crash-ups or engine changes. Lack of parts was indicated at all points but after questioning the Engineering Officer, it appeared that lack of resourcefulness also played an important part.

A great many recommendations on details could be made but as an immediate major improvement I would suggest an experienced Resident Base Engineering Officer at each major point where airplanes are located. All reports from various groups or squadrons located at that point should clear through this Engineering Officer for the Air Service Command. He should have jurisdiction over all mechanical problems as well as inventories. It is realized that this is a big order but it is my considered

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opinion that if about 200 such officers were available and one of them located at each of the larger flying centers, there would be an immediate improvement. At least 10 years of exclusive maintenance experience should be the minimum requirement for such Base Engineering Officers. Since reasonreliness is the most important qualification in keeping a fleet of airplanes serviceable, this is an important issue at this time. This might necessitate drafting chief mechanics, etc. from Army Depots as well as some Airline Maintenance Personnel. From that point on and for the duration, training of such personnel is of paramount importance.

LUTHER HARRIS
Major, A.S.C.

Concurred in:

Henry H. P. Miller, Brig. Gen., AC

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DOD Dir. 5200.9 June 1964
E.O. Sec. 3.6 & 3.10 June 1964
By [illegible] NLC; Date 6-26-72

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
6-26-72 [illegible]
(ASSTSEC) INITIALS

February 5, 1942

SUBJECT: Reports of Condition of Airplanes, Western Theatre of Operations.

TO: Chief of Air Corps

1. Reference is made to the attached reports of condition of airplanes, Western Theatre, submitted by Major Harris and Mr. Ray Dehority.

2. In view of General Arnold's penciled remarks on report submitted by Major Luther Harris, it is directed that action be taken to improve the accuracy of reports submitted.

By command of Lieutenant General ARNOLD:

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

3 Incls.
#1 - Memo to C/AAF 1/20.42, fm ASC.
#2 - Memo to C/AAF 1/20/42 fm Ray E. Dehority, subj: "Investigation of Unserviceable Air craft in Western Theatre."
#3 - Memo to C/AAF, 1/20/42 fm C/ASC, subj: "Technical Radiogram 00-25-17 - Revision of Instructions Contained in Army Air Forces Regulations 65-5."

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

January 20, 1942

MEMORANDUM FOR: Lt. Gen. H. H. Arnold

Subject: Investigation of Unserviceable Aircraft In Western Theatre

In accordance with your request, I have made a check of the situation wherein an apparently large number of planes are out of commission in the 4th area Air Force Combat Command by checking first with the Air Force Combat Command office at Bolling Field for the location of the Commands where the planes involved were assigned and then by telephoning the engineering officers of those Commands where the largest number of planes were listed as being out of commission. Following is the information gathered:

1. NORTH ISLAND :

A. Report listed out of commission :

Twenty-eight (28) - P-38

Twenty-one (21) - P-43

Listed as out of service on January 19th report.

B. Findings :

Nineteen (19) P-38's have been laid up about January 12th due to flying qualities. They have old type P-40 engines and all nineteen were expected to be transferred to Sacramento for conversion.

Five (5) P-38's were in aero repair for routine work. They were laid up about January 10th and expected to be out about January 26th.

A-3

Twenty-one (21) P-43's were out of commission due to no bullet proof tanks or armor plate. Engineering Officer states he expected them to be turned over to some other group for school purposes.

These planes have been located at North Island since December 12, 1941.

2. LONG BEACH :

A. Report listed out of commission :

Fifty-three (53) - P-66

Three (3) - P-38

One (1) - P-40

One (1) - LB-30

B. Findings:

Fifty-three (53) P-66's are unserviceable be[illegible]

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of lack of radio. This shortage has existed for the past month and is getting worse. Also Technical Orders are holding these airplanes on the ground but neither the Acting Commanding Officer nor Engineering Officer (Lt. Stone) could give the Technical Order numbers without going through several records. Seemed vague about P-66's as the Acting Commanding Officer said he expected 25 to be transferred.

One (1) P-40 has been laid up for the past ten days due to Turbo Supercharger trouble. Did not know when it would be in service.

One (1) P-38 has been unserviceable for the past four months due to a belly landing. Is expected out within a week.

One (1) P-38 has been unserviceable because of damage to tail section. Needs new stabelizer and possible left boom. Engineering Officer said it had been out of service since January 5th and he did not know when parts would arrive. He also stated that if there was some way that his group could work directly with Lockheed, the airplane could have been back in service over a week ago.

3. MUROC LAKE :

A. Report listed out of commission :

Thirty-nine	(39)	- A-29
Seven	(7)	- LB-30
One	(1)	- B-26

B. Findings :

Thirty-six (36) out of forty-four (44) planes on January 19th were flyable. Major Dougher was unable to explain how the number of thirty-nine A-29's happened to have been reported out of commission unless method of reporting those ready for Fire, Fight and bomb had been confused. Only six of the total of forty-four were ready for everything. The balance lacked one or more 1 K., bomb sights, guns or armor. Of the eight unserviceable A-29's in the 41st Command, two were out due to bad brakes, one for three days and the other just for January 18th.

Two were out for leaky fuel tanks, one for a week and the other for two days. One was completed January 19th and another is expected to be ready on January 20th. (Factory mechanics were making repairs.) One is out for oil temperature (gauge or indicator) and is expected to be finished by January 19th. One is out for spark plugs and await replacements. Taken out of service on Jan. 17 and is expected back in on January 19th.

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One is out due to accident (ground loop) and date of return to service is indefinite. One is out of service due to hydraulic actuating cylinder packing leakage. Had been out for two days awaiting replacement packings.

The seven LB-30's and one B-26 were under another Command and information was not received on them.

4. PORTLAND :

A. Report listed out of commission :

Eleven (11) - P-43

B. Findings :

One (1) P-43 has been unserviceable since August 26th due to crack-up but is now ready except for engine which they are waiting for.

One (1) P-43 has been unserviceable due to damaged propeller. It is expected to be repaired within 48 hrs.

One (1) P-43 is unserviceable due to master brake cylinder. Will probably be in service within 24 hours since parts will be robbed from another airplane.

One (1) P-43 is unserviceable due to fire on ground. Believed broken gas line; depot job. Return to service is indefinite.

One (1) P-43 is unserviceable due to oil leak. It will be back in service within 48 hours if parts can be obtained.

One (1) P-43 is unserviceable due to truck running into it. It is a depot job and date of completion is indefinite.

Three (3) P-43's are unserviceable due to engine changes. They have the engines and planes will be in service within a week.

One (1) P-43 cracked up at Painsfield. Return of this plane to service is indefinite since it is a depot job.

One (1) P-43 is unserviceable because it is being used for parts to keep other planes flying.

Three (3) B-25's are unserviceable due to nose wheel collapse on short field landing. Expect temporary repairs within a week and will then be flown to repair depot. Time until permanent repairs are made is indefinite.

One (1) A-20 is unserviceable due to nose wheel and has same status as B-25's.

One (1) P-43 nosed up on the field while talking to the Engineering Officer.

Instead of a total of two hundred seventeen (217) planes being out of commission and one hundred eighty nine (189) being in commission, it was found that only one hundred forty four (144) should have been listed as out of commission, based upon whether or not they could have been flown

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if actually needed for action when compared with other planes listed as in commission but not ready for combat, of which there is an alarmingly large number.

There appears to be quite a large number of planes which should be surveyed to save time and space in the Command for new planes and to free personnel for productive work in keeping more planes in commission.

As to recommendations, I offer for your consideration the following reactions and suggestions as a result of this limited study:

a. The Combat Commands in question need to have all of their planes fully equipped with guns, armor, bomb sights and racks and an adequate stock of needed parts.

b. The Combat Commands in areas where action may be expected should have new, fully equipped planes for replacement of of equipment.

c. The Combat Personnel, both Engineering Officers and mechanics, need experience and training in making the fullest use of present planes, equipment and spare parts at their disposal.

The plan which I believe would bring present Combat Command Personnel up to their peak of efficiency would be to have all operations carried on, as much as possible on the same basis as if in actual combat. The training of new personnel, both pilots and mechanics, should be carried on under simulated combat conditions as much as possible, with mechanics having the same opportunity to learn and develop their ability by starting on trainer planes as pilots are carried along and developed. The same plan should be followed for all specialists whether in service or field repair groups, and whether officers, specialists or mechanics.

I believe that by bringing complete units and groups along in this manner, they would be better trained, more versatile, more cooperative, more confident, and better able to coordinate their efforts when called into actual combat.

I trust that my limited observations and reactions may be of some assistance and that I may continue to serve in any way that you feel my efforts will be of help in these trying times.

Very respectfully yours,

Ray E. Dalrority

RAY E. DALRORITY

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1-20-42

Technical Bulletin (No. 42-17 - Revision of Instructions Contained in Army Air Forces Regulations 65-5.

Chief of the Army Air Forces.

1. The subject Technical Bulletin was transmitted by telegram or radio to all addressees January 19, by means in which changes in the above edition of Army Air Forces Regulations 65-5, as directed by your office.

"1. The following changes in A. A. F. Regulations 65-5 are made effective at once. This changes supersedes Technical Bulletin of same number transmitted by telegram dated January 19, 1942.

"2. The changes involved are briefly as follows:

a. Adding requirement the transfer of accountability from organization to depot of an aircraft transferred to the depot for major repair. (See Paragraph 3 (b).)

b. Requiring that in the case of a change in the characteristics of an airplane but only the change but also furnishing shortages be reported. (See Paragraph 4 (b).)

c. Extending the flexibility of the airplane by use of the word "flexible" or "essential" as applicable in every report of a change in shortage. (See Paragraph 4 a (1).)

d. Requiring that the method of shipment (by land or water) be given when the method of shipment is other than by air. (See Paragraph 4 a (6) (a).)

e. Requiring that in the case of aircraft received at a depot or other activity for preparation for shipment outside the continental U. S. A., the destination for which the aircraft is being prepared be given. (See Paragraph 4 a (6) (a).)

Ref #3.

-2-

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To: Chief of the Army Air Forces.

"3. Following are the changes in detail:

Changes in Army Air Forces Regulations 65-5.

'Par. 3 a. . . . . .

b. . . . . .

c. . . . . .

d. When aircraft or engines are forwarded to a depot for major repair, they will be dropped from assignment to the organization to which previously assigned and from the accountability records of the station concerned and placed up on the accountability records of the depot and thereafter, until transferred from the depot, will be carried on the records of the depot as unassigned. When an aircraft may from its home station be found to be in need of major repair, either as a result of wreck or for other reasons, the pilot of the aircraft will immediately notify his home station explaining the circumstances and requesting that the accountable officer at the home station institute a shipping ticket to transfer accountability for the aircraft from the home station to the nearest control depot, in order that the latter may take action to remove the aircraft to the depot for repair or make other proper disposition of the aircraft.

4. . . . . (14-E)
WTH:hds

a. . . . . .

(1) Changes in condition. - When the condition changes from serviceable to repairable to the extent of requiring more than ten days, the repairability will be reported as either "requiring local repair" or "requiring depot work". Subsequent restoration to serviceable condition will be reported as "repair completed". In this connection the removal of any article essential to aircraft flight or the installation of such an article will be reported as a condition change. In the case of the removal or installation of any of the articles referred to in Paragraph 4 b (1) under the heading "Shortage Code," such removal or installation will be reported using the word "removed" or "installed" as applicable, giving the airplane model and serial number and the applicable shortage code letter or letters, all letters as suffixes to the airplane serial number. In addition, the remaining shortages will be indicated for such airplane by the use of the shortage code letters referred to, preceded by the word "short." The effect of such removal or installation on the flyability of the airplane will be indicated by the addition of the word "flyable" or "grounded", as applicable.

For example - "Model B-17E 40-136 Installed A short F grounded
Model B-17E 41-267 Removed 2A short A flyable."

- 2 -

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To: Chief of the Army Air Forces.

(2) . . . . . .

(3) . . . . . .

(4) . . . . . .

(5) . . . . . .

(6) Transferred or loaned.

(a) When an aircraft or engine is transferred to or from a station depot, sub-depot or factory (except delivering of new aircraft which are covered by Paragraph 4 b) irrespective of whether it is loaned or accountability is transferred, the station commander from which the aircraft or engine is transferred will report the departure, giving the destination, and if by other than air, indicating the method of shipment, as "land" or "water". The station commander at which the aircraft or engine is received will report receipt. Loans will be quantitatively reported as loans, indicating the length of the loan period. In case of aircraft, the model and serial numbers of the installed engines, as well as the model and serial number of the aircraft will be given. The station commander reporting the receipt of the aircraft will also report the command and group or separate squadron or detachment to which it is to be assigned. In the case of aircraft received at a depot or other activity for preparation for overseas shipment, the destination for which the aircraft is being prepared will be given. In the case of aircraft or engines transferred to or between Air Corps detachments at civil schools with accountability maintained by a depot. The Air Corps Supervisor at the school actually receiving the equipment will report the receipt. This will include transfers to or from schools operated for the British in which case the air depot holding accountability will submit the reports.'

Chief, Air Service Command

- 3 -

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DOD Memo.
5 Nov. & 20 Nov. 1954
By: [illegible] Date: 10-5-76

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
(AAF AG)
DATE INITIALS

February 5, 1942

SUBJECT: Reports of Condition of Airplanes, Western Theatre of Operations.

TO: Chief of Air Corps

1. Reference is made to the attached reports of condition of airplanes, Western Theatre, submitted by Major Harris and Mr. Ray Deberity.

2. In view of General Arnold's penciled remarks on report submitted by Major Luther Harris, it is directed that action be taken to improve the accuracy of reports submitted.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 6 1942
AAG

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

3 Incls.
#1 - Memo to C/AAF 1/20.42, fm ASC.
#2 - Memo to C/AAF 1/20/42 fm Ray H. Deberity, subj: "Investigation of Unserviceable Aircraft in Western Theatre."
#3 - Memo to C/AAF, 1/22/42 fm C/ASC, subj: "Technical Radiogram CO-25-17 - Revision of Instructions Contained in Army Air Forces Regulations 45-8."

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Asst. Chief of Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-W.P.D.	A-Inspr.	Budget	Statistics
	WJF					✓				
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HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED DOD Ltr. 8 Jan. & 20 June 1994 By NARA, DC; Date 10-5-96

ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF

SUBJECT: Memorandum to General Arnold re Report of Condition of Airplanes, Western Theatre, submitted by Major Harris and Mr. Ray Dehority.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 FSB/mm
1.	AAF A-4	AAF AAG	1942 2-2	1. It is requested that a directive substantially as follows be forwarded to the Chief of the Air Corps. a. In view of General Arnold's penciled remarks on report submitted by Major Luther Harris, action should be taken to improve the accuracy of reports submitted. C/A-4 3 Incls. #1 - Memo to C/AAF, 1/20/42, fm ASC. #2 - Memo to C/AAF, 1/20/42 fm Ray E. Dehority, subj: "Investigation of Unserviceable Aircraft in Western Theatre". #3 - Memo to C/AAF, 1/20/42 fm C/ASC, subj: "Technical Radiogram CO-25-17 - Revision of Instructions Contained in Army Air Force Regulations 65-5."	

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PCD Nos.
8 Jun. & 20 June 1994
OPI: [illegible] LC; Date 12-5-76

JBC/gr
(After AG)
AL 11.4

January 22, 1942

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SUBJECT: Transfer of 5 XB-39 Airplanes.

TO: Chief of the Air Corps.

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS

1. The Air Force Combat Command has been directed to transfer 5 XB-39 airplanes for assignment to the 4-engine School, GHAB, at Albuquerque, New Mexico.

2. It is desired that you take the action necessary for the assignment and transfer of these airplanes as soon as possible.

3. This confirms instructions transmitted by telephone to the Air Service Command.

By Command of Lieutenant General ARNOLD:

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

Declassified
JAN 20 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	
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DOD Dir. 5200.9 of 27 June 1966
By [illegible], OCC; Date 10-5-76

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 20, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Transfer of 5 LB-30 Airplanes.

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. The Air Force Combat Command has been directed to release 5 LB-30 airplanes for assignment to the 4-engine School, OCAC, at Albuquerque, New Mexico.

2. It is desired that you take the action necessary for the assignment and transfer of these airplanes as soon as possible.

3. This confirms instructions transmitted by telephone to the Air Service Command.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Hq. Army A...
JAN ... 1942
AAG Received

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DOD Rev.
4 Jan & 29 June 1961
By NARS, Date 10-25-78

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 20, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Transfer of 5 LB-30's.

It is desired that a letter substantially as follows be transmitted the Commanding General, Air Force Combat Command:

1. It is desired that you transfer to 4-engine school, OCAC, at Albuquerque, New Mexico, 5 LB-30 airplanes from those under your control.

2. The above confirms instructions transmitted by telephone.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Hq. Air ... JAN ... 1942 AAG. Received

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DOD ltrs.
8 Jun. & 20 June 1974
By: NARS, Date 10-5-76

PMW/HHH/pcp

AAF 452.1-3

(Air AG)
AC 164

DECLASSIFIED
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SUBJECT: Allocation of Transport Airplanes to Air Corps Ferrying Command.

TO: Chief of the Air Corps.

1. Previous allocations of transport airplanes to the Air Corps Ferrying Command are changed due to an increase in production schedules. The following transport airplanes by type are allocated to the Air Corps Ferrying Command and take priority over any other allocations:

20 C-47 type
22 C-53 type
9 C-54 type

2. It is requested that you take the necessary action for the assignment and delivery of the above airplanes from production.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

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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DOD Ltr.
8 Jun. & 20 June 1974
By Authority of: Date 10-9-74

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GMcC-ds

DECLASSIFIED

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of Transport Airplanes to Air Corps Ferrying Command.

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. Previous allocations of transport airplanes to the Air Corps Ferrying Command are changed due to an increase in production schedules. The following transport airplanes by type are allocated to the Air Corps Ferrying Command and take priority over any other allocations:

20 C-47 type
22 C-53 type
9 C-54 type.

2. It is desired that you take the necessary action for the assignment and delivery of the above airplanes from production.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Rewritten as letter dated 1-14-42

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	

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DOD Ltr.
6 Jun. & 20 June 1996
By [illegible] LC; Date 10-5-96

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED

SECRET

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of Transport Airplanes to Air Corps Ferrying Command.

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. Previous allocations of transport airplanes to the Air Corps Ferrying Command are changed due to an increase in production schedules. The following transport airplanes by type are allocated to the Air Corps Ferrying Command and take priority over any other allocations:

20 C-47 type
22 C-53 type
9 C-54 type.

2. It is desired that you take the necessary action for the assignment and delivery of the above airplanes from production.

Eq. Army Air Forces
[illegible]
AAG RECEIVED

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Itr.
8 Jan & 30 June 1974
Date 10-5-76

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PMW/RIC/rl
(Air AG)
CC 59

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~~SECRET~~

JAN 21 1942

SUBJECT: Delivery of 19 B-25B Airplanes.

TO: Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. Due to accelerated production on the B-25B contract, 19 B-25B airplanes were inadvertently delivered to your command. These airplanes were allocated to the British and the N.E.I. Since the B-25B contract has been completed it is necessary that these airplanes be returned.

2. It is requested that the last 19 B-25B airplanes delivered, be made available to the Chief of Air Corps for delivery to the United Airlines Hangar at Newark Airport.

3. The above instructions confirm those transmitted by telephone.

By command of Lieutenant General ARNOLD:

F. H. WHITNEY,
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General.

Dispatched
JAN 21 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
Chief of Staff	Deputy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5 PD	A-Insp.	Budget	Statistics	
	WOF	[illegible]									

AAF-39

DECLASSIFIED

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air 2452.1 (210)

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DECLASSIFIED
DOD Rev.
8 Jan. & 20 June 1974
By NARA, C; Date 12-2-76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
~~SECRET~~

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Delivery of 19 B-25B Airplanes.

It is desired that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. Due to accelerated production on the B-25B contract, 19 B-25B airplanes were inadvertently delivered to your command. These airplanes were allocated to the British and the N.E.I. Since the B-25B contract has been completed it is necessary that these airplanes be returned.

2. It is desired that the last 19 B-25B airplanes delivered, be made available to the Chief of Air Corps for delivery to the United Airlines Hangar at Newark Airport.

3. The above instructions confirm those transmitted by telephone.

For the Chief of the Air Staff

Hq. Army Air Forces
JAN 16 1942
AAG RECEIVED

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC; Date 12-5-74

PMW/HHH/gr
(Air AG)
AG 16

AAF 452.1/3

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SECRET

SUBJECT: Delivery of 19 B-25B Airplanes.

TO: Chief of the Air Corps.

1. Due to accelerated production on the B-25B contract, 19 B-25B airplanes were inadvertently delivered to the Air Force Combat Command. These airplanes were allocated to the British and the N.E.I. The Air Force Combat Command has been directed to make these airplanes available for delivery to the United Airlines Hangar at Bennett Airport. It is requested that you take the action necessary for the return and delivery of the 19 B-25B's as originally allocated.

2. The above instructions confirm those transmitted to Major Hafley by telephone.

By command of Lieutenant General ARNOLD:

F. M. WHITNEY,
Lieutenant 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	
	WJF	HHH									

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AAF-39

Air 452.1 (10)

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DOD Rtn.
6 Jan. & 20 June 1974
By: [illegible] Date: 12-2-76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

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SECRET

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Delivery of 19 B-25B Airplanes.

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. Due to accelerated production on the B-25B contract, 19 B-25B airplanes were inadvertently delivered to the Air Force Combat Command. These airplanes were allocated to the British and the N.E.I. The Air Force Combat Command has been directed to make these airplanes available for delivery to the United Airlines Hangar at Newark Airport. It is desired that you take the action necessary for the return and delivery of the 19 B-25B's as originally allocated.

2. The above instructions confirm those transmitted to Major Hefley by telephone.

For the Chief of the Air Staff

Hq. Army Air Forces
JAN 16 1942
AAG RECEIVED

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Res.
4 Jan. & 20 June 1974
By [illegible] LC; Date 12-5-74

AAF 452.1-22

PMN/ rj
(Air AG)
AG 166

DECLASSIFIED

SECRET

SUBJECT: Transfer of Aircraft from Treasury Department to War Department.

TO: Chief of the Air Corps.

It is requested that you take necessary action to accept two Lockheed 18 airplanes and 1 Lockheed 12-a airplane referred to in attached correspondence.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY
Lieutenant Colonel, A. G. D.
Assistant Air Adjutant General

Incls.
Memo for C/AS, 1/9/42
Subj: as abv
Ltr. No. LLA-697-2
Ltr. No. LLA-698-2

Copy, furnished:
A-3

Dispatched
JAN 21 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—[illegible]

Chief of Staff	Gen'l Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Materiel	
	[illegible]	[illegible]									

AAF-28

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Air AG 452.1 (209)

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DOD Rtr.
8 Jan. & 20 June 1974
By: [illegible] C: Date: 10-5-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. 4521-22

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

DECLASSIFIED
SECRET

Tally No. AAF . . . . .

SUBJECT: Transfer of Aircraft from Treasury Department to War Department.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-3	AAF AAG Hq. Army Air Forces JAN 19 AAG RECEIVED	1942 1/14	AAF/A-3 ~~OSP/jg~~ 1. It is desired that you issue instructions to the Chief of Air Corps to accept 2 Lockheed 18's, and 1 Lockheed 12-A referred to in attached correspondence. Incls. cy Memo for C/AC--1/9/42 Subj: as abv Ltr. No. LLA-407-T Ltr. No. LLA-408-T ELN C/A-3

DECLASSIFIED
SECRET

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

Page No. _____

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DOD Dir.
5 Jan. & 30 June 2004
By: OSD/WHS/RC; Date: 10-5-76

JAN - 9 1942

~~SECRET~~ DECLASSIFIED

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS.

Subject: Transfer of Aircraft from Treasury Department to War Department.

1. Attached hereto are photostats of letters dated January 8, 1942, from the Lend-Lease Administrator to the Secretary of War concerning the transfer of aircraft from the Treasury Department to the War Department.

2. The aircraft covered by these transfer letters is as follows:

Letter No.	Quantity	Item
LLA-407-T	2	Lockheed Lodestars, Model 18, Manufacturer's numbers 2084 and 2085 to be utilized primarily in the performance of contract DA W 535 sc-415 with Pan-American Airways, Incorporated, and Pan-American Airways Africa, Ltd.
LLA-408-T	1	Lockheed model 12-A, serial number 1220 to be utilized primarily for transport purposes by General Wheeler and other members of the U. S. Iranian Mission.

3. It is requested that appropriate action be taken to accept the above airplanes on behalf of the War Department for the uses indicated above.

H. S. AURAND,
Colonel, General Staff,
Defense Aid Director.

Enclosures:
Ltr. No. LLA-407-T
Ltr. No. LLA-408-T

CC - Chief of Air Staff

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OFFICE OF LEND-LEASE ADMINISTRATION
FIVE-FIFTEEN 22d STREET NW.
WASHINGTON, D. C.

~~SECRET~~ DECLASSIFIED

Jan. 8, 1942

DECLASSIFIED
By: State Dept
Wash. D.C. Date 5-76

Dear Mr. Secretary:

Pursuant to authority conferred upon me by the President's Executive Order of October 28, 1941, and pursuant to the provisions of the Defense Aid Supplemental Appropriation Acts, 1941 and 1942, I respectfully request you on behalf of the War Department to accept from the Treasury Department the defense articles set forth in the annexed schedule for use by your department. It is understood that the articles will be utilized primarily in the performance of contract DA W 535 ac-415 with Pan-American Airways, Incorporated, and Pan-American Airways Africa, Ltd.

I have this day requested the Secretary of the Treasury, on behalf of the Treasury Department, to transfer those articles to the War Department.

Very sincerely yours,

/s/ E. R. Stettinius, Jr.

Lend-Lease Administrator

The Honorable

The Secretary of War

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DECLASSIFIED
DOD ltrs
& Sec. & 20 June 1974
By [illegible] Date 10-2-76

Reference: Transfer Directive No. LLA-407-T

Ref. D. A. A. _____

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Defense Articles Authorized
for Retention
by the War Department

Requisition Number	Articles Quantity	Description
1682	2	Lockheed Lodestars Model 18, Manufacturer's numbers 2084 and 2085

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OFFICE OF LEND-LEASE ADMINISTRATION
FIVE-FIFTEEN 22d STREET NW
WASHINGTON, D. C.

~~SECRET~~ DECLASSIFIED

JAN 8 1942

E. R. Stettinius, Jr.
Administrator

DECLASSIFIED
Per State Dept
By NLRC; Date 10-5-76

Dear Mr. Secretary:

Pursuant to authority conferred upon me by the President's Executive Order of October 28, 1941, and pursuant to the provisions of the Defense Aid Supplemental Appropriation Acts, 1941 and 1942, I respectfully request you on behalf of the War Department to accept from the Treasury Department the defense article set forth in the annexed schedule for use by your department. It is understood that the article will be utilized primarily for transport purposes by General Wheeler and other members of the U. S. Iranian Mission.

I have this day requested the Secretary of the Treasury, on behalf of the Treasury Department, to transfer that article to the War Department.

Very sincerely yours,

/s/ E. R. Stettinius, Jr.

Lend-Lease Administrator

The Honorable

The Secretary of War

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DECLASSIFIED
DOD Dir.
E.O. 11652, 8 Sec. & 20 June 1974
By [illegible] NARS, Date 12-27

Reference: Transfer Directive No. LLA-408-T

Ref. D. A. A. _____

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Defense Articles Authorized
for Retention
by the War Department

Requisition Number	Articles	
	Quantity	Description
2933	1	Lockheed model 12-A, serial number 1220

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DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1954
By [illegible] Date 02-26

DECLASSIFIED

January 21, 1942

MEMORANDUM FOR: Chief of the Air Corps.

SUBJECT: Availability of aircraft for NEIS.

Information is requested if there is a plan on foot to move the airplanes referred to in attached letter from Boston. The success of detector unit which the NEIS is doing for the Air Forces depends upon the availability of aircraft for flight tests. In addition to the B-18 at Boston which is assigned for this work, it is essential that at least one transport airplane be available at all times.

By command of Lieutenant General ARNOLD:

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

1 Incl.
(Ltr fr NEIS to
Col. W.E.Smith
1-21-42)

Dispatched
JAN 22 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-M&TD	A-Insp.	Budget	Statistics

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AAF-39

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DOD Res.
8 Jan. & 20 June 1974
Sys Req C: Date 10-5-76

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date .....

AG

AAF

DECLASSIFIED

SUBJECT: Availability of aircraft for NDRC.

	USW	ASW	ASWA	B-LP	BOMD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
	Sec. G/S	NGB	JAG	IG	QMG	SG
TO:	I. OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:	SW directs	Comment or concurrence	Information for reply
	Draft of reply attached	Direct reply made	Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of _____	Notation and return
	File	Information	Noted _____

I. Information is requested if there is a plan on foot to move the airplanes referred to in attached letter from Boston. The success of detector work which the NDRC is doing for the Air Forces depends upon the availability of aircraft for flight tests. In addition to the B-18 at Boston which is assigned for this work, it is essential that at least one target airplane be available at all times.

1 Inc.
(Ltr fr NDRC to
Col.W.G.Smith
1-17-42)

~~CONFIDENTIAL~~

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DOD Dir.
5 Jan. & 30 June 1972
By: ALMC, Date: 12-2-76

CONFIDENTIAL

DECLASSIFIED

Availability of aircraft for MXRC.

1.

1. Information is requested if there is a plan on foot to move the airplanes referred to in attached letter from Boston. The success of detection work which the MXRC is doing for the Air Forces depends upon the availability of aircraft for flight tests. In addition to the B-18 at Boston which is assigned for this work, it is essential that at least one target airplane be available at all times.

1 Inc.
(Ltr fr MXRC to
Col.H.C.Smith
1-17-42)

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AIR AD 4521 (505)

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DOD Dir.
E Sec. 4.3B June 1978
By [illegible], Date 10-1-78

DECLASSIFIED

January 21, 1942

MEMORANDUM FOR: Chief of the Air Corps.

SUBJECT: Availability of aircraft for MEMS.

Information is requested if there is a plan on foot to move the airplanes referred to in attached letter from Boston. The success of detector unit which the MEMS is doing for the Air Forces depends upon the availability of aircraft for flight tests. In addition to the B-18 at Boston which is assigned for this work, it is essential that at least one target airplane be available at all times.

By command of Lieutenant General ARNOLD:

JOHN H. OOCLEY,
1A. Col., A.G.D.,
Assistant Air Adjutant General.

1 Incl.
(Ltr fr MEMS to
Col. H.O.Smith
1-27-42)

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DOD Dir.
5 June 1954
NNRA Date 10-5-76

CONFIDENTIAL
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Availability of aircraft for [redacted].

1.

Hq A
JAN 1942
AAG Received

AAF/Comm
WDS:mcc

1. Information is requested if there is a plan on foot to move the airplanes referred to in attached letter from Boston. The success of detector unit which the [redacted] is doing for the Air Forces depends upon the availability of aircraft for flight tests. In addition to the B-18A at Boston which is assigned for this work, it is essential that at least one target airplane be available at all times.

1 Inc.
(Ltr fr [redacted] to
Col.H.G.Smith
1-27-42)

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]	Bdgr	S-[illegible]	
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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] Date: 10-5-76

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OFFICE FOR EMERGENCY MANAGEMENT
NATIONAL DEFENSE RESEARCH COMMITTEE
OF THE
OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT
1530 P STREET NW.
WASHINGTON, D. C.

JAMES B. CONANT, Chairman
RICHARD C. TOLMAN, Vice Chairman
ROGER ADAMS
CONWAY P. COE
KARL T. COMPTON
FRANK B. JEWETT
MAJ. GEN. R. C. MOORE
CAPT. LYBRAND P. SMITH
IRVIN STEWART, Executive Secretary

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS

January 17, 1942

Colonel Wallace G. Smith
Office Chief of Air Corps
U. S. Army
Washington, D. C.

Dear Wally:

Some time ago I telephoned you regarding the C-47 target ship which we had hoped would be held here for us at the Boston Municipal Airport.

At the present time we are making use of the C-47 and also the AT-6. It is extremely handy because at once one or the other would be available at all times and this is important with the pressure that is on our work.

Through Lt. Main and Army Reserve Pilots we can obtain here at the Institute, the personnel problem is working out nicely.

I have just heard rumors to the effect that here and there, there have been discussions concerning the removal of these two aircraft. Since I do not have any official source, I am writing to you in the hope that we might obtain some formal notice that these ships are to remain here.

It has been suggested that a letter be sent to the Chief of Air Service Command at Wright Field regarding this matter, but I assume this step is not necessary in the light of steps taken heretofore. If on the other hand, some formal letter from us to this authority would help, please let me know.

Cordially,

DECLASSIFIED

Edward L. Bowles
Member Microwave Section, NDRC
Secretary

ELB:MB

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DOD Dirs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date 10-5-76

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PMW/RIC/pop

AAF 452.1/8

(Air AG)
AC 168

SUBJECT: Allocation of Airplanes.

TO: Chief of the Air Corps.

It is directed that the number of P-38E airplanes to be modified for photographic purposes be increased from forty (40) to one hundred (100). If possible, it is desired that these planes be equipped with automatic pilots. The allocation of these planes and the priority desired is as follows:

7th Photo Sq.	MacDill Fld, Fla. . . .	16
8th Photo Sq.	March Fld, Cal.	15
5th Photo Sq.	Langley Fld, Va. . . .	15
6th Photo Sq.	Geiger Fld, Wash. . . .	15
9th Photo Sq.	Mitchel Fld, N. Y. . .	15
1st Mapping Sq.	Windsor Locks	6
2nd Mapping Sq.	Geiger Fld	6
3rd Mapping Sq.	MacDill Fld	6
4th Mapping Sq.	March Fld	6

452.1 (207)

By command of Lieutenant General ARNOLD:

Dispatched
JAN 21 1942
AAG

P. M. WHITNEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

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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	

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Air AG 452.1 (207)

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DOD. Dir.
8 Nov. & 20 June 1974
By: AFLC; Date 10-2-74

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AAF/A-3
DWH:nb

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of Airplanes

It is desired that a letter substantially as follows be written to the Office, Chief of Air Corps:

"It is desired to increase the number of P-38E airplanes to be modified for photographic purposes from 50 to 100. If possible, it is desired that these planes be equipped with automatic pilots. The allocation of these planes and the priority desired is as follows:

7th Photo Sq, MacDill Fld, Fla.	16
8th Photo Sq, March Fld, Cal.	15
5th Photo Sq, Langley Fld, Va.	15
6th Photo Sq, Geiger Fld, Wash.	15
9th Photo Sq, Mitchel Fld, N. Y.	15
1st Mapping Sq, Windsor Locks	6
2nd Mapping Sq, Geiger Fld	6
3rd Mapping Sq, MacDill Fld	6
4th Mapping Sq, March Fld	6

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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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 in op	Budget	Statistics	
	WJF										

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DOD Dir.
4 Jan. & 28 June 1954
By NARS, Date 12-5-76

SECRET

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of Airplanes

It is desired that a letter substantially as follows be written to the Office, Chief of Air Corps:

"It is desired to increase the number of P-38E airplanes to be modified for photographic purposes from 40 to 100. If possible, it is desired that these planes be equipped with automatic pilots. The allocation of these planes and the priority desired is as follows:

7th Photo Sq, MacDill Fld, Fla.	16
8th Photo Sq, March Fld, Cal.	15
5th Photo Sq, Langley Fld, Va.	15
6th Photo Sq, Geiger Fld, Wash.	15
9th Photo Sq, Mitchel Fld, N. Y.	15
1st Mapping Sq, Windsor Locks	6
2nd Mapping Sq, Geiger Fld	6
3rd Mapping Sq, MacDill Fld	6
4th Mapping Sq, March Fld	6"

Hq. Army Air Forces
JAN 17 1942
AAG RECEIVED

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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DOD Dir.
8 Jan. & 29 June 1978
By Haight, O.C. Date 10-5-76

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

June 6 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Release of B-24 Airplanes to Navy.

I. Discussion.

1. Attached Naval radiogram recommends that the Army Air Force turn over to the U. S. Navy B-24 type airplanes to augment air units now in Hawaii.

2. The 68 patrol planes and 44 Army heavy bombers are not adequate for both search and striking missions off Oahu. The minimum number required for these purposes is variously estimated at 150 to 200 aircraft.

3. Hawaii is scheduled to have two heavy bombardment groups, totalling 70 airplanes, but on account of commitments elsewhere, this strength will not be reached for several months.

4. General Emmons has requested 200 heavy bombardment airplanes.

5. A table showing the production and allocation of heavy bombers and the shortage of these airplanes in the Army Air Forces under present commitments follows:

Month	Total to be Produced	Allocated British	Allocated U.S.	Types for U.S. B-17	Types for U.S. B-24	Shortage for 54 Gp. Program
Jan.	54	15	39	30	9	350
Feb.	107	47	60	40	20	310
Mar.	120	20	100	60	40	230
Apr.	134	20	114	66	48	140
May	148	40	108	51	52	62
June	165	45	115	54	61	-

6. Thus it will be seen that the groups necessary for the 54 Group Program can not be filled prior to June 30, 1942 and even then there will be reserve aircraft totalling only 28 for

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Ai AG 452.1 (6-6-42) (36)

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all the heavy bomber groups. Commitments covering full use of these units have been made.

7. Conclusions.

a. B-24 airplanes cannot be spared from Army Air Force allocations for the Navy.

b. Commitments already made require full use of heavy bombardment units elsewhere and in a priority higher than that given Hawaii.

c. Bomber groups in Hawaii are below strength in aircraft and should be given a full complement of airplanes before any are transferred to the Navy.

II. Action Recommended.

1. That the Navy be informed that no B-24 type aircraft are available for transfer to replace PBY airplanes now at Hawaii.

2. That should heavy bombardment airplanes become available for the Hawaii Islands, these will be utilized to bring the two heavy bombardment groups in Hawaii to their full strength.

H.L.G.
C/AWPD

Incls.
2 Navy radios 1/4/42
#12106 and #9734 w/note
to WDA fr. Shelmire

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DECLASSIFIED
DOD Ltr.
By Jan. & 30 June 1954
By [illegible] Date: 10-5-76

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DECLASSIFIED

AG 452.1 (1-10-42)MSC GLH/blr - 1705

SECRET

IMMEDIATE ACTION

January 28, 1942.

Auth: T.A.G.
Initials: J. L. C.
Date: JAN 28 1942

SUBJECT: Allocation of Aircraft Equipped for Sea Search and Training of Required Crews.

TO: 1st Lieutenant F. F. Hahn, AC,
Air Corps Detachment,
Boston Municipal Airport,
Boston, Massachusetts.

1. Enclosed for your information and guidance are copies of letters, this office, January 17, 1942, and January 24, 1942, AG 452.1 (1-10-42)MSC-G-M, Subject as above.

2. Orders will issue from the Chief of the Army Air Forces designating you as Liaison Officer, Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, in addition to your other duties.

By order of the Secretary of War

Joseph L. Clark

Adjutant General

2 Enclosures
#1-Cy. of ltr., 1-17-42,
AG 452.1 (1-10-42)MSC-G-M.
#2-Cy. of ltr., 1-24-42,
AG 452.1 (1-10-42)MSC-G-M.

COPY NOT
Chief of the Army Air Forces.

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Air AG 452.1

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DOD Memo 10-6-76

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AAF/A-WPD
FLF/pms

1st Ind. Written 2-9-42

Headquarters Army Air Forces, Washington, D. C.
To: Chief of the Army Air Corps FEB 12 1942

1. This matter is receiving attention under another communication once subject addressed to the Deputy Chief of Staff for Air.

2. Announcement of policy is held pending receipt of information requested by Chief of the Army Air Forces in letter Feb. 4, 1942 to the Chief of Bureau of Aeronautics (Copy attached.)

For the Chief of the Air Staff:

2 Incls.
1. Nil
2. Ltr. from Ch/B of A, Navy Dept. Subj: Prop Dir Navy & Army Response. Dur Aircraft Prod.

H. L. GEORGE
Col. Air Corps
Assist[illegible] Chief of the Air Staff, A-WPD

452.1 (205)

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-[illegible]	Budget	Statistics	

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Ans ltr 452.1 (205)

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JAN 18 1941

SUBJECT: Procurement of Army Type Long Range Bombing Landplanes for Patrol Purposes.

TO: Chief of the Army Air Forces.

1. The attached communication is a matter of very broad policy.

2. It is recommended that this be given very serious consideration and this office instructed accordingly.

W. R. WEAVER,
Major General,
Acting Chief of the Air Corps.

Rewr:HWB/cj

1 Incl.
Memo. 1-14-42, to C/AC
fr. Chief of Bur. of Aero.
Subj: as above.

To Mail & Record Room
Date 1-17-41

EXECUTIVE
ADMINISTRATIVE
S & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
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MILITARY PERS.
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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
Washington

January 14, 1942

Aer-PL-6-KHK
VPB
FF12-9
A16-1

From: The Chief of the Bureau of Aeronautics.
To: The Chief of the Army Air Corps.

SUBJECT: Procurement of Army Type Long Range Bombing Landplanes for Patrol Purposes.

1. The Chief of the Bureau of Aeronautics has been directed by the Chief of Naval Operations to initiate action for the procurement of multi-engined landplane bombers for use by the fleet patrol squadrons in connection with patrol, convoy and antisubmarine operations.

2. It is requested that the necessary action be taken to provide for delivery to the United States Navy of 200 Consolidated B-24 airplanes and 400 North American B-25 airplanes for delivery prior to 1 July 1943 and for an additional quantity of 200 B-24 and 500 B-25 airplanes for delivery between 1 July 1943 and 1 July 1944. It is the intention of the bureau to accept models in current production to Army specifications at the time of delivery, subject to essential modifications.

3. It is requested that the Army Air Corps recommend to the Bureau of Aeronautics the percentage and breakdown of spare parts which will be required to maintain these airplanes for patrol purposes under war conditions. The Navy Department, however, will require 75% spare engines for these airplanes. The bureau desires that this procurement include all installation equipment.

4. It is requested that the Bureau of Aeronautics be notified of the cost of this program in order that the necessary transfer of funds may be initiated as required

/s/ J. H. Towers
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics.

Copy to:
Recorder, Joint Aircraft Committee
Chief of Army Air Forces
Aircraft Section, OPM

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AAF/A-3
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January 24, 1942

AAF/A-3 452.1/B-2

MEMORANDUM FOR THE ASSISTANT CHIEFS.

Subject: Allocation of Aircraft Equipped for Gun Sights and Training of Required Crews.

The Secretary of War directs that Letter AG 452.1 (1-10-42) MSC-A-M, subject same as above, dated January 17, 1942 be amended as follows:

1. Paragraph 2 (a) (2) delete the words, thence to Scott Field, Illinois; thence to Morrison Field, West Palm Beach, Florida, so that the paragraph will read: Crews for 4 B-18A airplanes from the Eastern Theatre of Operations to Wright Field, Dayton, Ohio; thence to Boston Municipal Airport, reporting thereat to the Liaison Officer, Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, and return to the Eastern Theatre of Operations.

2. Paragraph 2 (a) (3) delete the words, thence to Scott Field, Illinois; thence to Morrison Field, West Palm Beach, Florida, so that the paragraph will read: Crews for 6 B-18A airplanes from Western Defense Command to Wright Field, Dayton, Ohio; thence to Boston Municipal Airport, reporting thereat to the Liaison Officer, Radiation Laboratory, Massachusetts, and return to the Western Defense Command.

3. Paragraph 2 (b) to be deleted and the following substituted therefor: Each of the crews listed above, except those for B-18A airplanes, will be augmented at Scott Field by two (2) enlisted men to be furnished by the Air Forces Combat Command. Each of the crews for the B-18A airplanes will be augmented at Boston Municipal Airport by two (2) enlisted men to be furnished by the Air Forces Combat Command. These twenty (20) enlisted men will be ordered by air or

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HEADQUARTERS ARMY AIR FORCES — COORDINATION											
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mail by that command to the Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, immediately for training at that place. Permanent change of station is involved for these sixty-six (66) enlisted men.

For the Chief of the Air Staff

[signature] 1/29/42
Asst. Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

REFERENCE, AIR MEMO:

Authority for A.A.G. letter, subject, same as here, dated January 27, 1942 in AAF A-3 400.1/2-2, approved by Chief of Staff on January 28, 1942. To facilitate the installation of equipment and speed up training of crews, the routing of aircraft and personnel is changed.

JAN 27 1942

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
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Directive No. S-34

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8 Jan. & 20 June 1974
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 14, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Changes in DB-7 Turbinlite Airplanes.

1. Reference Directive Memo No. S-29, and cable No. 398 London, dated January 11, 1942, you will take the necessary steps to make the required changes in the 24 DB-7 Turbinlite airplanes covered in that directive, i.e., having the existing USA petrol gauges replaced by Smith type gauges, the direct visibility opening on the port side enlarged, and installations of Mark 2 clocks and Pioneer compasses.

By direction of the Chief of the Air Staff.

John Y. York, Jr.
Colonel, Air Corps,
Secretary of the Air Staff.

AU HS 452.1 (203)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A...sup.	Budget	Statistics	

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8 Jun. & 20 June 1974
By: NARS, Date: 10-5-76

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(Air AG)

G 8 53

January 19, 1942

SUBJECT: Assignment of B-17B's to the First Mapping Group.

TO : The Commanding General, Air Force Combat Command

1. There are two B-17B's now in the process of modification for special photographic missions. These airplanes will be assigned to the Headquarters Squadron, First Mapping Group, Bolling Field.

2. It is directed that sufficient good crews be made available for the purpose of accomplishing specific photographic missions as assigned. Since it has required a great deal of work to modify these airplanes, it is directed that the two planes not be used for transition flying, but that they be held for specific photographic missions.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 20 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 16, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Assignment of B-17B's to the First Mapping Group.

It is desired that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. "There are two B-17B's now in the process of modification for special photographic missions. These airplanes will be assigned to the Headquarters Squadron, First Mapping Group, Bolling Field.

2. It is desired that sufficient good crews be made available for the purpose of accomplishing specific photographic missions as assigned. Since it has required a great deal of work to modify these airplanes, it is desired that the two planes not be used for transition flying, but that they be held for specific photographic missions."

J 17 1942
AAG Rec'd

For the Chief of the Air Staff

E.L.N.

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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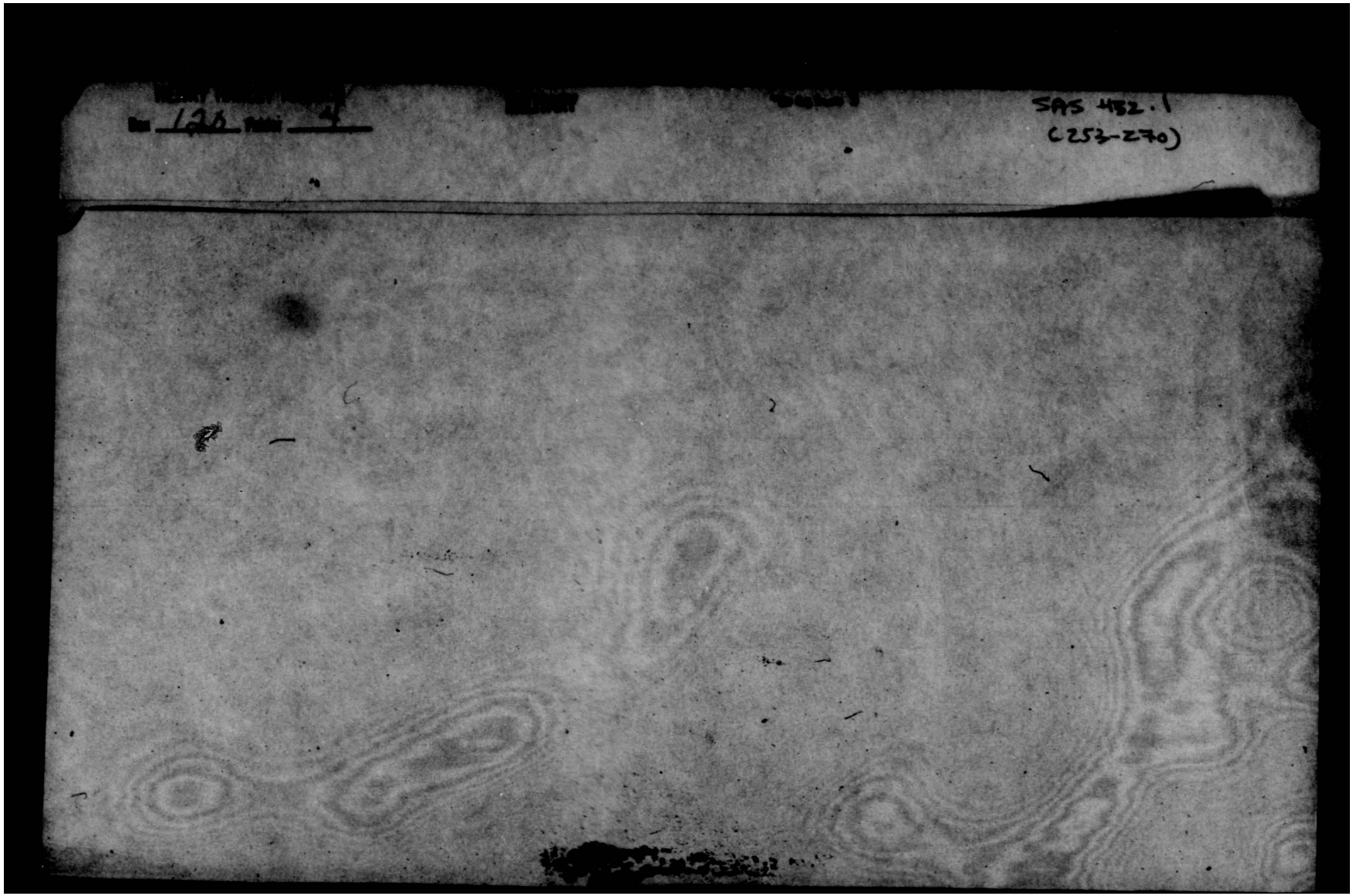

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
THIS DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

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Sec. 3.3(b)(1) 10/2/76
By [illegible] NLE Date 9/15

SUBJECT: Status of Recent Production Type Airplanes on Test at Wright Field.

FEB 5 1942

TO: Chief of Army Air Forces
Attention: A-3

1. In accordance with verbal request the attached "Report on Status of Recent Production Type Airplanes on Test at Wright Field" is forwarded for your information.

W. T. Hefley

W. T. HEFLEY
Major, Air Corps,
Executive, Air Service Command

1 Incl:
report

FEB 6 1942
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1-5-42

REPORT ON STATUS OF PRODUCTION TYPE AIRPLANES ON TEST AT WRIGHT FIELD

Following is the status of recent or current production type airplanes which are now undergoing tests at Wright Field. This report includes both airplanes which are assigned to Wright Field and those which are on loan for a period of one week or more. Airplanes on loan are denoted by an asterisk.

LIGHT BOMBARDMENT (ATTACK)

(1) A-20A - No. 39-722 - Transferred to Bowman Field, 12-26-41.

(2) A-20A - No. 39-725 - Assigned to Armament Lab. for test of G.E. turret. Cowling around upper turret position to be reinforced, and a lower G.E. turret is to be installed. G.E. lower turret has been shipped and should arrive at Wright Field next week, and installation will be made immediately following its receipt.

(3) A-20A - No. 40-96 - Transferred to Bowman Field, 12-27-41.

(4) *A-20A - No. 40-158 - Was assigned 12-12-41 to Power Plant Lab. for oil scavenging tests. Installation of test equipment has been completed, and airplane is now awaiting favorable weather for flight tests of several hours duration. To be assigned to Aircraft Lab. for jet propulsion assisted take-off tests in order to allow higher gross weights and loadings.

(5) *A-20A - No. 40-3149 - On loan from Scott Field to Aircraft Radio Lab. for work on the radio equipment for tests of the production sample and mock-up of the P-70. This airplane was transferred to Scott Field from Mitchel Field.

(6) A-20A - No. 40-3162 - All tests have been canceled and the airplane is ready for transfer except for installation of armor plate.

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1-5-42

Report on Status of Production Type Airplanes
on Test at Wright Field.
1-5-42.

BOMBARDMENT, MEDIUM & HEAVY

(1) B-17B - No. 38-211 - Transferred to Geiger Field, Washington, 12-29-41.

(2) B-17B - No. 38-215 - Returned to Ladd Field, 12-28-41.

(3) B-17B - No. 38-269 - Transferred 1-5-42 to Geiger Field, Washington.

(4) B-17C - No. 40-2046 - Assigned to Armament Lab. for tests of Sperry turrets. Removal of lower Sperry ball turret completed, but upper turret still in place. Installation of XB-29 and XB-32 Sperry computer and remote control mechanism now has priority and is to be installed. Spray shields being fabricated and to be installed later. In January the Westinghouse sighting station, computer, and remote control for the Sperry turret, will be installed. Temporarily assigned to Aircraft Laboratory for towing tests with P-39C airplane. In Engineering Shops for installation of towing equipment.

(5) B-17E - No. 41-2393 - Transferred to Langley Field, 12-28-41.

(6) B-17E - No. 41-2398 - Winterizing and other tests canceled. All maintenance work has been completed and airplane is ready for transfer except for completion of armament installations.

(7) B-25 - No. 40-2167 - Transferred to Fairfield Air Depot, 12-18-41.

(8) B-25 - No. 40-2184 - Transferred to Orlando Air Base, 12-30-41.

(9) B-25A - No. 40-2189 - Transferred to Orlando Air Base, 12-30-41.

(10) B-25A - No. 40-2190 - Assigned to Armament Lab. for installation and test of A-5 automatic pilot and S-1 bombsight. At Eglin Field for bombing tests with A-5 pilot and S-1 sight for six weeks. Transfer has been deferred.

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Report on Status of Production Type Airplanes
on Test at Wright Field.
1-5-42.

(11) B-25B - No. 40-2289 - All tests have been canceled and the airplane was transferred to Orlando Air Base, 1-6-42.

(12) B-25B - No. 40-2316 - Assigned to Experimental Engineering Section for cold weather installations. Power Plant Lab. making alterations to power plant in Engineering Shops Lab.

(13) *B-26 - No. 40-1382 - Returned to Fairfield Air Depot, 12-30-41.

(14) B-26 - No. 40-1384 - Transferred to Fairfield Air Depot, 12-30-41, but to return to Wright Field upon completion of repairs. To be assigned to Power Plant Lab. for test of power plant.

(15) *B-26 - No. 40-1423 - On loan from Fairfield Air Depot to Exp. Eng. Sec. Loaned to N.A.C.A., Langley Field, 10-21-41, for tests to verify a study of wing loading effects on the take-off and landing characteristics of an airplane equipped with a tricycle landing gear. Loan has been extended until 1-15-42. Airplane undergoing repairs of propeller at Middletown Air Depot.

(16) B-26 - No. 40-1495 - Transferred to Muroc Air Base, 12-27-41.

PURSUIT

(1) P-35A - No. 41-17476 - All tests have been canceled and airplane is being prepared for transfer. Hydraulic system has been removed. All maintenance work, armament installations and property checks have been completed and the airplane is ready for transfer.

(2) YP-38 - No. 39-692 - Assigned to Photographic Lab. for camera installation tests. Temporarily assigned to Power Plant Lab. for installation and test of automatic supercharger regulator or boost control. Sent to Engineering Shops Lab., 1-2-42, for installation of Bolipse 827-X regulator and instruments.

(3) P-38D - No. 40-774 - All tests have been canceled and airplane is awaiting transfer.

(4) P-38E - No. 41-1984 - Transferred to North Island Naval Base, San Diego, California, 12-29-41.

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Report on Status of Prod. Type Airplanes
on Test at Wright Field.
1-5-42.

(5) P-39C - No. 40-2972 - All tests have been canceled and airplane is ready for transfer except for completion of armament installations.

(6) P-39D - No. 41-6722 - All tests have been canceled and airplane has been prepared for transfer. However, transfer has been deferred and airplane assigned to Aircraft Lab. for development of method of ferrying pursuit airplanes by towing them with a B-17. In Engineering Shops for reinforcement of wings and installation of towing lugs and special tow release.

(7) P-40 - No. 39-259 - Power Plant Lab. tests completed and airplane being prepared for transfer. May be transferred as received at any time. Plane now at Fairfield Air Depot on alert.

(8) *P-40 - No. 40-334 - Transferred to Baton Rouge, 12-27-41.

(9) *P-40 - No. 40-351 - Returned to Fairfield Air Depot, 12-23-41.

(10) P-40B - No. 41-5205 - All tests have been canceled and the airplane is ready for transfer.

(11) P-40F - No. 41-13601 - Arrived at Wright Field, 1-4-42, from Curtiss-Wright Corp. Assigned to Production Engineering Section for miscellaneous tests.

(12) *P-43 - No. 39-706 - On loan from Selfridge Field 7-16-41, to Power Plant Lab. for investigation of the ignition difficulties at high altitude. A Bosch magneto has been installed. Special ignition system has been removed and conventional ignition equipment has been reinstalled. Flight tests in progress.

(13) P-43A - No. 40-2891 - Assigned to Production Engineering Section, 10-28-41, for performance tests. This is the first article P-43A on contract. One speed run has been completed. Tests delayed by explosion and necessity for engine change now under way in Engineering Shops Lab.

(14) P-43A - No. 40-2894 - Assigned to Experimental Engineering Section for increase of cruising range. In Engineering Shops for installation of auxiliary fuel system and rework of radio.

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Report on Status of Prod. Type Airplanes
on Test at Wright Field.
1-5-42.

(15) P-47B - No. 41-5895 - Assigned to Production Engineering Section, 12-21-41, for comparative tests of brake lining. First article on contract. Sent to Fairfield Air Depot for tests and installations.

OBSERVATION

(1) O-49 - No. 40-192 - Assigned to Production Engineering Section for misc. tests. Installation of bomb rack completed 6-19-41. Held pending orders from O.C.A.C. May be used for other projects, but must be available for O.C.A.C. on 24-hr. notice. Temporarily assigned to Propeller Lab. for installation of flexible governor control linkage and reworking of quadrant. To be assigned to Aircraft Lab. for towing gliders. Now in Engineering Shops for flexible propeller governor control and glider tow installations.

(2) O-49 - No. 40-255 - Assigned to Aircraft Lab. 7-29-41, for towing training gliders. Remotely controlled vibrator drive and cable release to be installed in the O-49 for the XTG-1. Take-off tests to be made of O-49 above, and when towing two, three, and four gliders. Airplane damaged 1-2-42, when high winds tore the airplane loose from its moorings and blew it over a fence. Glider tow rig has been removed and installed on 40-192. Upon completion of repairs, a new rig will be installed.

(3) O-52 - No. 40-2691 - Assigned to Production Engineering Section, 10-1-41, for take-off and landing tests. This particular test must be run on a day when the wind velocity is zero; consequently, weather has delayed completion.

(4) O-52 - No. 40-2762 - On loan from Key Field to Aircraft Lab. for installation of tow target equipment. Installation completed in Engineering Shops Lab. and now awaiting flight tests.

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Report on Status of Pred. Type Airplanes
on Test at Wright Field.
1-5-42.

PHOTOGRAPHIC

(1) P-2 - No. 40-682 - Assigned to Photographic Lab. for photographic development. Test of K-38 camera with color films in progress.

(2) P-2 - No. 40-694 - Assigned to Photographic Lab. for photographic development.

TRAINERS

(1) PT-13B - No. 40-1582 - Temporarily assigned to Aircraft Lab. for service test of Firestone air spring shock absorber. May be used for incidental flying. Propeller Lab. service testing propeller with one blade Pentrate finish and other blade Ebonol finish.

(2) *PT-17 - No. 41-7880 - On loan to Propeller Lab. for flight vibration survey of the McCauley propeller and engine installed. Flight tests are in progress.

(3) **PT-18 - No. 40-1892 - Temporarily assigned to Propeller Lab. for endurance tests of Aero. Engineering & Research 2-blade 8'-0" dia. propeller. The 150-hr. endurance test has been completed and the airplane was released by Propeller Lab. on 12-27-41. In Engineering Shops for reinstallation of wings.

(4) PT-19 - No. 40-2118 - Assigned to Flying Branch for use as a low-speed calibration airplane. In Engineering Shops for installation of airspeed indicators for flight test calibration work.

(5) PT-21 - No. 41-1881 - Temporarily assigned to Propeller Lab. for torsiograph test of vibration characteristics of Kinner R-440-3 engine. Engine and propeller reinstalled and flight tests completed. Power Plant torsiograph test in progress.

(6) *PT-21 - No. 41-1901 - Assigned to Aircraft Lab. for vibration test of engine mounting. Power Plant Lab. to run torsiograph test. In Engineering Shops Lab. for installation of vibration equipment.

(7) PT-22 - No. 41-15173 - Assigned to Propeller Lab. for propeller performance tests. Climb tests on third propeller in progress.

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Report on Status of Production Type Airplanes
on Test at Wright Field.
1-5-42.

(8) *PT-22 - No. 41-15398 - On loan to Aircraft Lab. for flight vibration test of engine mounting. Power Plant Lab. to run torsiograph test.

(9) BT-14 - No. 40-1110 - Assigned to Propeller Lab. to determine flight characteristics of six fixed pitch propellers in order to determine a design suitable for procurement for Avro-Anson and Oxford trainers. Test in progress.

(10) AT-6 - No. 40-2060 - Temporarily assigned to Aircraft Lab. for spin tests. Awaiting installation of spin chute.

(11) AT-6A - No. 41-149 - Temporarily assigned to Aircraft Lab. for purpose of installing a phenolic compound bearing, and stop ring and follower in shock strut.

(12) AT-7 - No. 41-1143 - Assigned to Equipment Lab. 2-25-41, for automatic flight projects. In Engineering Shops Lab. for installation of plexiglas cabin dome and SCR-269 radio compass. Special RV-24V electrical system to be installed.

(13) AT-7 - No. 41-1149 - Assigned to Equipment Lab., 3-22-41, for navigation instrumental tests and research. Installation and tests of C-4 and C-5 cockpit lamps in progress. Tests of A-3 pilot in connection with project MX-109 in progress.

(14) *AT-7 - No. 41-1179 - On loan from Ellington Field 11-25-41, to Propeller Lab. for flight vibration survey of the particular propeller-engine combination. Tests in progress.

(15) *AT-7 - No. 41-21154 - On loan from Bolling Field to Aircraft Radio Lab. for installation and test of remote reading compass.

(16) *AT-8 - No. 41-5 - Temporarily assigned to Aircraft Lab., 9-30-41, for vibration survey in order to correct flutter reported in commercial versions. Sound level tests with propellers at different indexes on propeller shaft completed and airplane released by Aircraft Lab. Assigned to Equipment Lab. for tests in connection with project MX-105.

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Report on Status of Production Type Airplanes
on Test at Wright Field.
1-5-42.

(17) AT-9 - No. 41-5745 - Assigned to Production Engineering Section, 9-27-41. Temporarily assigned to Propeller Lab. for rework of governor control linkage to reduce cockpit sensitivity. Installations completed and some flight test data obtained. Further tests suspended because of leaky gas tanks and necessity for factory overhaul.

(18) AT-10 - No. 41-1711 - Assigned to Production Engineering Sec. for misc. tests. Ready for performance tests but delayed due to installation and test of General Tire and Rubber Co. brake and wheel equipment, which is now installed. Tests of this equipment delayed due to difficulty experienced in adjusting brakes. Brakes undergoing repair.

(19) AT-11 - No. 41-9437 - Assigned to Production Engineering Sec., 9-15-41. Take-off and landing tests completed 11-24-41. Departed 11-25-41 for Minneapolis, for Minneapolis-Honeywell modifications to A.F.C.E. To be transferred after its return to Wright Field.

(20) AT-12 - No. 41-17527 - Assigned to Production Engineering Sec., 9-15-41, for misc. tests. Aircraft Lab. conducting investigation of stall and landing characteristics. Auxiliary airfoil is being lengthened and further tests will be made.

(21) AT-17 - No. 42-2 - Assigned to Production Engineering Section for misc. tests. Single engine ceiling, take-off and landing tests pending. Awaiting parts.

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DOD Dir. 5200.9 Sec. 1.3 Para. 1(D)
10/5/76

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For Personal Use of

MAJOR GENERAL H. H. ARNOLD
Deputy Chief of Staff for Air

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Uncle Orville
Jan 15th 1942

Hq. Army Air Forces
FEB 7 1942
AAG Received

President
Pennsylvania Aircraft Syndicate
Wilford Building
33rd and Arch Streets
Philadelphia, Pa.

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WINNING WAR THRU BETTER AND SIMPLER AIRCRAFT

In the present emergency the watchword is "Production" but a few of the creative-minded aircraft engineers ask themselves "production of what?". Even the most theoretical of scientists or the humblest aircraft mechanic can give the right answer - "Perfection and production of those articles which will make America and other democracies supreme in the air". As it is necessary to concentrate on immediate military air power through great numbers of aircraft, it is just as important to carry forward an improved active experimental program of basically improved types. Fortunately for America, if such a program receives proper handling by the air services and the office of production management, these improvements will not only be useful to humanity in war time, but will do much to bring about greater economic utility of aircraft in the readjustment of society after the war.

The writer, after some years of experience in concentration on basic improvements for airdraft, would like to call the attention of those persons in authority, and the American public to certain fundamental problems which should receive immediate attention. They can be listed under the three following subjects:

1. Methods of handling experimental development.
2. Simplification of experimental design and speedier fabrication.
3. Some basic improvements which should be taken out of the experimental stage, and placed in immediate production.

Some of the present military designs suffer due to difficulties in mass production particularly if produced by the automobile industry where experience is not general. Also increase in ruggedness and performance in action are always pressing problems.

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1. Methods of handling experimental development:

The present method by which the government studies basic improvements in aircraft is inadequate, mainly in the length of time required for evaluating whether a fundamentally new idea is truly a basic improvement and will work in service practice. The present system is as follows:

(a) The good ideas usually come from a great number of sources, but mostly from humble sources. They are at first considered by the Army and Navy and referred to the Advisory Committee for Aeronautics. If the originating source is an aircraft manufacturer or an employee doing business with the Army and Navy, it may receive early consideration. In general the Army and Navy refer all the ideas to Dr. Lewis of the N.A.C.A. although many ideas are ready for service consideration. This is extremely unfortunate, and is mainly caused because the men who have the type of minds and engineering judgment capable of really evaluating the service utility of a development are so busy with detailed difficulties of production and inspection that the course of least resistance is to refer everything to the N.A.C.A.

It is recommended that the system of a separate experimental section in the engineering departments of the Air Services be adopted by all the aeronautical agencies dealing with new design. The heads of these sections must be carefully chosen with a view to their creative engineering ability, and freedom from stuffed shirt scientific and production influence.

It must be remembered that an experimental section in any government agency trying ten basically improved ideas which are to be put into real production should not be successful in

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better than one in three. If it does succeed in a higher percentage, that section is not doing a thorough job because they are either probably playing with detailed refinements which should be handled by the production engineering side of the service, or else they are not trying enough fundamentally improved ideas.

For the ideas that require fundamental research and further laboratory experiment, the N.A.C.A. is the proper authority where this work should be done. Most of the work of the N.A.C.A. - possibly 70% of it - now involves detail improvements to existing service types. This work is essential and must be carried on with the cooperation of the test sections of both the Army and Navy. The N.A.C.A. has been very wise in recently having a permanent representative of the Army and Navy actually at the laboratory to supervise the working out of these detailed refinements.

But the other 30% of the energies of the research engineers will mean the most to the future of American aircraft. There is no dearth of good creative minds in that organization, but these creative minds are suppressed by the system and the interference of detailed refinements which must be done at Army and Navy requests. The advancement of real creative ideas through the laboratory stage is greatly hindered. The result is that the best men in the laboratory leave as soon as they can get permanent positions where they can perfect their ideas in the industry. This is mainly caused by the fact that the various sub-committees of the N.A.C.A. are too large in size, and their membership is controlled in order to have the big names of these committees appear super-scientific that the younger and more

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creative minds are not in a position to have their ideas quickly given the O.K. for service trial by the experimental sections of the services.

It is suggested that following the good lead already established for coordination of the aeronautical research under Paul Johnson in the scientific institutions, that the N.A.C.A. reorganize its own personnel and reduce membership of its committees so that the basic research work receives more rapid attention and perfection. In no way should basic work be interfered with by the detailed jobs thrust on the N.A.C.A. by the services and aircraft industry.

It is to be remembered that out of probably 100 ideas submitted to the N.A.C.A. from all sources, only five are worthy of serious attention, and only one of the three will get through the laboratory and be recommended for service trial. But the N.A.C.A. should recommend and see to it that service trial be given immediately, and not be waived aside by the desire to have everything in perfect form before the Army and Navy build a service test model.

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II. Simplification of experimental design and production methods.

After a basically improved idea has received the experimental approval of the N.A.C.A. and an experimental contract from the services, the idea is beset by any number of red tape problems. The most troublesome one is the requirement that complete approval of all detail drawings are required, instead of the experimental construction going ahead from the general layout and approval of the minimum experimental objectives obtainable. This results in the average engine, aircraft or accessory manufacturer wasting too much time and money in the drafting room before the subject is evaluated in service test. Many detail problems such as installation of radio, electrical accessories, and armament occupy the attention of the experimental manufacturer before the possible performance and service use of the article are determined. The flight testing facilities of the government should simplify their test routine in cases of experimental articles. Only after the basic tests have been passed should the requirement for detail refinement be authorized.

The Air Corps has a separate experimental section headed by Carroll, Bogert, Childlaw, etc., and should be allowed to function with more of a free hand under Gen. Eckols. The Bureau has a development committee consisting of Stevens, Diehl, Driggs, etc. This group should be officially relieved of problems of production and made more easily approachable and more open-minded under Assistant Chief of the Bureau.

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III. Some basic improvements which should be immediately carried out.

The average length of time required for simple basic improvements such as variable pitch propellers, good liquid cooled engines, pressure cabins, tricycles, landing gears, spot welding method of construction, has ranged from a minimum of five to fifteen years, from starting of experimental construction to real production. This is too long, and it is hoped that this emergency will accelerate certain basic matters which are of importance, such as:

(a) Bigger and aerodynamically cleaner engines.

(b) Combination of nacelle and fuselage with deeper center wing section to improve structural efficiency of fighting two motor aircraft, such as the Burnelli type.

(c) Better metals for engines and adoption of plastics for aircraft.

(d) Greater fire power and armament protection - a tank carrying aircraft.

(e) Simplification of instruments and accessories.

(f) New types to coordinate with ground troops and the fleet, such as gyroplanes.

(g) Rocket propulsion for quicker takeoff with bigger catapults.

In conclusion, this type of program is what was done in Germany from 1935 to 1940. With the broader viewpoint of the American aircraft engineers we should be able to more than outdo them, but we must divide the experimental and production minds in the services and research facilities, so that basic improvements get to the fronts more rapidly. We must see that every truly sincere idea is given a new deal and be evaluated as rapidly as possible.

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America will be far ahead in the future, and our production of large numbers of aircraft will not only be as large, but of better quality than anything in the world. Cut scientific red tape and have simpler and better aircraft over Tokyo and Berlin by the spring of 1945.

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BASIC DEVELOPMENT FOR MILITARY AIRCRAFT

E. BURKE WILFORD
Research Engineer

Written 1935

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BASIC DEVELOPMENT FOR MILITARY AIRCRAFT

From the engineers of progressive companies, from individuals of inventive and original mind, from workers at the Universities and the N. A. C. A., there is a continual stream of new ideas, some of which are of the highest importance to the performance and safety of aircraft. At the present time the development of these basic ideas which are applicable to Service types of aircraft generally takes the following sequence of steps:

1. An original idea is usually tested by the N. A. C. A. or other scientific institutions. This is done in a very general way and may be considered as a purely aerodynamic or scientific proof that the basic idea will work, but does not evaluate its Service use.

2. At a later date a manufacturer of Service aircraft starts reduction to practice of the new idea in a Service type craft; and works out all the difficulties in design, construction and operation. But, this generally requires too long a time to accomplish and involves the expenditure of a large amount of money.

3. Then when the Government has been convinced of the merits of this development, it pays what may seem like a large price for it, but it never pays for the whole cost of development to the manufacturer. Over a period of years the average contract price for experimental aircraft is about $125,000 for each existing contract, and the average cost of executing each of these contracts to the manufacturer with the present method of handling is about $200,000. The manufacturer nearly always loses money on experimental work but

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he hopes to thereby put himself in a position to get a production order on which he can make enough to more than pay for the usual development loss.

4. When the Government has tested the experimental ship and wants to buy a quantity for Service use, it is obliged to put the contract out at public bid and the original manufacturer who tries to get back his development expense by distributing it over the price of the production article may be underbid by others who have not the necessary experience on the original development. This naturally retards and kills initiative in the development work and the results are that most development contracts are unsatisfactory for all parties concerned.

5. The method of handling patents and proprietary rights on basic improvements are also very detrimental to incentive for development. Not only is the contracting officer expected to get license for improvements reduced to practice during the development contract, but a license for the use of basic patents on which there is no means of evaluating their true worth until the development is finished. Some separate means for handling the patent situation should be worked out. It is understood that there was a meeting of a representative group from the Army, Navy and industry to consider this matter. Presumably there now is under consideration important forms of patent and secrecy clauses which will amply protect the Government and the contractor without jeopardizing incentive for development. This matter should be expedited.

PROGRESSIVE DEVELOPMENT PROCEDURE

In order to more quickly reduce to practice scientifically

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proven principles, to more efficiently determine their usefulness, and in a manner to the mutual interests of the Service Arms of the Nation and the manufacturer, it is imperative, if not necessary, that a new and constructive development procedure be initiated for the handling of experimental appropriations.

The term "experimental" includes two types of work:

1. Changes and improvements in production articles.
2. Basic and long range development of new principles.

Nearly all the experimental appropriations are spent on the first category and it is very proper that the majority of these funds should be applied this way. However, it is obvious that if the reduction to Service use of new basic principles do not receive encouragement by allotment of their proper percentage of experimental funds, the performance of Service equipment of the U. S. A. will fall behind that of the foreign powers and even the commercial aircraft of this country.

It seems logical that from 10% to 20% of all experimental funds be allotted and earmarked for use on basic improvements. It is also obvious that the design sections have been very fortunate to get along on the appropriations which they have had with the rising cost of experimental work on production aircraft. It is suggested that it be recommended to Congress that experimental appropriations be raised sufficiently so that each Service can earmark an adequate percentage for basic development and highly experimental airplanes which are scientifically far ahead of the production articles.

Not only the proper allocation of appropriations is essential, but the method of handling these development contracts is of

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great importance. While in the procurement of production articles, vision and imagination is often a detriment to a quantity program, these same qualities are an essential for the development of basic improvements. The usual procurement procedure does not allow the personnel to devote the time and resourcefulness necessary as their main problem is the handling of production. It is suggested that an able officer of sufficient rank be invested with the responsibility of reducing to Service practice the major improvements which our scientists tell us are possible.

This officer must have shrewd engineering judgment and be given sufficient authority so that he can cooperate closely with the heads of the procurement, design, aerodynamics and patent sections. His relations with the Contracting Officers, the Design and Flight Sections and the N. A. C. A. should be such that he will have the freedom of action necessary to encourage development among not only the standard aircraft manufacturers but also others skilled in the art. His own experience should be such that he is research minded, a practical doer and has a wide interest in improvement and advancement of the art of flying. Also a broad knowledge of the various requirements and tactics of other branches of the Army and Navy.

The development officer should have more freedom of action than the officer of production procurement. He should be empowered to negotiate development contracts with the parties best able to do this fundamental work at the least expense in the shortest time on the basis of paying as definite objectives are accomplished. He should also be empowered to build aircraft in such a manner that

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layout drawings, stress analysis, simple military equipment and special inspection requirements are sufficient until the basic improvement has reached a stage where it can be turned over for production as a standard experimental airplane. The insistance on standard procurement requirements have made basic improvements almost entirely prohibitive in cost to both the Government and the manufacturer, and it is believed that the average development contract would cost, if done on the suggested basis, less than $50,000.

A few examples of what might be considered basic developments are listed below:

1. Reducing vibration and noise of engine and propeller.
2. Stratospheric Flight. Determination of solutions.
3. Determine Service use of various types of rotary wing aircraft.
4. Simplification and combination of flight instruments to reduce demands on pilot's attention.
5. The development of a simple and inexpensive automatic control.
6. Reduction of effects of acceleration on the crew. Provide means for limiting acceleration in maneuvering.
7. Means for operating quickly high lift devices and balancing forces, including boundry layer control.
8. Improvement in performance and structural efficiency by a fuselage of greater span and lift.
9. Method of getting good lateral control with flaps.
10. Placing engine in hull or wing with drive to propeller.

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11. Indirect cooling of engines not in airstream. Also cooling by means of steam and liquid.

12. Diesel engines of greater horsepower output.

13. Engines of greater R. P. M. and of new and radical thorodynamic efficiency to augment the existing research.

14. Metallurgical development of substitutes for dural and anti-corrosion research.

15. Landing gears with wheels behind the c.g.

In the Services there are men among the officers and civilian personnel who are admirably suited, willing and desirous to assist a development officer in reaching these objectives if the development work is properly organized. If the experimental appropriations were divided into experimental contracts for the requirements of production articles and development contracts for basic and new principles, the procurement divisions would have a standard method of purchasing the necessary development to keep the Service articles abreast of Scientific improvements.

E. BURKE WILFORD
Research Engineer

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DOD Dirs
8 Jan. & 30 June 1950
By [illegible] Date 12/5/74
YHB

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No.

Tally No. AAF

SUBJECT: Range of Unit Cost of Current Tactical Airplane Types.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JFW/mwb
1.	AAF/A-4	AAF/AAG	1942 2/5	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps (Materiel Div.): "It is requested that the attached be revised in conformity with latest available figures. 2. It is requested that This information ~~to~~ be returned to the Office ~~of the Secretary of the Air Staff~~ as soon as practicable". Incl: 2 notebook pages on the above subj. TJH, Jr. C/A-4

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Page No.

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Subject: Production of P-47 (Republic) Pursuit Airplane in lieu of Curtiss P-60 (Modified P-40) Airplanes.

SECRET

BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES

DATE INITIALS

AAF 452.1-17

1st. Ind.

War Department, Headquarters Army Air Forces, Washington, D. C., FEB 7 1942 To: Chief of the Air Corps.

1. The Air Staff concurs in the recommendation of the basic communication that the P-60 be not put into production.

2. In view of the urgent need for dive bombers, a study should be made by the Curtiss-Wright Corporation to determine the practicability of switching from the P-40E at Buffalo into the A-25 (SB2C) instead of into the P-60 pursuit type.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY,

Incl:

2nd Ind. (4)

War Department, Office, Chief of the Air Corps, Washington, D. C., FEB 10 1942 To: Chief of the Air Staff.

1. With reference to 1st Indorsement on attached communication in regard to the production of P-47 pursuit airplanes in lieu of Curtiss P-60 airplanes, attention is invited to the fact that this communication was dated December 15, 1941, and the 1st Indorsement, in reply thereto, is dated February 7, 1942.

2. In regard to this matter, the question of producing P-47 airplanes at the Curtiss plant at Buffalo in lieu of the Curtiss P-60 was taken up with General Echols verbally by the Chief of the Army Air Forces and Chief of the Air Staff, General Spaatz, on December 19th, and General Arnold gave instructions to go ahead with the production of the P-47 in lieu of the P-60, utilizing present pursuit capacity of Curtiss for this purpose. These verbal instructions were confirmed by General Spaatz in memorandum to General Echols of December 19th. The conversion has already been made, contract signed, and the first P-47 out of Buffalo is expected in September of this year.

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Subject: Production of P-47 (Republic) Pursuit Airplanes in lieu of Curtiss P-60 (Modified P-40) Airplanes

2nd Ind. (Continued)

3. With reference to A-25 dive bomber, plans have been made to convert the entire Curtiss St. Louis plant to the production of these bombers.

For the Chief of the Air Corps

L. R. Boatner

Lieut. Colonel, Air Corps,
The Executive Assistant.

1 Incl. n/c

Hq. Army Air Forces
FEB 11 1942
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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON DEC 15 1941

To: The Chief of the Army Air Forces

Subject: Production of P-47 (Republic) Pursuit Airplanes in lieu of Curtiss P-60 (Modified P-40) Airplanes

1. Present planned pursuit production capacity permits the production of pursuit airplanes as follows:

Republic	150 P-47 Airplanes per month
Curtiss	300 P-40 or P-60 Airplanes per month
Bell	200 P-39 Airplanes per month
Lockheed	150 P-38 Airplanes per month

The limitation on the Curtiss and Bell production has heretofore been due to the shortage of Allison engines for which there is a capacity of only 1000 per month. The limitations on the Republic Capacity have been a small plant, 2000 HP (R-2800) engine not in production, inadequate management and untested airplane.

2. There are now on order for the Army Air Corps the following Curtiss P-40 Airplanes or modifications thereof:

794	P-40E's
1312	P-40F's
1950	P-60A's

The P-40E is the airplane now being produced, and has the Allison Model F engine installed. It has a high speed of 355 mph at

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To: The Chief of the Army Air Forces
Subject: Production of P-47 (Republic) Pursuit Airplanes in lieu of Curtiss P-60 (Modified P-40) Airplanes

15,000 feet.

The P-40F is a modification of the same airplane with the Packard Rolls Royce engine installed. This airplane has an estimated high speed of 370 mph at 22,000 feet. The first article is now flying, but due to cooling and oil pressure difficulties, it has not been possible to run a performance test.

The P-60A is a modification of the above airplanes, with the new N A C A, low drag laminar flow - high speed - wing, and an improved Allison engine of 1325 HP and an increased altitude rating. It is estimated to have a high speed of 394 m.p.h at 25,000 feet. Delivery on the production articles of P-60A's is scheduled to begin in September, 1942.

3. There are now on order:

1623 P-47 Airplanes

Two have been delivered, one remaining at the factory for further cooling and propeller tests and the other is at Wright Field undergoing tests. Present schedules contemplate the delivery of five (5) in January with a gradual build-up to 100 per month by June, 1942.

This airplane has the R-2800 - 2000 HP Aircooled engine with turbo supercharger installed, has 8 - 50 calibre guns with 500 rounds of ammunition each and is thoroughly modern in all respects. It has a high speed of 414 mph at 25,000 feet. This airplane has completed its performance tests, and has been flown for pilots observations by the following pursuit pilots.

Colonel Ira Eaker
Wing Commander Tuck, R.A.F.
Wing Commander Malan, R. A. F.
Major B. S. Kelsey)
Major Mark Bradley) Pursuit Project Officer, Wright Field

COLONEL EAKER

Colonel Eaker's report is attached. The poor rear vision he refers to, it is believed has been corrected by a modification in the structure of the canopy which will be incorporated in the 15th Article. In regard to his comment that the Typhoon seemed to have a little more speed, while exact comparative figures are not available, this may be correct at the low altitude

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at which Colonel Baker was flying, but the P-47 is undoubtedly the faster airplane above 20,000 feet.

WING COMMANDER TUCK

Wing Commander Tuck of the R.A.F. is reported to have shot down 51 German airplanes and is considered an authority on pursuit combat by the R.A.F. The following is an extract from Wing Commander Tuck's report on the P-47:

"Apart from these minor changes which struck me, I was most impressed with the flying qualities of this airplane in that it has a very high performance and at the same time is childishly easy to fly. What impressed me very much was that I could not feel the weight of the airplane. It had the same maneuverability and control as one would normally expect from an airplane of half of its proportions It is quite different in this respect than the Typhoon. In short, I think the P-47 is the best fighter aircraft I have ever flown and this includes the Spitfire 5, Spitfire 6, The Typhoon and the Tornado."

WING COMMANDER MALAN

Wing Commander Malan is credited with having shot down 31 German planes during this war. The following is an extract from this report:

"My general impression of the P-47 is that is is a very easy machine for inexperienced pilots to handle. It appears to be very strong and maneuverable and has the best performance of any pursuit plane I have flown. It is my humble opinion that this aircraft should be put into full scale production at the earliest possible opportunity."

4. In addition to the Pratt and Whitney production, the Ford Motor Company's new engine factory is now in production on the R-2800, and this factory has a capacity of 800 engines plus per month. The Republic Management is now quite efficient, with Mr. Damon in charge, and flight tests of the P-47 have definitely shown this to be probably the best pursuit airplane in the world. It is believed that the relative quantities of P-47 airplanes should be increased.

5. It is requested that authority to be granted to cancel the present order for 1950 P60-A airplanes with the Curtiss Company, and have this organization start immediately to instruct P-47 airplanes in lieu thereof. This can be done with no loss in productive effort or no delay in delivery if instructions are given at once, as the tooling for the P-60-A airplane is just being started.

O P E Charles

for W. R. WEAVER
Major General, Air Corps
Acting Chief of Air Corps

Incl:
Exhibit "A"

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INTER-OFFICE MEMORANDUM (4-B)
WAR DEPARTMENT, AIR CORPS
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON

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DOD Dir. 5 Nov. & 20 June 1972
By [illegible] NSC, Date 10/5/76

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EXHIBIT "A"

December 13, 1941

TO: General Echols

SUBJECT: Col. Baker's Flight in P-47

1. Col. Baker made the following verbal report to me by telephone:

a. He flew the P-47 for 45 minutes at Farmingdale, Saturday, December 6. He flew the airplane under restriction of 1850 H.P. and had no oxygen equipment so therefore limited the ceiling to 9,000 ft. He was very favorably impressed with:

take-off
landing
climb characteristics
Cockpit arrangements and comfort
operation of brakes
Land gear and flaps.

b. Col. Baker thought it would be an easier transition airplane for young pilots. In fact, he said it had no tricks in take-off or landing and should be a very safe plane for young pilots. He stated that he did not get the impression of the P-47 being a heavy airplane and seemed to land as slowly as the P-43. He thought it was the best ship on controls he had ever flown. They were light with no unusual force at any speed. As a matter of fact he thought the remarkable part about the airplane was that it was very light on all controls at the same time being stable. He purposely threw it into an overcast and found it to be the most stable airplane, better on instruments, than any fighter he has flown.

c. He thought the P-47 was better than the Typhoon in every respect except he thought the Typhoon had a little more speed and probably a better rate of climb. He also stated both airplanes are very cramped for head room. Both airplanes have very poor rear vision. He dived the airplane from 9,000 feet, 360 miles per hour, and pulled out at 3,000 feet. The plane responded nicely with no unusual static forces. In rolls and loops, it still has fine control.

d. He feels that we would make no mistake in making quantity procurement of this airplane.

Incl. 1
2/5 P-107

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Subject: Production of P-47 (Republic) Pursuit Airplanes in lieu of Curtiss P-60 (Modified P-40) Airplanes. DECLASSIFIED

AAG 320.2-3
GMcC-ds

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C. written 1/19/42 For Chief of the Air Corps.

1. The request in paragraph 5, basic communication, for authority to cancel the present order for 1930 P-40A airplanes with the Curtiss Company is approved.

2. It is desired that the Curtiss Company be instructed to start immediately to construct P-47 airplanes in lieu of the P-40A airplanes.

Incl:
Exhibit "A".

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DOD Dirs
8 Jan. & 20 June 1974
By [illegible] NC, Date 10/5/76

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	
						See above copy.	DECLASSIFIED				

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AAF/A-4
ECL/mja
written 1/31/42

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DOD Dir. 5 par. 4 & 20 June 1974
By [illegible] NC, Date 9/5/76

FEB 13 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: President's Aircraft Program 1942-1943.

1. Reference is made to a directive contained in letter Subject: President's Airplane Program 1942-1943, dated January 17, 1942, addressed to the Chief of the Air Corps, signed by the Assistant Air Adjutant General, copy attached, Appendix B

2. In view of the fact that a distribution of Army and Navy cognizance which differed from that of the above mentioned directive has been submitted to the President and approved by him, the instructions of the original directive to the Chief of the Air Corps are hereby amended to the extent necessary to conform to the division of cognizance between the Army and Navy as approved by the President on January 14, 1942.

3. To insure the attainment of the airplane delivery objective as established by the President, it is directed that the Air Corps insure procurement and delivery of the numbers of airplanes listed in the Army cognizance columns of the tabulation attached hereto as Appendix A.

4. Of the heavy bombers to be secured, the maximum number possible must be of the 2000 mile radius types (B-29, B-32, B-38).

5. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff.

18

Signed by Col Adley

452.1 (2-15-42)

Encl:
Appendix A: Proposed Distribution of Army-Navy Production
B: Copy of Original Directive re: President's Airplane Program 1942-1943

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

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DOD Dir. 5200.9 & 29 June 1970
By Chief, WHS, Date 4/5/76
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PROPOSED REVISION OF ANNUITY PROGRAM CONTAINED IN THE [illegible]

	[illegible]			[illegible]		
	Navy	Army	Total	Navy	Army	Total
Heavy Tankers, 4 eng.	(250)*	2000	2000	(250)*	2000	2000
Patrol Bombers, 4 eng.	100	-	100	200	-	200
Medium Bombers, 2 eng.	(400)*	6000	6000	(800)*	12000	12000
Patrol Bombers, 2 eng.	1400	2000**	1400	2800	(2000)**	2800
Total Long Range Bombers	1500	8000	11000	3000	14000	17000
Light Bombers, 2 eng.	-	2000	2000	-	4000	4000
Light Bombers, 2nd 1 eng.	2000	(2000)**	2000	2000	(4000)**	4000
Total Short Range Bombers	2000	2000	4000	2000	4000	6000
Pursuit 2 and 1 eng.	-	14000	14000	-	28000	28000
Fighter 1 eng.	2000	-	2000	4000	-	4000
Total Pursuit & Fighter	2000	14000	16000	4000	28000	32000
Transport 4 eng.	50	50	100	(50)* 100	1000	1100
Transport 2 eng.	(500)*	1000	1000	(500)*	2000	2000
Transport 1 eng.	500	500	1000	500	2000	2000
Total Transport	500	2000	2000	500	5000	5000
Observation Squad	2000	-	2000	2000	-	2000
Observation & Liaison	-	500	500	-	2000	2000
Total Observation & Liaison	2000	500	2000	2000	2000	4000
Total Transport & Observation	2500	2500	5000	2500	7000	9000
Grand Total Tactical Types	10500	30000	40500	11000	70000	81000

* Indicates Navy desire for allotment of Army type airplanes.

** Indicates Army desire for allotment of Navy type airplanes.

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Appendix "A"

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DOD ltr.
Cable 6 20 June 1991
By [illegible] Dated 10/5/76
NLD

(AAF AG)
AG [illegible]

January 17, 1942

Subject: President's Airplane Program 1942-43.

To: Chief of Air Corps.

1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane procurement objectives for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and ensure delivery of the following numbers of airplanes:

	1942	1943
Heavy Bomber 4 eng.	[redacted]	[redacted]
Medium Bomber 2 eng.	[redacted]	[redacted]
Total Long Range Bombers	[redacted]	[redacted]
Reserved for Navy	[redacted]	[redacted]
Program Total Long Range Bombers	[redacted]	[redacted]
Light Bomber 2 eng.	[redacted]	[redacted]
Light Bomber (D) 1 eng.	[redacted]	[redacted]
Total Short Range Bombers	[redacted]	[redacted]
Reserved for Navy	[redacted]	[redacted]
Program Total Short Range Bombers	[redacted]	[redacted]
Pursuit 2 and 1 eng.	[redacted]	[redacted]
Reserved for Navy	[redacted]	[redacted]
Program Total Pursuit	[redacted]	[redacted]
Transport 4 eng.	[redacted]	[redacted]
Transports 2 eng.	[redacted]	[redacted]
Transports 1 eng.	[redacted]	[redacted]
Observation, Medium	[redacted]	[redacted]
Total Observation and Transport	[redacted]	[redacted]
Reserved for Navy	[redacted]	[redacted]
Program Total Obs. & Transport	[redacted]	[redacted]
Total Army	[redacted]	[redacted]
Total Navy	[redacted]	[redacted]
Grand Total Tactical Types	[redacted]	[redacted]

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Appendix "B"
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DOD Dir 5
By [illegible] Date 10/5/76

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b. Of the heavy bombers to be assigned, the maximum number possible shall be of the B-36 type with modified turrets (Block, Block, Block).

c. Deviations from the procurement objectives outlined above will not be made without concurrence in writing from the Air War Plans Division, Air Staff.

By command of Lieutenant General [illegible]

[illegible],
Maj. Gen., U.S.A.F.,
Assistant Air Adjutant General.

Encl:
Ltr, Dir, Procurement & Ind Ops
to Sec/Def.

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Appendix "B"

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DOD Dirs
§ Sec. 6, EO June 1974
By [redacted] NSC, Date 10/5/12

[redacted]

DATE

SUBJECT: President Aircraft Program 1942-1945

1. Received from the Headquarters, Army Air Forces, one memorandum above subject w/incls:

Appendix A
" B

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OFFICE

[redacted]

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DOD Dir. 5200.9, 27 Sep 1979
By CJCS Memo 1015/76

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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/A-4162

SUBJECT: President's Aircraft Program 1942-1943

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 HCL/mjn
1.	AAF A-4	AAF AAG	1942 2/1	1. It is requested that the attached directive be sent to the Chief of the Air Corps. Incl: Directive fr. AAF to C/AC w/incls. T. H., Jr. C/A-4
			FEB 5 1942	
2.	AAF AWPD Eq	AAF C/AS Army Air Forces	2/10	AAF/AWPD OAA/alm 1. AWPD concurs. Incl: n/c HLG C/AWPD
				WJF

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DOD Dir. 5200.9 and Sec. 3(b)(1) E.O. 12356
By Collins, NARA, Date 10/15/96

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President's Aircraft Program 1942-1943

2. AMP AMPD 9/10

2. AMPD Continued.

AAF/AMPD 9-1-/Misc

Incl 1 2/10

TAG 9/AMPD

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED DOD Dir. 5 Nov. & 30 June 1980 By C.A. Gray, NARS, Date 10/5/76

February 4, 1942.

File

MEMORANDUM FOR Lieut. General H. H. Arnold:

1. While I concur in major part with Colonel George's estimate of this situation, what he recommends is inconsistent with the major decisions that have already been made and if put into effect would long defer the creation of a Combat Air Force capable of exercising a major influence on the war.

2. There are a number of factors involved and this situation cannot be corrected without re-opening the whole question of strategic dispositions. Any half measures are also inadvisable.

3. However, as this is a clean cut presentation by an experienced officer who is deeply concerned because of the danger to our Heavy Bomber program, I feel that it should be brought to your attention.

2/4/42 Harmon Agree with above 100%

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

Noted. Stark.

JOHN Y. YORK, Jr.
Col., Air Corps.

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1976
E.O. Doc. 10/5/76

FEB 2 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Air Defenses of the United States and Alaska.

I. Discussion.

1. Since the outbreak of the war, the urgency of the situation in the Far East, Hawaii and Panama has resulted in the reduction of the Army Air Forces now available in the Continental United States and Alaska.

2. There are now in the process of formation certain task forces which have been given priority over the forces to be retained in the United States and Alaska as regards the allotment of personnel and equipment.

3. Reports recently received from the Eastern and Western Theaters of Operation indicate that the situation which now obtains in this country and in Alaska may lead to disaster and should be remedied without delay. The air forces available in these two theaters are entirely inadequate for the tasks assigned them.

a. Atlantic Coast of United States. This coast is decidedly lacking in defense against aircraft operating from carriers or "flying deckers". All bombardment forces in the Eastern Theater are now engaged in anti-submarine operations and even for this work, the force is woefully inadequate. Submarines sank 15 surface ships during the period from January 11-24, inclusive, with several other attacks reported during the same time. The rate of sinkings is not decreasing and the area over which submarine activity has been discovered is becoming wider. In the Eastern Theater of Operations, the report of January 29, shows 24 bombardment aircraft able to fly, fire and bomb but 10 of these aircraft are B-18 type. Only 4 complete combat crews were available for bombardment aircraft in the Eastern Theater of Operations on that date. These crews are spread along the entire east coast from Miami to New York.

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b. Pacific Coast of the United States. The aircraft industry along the west coast is extremely vulnerable to hostile air attack. The Naval installations and port facilities are also of vital importance at this particular stage in the war. All of these targets are located in three well defined areas; namely, around Seattle, San Francisco, and Los Angeles-San Diego. The defense of these areas against hostile action is absolutely essential to the continuation of the war effort. The Army Air Force units assigned to this task are inadequate for the purpose. The Japanese could employ aircraft carriers advantageously in attacks along the Pacific Coast and there is little probability that the air force units as now constituted could defend these vital targets against a determined carrier based air attack. In the Western Theater of Operations (not including Alaska) there were on January 29, twenty-three bombardment aircraft of which eleven are B-18 type. There were 22 complete combat crews for bombardment aircraft on the Pacific Coast on that date.

c. Alaska. Control of the North Pacific Ocean and of the ferry routes from this country to the U.S.S.R. rest with the Army forces controlling Alaska. The meager Alaskan air force consisting of 5 B-26, 10 B-18, 16 P-36 and 7 P-40 aircraft could offer little more than a token defense. Six additional airplanes of these types are either enroute or scheduled to go to Alaska. Carrier based aviation and parachute troops could seize the landing field at Kodiak and, basing thereon as well as on their carriers, could conduct operations against Seward, Anchorage and Fairbanks. The Seward-Anchorage area is the key to control of Alaska.

II. Action Recommended.

a. That the minimum Air Force in the Western Theater, excluding Alaska, be three (3) heavy bombardment groups and four (4) pursuit groups.

b. That the minimum Air Force in Alaska be one (1) heavy bombardment group and one (1) pursuit group.

c. That the minimum Air Force in the Eastern Theater, including Newfoundland, be two (2) heavy groups, one (1) medium group and three (3) pursuit groups.

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4. That the above forces be assigned a priority in future allocations of personnel and equipment second only to "X".

For the Chief of the Air Staff:

H. L. GEORGE,
Col., Air Corps,
Assistant Chief of the Air Staff, A-WPD.

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DOD Dirs.
8 Jan. & 30 June 1972
LC; Date 1975

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

Secret

February 5

SUBJECT: Special B-25-B Project

TO: Chief of Air Corps

1. It is requested that A-3 of the Air Staff be notified immediately the first special B-25-B tank installation is completed by Mid-Continent Airlines at Minneapolis.

2. This airplane is to be turned over to Lt. Col. J. H. Doolittle for extensive flight, performance and range tests as soon as available.

By order of the Secretary of War:

[illegible]

S/S C.

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Directive No. 3-46

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By [illegible], NC, Date 10/5/76

February 5, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Status of Winterizing of Bombers and Pursuits.

1. The following is a wire received from General Arnold to the Chief of Air Staff this date:

"Have someone look into status of winterizing one each additional squadron medium bombers and pursuits stop processing should have been started about two weeks ago."

2. It is directed that A-3 take immediate steps to process the above action, reporting action on steps taken to this office on February 7, 1942.

By direction of Chief of Air Staff.

John I. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

452.1 (2-6-42)

DISTRIBUTION:
A-1
A-2
A-4
AWPD
AI
Col. Vanaman

FEB 5 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	
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Subject: Use of B-18 Series Airplanes on Reconnaissance Missions.

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GMcC-ds

452.1 (26)

AAF 452.1-401 2nd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 5 - 1942
Written 1/31/42 To: Chief of the Air Corps, Washington, D. C.

At the time of the Air Corps Technical Supervisor's inspection the B-18 airplanes mentioned were the only airplanes available for use by the 1st Reconnaissance Squadron at Westover Field. Since that time LB-30's have been assigned to Westover Field for Reconnaissance Missions. The 1st Reconnaissance Squadron is now en route to a new station at Pendleton, Oregon.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY,
Lieutenant Colonel, A.G.D.,
Assistant Air Adjutant General.

FEB 6 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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DOD Dir.

WAR DEPARTMENT
Office of the Air Corps Technical Supervisor
Olmsted Field
Middletown, Pennsylvania

January 16, 1942

Subject: Use of B-18 Series Airplanes on Reconnaissance Missions.

To: Chief, Inspection Division, Office, Chief of Air Corps, War Department, Washington, D. C.

1. During the technical inspection of the 1st Reconnaissance Squadron at Westover Field, January 6, 1942, it was noted that one B-18 and seven (7) B-18A airplanes were assigned to this organization. The B-18 and one B-18A were equipped with de-icers, although anti-icing equipment was not installed on the B-18 type airplane.

2. These airplanes are being used for off shore reconnaissance missions, carrying full combat crews and live bombs. Pilots report that it is impossible to keep the cylinder head temperatures above 90 degrees C in sub-zero weather although full authentic lean and increased manifold pressure is used. Casualties have also resulted from exposure to the extreme cold, as electrid heated clothing is not available. Due to the nature of the operations it is also necessary to return to the base for night landings with the bomb load intact, although obstacle lights are not available. In one instance this procedure resulted in a complete wreck but casualties were avoided as all bombs remained securely attached to shackles in the bomb bay.

3. Pilots operating this equipment have been instructed to use power continuously when approaching for landings, however even with this technique head temperatures as low as 40 degrees C are frequent.

4. As these airplanes cannot be operated successfully on one engine, with the loads now being carried, suggest that they, at least, be transferred to a warmer climate, as quickly as more suitable replacements can be secured.

/s/ Oakley G. Kelly
OAKLEY G. KELLY,
Lieut. Colonel, Air Corps,
Air Corps Technical Supervisor.

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1st Ind. (7)

War Department, Office, Chief of the Air Corps, Washington, D.C., January 16, 1942. To: Chief, A-3 Division, Army Air Forces.

Attention is invited to the report of Air Corps Technical Supervisor with the suggestion that a newer type of airplane than the B-18 be provided for Reconnaissance Missions from Westover Field.

For the Chief of the Air Corps:

Eq. Army Air Forces
JAN 17 1942
AAG RECEIVED

G. E. STRATEMEYER,
Lieut. Col., Air Corps,
Inspector General, OCAC.

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BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
AAF/A-3
DATE INITIALS
2/19/42

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DOD Dir.
045/76

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND

Subject: Remodeling of Two B-17B's.

1. For your information there is transmitted herewith a letter with above subject from the Chief of the Air Corps, dated February 13, 1942.

By Command of Lieutenant General Arnold

1 Incl.
Ltr fm CGAC to
C/AAF above subj.

452.1 (259)

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

U.S. Army Air Forces
FEB 20
AAG RECEIVED

Dispatched
FEB 21 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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DOD Dir 5
E.O. Date 10/5/76

FEB 13 1942

Remodeling of Two B-17D's

Chief of the Army Air Forces

1. The remodeling of two (2) B-17D's in accord with directive issued by Air Adjutant General dated January 10, 1942, file AG 95, has been completed. The airplanes are ready for delivery.

2. This confirms verbal notification of Air Staff.

3. It is desired to point out that in view of engine changes and revised gasoline installation that the crews flying these airplanes should be thoroughly experienced and special instruction should be given in the handling of these particular airplanes.

4. If desired the Wright Field personnel who handled this project at the United Airline Depot in Cheyenne can be made available for such instructions.

For the Chief of the Air Corps

P. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div'l

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DATE _____

SUBJECT: Remodeling of Two B-17B's.

Received from the Office, Chief of the Army Air Forces, one memorandum, subject as above, for the Commanding General, Air Force Combat Command, Bolling Field, D. C., _____, with letter from Chief of the Air Corps to Chief of the Army Air Forces, dated February 13, 1942, subject as above.

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OFFICER RANK

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OFFICE

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DOD Dir. 5200.9
By [illegible] NARS, Date 10/5/76

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AAF 452.1-22

written 1/31/42

SUBJECT: Release of 5 A-29 Airplanes.

TO: Chief of the Air Corps.

1. The Commanding General, Air Force Combat Command, has been directed to release to the Chief of the Air Corps 5 A-29 airplanes for use by the Mexico-area School now located at West Palm Beach, Florida. It is directed that you take the necessary action for the delivery and assignment of the above airplanes.

2. This confirms instructions transmitted to the Air Service Command by telephone.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General

452.1 (25-29) 6

FEB 6 1942
AAF

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	
	WJF										

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DOD dirs. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 10/5/76

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AAF/A-3
GMcC-ds
CC ___

AAF 452.1-22

written 1/31/42

SUBJECT: Release of 5 A-29 Airplanes.

TO: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. It is directed that you release to the Chief of the Air Corps 5 A-29 airplanes from those now under your control. These airplanes are required for use by the Micro-wave School now located at West Palm Beach, Florida. The need is urgent and it is desired that they be prepared for transfer as rapidly as possible.

2. This confirms instructions transmitted to G-3 by telephone.

By command of Lieutenant General ARNOLD:

P. M. WHITNEY
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General

452.1 (25B) A

Dispatched
Feb 6 1942
AM

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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DOD Dirs.
E.O. 6 20 June 1974
By C.B. NC, Date 10/5/76

Lieut. General J. L. DeWitt,
Commanding General, Western Defense Command,
Presidio of San Francisco,
California.

Dear DeWitt,

Referring to the difficulties which you are having with getting your A-20 light Bombers into commission, a check, by telephone, with the Air Corps representative at the Lockheed factory on February 4 showed that twenty-one (21) A-20G's had been delivered to your command as of February 3. This is one less than an average of two a day since January 24, on which date information was received that the factory was converting these airplanes at the rate of two a day, which rate would be increased to four a day within a week.

Unfortunately, the original rate reported was doubled some place along the line of communication between the origin and my letter to you, and the factory has not been able to increase to its promised rate of four a day.

It must be realized that loading with bombs is abnormal and will probably require strengthening of the bomb bays of this airplane.

A representative of Experimental Engineering and another from the Air Service Command, Office Chief of Air Corps, left by air for the Sacramento Municipal Airport on February 4. They will inspect the converted airplanes there and make recommendations for the changes necessary to permit their safe operation.

gwd

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Copy for Gen. Arnold.

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DOD Dirs.
8 Jan. & 30 June 1979
By [illegible] NCS Date 10/5/76

1 February 1942

Dear George:

Your letter of January twenty-third received and I want to thank you for the encouraging information that it contains. There is one thing, however, that I would like to call your attention to to show how things are going and I quote the following paragraph from your letter of January twenty-third:

> "The difficulties which you have experienced with the A-29 Light Bombers has resulted from the diversion of aircraft intended for the British to American use in order to equip units with the number of aircraft now assigned to them. Modification of these diverted planes to make them suitable is progressing at the rate of four a day and this will be increased to eight a day within the next week."

Now the facts, with reference to the conversion of these planes, are: First of all, they are not being converted at the rate of four a day. As a matter of fact, they started to convert them at the rate of two a day, but since they started over twelve days ago but six have been converted, and information has been received from the Air Service Command that these six probably will have to be recalled for strengthening of the bomb bays in order to insure safe landing when landing with bomb racks loaded. The net result is that but six of the sixty-one A-29 Light Bombers have been made available to the Fourth Air Force and the conversion on these is not considered by the Air Service Command as satisfactory; so very little, if any progress has been made. The result, based on the information given you, as quoted above, has been practically nil.

I am reporting this to you because it is just such things as this that we are running up against in connection with the air defense of this coast. As I have said to you in previous letters - I am not taking issue with anyone, but as long as the matter has been opened up you should know the facts.

Faithfully yours,

J. L. DeWITT

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Ltr. 6 30 June 1974
By [illegible] ID Date 1975/76
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~~CONFIDENTIAL~~

February 3, 1942

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Report SI

1. The preliminary sheets on Report SI have been studied by Col. Gardner, representing OCAC and Lt. Col. R.C. Langmead, representing the Air Staff. The following comments are offered for consideration of the Chief of the Army Air Forces:

I. GENERAL:

1. The War Department representatives on the Sub-Committee insisted upon a slight change and rearrangement of the data in the combined summary so that the total could be readily compared with the totals under the various categories as established in the President's letter to Mr. Stimpson.

2. War Department members have insisted upon the inclusion in Report SI of a second summary compilation in which there is indicated the additional airplanes by type and month which must be secured in order to meet the President's objective. The WPB members were initially unwilling to include such data. The War Dept. members insisted upon its inclusion, as they felt that in planning industrial capacity for materials and components such as aluminum, magnesium, electric furnace steel, engines etc., it was necessary to plan sufficient supporting capacity to meet the ultimate objective.

3. The Joint Aircraft Committee did at one time consider the inclusion of the light plane manufacturers and at that time did decide that data would not be included in the Report S Series for these manufacturers. Since that decision was made, the Military Services have developed a requirement for unarmed observation liaison planes of the light airplane class. It has, therefore, become necessary to include these manufacturers in Report SI.

4. No provision has been made in the report for the production of combat airplanes, made from wood. In view of the apparent success of a British design the question is raised as to whether it is not necessary and expedient for us to swallow our pride and immediately set up in the Grand Rapids area a facility to copy as nearly as possible this apparently successful British model.

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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The U.S. Army Air Forces have never in the past had much interest in single-engine transports. As our Forces take to the field and become more widely scattered, it is likely that we will have an increase demand for single-engine transports for pilot dispersion and spare parts distribution in active theaters. The continuation of the Beech and the Howard etc., single-engine transport production lines will have two beneficial results:

a. It will provide equipment needed for operation in the field.

b. It will simplify the problem of attaining the President's objective.

II. SPECIFIC:

1. Beech-Wichita:--Before the declaration of War, a decision was made that Beech's capacity would not be expanded in Wichita for fear it might interfere with the expansion of Boeing-Wichita. Since that decision was made, War has been declared and we now have an ultimate objective which requires that all facilities be expanded to the utmost. It is, therefore, suggested that it may be necessary to reconsider at this time the previous decision on expansion of plant for Beech in Wichita.

2. Bellanca-Newcastle:--It appears likely that we will be able to use airplanes of the type of the old Bellanca single-engine transport, if it could be gotten back into production.

3. Boeing-Seattle:-- While it is doubtless necessary to remove the A-20C production tooling from the Boeing plant, it is questionable whether the airplane will have passed its tactical usefulness in 1943. If the airplane continues to have a military usefulness, the A-20C production line should be reconstituted in some one of the plants which has served Boeing as Sub-Contractor in the production of A-20C sub-assemblies.

4. Boeing-Wichita:--The AT-15 two-engine bomb crew trainer may turn out to be a very satisfactory low-performance ten-place transport. Since it is made chiefly of wood and has R-1340 engines which are plentiful, the production of the airplane should not interfere with the tactical types.

5. Cessna-Wichita:--The training people of the Air Corps appear willing to revise their concept of the type of instruction which is to be included in basic phase. They have indicated that they are willing to give two-engine transition instruction in that phase. If the decision is finally made to give two-engine transition instruction in the basic stage, it will

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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be necessary to increase the productive capacity of Cessna-Wichita in order to provide AT-17 airplanes for basic training. The two airplanes which are suitable for that type of training are:

Cessna-AT-17, welded steel fuselage, fabric covered wood wing ply-wood covered. Jacobs R-755 engines.

Beech-AT-10, wood fuselage, wood wing. Lycoming R-680 engines.

6. Consolidated-San Diego:—With very little urging, the Navy would probably abandon their plan for building the PBNY (four-engine, patrol boat) at San Diego and would run in a B-24 line of their own to meet their needs for a long-range striking airplane.

7. Curtiss-Buffalo:— a. In view of the current satisfactory reports on the combat qualities of P-40E airplanes, it appears that an additional quantity of P-40 airplanes could be ordered to overlap the P-47B's and insure capacity operations of the plant.

b. The assignment of P-47 airplanes to Buffalo for production appears to be an unfortunate decision, since it prevents the application of the Curtiss-Buffalo plant to the production of A-25 (SB2C) dive bombers on a new Army order. The opinion is expressed that we need some dive bombers more than we need more high-altitude pursuit ships.

8. Curtiss-St. Louis:—In compliance with the instructions of the Chief of the Army Air Forces a directive has been prepared advising the Chief of the Air Corps that it is not satisfactory to order 1000 AT-9 two-engine training airplanes made of aluminum alloy, in order to sustain the labor force at Curtiss-St. Louis.

9. Douglas-Long Beach:—a. As long as the A-20-B airplane has a tactical application it should be continued in production. We should build a new factory if necessary or turn the production tooling over to one of the larger of the present Sub-Contractor when it becomes necessary to move the tooling from Long Beach in order to make room for the increase B-17 and C-47 production.

b. It is suggested that Pullman-Chicago be developed as a prime contractor for C-47 airplanes. This Plant is now working on C-47 wings as a Sub-Contractor, and apparently has a very good possibility of being developed as a large prime contractor for the cargo 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	
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10. Douglas-Santa-Monica:--As long as the A-24-C has a tactical application the production tooling should not be destroyed, but should be kept in operation by moving it to a new plant or to the plant of one of the larger of the present sub-contractors.

11. Fleetwing-Bristol:--This Company had 1326 productive employees at the end of December 1941, working almost exclusively on sub-contracts for the producers of combat type airplanes. Obviously, the management and shop groups are familiar with aircraft materials, aircraft standards and inspection methods. The plant appears to provide an excellent nucleus of management and shop personnel for the development of a prime contractor for some combat types such as P-47, on which the Company is currently a Sub-Contractor.

12. Goodyear-Akron:--Report SI contemplates that after this Company has learned to build wings for the B-26 airplane, it will be switched to the production of Curtiss A-25 dive bombers or the Vought-Sikorsky F4U Fighter. If we are to secure the maximum production from the aircraft industry, new prime contractors must be developed by assigning tasks which are in line with past experience. It seems most logical to plan for the production of B-26 airplanes by Goodyear-Akron.

13. Martin-Baltimore:--In view of the Navy stated requirement for 900 medium bombers, it would seem most logical for the Navy to contemplate the establishment at Martin-Baltimore of a B-26 line to meet their requirements in lieu of planning for the fabrication of the PBM (two-engine, patrol boat) in that facility.

14. North-American-Dallas:--The AT-6 line is one of the few in the Country which is not being held back by a lack of engines. The Materiel Division is working with the North American Co. in an effort to eliminate the shortage of some small GFE items, and the shortages of aluminum, which the management states are now responsible for holding back their delivery rate.

15. North American-Kansas City:--In the days before the War, when it appeared that we had reached the allowable limit of our plant expansion in the aircraft industry, the decision was made to build the B-29 in North American-Kansas City. After four or five months of peak production on the B-25, that line was to be closed out, and the productive effort switched over to an airplane of Boeing design. It is apparent that there is no possibility of reaching the objective set by the President for medium bombers unless we continue production of the B-25 at Kansas City. This,

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
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however, would necessitate the construction of a new plant to build the B-29. The opinion is expressed that the North American Co. would have very little more difficulty in establishing a new plant for the B-29 production than it would have in switching the present plant and its vendors supporting sub-contractors (in Memphis, Kleyhoma, Dayton etc.) from production on the B-25 to production on an airplane of entirely different design.

16. Northrop-Hawthorne--If we are to come anywhere near reaching the delivery levels set by the President, we must keep the P-61 (A-26) production line going at Northrop-Hawthorne and set up a new facility for the P-61 night pursuit airplane.

E. J. HARLEY, Jr.
Colonel, Army U.S.
Chief, A-4

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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-tistics	

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By [illegible] NCI, Date 10/5/76

(Air AG)
AG 452.1

February 4, 1942

SUBJECT: Procurement of AT-9 Airplanes

TO: The Chief of the Air Corps.

1. The inclusion in War Production Board Report S1 of 1000 Curtiss AT-9 advanced trainers- 2 eng. (of aluminum alloy stressed skin construction) is not acceptable to the Chief of the Army Air Forces. It is directed that not more than 300 additional airplanes of this type be procured. The procurement of an additional 300 AT-9 airplanes will be made only if the order is absolutely necessary to sustain the labor force at Curtiss-St. Louis, after every reasonable effort has been made by the Curtiss-Wright Corps to keep the labor force together with sub-contracts from Curtiss-Buffalo and Curtiss-Columbus on P-40, C-46, and A-25 parts and sub-assemblies.

By command of Lieutenant General ARNOLD:

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

452.1 (255)

FEB 5 1942
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HEADQUARTERS—ARMY AIR FORCES — COORDINATION

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E.O. 12356, Sec. 3.3 & 3.4
by [illegible], NARA, Date 10/15/96

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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452.1-12

SUBJECT: Procurement of AT-9 Airplanes

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAF	1942 1/31	1. It is requested that a directive reading substantially as follows be addressed to the Chief of the Air Corps. "1. The inclusion in War Production Board Report 8I of 1000 Curtiss AT-9 advanced trainers - 2 eng. (of aluminum alloy stressed skin construction) is not acceptable to the Chief of the Army Air Forces. It is directed that not more than 300 additional airplanes of this type be procured. The procurement of an additional 300 AT-9 airplanes will be made only if the order is absolutely necessary to sustain the labor force at Curtiss-St. Louis, after every reasonable effort has been made by the Curtiss-Wright Corps to keep the labor force together with sub-contracts from Curtiss-Buffalo and Curtiss-Columbus on P-40, C-46, and A-25 parts and sub-assemblies." 2. The above directive has been prepared in response to a verbal directive given by General Arnold to Lt. Col. E.C. Langmead, Air Staff, A-4 Division. Hq. Army Air Forces FEB 2 1942 AAF Registry WJF E.P.M., Jr. C/A-4

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DOD Dir. 5 200.9 & AS June 1974
NARS, Date 10/6/76

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April 2, 1942

Admiral E. J. King,
Commander-in-Chief,
U. S. Fleet.

Dear Admiral King:

The correspondence and discussion relative to the allocation of Army land-based bombardment airplanes to the Navy has gotten us nowhere, and instead of furthering our mutual war effort has tended, I fear, to revive old differences between the two services.

We are agreed that all our efforts must be directed towards striking the enemy with whatever means we can bring to bear, regardless of uniform or service. Land-based long-range aircraft have demonstrated greater efficiency than the present flying-boat type plane, provided the necessary land bases are available and the fields are protected against destructive air raids.

The offensive mission of the Pacific Fleet in the Southwest Pacific emphasizes the importance of having land-based long-range bombers as an organic part of the fighting team operating in these waters. From the Army point of view, the temporary attachment of Army units would be the most economical method. This solution is apparently not entirely acceptable to you.

For the protection of island bases and for the patrol of coastal zones, long and medium-range land-based bombers are also desirable. In this situation, because of the extreme shortage of such bombers, the criterion is not one of operating performance but rather of priority of missions. My belief is that at the present these planes are needed more urgently elsewhere.

Seeking to combine our views, I propose the following as an effective working agreement:

A. Army heavy bombardment forces in Hawaii will be increased two full groups at the earliest practicable moment. One of these groups will be attached to the Pacific

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Fleet on a permanent basis for the emergency, unless sooner released by the Navy.

b. Other substitutions of land-based aircraft for the flying-boat type will be restricted to theaters where reaction by enemy fighters will be the rule rather than the exception, and to icebound bases from which Naval air operations must be conducted. Such substitutions will be ordered only upon approval by the United States Chiefs of Staff.

c. Army bombardment units will be supplied to Naval forces in accordance with agreements for unity of command or operational control. Other suitably located, Army bombardment units will continue to operate in support of, or in lieu of, Naval forces.

The Army stands eager to assist and cooperate with the Navy in every way possible. In the use of Army land-based long and medium-range bombers, this desire holds, subject only to our common belief that for the efficient conduct of the war such bombers must be assigned to those duties for which they are most urgently required.

Faithfully yours,

G.C. MARSHALL

Chief of Staff

APR 1 0 1942 Copy to Col. Dick for Gen. Arnold & Gen. Harmon to note and send to AWPD to note & file.

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

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File No.

Tally No. AAF.

SUBJECT: Training Navy Personnel in Heavy Bombers.

NO.	FROM	TO	DATE	COMMENTS AFRIT/JES:lwc
1.	AFRIT	AFMAG	1942 3/23	1. Recommend that this correspondence be held in suspense pending receipt of information relative subject matter in paragraph 2 of General Arnold's letter dated March 4, 1942, to Chief, Bureau of Aeronautics, copy of which is attached hereto. L.S.S. Col., A. C., Dir./ Ind. Trg.

3 Incls:
Ltr.fr.Gen.Arnold 3/4/42, same subj.
Ltr.fr.Navy, 3/14/42, same subj.
Ltr.fr.Navy, 2/26/42 subj: Indoctrination Trg.of Naval Personnel in 4-Engine Airplanes

Hq. Army Air Forces
MAR 25 1942
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4/9 Filed in view of letter from Gen. Marshall 4/2/42 to Adm. King.

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In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D.C.

Refer to No. Aer-GB
EW18/P
P11-1

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

DECLASSIFIED
DOD Hirs.
E.O. Dated 10/5/76

028018

MEMORANDUM 14 MAR 1942

To : Commanding General, Army Air Forces.

SUBJECT: Training Navy Personnel in Heavy Bombers.

Reference: (a) Bu.Aero. ltr. Aer-F-10-JCU, EW18/P, P11-1 to Chief of Army Air Forces, dated 26 Feb. 1942.
(b) Chief of the Army Air Forces Confi. ltr. of 4 March 1942, to Chief, Bureau of Aeronautics.

1. Reference (a) is a request on the part of this Bureau that permission be granted to send five 4-engine landplane Navy bomber crews to the Army school at Albuquerque at the earliest possible date for an indoctrination course and another group of five crews a month later. Reference (b) referred to a letter sent by the Chief of the Army Air Forces to Admiral King on 25 February and stated that, inasmuch as that letter presented certain basic considerations and had not been received prior to the writing of Reference (a), "xxx your letter of February 26, 1942, is returned herewith without action, pending a decision on the basic points raised in my letter to Admiral King."

2. Inasmuch as there has been previous correspondence with the War Department on the subject of employment by the Navy of 4-engine landplanes and Reference (a) is in furtherance of that subject, it is desired that it be a matter of record in the War Department and therefore is returned herewith.

J. H. TOWERS
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

854770 MAR 1942
CENTRAL MAIL SECTION A.A.F.

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In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D.C.

Refer to No. Aer-P-10-JCU
EM18/P
P11-1

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NSG Date 10/5/76

26 FEB 1942

020243

From: The Chief of the Bureau of Aeronautics.
To: Chief of Army Air Forces.

Subject: Indoctrination Training of Naval Personnel in Four-engine Airplanes.

1. In anticipation of the employment of four-engine landplanes of the B-24 type by the Naval aeronautical organization, it is necessary to train certain numbers of personnel in this specialized field of activity.

2. It is understood that the Army is conducting an indoctrination course for four-engine landplane crews at Albuquerque, New Mexico, on a contract basis with Transcontinental and Western Air, Incorporated. It is requested that permission be granted to send 5 four-engine landplane crews to the Army school at Albuquerque at the earliest possible date and, if practicable, another group of 5 crews a month later.

3. It is realized that the Army training facilities are taxed to the utmost but, in consideration of the limited personnel available for instructing in four-engine landplanes, the above outlined plan is practically the only course of action which remains open to the Navy Department.

RECEIVED
FEB 27 1942
Air Mail

J. H. TOWERS
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

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MAR 1942
CENTRAL MAIL SECTION A.A.F.

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED DOD Dir. 5 Jun. & 30 June 1954 Nara 10/5/76

March 4, 1942

SUBJECT: Training Naval Personnel in Heavy Bombers.

TO: Chief, Bureau of Aeronautics.

1. Your letter dated February 26, 1942, requesting Army assistance in training Navy personnel in the operation of heavy bombers was written before my letter dated February 25th, 1942 to Admiral King had been sent to the Navy Department.

2. My letter presented certain basic considerations governing the entire subject of the employment of heavy bombers by the Army or by both the Army and the Navy and the requirements for heavy bombardment pilots are increasing tremendously with the opening of every new war theatre and additional task force. Accordingly, your letter of February 26, 1942 is returned herewith without action, pending a decision on the basic points raised in my letter to Admiral King.

H. H. ARNOLD,
Lieutenant General, U. S. A.
Chief of the Army Air Forces.

Incl:
Ltr. 2-26 to C/AAF frm C/BA, /s/ Adm. Towers, Subj: Indoctrination Training of Naval Pers. in 4-Engine Airplanes.

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8547 MAR 1942

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DOD Dirs.
E.O. 12958, as amended
By [illegible], NARA, Date 10/5/06

Training Navy Personnel in Navy Bombers

AFRIT/JEB:lmo

1. AFRIT AFMSG 1942 3/23

1. Recommend that this correspondence be held in abeyance pending receipt of information relating subject matter in paragraph 2 of General Arnold's letter dated March 4, 1942, to Chief, Bureau of Aeronautics, copy of which is attached hereto.

L.S.S.
Col., A. C.,
Dir./ Ind. Trg.

3 Incls:
Ltr.fr.Gen.Arnold,3/4/42, same subj.
Ltr.fr.Navy, 3/14/42, same subj.
Ltr.fr.Navy, 2/28/42 subj: Indoctrination Trg.of Naval Personnel in 4-Engine Airplanes

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WAR DEPARTMENT
Office of the Chief of the Army Air Forces
Washington Jan. [illegible],1942

SYNOPSIS

Chief, Army Air Forces.

1. Army is responsible for air operations in support or in lieu of Naval Forces for protection of sea communications of Associated Powers.

2. No Heavy or Medium Bombers available for diversion unless the Army Air Force 1942 program of 115 Groups is emasculated - or unless these planes vitally necessary to our Allies are taken from Defense aid.

3. Fulfilling request of Navy would introduce duplication of functions and equipment between Army and Navy. Army endeavors to secure support of Navy rather than duplicating equipment.

4. Army pilots can and are being trained to recognize Naval craft. Merely a matter of training.

Conclusion:

As Army has a definite responsibility which it will fulfill to limit of aircraft; as Heavy and Medium bombers are not available for diversion, the Navy request must be denied.

K. M. Walker,
Lt.Col., A.C.

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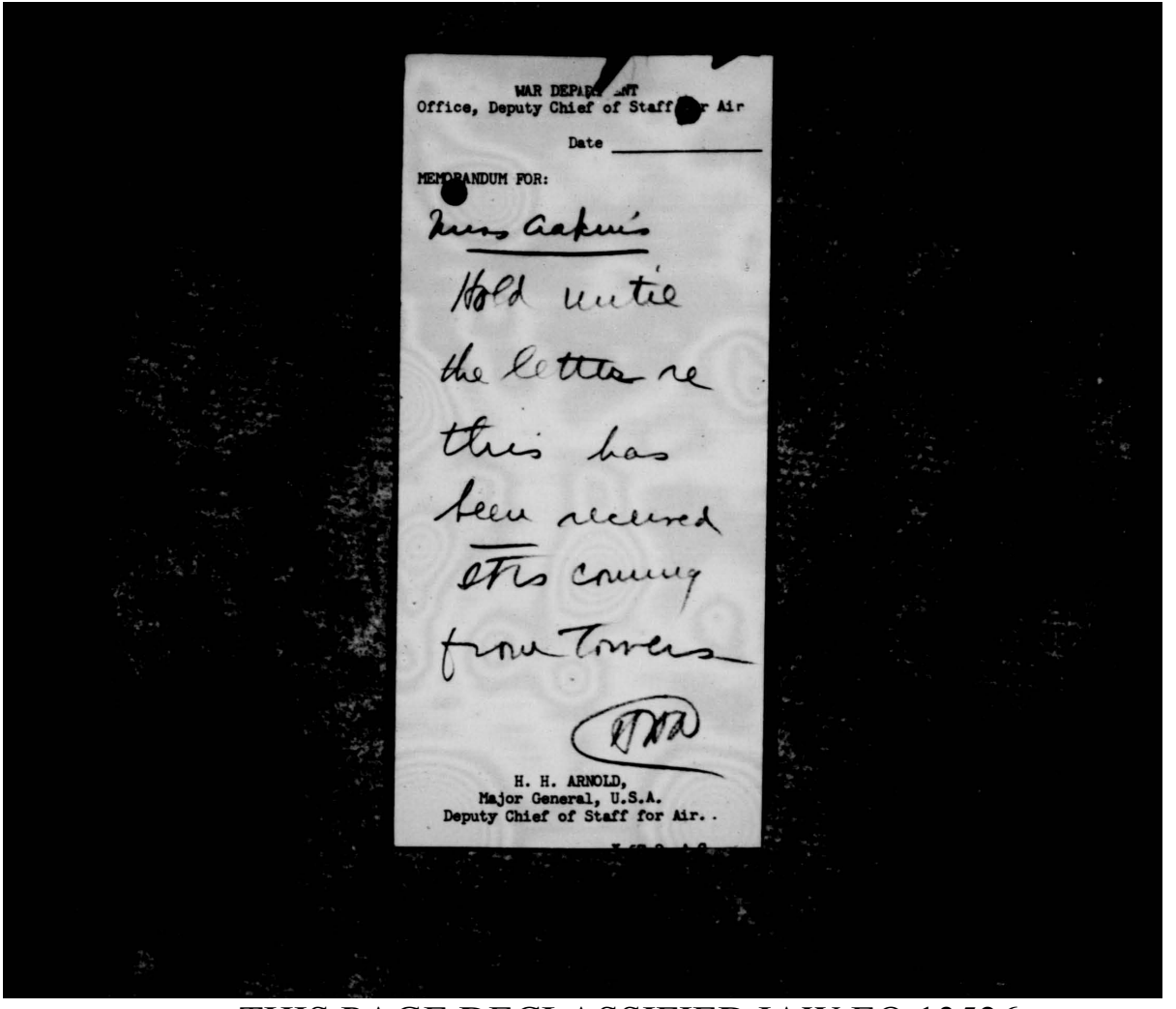

WAR DEPARTMENT
Office, Deputy Chief of Staff for Air

Date _____

MEMORANDUM FOR:

Miss Aakers

Hold until
the letter re
this has
been received
It's coming
from Towers

H. H. ARNOLD,
Major General, U.S.A.
Deputy Chief of Staff for Air.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

DECLASSIFIED
DOD 5200
6 Jan. & 20 June 1974
By ..... NC. Date 10/4/76
O/B

SUBJECT: Heavy and Medium Landplane Bombers for the Navy.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Kuter	1942 3/6	Reference the attached letter from Admiral King, see that it is properly studied and a suitable reply prepared for my signature.
	Incls Ltr A4-1(00159) 3/5/42 to Gen. Arnold frm Admiral King.			
2	AAF AWPD	General Kuter	3/9	AAF/AWPD HAC-eea With reference to the letter from Admiral King, a proposed reply for the signature of General Arnold is submitted herewith. H. A. C. AC/AWPD Incl. n/c Added: Proposed ltr. to Adm.King fr. HHA

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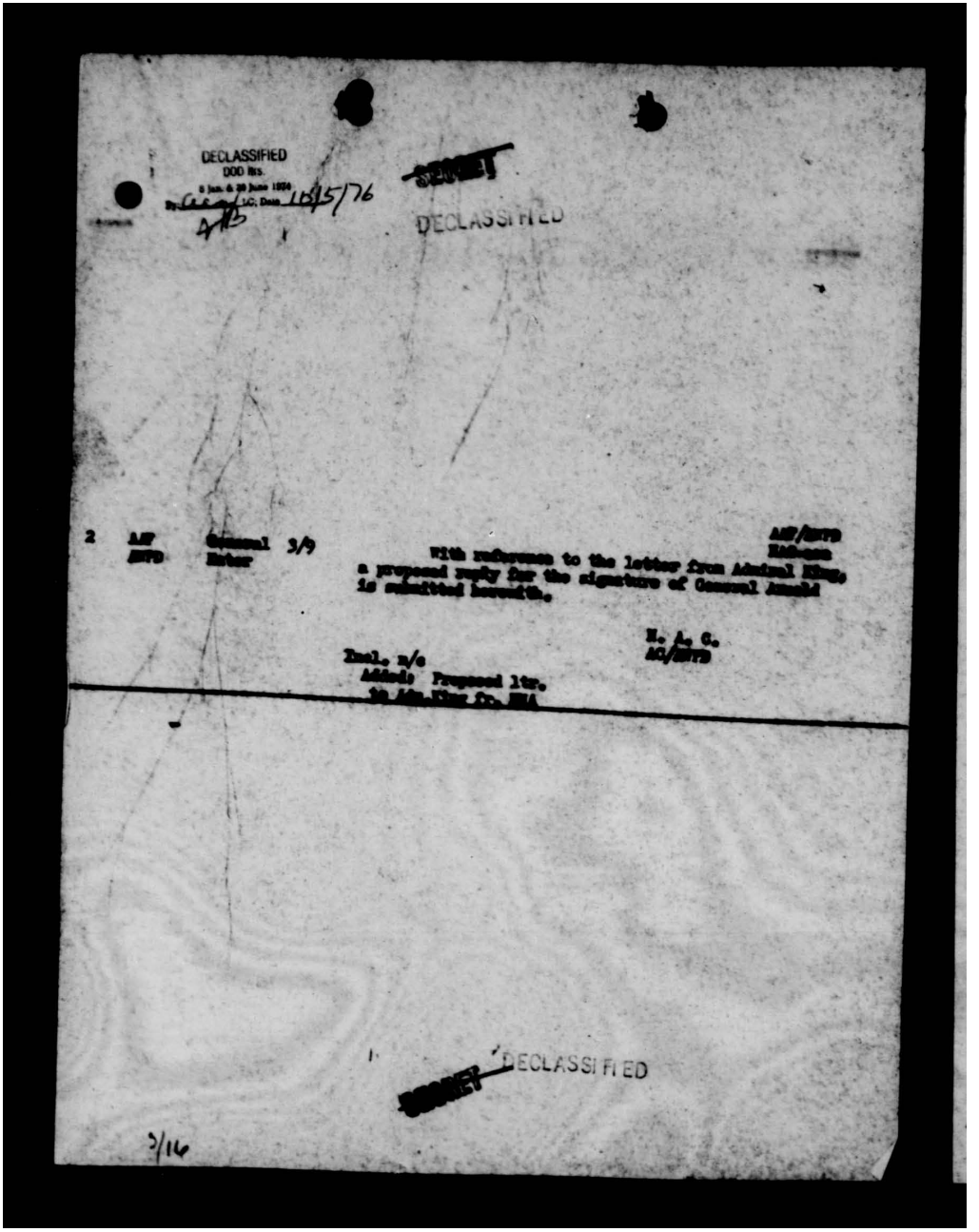

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MAR 19 1942

March 18, 1942

MEMORANDUM FOR THE SECRETARY OF WAR

Subject: Navy's Request for Army B-24 and B-25 Planes.

General Arnold has reported to me the general sense of the discussions which took place yesterday following the meeting in your office with Secretary Knox, Admiral King and Admiral Towers. He informs me that the Navy Department requests that the Army turn over to it 400 B-24's and 900 B-25's, presumably for use in coastal patrol and reconnaissance work and in cooperation with the fleet.

There has been correspondence on this subject between the War Department and Navy Department, and in connection with the problem I have the following comments to make:

1. While the duplication of shore bases for land planes, the use of identical types of planes, the performance of similar missions and the need for precisely coordinated and unified control of such air operations may, as suggested in the correspondence, lead to a separate or independent air force, it seems to me that this argument is beside the point. If greater singleness of purpose and a more complete agreement on objectives than now exists between the two Services, and if the overlapping operations and dim lines of responsibility can not be clarified, then a separate air arm would appear to be inevitable and will be brought about by failure to make the existing set-up work. I do not consider the fear of an Independent Air Force a legitimate reason for not doing something today if it will further the efficient conduct of the war.

2. I feel that there are two questions to be decided promptly: first, are there enough of the Army type planes now in being, or likely to be produced in the next year, to make it possible to deliver planes to the Navy while at the same time supplying these offensive weapons to Britain, Russia, Australia, etc; secondly, what is the proper function of the Naval Air Service and what is the proper function of the Army Air Service. Some clearer definition is obviously essential.

3. As to the possibility of making deliveries to the Navy of Army type planes requested, it is obvious that deliveries can be made only at the cost of taking planes from either the Army, British, Russians, Chinese or the Australians. From the point of

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view of the United States Army Air Force, we have already taken serious deferments and diversions and I consider the striking force now planned for completion by the end of this year to be wholly inadequate.

I can see no reason why the deficiencies of the Naval air arm and in their forward planning, therefore, should be made up at the expense of the Army Air Force at this time. These planes constitute our principal offensive weapons and are the striking force designed for constant offensive use against the enemy. It would appear from the statements made by the representatives of the Navy that the main purposes of the equipment requested is to protect the fleet while in range of shore-based aircraft. This defensive operation, of course, is essential, but I raise the question as to whether it is an efficient use of aircraft to segregate equipment at a time of great shortage solely, or largely, for this purpose.

4. It seems equally clear that the Navy should use the type of airplane which most effectively performs the required functions. I feel, however, that the functions should be carefully studied and considered to make sure that each Service is not building up an exact duplication of its sister Service. For example, you will no doubt recall numerous discussions regarding the necessity for medium sized, fast, aircraft carriers with suitable flight decks to permit the transportation and flight delivery of pursuit planes to support the Army in various overseas operations where the Air Force is now engaged. These carriers were not intended for offensive operations, but largely for transport and supply [illegible]. The question was raised as to whether or not the Army ought to approach Congress for funds for such vessels since it was clear that their use would likewise involve some defensive surface vessels to accompany them. This seemed to imply an invasion of the Navy's sphere of action and it was, therefore, dropped. However, it raises precisely the same question of fundamental policy as that now posed by the request of the Navy under discussion.

5. This leads to the final, and I believe logical conclusion that each of the two Services can never hope to build up a completely integrated war machine without chaotic results. Wholehearted cooperation between the two Services is absolutely essential. No amount of equipment will take the place of it.

I respectfully suggest, therefore, that a decision in the present case should be reached after a consideration of the broad and vital factors involved and not be made solely on the obvious grounds that the production of these models requested is, for the present and for the visible future, inadequate to supply existing Army, British, Russian, Australian and Chinese needs.

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WAR DEPARTMENT
AAF-AWPD

Date 3/21

___ All Officers

___ Col H L George

✓ Col H A Craig

___ Lt Col E E Partridge

___ Capt R C Barthold

___ Lt Col S E Anderson

___ Maj A Williamson

___ Maj W S Carlson

___ Capt P C Oscanyan

___ Lt Col O A Anderson

___ Lt Col W R Wolfinbarger

___ Lt Col F R Pitts

___ Maj S D Gillett

___ Lt Col K N Walker

___ Maj C M Taylor

___ Lt Col D W Kent

___ Lt Col F L Fair

___ Capt F B Alling

___ Lt Col H S Hansell

___ Lt Col R C Lindsay

___ Maj J Halversen

___ Capt J M Harper

___ Lt G A Stinson

___ Mr T L McPherson

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Information
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DOD Dirs
8 Jan. & 20 June 1979
By C. Cox, OC, Date 10/6/76

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AMB

Dear Admiral :

With regard to your letter of March 18, which had for its background the Navy's request for the immediate allocation of a large number of the Army's production of bombardment airplanes, I would like to emphasize that I am viewing the situation with all of the realities in mind. To me this has always been an all-American war without reference to the uniforms the combatants are wearing.

These Army bombers have been used and are being used to implement the combat forces which are in the Philippines, Java and Australia. They are being used to implement the groups which we are now organizing for offensive action from the United Kingdom, China and India.

This is all very real to me and it is also very real to me that the tasks which these forces are engaged and will be engaged in the near future is a most important effort toward winning the war.

In the last analysis, it strikes me, there is only one question to be decided - Are these airplanes more important in the tasks which they are now engaged in or in the programs which you have in mind? There is not enough for both. To me the answer is obvious. To divert the airplanes you are requesting will prevent the accomplishment of tactical and strategical concentrations of Air Power which if successfully consumated, will contribute the maximum effort of this force, toward winning the war.

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DOD DIR.
By ... NARS, Date 12/15/76

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UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D.C.

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March 18, 1942

Dear General Arnold:

I have your letter of March 17th - and am interested to note that you look to what Senator Wadsworth said in 1920 to support your views.

You should know that there is no intention of launching a new program of training and construction of shore establishments on the part of the Navy. We already have trained personnel to perform Naval functions and we have the shore establishments to support their operations.

Further, I understand it to be axiomatic that Army and Navy Air forces shall make use of each others air bases whenever such action is appropriate to the work in hand.

The plain fact of the matter is, as indicated during the conference in Secretary Stimson's office yesterday, that all of us - no matter what uniform we wear - must go to work to win the war. I stand on the ground that whenever the use of land planes will enable Naval air units more effectively to perform their tasks, they should have land planes. Whenever the Army air forces can make use of torpedoes, of dive-bombers, etc. - as developed and used by the Navy - they should be free to make use of them.

Therefore, you will see that I am in sympathy with Secretary Stimson's opinion, and I think it is high time that the trend toward a separate air force be given up - and that we face the realities of the situation with which we are confronted - and that we bend all our efforts to striking the enemy with whatever means we can bring to bear, no matter what uniform is worn by the "strikers".

The foregoing view includes among the realities the fact that Naval personnel are trained and skilled in things that have to do with the sea and that, consequently, "economy of effort" will best be attained by making full use of Naval units and Naval personnel in the activities in which they are perforce the most available and the most competent.

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General Arnold, U.S.A. March 18, 1942

I note that you propose the establishment of a Coastal Command, which is surprising to me in the light of common knowledge as to what the experience of the British Navy has been in its association with the R.A.F. for the past twenty five years and, particularly, during the past three years.

I am told that your experienced air personnel is now diluted to such an extent that air crews of Army planes cooperating with the Navy are not doing the work which you would expect of them. Compare this situation with our proposal that an appropriate number of our existing patrol plane squadrons be equipped with land planes which will enable them to perform their appropriate task with greater effectiveness in the cause which we have in common.

King

E. J. King

Lieut. General H. H. Arnold, U.S. Army,
Deputy Chief of Staff for Air,
War Department.

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3/18/42

Memo:- Mr Lovett to Sec / War

Comments on conference between Army and Navy with Navy request for B24 and B25

1. Duplication of base may lead to separate Air Force. This is beside the point
2. Two questions raised to be answered promptly
   (a) Are there enough Army type planes being or likely to be produced in next year to supply them to Navy while at the same time supplying Britain Russia Australia, Australia
   (b) What is proper function of Naval Air Service and what is proper function of Army Air Service.
3. Reference to Navy can only be made at request of Army taking delivery from Army Britain, Russia, China or Australia. Lack of forward planning of Navy should not be made at expense of Army Air Force
4. Navy should use whatever type plane most efficient for job.

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UNITED STATES FLEET

Headquarters of the Commander in Chief

Navy Department, Washington, D.C.

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March 5, 1942.

Lieutenant General
H. H. Arnold, U. S. Army,
Deputy Chief of Staff for Air,
War Department.

Dear General Arnold:-

It appears from your letter of February 25, 1942, that there exists a basic misunderstanding as to the missions intended to be performed by the heavy and medium landplane bombers which the Navy has requested the Army to procure.

The experience of the last two winters has demonstrated that naval aviation missions such as convoy escort, observation, scouting and patrolling over the sea, and the protection of shipping in the coastal zones, cannot be accomplished by seaplanes based on ice-bound bases in the North Atlantic and Pacific areas. In addition to this experience, a study of the purely naval operations of the Coastal Command of the Royal Air Force has led to the conviction that for such missions, carried out from prepared fixed bases, multi-engined landplanes have certain characteristic advantages in increased range, ease of maintenance, and facility of operation, over seaplanes.

It is for such operations, which are assigned as functions of the Navy air component by the provisions of "Joint Action of the Army and the Navy", that landplane bombers are requested. It is believed that no arbitrary limitations as to type of aircraft or weapon should restrict the effectiveness of either the Army Air Forces or Naval aviation in their assigned functions. The importance of increased effectiveness of the anti-submarine campaign to the national war effort is such as to render most urgent the Navy's need for aircraft of the types in question.

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NAVY DEPARTMENT, WASHINGTON, D.C.

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In view of the foregoing, I request your reconsideration of the Navy's request, and the allocation of a reasonable portion of bomber production toward its early fulfillment.

E. J. King

E. J. KING

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible], NARS, Date 10/5/76

MEMORANDUM FOR GENERAL MARSHALL:

Subject: Diversion of land-based Army aircraft to Navy.

1. While appreciating the inability of naval patrol aircraft to meet Fleet requirements during current war situations, I cannot submit to the diversion of any Army heavy or medium bombers from present production for the following reasons:

a. Joint Army and Navy Basic War Plan, Rainbow #5, Revision #1, charges the Army, in the Pacific area as follows:

"From occupied bases conduct air operations in support of or in lieu of Naval Forces for the protection of sea communications of Associated Powers; and for the destruction of Axis armed forces and sea communications; support the Navy in the capture of and establishment of control over the Caroline and Marshall Islands by air operations within the tactical operating radius of Army and Navy air bases equipped for effective operations by Army Air Forces."

The Army Air Forces have been successfully meeting and intend to continue to meet this responsibility in the ABDA area and other areas, with such means as are available.

b. The Act of June 5, 1920 (41 Stat 954) charges the Army with the function of operating land-based aircraft.

c. Public 269—77th Congress - (Willcox Bill) provides facilities which will afford:

"The full power of the General Headquarters Air Force for such close and distant operations over land and sea as may be required in the defense of the Continental [illegible] and in the protection of the maritime [illegible]."

HEADQUARTERS, ARMY AIR FORCES											
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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Proposed 42

7 Feb 42 Letter to Admiral King

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d. The proposal is contrary to one of the "governing principles" of Joint action in that it is an "attempt to restrict the means and weapons used by the Army in carrying out its functions."

e. The heavy deferment of these types of aircraft from production, to our Allies and the several critical areas, and current commitments of future production, will reduce the protection of our own shores, Alaska and Panama to a dangerously low level. The protection of these vital areas is a primary Army mission and cannot be repudiated by the War Department to further a Naval mission.

f. The Army has proved its ability to operate land-based aircraft over sea areas, in lieu of naval forces, in the current ANDA actions. I am aware of no reason whatever that can justify the repudiation of this responsibility charged to the War Department by law.

g. Based on experience, I seriously doubt the Navy's ability to adequately train sufficient combat and maintenance crews for the successful operation of such large numbers of heavy and medium aircraft within a time limit that would be decisive.

2. Acquiescence to Admiral King's proposal will result in abrogation of practically all agreements regarding air operations which have been reached in Joint Action and Joint Army and Navy Basic War Plan, Rainbow #5. It would be a deliberate violation of the Act of June 5, 1920. There is no reason to justify such action. There is no reason to believe that the success of war effort is dependent upon such a course. In fact, I believe the opposite to be true and that the War Department may be considered derelict in meeting its responsibilities if such action is permitted to take place.

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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MEMORANDUM For Chief of Staff.

Subject: Diversion of Army aircraft to the Navy.

1. Discussion.

1. Although I fully realize the necessity in the present crisis for unlimited cooperation with and assistance to the other Services, I cannot agree to diverting to the Navy one of the Army's major offensive weapons when there is an acute shortage of such weapons within the Army.

2. There are two basic reasons why Army aircraft should not be diverted to the Navy, particularly at this time, which are as follows:

a. The Army has certain primary responsibilities which are delegated to it by law (Act of June 5, 1920, and Act of August 12, 1935), and which have been accorded to it by agreement (Joint Action, Army and Navy). As aircraft are the only means by which these responsibilities can be carried out, the diversion of such aircraft will mean the failure of the Army to perform its primary functions.

b. This proposed diversion would be the forerunner of the Navy assuming the Army's primary responsibilities and functions for the operation and control of an Air Force. The Army carefully planned its requirements of military aircraft in accordance with its responsibilities. Manufacturing facilities have not as yet, and will not for some time to come, produce these aircraft in numbers sufficient for the basic needs of the Army. Any aircraft given to the Navy must be taken from the Army's insufficient supply. The Navy has already asked for command of all Army Air units in sea frontiers. It is now asking for the aircraft used by these and other Army Air units. Acquiescence to the Navy's request would mean not only depriving the Army of the means of carrying out its primary

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.M.&P.	Budget	Statistics	

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responsibilities, but would in fact, turn over to the Navy the only equipment available for this purpose. This would mean that the Navy would assume many of the Army's primary responsibilities, involving the essential operations of the Army Air Forces.

II. Action Recommended.

1. That this request be denied, as well as any similar request to deprive the Army of its basic weapons for carrying out its primary responsibilities, particularly when there is an acute shortage of such weapons in the Army.

2. That the Navy be informed that the Army recognizes fully its responsibilities for air operations in support of or in lieu of Naval forces; that these responsibilities will be discharged to the full extent of equipment and units available, with due consideration of other necessary Army responsibilities.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M'D	A.msp.	Budget	Statistics	

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REFERENCE DATA

TAB A

ARMY RESPONSIBILITY FOR OPERATION OF LAND BASED AIRCRAFT
AND ITS RELATION TO DIVERSION OF ARMY AIRCRAFT TO THE NAVY

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1. CONSTITUTIONAL POWERS OF CONGRESS TO DEFINE AND LIMIT

FUNCTIONS OF THE ARMY AND NAVY

The Congress is constitutionally empowered . . . to make rules for the government and regulation of the land and naval forces. (Sec. 8, Art. I, U. S. Constitution, Clauses 12-14; Sec. 9, Id., Clause 7.

In the exercise of these powers the Congress may create offices, organizations, etc., within the Army and Navy and define or limit the functions thereof (Opinion J.A.G. in Memo to Secretary of War, Aug. 28, 1929, reference Llewellyn - Military Affairs JAG 360).

2. CONGRESSIONAL AUTHORITY FOR CONTROL OF AERIAL OPERATIONS

FROM LAND BASES BY THE ARMY AIR CORPS

"And provided further, That hereafter the Army Air Corps shall control all aerial operations from land bases, and Naval Aviation shall have control of all aerial operations attached to a fleet, including shore stations whose maintenance is necessary for operation connected with the fleet, for construction and experimentation and for the training of personnel." (Act June 5, 1920 (41 Stat. 934) as amended by Sec. 1, Act July 2, 1926-44 Stat. 780)

a. Authority for above act.

This act is within the constitutional powers of Congress as outlined in paragraph 1. above.

b. The intent of above act - a Congressional understanding.

(1) The intent of above act was clearly to avoid unnecessary duplication of effort and expense in the development of the two air components--Army and Navy. Referring to the above proviso as it was subsequently enacted, Senator Wadsworth on the floor of the Senate on May 24, 1920, said, among other things:

"I am assured that the language covers every naval avia-

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tion activity on shore which is a legitimate part of Naval aviation on shore; that it covers everything they intend to do in the future. It is true, however, that it would not permit them (the Navy) to do in the future some of the things they have done in the past, and those things which they have been doing in the past which the committee of both the House and the Senate want stopped which duplicate what the ARMY must do anyway.

"I refer especially, Mr. President, to aviation patrol of the coasts. I am informed now that the Navy intends no longer to continue coast patrol with its aviation. It has been doing that in the past. We do not want to see it resumed in the future, because the ARMY must do it anyway. . . . This whole question of aviation is a mighty difficult one because, try as they will, Mr. President, there is bound to be some duplication. We are trying to reduce that duplication."

2. The intent of above Act - Opinion of the JAG in case for the Secretary of War, subject: The effect of existing statutes on the Chemulpo of Army and Navy air installations, Aug. 24, 1920, File JAG 360.

(1) The first clause of the act, in express and unequivocal terms gives the Army air component control of all aerial operations from land bases.

(2) The second clause allocates to Naval control all aerial operations attached to a fleet. Without further provision, this clause might have been construed to prohibit operations by the Navy at shore stations for development and maintenance of its fleet-based aviation.

(3) The third clause of the Act was for the purpose of enabling the Navy to continue experimentation, construction and training at naval shore stations, for the development and maintenance of fleet aviation, to adjust the restrictive nature of the second clause. Its purpose could not have been to authorize the Navy to build up and operate land based aviation, and thus duplicate functions and operations allocated to the Army by the first clause as this would defeat the main purpose of the Act.

(4) The Act does not infringe upon the constitutional powers of the President and, therefore, does not exceed the constitutional powers of Congress.

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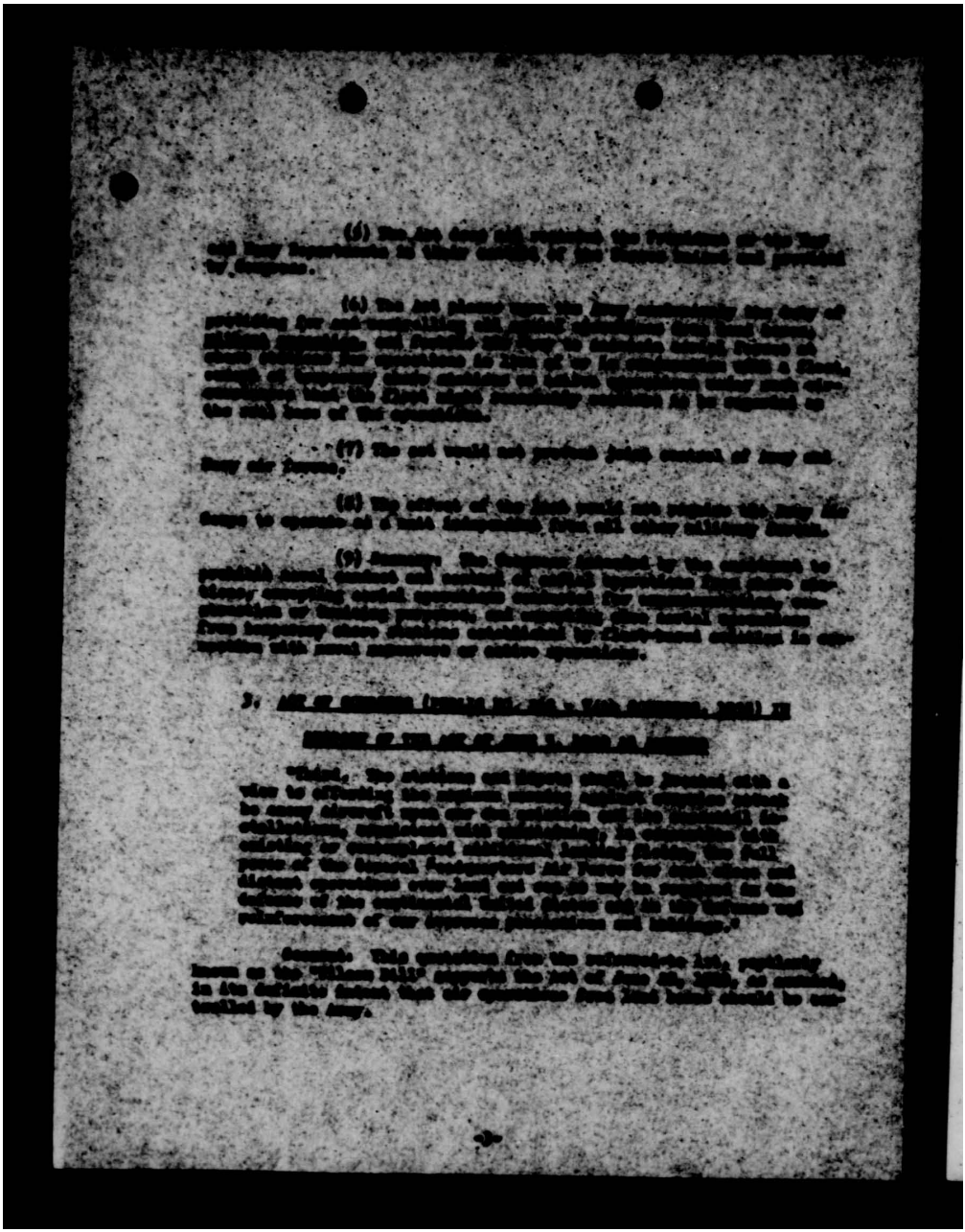

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4. LIMITATION OF NAVAL AVIATION BY CONGRESSIONAL APPROPRIATION.

The scope of Naval aviation activities from land bases has been clearly prescribed by Congress in that the Navy Appropriation Act of July 11, 1919 (41 Stat. 133) contained the following proviso, which was included in every appropriations act thereafter up to and including the calendar year 1936:

". . . that no part of this appropriation shall be expended for maintenance of more than six heavier than air stations on the coasts of the continental United States."

Comment: It is readily apparent that the original conception of Naval aviation was as a unit operating as part of the fleet. The appropriations act of 1919 provided for the conversion of one warship and two merchantmen into aircraft carriers. The provision for a small number of land bases was for training and supply only.

5. JOINT ACTION OF THE ARMY AND NAVY ADVERSELY AFFECTED IF ARMY AIRCRAFT DESIRED BY NAVY ARE RELEASED TO IT.

A. Diversion of Army aircraft restricting Army's means.

"Neither service will attempt to restrict in any way the means and weapons used by the other service in carrying out its functions . . . nor restrict the area of operations of the other." (Par. 4 a (1) and (2), page 2)

Comment: The demands of the Navy reduce the Army aircraft below that required to carry out Army functions and responsibilities. Hence the Navy demands are restrictive, thus violating this agreement.

B. Specific functions of the Army:

"To provide and operate mobile land and air forces required for the direct defense of the coast" (Par. 19, a (1), page 14)

and to operate and maintain

"Aircraft operating . . . in general coastal frontier defense . . . in support of or in lieu of naval forces." (Par. 19

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Comment: The Army Air Forces has a dual mission as noted. Until all necessary units for discharge of these missions are equipped with aircraft, any diversions will adversely affect fulfillment of Army responsibilities.

2. Specific functions of the Army air component:

". . . to operate as air arm of the public army both in the conduct of air operations over the land in support of land operations and in the conduct of air operations over the sea in direct defense of the coast." (Par. 21 b (1), page 17)

and as a secondary function

"air operations in support of or in lieu of naval forces." (Par. 22 a (3), page 18)

Comment: Same as in par. 1 above.

3. Function in missions designation.

"Functions assigned to the Army air component require the Army to provide aircraft for use . . . in repelling air raids directed at shore objectives . . . or in support of naval forces to secure freedom of action of the fleet." (Par. 23, page 18)

Comment: Any diversions of aircraft which reduce the ability of the Army to fulfill these functions are contrary to the intent of agreements reached in Joint Action.

4. Relation of Army Air Forces in coastal frontier defense.

"Regardless of the presence or absence of the fleet, GHQ Air Forces retains responsibility for reconnaissance essential to its combat efficiency." (Par. 32 f, page 43)

Comment: If the Army diverts aircraft beyond that essential to the above function, it will be derelict in the fulfillment of a definite responsibility.

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6. EXAMPLE OF VIOLATION OF THE ACT OF JUNE 5, 1936 BY JOINT AGREEMENT.

The Navy will "provide and operate ... a system of offshore scouting and patrol to give timely warning of an attack, and, in addition forces to operate against the enemy forces in the vicinity of the coast." (Par. 19 g (1), page 19)

Comment: So long as this function is fulfilled by Naval surface vessels there is no violation. However, when the Navy establishes shore air bases and assigns naval aircraft patrol units for fulfillment of this mission, it is operating aircraft from land bases, which is specifically prohibited by the Act.

7. ARMY RESPONSIBILITIES IN JOINT ARMY AND NAVY BASIC WAR PLAN, RAINBOW #5, REVISION NO. 1, WHICH CANNOT BE MET ADEQUATELY IF AIRCRAFT ARE DIVERTED TO THE NAVY.

a. Army tasks in Eastern Atlantic Area and Pacific Area.

"From occupied bases, conduct air operations in support of or in lieu of Naval forces, for the protection of the sea communications of the Associated Powers; and for the destruction of Axis armed forces and sea communications." (Par. 28 g and 33 g)

b. Additional Army task in Pacific Area:

". . . support the Navy in the capture and establishment of control of the Carolines and Marshall Islands by air operations within tactical operating radius of Army and Navy air bases, equipped for effective operations by Army Air Forces." (Par. 33 g)

Comment: This Joint Army-Navy Plan clearly visualized the situation that now exists whereby the vessels of the Navy and convoys will have to be protected by land based aircraft of the Army Air Forces and that Naval operations will be supported by Army air units rather than by diver-

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sion of Army aircraft to the Navy. Diversion of Army aircraft to the Navy will delay, if not prevent, the fulfillment of this responsibility by the Army.

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[redacted]
Military Affairs
[redacted]

August 28, 1939

MEMORANDUM for the Secretary of War.

Subject: The effect of existing statutes on the character of Army and Navy air installations.

1. Reference letter 580.1 (7-6-39) Misc-S A.G.O., July 12, 1939, to this office, subject: "The effect of existing statutes on the character of Army and Navy air installations."

2. By the letter in reference, I am required to prepare a discussion of the statutes now in existence which affect the character, functions and control of Army and Navy air components, covering certain specific questions and commenting upon the included opinion of the Acting Judge Advocate General of the Navy in certain specified particulars.

3. In a general sense all of the statutes in force relating to the development and maintenance of air components in the Army and Navy, including current appropriation acts, affect the character, functions or control of such components, directly or indirectly, in some degree; but, in view of the subject of the letter in reference, and the discussion, it is understood that what is wanted here is a discussion of those statutes, if any, that expressly relate to the scope of the functions of the air components of the Army and the Navy respectively. The only permanent statute of this kind now in force is the provision attached to the appropriation for the Air Service in the Army Appropriation Act of June 5, 1920 (41 Stat. 764), as follows:

> "And provided further, That hereafter the Army Air Service shall conduct all aerial operations from land bases, and Naval Aviation shall have control of all aerial operations attached to a fleet, including shore stations where maintenance is necessary for operation connected with the fleet, for construction and experimentation and for the training of personnel."

In the compilation of the U. S. Code, 1926, this enactment was split between the Titles relating to the Army and the Navy, and restated (inaccurately), in part as Section 289, Title 10, and in part as Section 591, Title 34.

Development by Naval Aviation of coastal shore stations has perhaps been somewhat restricted in practical effect, by a provision which has been carried in every annual Navy Appropriation Act, since prior to 1920, under the appropriation for Naval Aviation (41 Stat. 135 and 814; 42 Stat. 180, 358, 1494; 43 Stat. 309, 877; 44 Stat. 689, 1282; 45 Stat. 496, 1166), as follows:

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"Provided further, That no part of this appropriation shall be expended for maintenance of more than one hundred-thirty airplanes on the rolls of the continental United States."

However, in the present inquiry, we are mainly concerned with the intent, meaning and legal effect of the 1920 proviso first above quoted.

4. Although the enactment last mentioned is so worded as to appear at first blush to lay down an arbitrary and mandatory rule assigning absolute control of certain aerial operations to the Army Air Service (now the Army Air Corps), and the control of certain other aerial operations to Naval Aviation, in my opinion it was not so intended and cannot properly be so interpreted. As has been ably pointed out by the Acting Judge Advocate General of the Navy, in his opinion of June 3, 1939, such an interpretation would operate practically to deprive the President of any authority in the tactical and strategical employment of the air components of the Army and Navy, and thus make the statute amount to an invasion of the constitutional powers of the President as Commander-in-Chief. Such an interpretation may therefore be rejected at once, under fundamental principles two long and too well settled to require further argument or citation of authority. It follows that, whatever the statute may mean, it cannot logically be regarded as prohibiting the air components of either service as an indivisible unit itself, independent of the control of the President, or as restricting the President in his constitutional right and power to command and coordinate all components of the Army and Navy. On the other hand, in so far as the statute is susceptible of reasonable interpretation within the constitutional powers of the Congress, it must be given effect according to such interpretation.

5. In my opinion, the principal purpose of the enactment was to eliminate, so far as lay within the power of the Congress, unnecessary duplication of effort and expense in the development and maintenance of military and naval aviation. To accomplish this purpose, the Congress, in this proviso, drew a general line of demarcation between what it chose to prescribe as the authorized scopes of the functions of the two air components, assigning to the Army, control of all land-based aerial operations, and to the Navy, control of all "aerial operations attached to a fleet", the expression last quoted meaning, I believe, aerial operations from floating bases, attached to or part of a fleet, by necessary inference the Army is prohibited from controlling aerial operations from bases other than land bases, and the Navy is prohibited from controlling aerial operations from land bases. Therefore, the proviso, in effect, restricts the Navy in the development and maintenance of air forces, to such as are designed for aerial operations projected from floating bases, because the development and maintenance by the Navy of aerial forces designed for operations from land bases would contravene the plainly evident purpose and intent of the statute. In order not to preclude the Navy from conducting/where such operations

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as might be deemed necessary in the development and maintenance of its fleet-based aviation, the Congres, in the final clause of the provise, in effect, assimilated shore stations whose maintenance is necessary for construction, experimentation and training connected with the fleet, to the fleet itself, but this final clause cannot be interpreted as authorizing the Navy to develop and maintain land-based aviation, because this would bring it into direct and irreconcilable conflict with the preceding provision, and practically deprive the enactment as a whole of all substantial force and effect. If the Navy could control aerial operations from land bases and develop and maintain aerial forces for that purpose, by the simple expedient of calling such bases shore stations, then the clause allocating to the Army control of all aerial operations from land bases would become meaningless and ineffecual. In short, in my opinion, the statute places upon the Army, exclusively, subject to Presidential control, responsibility for the defelopment, maintenance and operation of land-based aviation, for all purposes, including the support of the fleet in naval operations conducted within the operating radius of land-based aviation, and upon the Navy, exclusively, subject to Presidential control, responsibility for the development, maintenance and operation of fleet-based aviation, including the support of the land forces in operations within the operating radius of fleet-based aviation. It will be understood that I do not contend that the statute prohibits the Navy, during maneuvers or active naval operations, from sending portions of its fleet aviation ashore to establish, and operate in connection with the fleet from, teaporary shore stations, because, in such cases, it is manifest that the fleet might reasonably continue to be regarded as the real base of the operations.

6. The correctness of the views expressed in the last paragraph is supported both by the language of the enactment, and by its legislative history. The provison was originally inserted in the bill by the Military Affairs Committee of the House, apparently by reason of representations made to that Committee by various witnesses, to the effect that there had theretofore been unnecessary duplication of effort and expense in the development of the two air components (House Committee Hearings, Army Bill, F. Y. 1921, p. 450, et seq.). Referring to the proviso as it was subsequently enacted, Sentor Wadsworth on the floor of the Senate May 24, 1920, said among other things:

> "I am assured that that language covers every naval aviation activity on shore which is a legitimate part of naval aviation on shore; that it covers everything they intend to do in the future. It is true, however, that it would not permit them to do in the future some of the things which they have done in the past, and those things which they have done in the past, and those things which they have been doing in the past which the committees of both the House and the Senate want stopped are things which duplicate what the Army must do anyway.
>
> "I refer, especially, Mr. President, to aviation patrol of the coasts. I am informed now that the Navy

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intends no longer to continue coast patrol with its aviation. It has been doing that in the past. We do not want to see it resumed in the future, because the Army must do it anyway. We want to see it understood that naval aviation should not be used to patrol forest areas. We want to see it understood that naval aviation should not be used to patrol, for example, inundated areas on the Sacramento River. We know that these things have

been proposed. We know that there has been a great deal of duplication in the past and a good deal of it has been eliminated. As I said, before, the chief of naval aviation tells me that this does not do the naval aviation any harm whatsoever, but where we can stick a pin in without doing any harm to either service we propose to do it in order to save the taxpayers' money.

"This whole question of aviation, of course, is a mighty difficult one, because, try as they will, Mr. President, there is bound to be some duplication. We are trying to reduce the duplication."

7. The interpretation above suggested would involve no infringement of the constitutional powers of the President. The Congress is constitutionally empowered to raise and support armies, to provide and maintain a Navy, to make rules for the government and regulation of the land and naval forces, and to grant to deny appropriations for such purposes (Sec. 8, Art. I, U.S. Constitution; Clauses 12-14; Sec. 9, id., Clauses 8). In the exercise of these powers the Congress may create offices, organizations, branches, components and agencies within the Army and Navy, define or limit the functions thereof, and authorize, deny or limit the expenditure of appropriations therefor, as it may see fit, notwithstanding such definitions and limitations may in some degree restrict a complete freedom of discretion on the part of the President in the exercise of command. Military and naval statutes provide many instances of such legislative restrictions upon the discretion to the President as Commander-in-Chief, and seldom has any question arisen as to the constitutionality of any of them. For examples, in the Navy, complete freedom of the President to command, is restricted, in some degree, by the statute defining the duties of the surgeon of the fleet (R.S. 1374; 34 USC, sec. 25); by the statutes restricting the employment of officers on shore duty (34 USC, secs. 222 et seq.); by the statute prohibiting an officer of the Marine Corps from exercising command over a navy yard or vessel (R.S. [redacted] 34 USC, sec. 713); etc.; and in the Army, by the posse Comitatus Act (20 Stat. 152; 10 USC, sec. 15); by the statutes limiting details of officers as members of the General Staff Corps (10 USC, secs. 25 et seq.); by the statutes defining and restricting the functions of the General Staff Corps (id., secs. 32 et seq.); by the statute requiring officers to perform certain periods of duty with troops (41 Stat. 762; 10 USC, sec. 532), etc. Each of the statutes cited tends to restrict the Presidential power of command, but they have been generally accepted and complied with as

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representing legitimate exercise by the Congress of its constitutional powers. The enactment under consideration, interpreted as above suggested, goes no further in principle toward limiting the discretion of the President, than some of those above cited. Although, in effect, it prohibits the Army Air Corps from establishing its elements upon water-borne bases and restricts Naval Aviation to water-borne bases, except for certain limited auxiliary purposes, it leaves each of those components otherwise subject to the command of the President, through his authorized agencies, with a wide range of discretion in the assignment of the specific missions, as well as in the adoption of measures for coordination. In other words, the proviso amounts only to a rule for the government and regulations of the land and naval forces, which the Congress was fully empowered to enact under Clause 14 of Section 8 of Article I of the Constitution. I conclude that the enactment is valid and binding, so far as its terms reasonably import, as a legislative definition and limitations of the respective scopes of the functions of the Army and Navy Air components.

8. a. As to the more specific meaning and effect for the proviso, I have been unable to discover any serious difficulty. For convenience of reference in this part of my discussion, I have assigned numbers to the three principal clauses of the enactment, as follows:

> (1) The Army Air Service shall control all aerial operations from land bases;
> (2) Naval Aviation shall have control of all aerial operations attached to a fleet;
> (3) Including shore stations whose maintenance is necessary for operation connected with the fleet, for construction and experimentation and for the training of personnel.

b. The first clause, in express and unequivocal terms, gives the Army air component control of all aerial operations from land bases.

c. The second clause, allocates to naval control all "aerial operations attached to a fleet". Since and aerial operation is not a thing of substance, capable of physical attachment, the expression "aerial operations attached to afleet" can mean only: aerial operations conducted or carried out by means of aircraft from bases attached to a fleet. Without further provision, this clause might have been construed to prohibit operations by the Navy at shore stations for the development and maintenance of its fleet-bases aviation, such as experimentation, construction and training. It was to prevent this result that the third clause was added in the Senate and finally enacted as a part of the proviso (Cong. Rec. Vol 59, Part. 7, pp 7522 et seq.).

d. The purpose of the third clause was, therefore, to enable the Navy to continue experimentation, construction and training at naval shore stations, for the development and maintenance of fleet aviation. Its purpose could not have been to authorize the Navy to build up and

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operate land-based aviation, and thus duplicate functions and operations allocated to the Army by the first clause, for, as already pointed out, this would defeat the main purpose of the enactment-- indeed, render it practically ineffectual for any purpose. I find nothing in the third clause, or in the proviso as a whole, that restricts the Army in any way in its establishment and maintenance of land bases, whether coastal or inland, its establishment and maintenance of air forces thereat, or its projection or control of aerial operations from Army land bases, whether the maintenance of such bases is deemed necessary for operations in support of the Army alone, or also, in part, for joint Army and Navy operations; with the sole exception that the Army, being prohibited from controlling aerial operations from bases other than land bases, is, therefore, in effect, restricted to the establishment and maintenance of aviation designed for operations from land bases.

9. The specific questions presented by the letter in reference are repeated below, and, in harmony with the views above expressed, answered as follows:

a. Has Congress exceeded its constitutional powers in prescribing that the Army Air Service shall control all aerial operations from land bases, and Naval aviation shall control all aerial operations attached to a fleet, including shore stations whose maintenance is necessary for operation connected with the fleet, for construction and experimentation and for the training of personnel?

Answer: Interpreted as above suggested, the enactment does not infringe the constitutional powers of the President and, therefore, does not exceed the constitutional powers of Congress.

b. Does a proper interpretation of the statutes restrict the President of the United States and/or the War and Navy Departments in their control of the forces raised and provided by Congress?

Answer: It does not, except insofar as it defines and limits the purposes for which the military and naval air components, respectively, may be employed.

c. Do the statutes place upon the Army the duty of providing for and controlling "all aerial operations from land bases" without exception or is the proviso that "naval aviation shall have control of x x x x shore stations whose maintenance is necessary for operation connected with the fleet" capable of a construction which will permit the Navy to maintain aerial forces for operations in lieu of or in conjunction with operations of a fleet from such shore stations, thus constituting an exception?

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Answer: As above indicated, it is my opinion that the statute places upon the Army exclusively the duty of providing for and controlling all aerial operations from land bases, without exception, and that the Navy is forbidden to maintain aerial forces at shore stations for operations in lieu of or in conjunction with a fleet, except at temporary shore stations established by fleet aviation during maneuvers or active operations under such circumstances that the fleet might reasonably continue to be regarded as the real base of the operations.

10. The letter in reference further calls for comment upon the attached opinion of the Acting Judge Advocate General of the Navy, as to what are called certain considerations of the latter, which I quote from the letter in reference, and discuss as follows:

a. That a literal construction of the enactment of June 5, 1920, would prevent joint control of Army and Navy air forces.

Comments: According to its literal terms, the proviso seems to confer upon each air component, independently of the other, and independently of any higher authority, absolute control of aerial operations from certain bases or stations. The Acting Judge Advocate General of the Navy is therefore correct in his views, substantially restated above, but it should be noted that this is merely a point in his argument to his ultimate conclusion that interpretation of the statute to this effect is impossible on constitutional grounds, with which, as already indicated, I fully agree.

b. That it would prevent the Commanding General of the Army charged with defending a particular sector of our coast from controlling air forces in that sector, since such control of air forces would be taken from the Army Air Corps.

Comments: What is said above with relation to a, applies with equal force here.

c. That the effect of the law would be to require the Army Air Corps to operate as an independent unit separate and distinct from all other military forces, subject to no control other than that of its own corps of officers.

Comments: This also is true only under a strictly literal interpretation, which, as the Acting Judge Advocate General of the Navy argues, and I agree, is impossible on constitutional grounds.

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d. That the enactment has the effect of transferring to Naval control all aerial operations from land bases established and maintained by the Army wherever it can reasonably be shown that such land bases of the Army are shore stations whose maintenance is necessary for shore operations connected with the fleet.

Comments: In his closing paragraph, the Acting Judge Advocate General of the Navy argues, in substance, that if the enactment under consideration should be interpreted to transfer to the Army Air Corps control of operations from land bases theretofore under naval jurisdiction then it would necessarily follow that it would have to be interpreted also as having the effect of transferring to naval control all operations from land bases established and maintained by the Army, wherever it could be shown that such land bases of the Army are "shore stations whose maintenance is necessary for operations connected with the fleet". The so-called conclusion is thus stated by the Acting Judge Advocate General of the Navy merely as a conditional alternative, based upon an assumed premise which his whole preceding argument is designed to show, and which, I agree, would be unsound. The statute does not transfer the control of aerial operations from existing Navy stations to the Army, or from existing Army bases to the Navy, either in express terms or by any reasonable inference. It merely designates the classes of bases or stations from which each service may project or control such operations. Although its effect is to render unlawful the projection by the Navy of aerial operations from land bases, it does not confer upon the Army any power to control any operations from any naval base or station, or upon the Navy any power to control any operations from any Army base or station.

e. Whether the opinion of the Supreme Court in the case of Boske vs. Comingore (177 U.S. 460, 470, April 9, 1900) applies in such a manner as sustains as valid both the enactment of June 5, 1920, and the existing regulations on the subject.

Comments: The decision mentioned is cited by the Acting Judge Advocate General of the Navy in support of his view that the statute in question should be construed liberally in favor of the validity of existing regulations affecting joint operations of the Army and Navy, which appear in some particulars to be in conflict with the literal terms of the enactment. In that decision the Court held, in substance, that departmental regulations should not be disregarded or annulled unless plainly inconsistent with the law, or, in other words, by inference, that if an apparent conflict between regulations and statute could be removed by any reasonable interpretation of the statute, the validity of the regulation should be upheld. Although this principle is by no means conclusive in its present application, it does tend in some measure to support the argument advanced. As to whether any of the existing regulations are in conflict with the statute, I express no opinion at this time, because I regard a discussion of that question

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as beyond the requirements of the present directive.

11. a. I have been orally informed that Mr. Davison, Assistant Secretary of War, desires to have included in this paper, a specific expression of my opinion respecting the precise questions submitted by the Secretary of the Navy to the Attorney General, and quoted in the former's letter of June 6, 1929, to the Secretary of War, as follows:

> "(1) Whether the Army appropriation act of June 5, 1920 (41 Stat. 954), or any other statute, is properly to be construed as restricting naval control of aerial operations over the sea from shore stations established and maintained by the Navy?
>
> "(2) If the foregoing question is answered in the affirmative, whether the statute which is construed to have such effect is to that extent invalid as constituting an unauthorized restriction upon the constitutional power of the President as Commander in Chief of the Army and Navy?"

b. Question (1), if I have correctly understood it, might be more comprehensively restated in effect as follows:

> Does the statute above mentioned place upon the Army, exclusively, the duty of providing for and controlling all aerial operations from land bases without exception, or does the clause providing that naval aviation shall have control of all aerial operations attached to a fleet, including certain shore stations, permit the Navy to maintain, at such shore stations, aerial forces for tactical operations in lieu of or in conjunction with tactical operations of a fleet, thus constituting an exception to the otherwise exclusive control by the Army of aerial operations from land bases?

Thus stated the question is quite similar to question "c" discussed and answered in paragraph 9 above. For reasons already given, I am convinced that the Congress intended by the enactment in question to prohibit naval conduct and control of aerial operations from shore stations, excepting aerial operations conducted for experimentation, construction or training purposes in the development and maintenance of fleet-based aviation, and excepting also aerial operations from temporary shore stations established by fleet-based aviation in connection with naval maneuvers or active operations. If this view is sound, it follows that the statute does to a certain extent restrict naval control of aerial operations over the sea from shore stations, and that the question as presented by the Navy Department to the Attorney General (quoted in par. 11 a (1) above) should be answered in the affirmative.

c. Question (2) should, in my opinion, be answered in the negative, upon the grounds set forth in paragraph 7 above.

E. A. Kreger, Maj. General
J. A. G.

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November 19, 1941

MEMORANDUM FOR GENERAL ARNOLD:

1. The Act of June 5, 1920 (41 Stat. 954), as amended, provides as follows:

> "And provided further, That hereafter the Army Air Corps shall control all aerial operations from land bases and Naval Aviation shall have control of all aerial operations operated by a fleet including shore stations whose maintenance is necessary for operations connected with the fleet, for conservation and superannuation, and for the training of personnel."

2. A study of the circumstances surrounding the enactment of this legislation discloses that it was the intent of Congress to limit the activities of Naval Aviation more particularly with respect to aviation patrol of the coast.

3. The amendment referred to was opposed by the Secretary of the Navy and by the Secretary of War. It appears likely as amended and presented to the Senate, it was drawn by Senator Wadsworth and Captain Craven, Chief of the Bureau of Naval Aeronautics.

4. It is apparent that the Navy Department has never acquiesced in the principles enunciated by the Act.

5. The Joint Board in the year 1935 defined the primary and secondary functions of the Army and Navy air components as follows:

> a. Primary functions.
>
> (1) Army air component to operate as an arm of the mobile Army.
> (2) Navy air component to operate as an arm of the fleet.

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b. Secondary functions.

(1) Air operations in connection with the local defense of cities, important harbors, munition plants, or other fixed installations, in United States territory.

(2) Air operations in support of or in lieu of naval forces.

(3) Air operations in support of local naval defense forces operating for the protection of lines of sea communications and coastal areas against attacks by hostile submarines and surface raiders.

(4) Air operations in support of or in lieu of Army forces.

6. The Marine Corps air component is a part of the Navy air component and its function is to operate as a part of the naval air component, particularly in operations incident to Marine Corps functions, for which operations the Navy may provide landbased aircraft.

The above definition was approved by the Secretary of the Navy, Hon. Curtis D. Wilbur, on December 4, 1926, and by the Secretary of War, Hon. Dwight F. Davis, on December 8, 1926. The members of the Joint Board at that time were the following:

For the Army

Chief of Staff, Major General John L. Hines
Deputy Chief of Staff, Major General Dennis E. Nolan
Asst. Chief of Staff, WPD, Brigadier General Harry A. Smith

For the Navy

Chief of Naval Operations, Admiral Edward W. Eberle
Asst. Chief of Naval Operations, Rear Admiral Thomas J. Senn
Director, WPD, Bureau of Naval Operations, Rear Admiral F. E. Schofield.

7. During the summer of 1939 the Navy Department, on the advice of its Judge Advocate General, reached the conclusion that the Act of June 5, 1920, above quoted, if construed to restrict naval control of coastal operations over the sea from shore stations established and maintained by the Navy, was unconstitutional. The Judge Advocate General of the Army came to a contrary conclusion both on the grounds of interpretation and substance. (MSS Memo August 28, 1939) The matter was referred to the Attorney General who, in a letter dated January 16, 1940, addressed to the Secretary of War, refused to render any ruling in the absence of a concrete case calling for Executive action.

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7. During the year 1926 the Joint Board revised the policies with respect to the functions of the Army and Navy air components as follows:

a. Primary functions.

(1) The Army air component to operate as an arm of the mobile Army, both in the conduct of air operations over the land in support of land operations and in the conduct of air operations over the sea in direct defense of the coast.

(2) The Navy air component to operate as an arm of the fleet.

b. Secondary functions.

Army

(1) Reconnaissance and observation of fire for harbor defenses.

(2) Air operations in connection with the defense of important industrial centers and military and naval installations.

(3) Air operations in support of or in lieu of naval forces.

Navy

(1) Air operations, by aircraft forming part of naval local defense forces, for the patrol of the coastal zones and for the protection of shipping therein.

(2) Air operations in support of or in lieu of Army forces.

The members of the Joint Board at that time were the following:

For the Army

Chief of Staff, Major General Douglas MacArthur
Deputy Chief of Staff, Major General Hugh A. Drum
Asst. Chief of Staff, WPD, Brigadier General Charles E. Kilbourne

For the Navy

Chief of the Naval Operations, Admiral William H. Standley
Asst. Chief of Naval Operations, Rear Admiral Joseph Taussig
Director of WPD, Bureau of Naval Operations, Rear Admiral W. S. Pye.

The Secretary of War was Hon. George Dern and the Secretary of the Navy was Hon. Claude A. Swanson.

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Written 2/3/42

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NSC, Date 10/5/76
NB

FEB 10 1942

MEMORANDUM FOR CHIEF OF BUREAU OF AERONAUTICS, NAVY DEPARTMENT

Subject: Proposed Division of Navy and Army Responsibility for Aircraft Production.

1. Reference is made to your memorandum for the Deputy Chief of Staff for Air, February 2, 1942 concerning the above subject. As stated therein, readjustments between types will be necessary to meet the requirements of the military situation.

2. Therefore it is of extreme importance that information be available covering the intended employment of the aircraft being produced, in view particularly of the commitments already made of all types to air forces of the Allied Nations. The requirements of airplanes for the Army now under or scheduled for production are well established.

3. Information is requested as to the particular use to which you propose to put the Army heavy and medium bombers, in order that all requirements may be closely analyzed as a basis for whatever readjustments may be necessary. It will be of considerable assistance if you can specify at this time the operating areas and bases contemplated for these airplanes together with the missions to be performed.

452.1

Sgd: H. H. Arnold

H. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

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.Map.	Gadrat	Statistics	
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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NLC, Date 10/5/76

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: Transfer of Heavy and Medium Bombardment Planes to the Navy.

1. Basis for the Proposal. Reference is made to Admiral Towers' request for transfer of approximately two hundred B-24's and nine hundred B-25's and B-26's to the Navy. The use to which the Navy proposes to put these planes is unknown. It is assumed that such planes would be used for:

a. Support of the Fleet in protection of sea lanes.

b. Operations under Marine Corps in defense of Island bases.

2. Support for resisting the proposed diversion is outlined in the following discussion:

a. Joint Action of the Army and Navy.

(1) The responsibility of the Navy in the protection of "the sea lanes vital to the U.S., thereby contributing to the defense of the coastal frontiers" is recognized. (Par. 19 g).

(2) The fact that "neither service will attempt to restrict in any way the means and weapons used by the other service in carrying out its functions — nor restrict the area of operations of the other" is also clear. (Par. 4a(1)&(2).

(3) As these provisions are stated in Joint Action of the Army and the Navy and are accepted, then the following pro-

HEADQUARTERS ARMY AIR FORCES, Washington

Chief of Staff	Secy Air Staff	A.A.G.	A-1							Stenotypist
			(a) The Army in defense of coastal frontiers will provide and maintain aircraft in support of the Navy							

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of Naval forces. (Par. 19 d (2) a (3))

(b) Available air strength (of the Army and Navy respectively) should therefore be used [illegible] possible for either service in support of the other. (Par 20 b)

(c) A secondary function of the air component of the Army is air operations in support of or in lieu of Naval forces. (Par. 23 g (3))

(d) As a provision to minimize duplication, the Army is required to provide all types of aircraft for use for its own missions, or in cooperation Naval forces in certain fronts of action of the Fleet. (Par. 25 g)

(5) Summary:

(a) The Army has a responsible and definite responsibility in the use of its aviation in support of or in lieu of the Fleet, as well as for exclusive air forces responsibilities.

(b) Until such time as the types of aircraft desired by the Navy are available to fulfill the Army responsibilities noted above and to provide those types in the quantity necessary for our allies, no diversions should be made to the Navy.

(c) The Army will provide the support required by the Navy within limitations imposed by available aircraft. If the quantity of the long and medium range land based bombardment aircraft is not adequate to meet the demands, then the transfer of these types to the Navy will not solve the shortage.

(d) The Army will agree that such Army aircraft [illegible] in support of the Navy shall be considered for the execution of major of command vested in the Navy.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	[illegible]	A-4	A- WPD	A. Insp.	Budget	Statistics	

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(c) Therefore, the Navy has no sound basis for demanding the diversion of Army bombardment aircraft.

b. Joint Army and Navy Basic War Plan, Rainbow No. 5. Throughout this War Plan the Army is responsible to conduct from occupied bases, air operations in support or in lieu of Naval forces for the protection of the sea communications of the Associated Powers. (Par. 28 g and 29 a) This supports the contention that the Army has a responsibility for coastal operations for the protection of sea communications.

2. Availability of Aircraft for Diversion to the Navy.

(1) Heavy Bombers.

(a) Estimated total deliveries of B-24's to June will be 230 planes. Diversion of 200 to the Navy would be suicidal to our own air program.

(b) The estimated total deliveries of heavy bombers for the calendar year 1942, less attrition of slightly over 35, will be 1,360. This number is only sufficient to equip the 34 heavy groups set up and makes no provision for essential depot reserve.

(c) The estimated delivery of heavy bombers for defense aid is 389. Our Allies need every one of these planes.

(2) Medium Bombers.

We require 2429 medium bombers for combat groups, observation squadrons, training centers and for depot reserve and attrition. The expected Air Corps delivery for 1942 is only 1557 medium bombers--a probable shortage, without further diversion, of some 850 airplanes.

(3) [illegible] ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec AIR	[illegible]	A- WPD	A- Plans	Budget	Stf Studies

AAF-38

-3-

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d. Possible argument that places communication the Navy should be flown by Naval officers.

(1) The Navy may insist that the protection of sea communications requires that the planes involved be flown by Navy personnel--this for the reason that Army personnel cannot be trained to recognize types of vessels.

(2) Who would fly 1100 Army bombers if they were turned over to the Navy--well experienced Naval aviators? On the contrary, the pilots would be no more experienced than Army pilots. Army pilots are being trained to recognize Naval vessels and can perform this job as well as the Naval pilots.

(3) The efficiency of Army pilots in recognizing hostile Naval vessels and attacking them has been demonstrated in the Far East. Availability of Army pilots can hardly be advanced as an argument against Army air support of the Navy in protecting sea lanes under Navy unity of command.

3. a. The Army has requested Navy dive bomber types which have been made available because the Navy had them. However, when the Army requested Navy torpedo planes to the extent of a group, the Navy strongly and successfully resisted the diversion.

b. The Army has refrained from developing and equipping its units in the Caribbean area with flying boats. (It has not demanded diversion of aircraft carriers which will be needed in certain projected overseas operations to Army Army aircraft. The Army has refrained from action which would involve duplication, to the greatest extent possible.

4. List of tabs.

Tab No. 1. Pertinent extracts from "Joint Action of the Army and Navy".

Tab No. 2. Pertinent extracts from "Joint Army and Navy Basic War Plan, Rainbow No. 5".

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

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Tab No. 3. Memorandum relative to availability of heavy and medium bombers.

Tab No. 4. Army allocations (estimated) of heavy and medium bombers.

H.L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

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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.	Comdt.	Statistics	

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In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D.C.

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NLC, Date 10/5/76
9HB

Refer to No.
[redacted]-PL-6 -EK
L8(1)
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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

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FEB. 2 1942

MEMORANDUM for Deputy Chief of Staff for Air, War Department.

SUBJECT: Proposed Division of Navy and Army Responsibility for Aircraft Production.

Reference: (a) Deputy Chief of Staff for Air memorandum dated 17 January 1942.

1. It is understood from a copy of correspondence from the Under Secretary of War to the Assistant Secretary of War for Air that the President, on 14 January 1942, approved the general distribution between the Army and Navy of the 145,000 tactical airplanes directed for production in 1942 and 1943.

2. The more detailed distribution, submitted as an enclosure to your memorandum of 17 January 1942, has been considered by representatives of the Bureau of Aeronautics and the Staff of the U. S. Army Air Forces. The distribution is satisfactory to the Bureau of Aeronautics as a working objective for production planning. It is expected, however, that some readjustments between types will be necessary from time to time to meet the requirements of the military situation.

3. The Bureau of Aeronautics is of the opinion that because of the complexity of the overall defense program the first objective of the aircraft program should be the fulfillment of the production schedules set forth in the latest edition of the Office of Production Management Report 8. Production planning for the enlarged program should be carried forward in a manner which will accelerate but will not jeopardize the attainment of these schedules.

J. H. TOWERS
Rear Admiral U. S. N.
Chief of the Bureau of Aeronautics

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DOD Dir. 5200.1 & AR 380-5 Sec. Chief, NCS, Date 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

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SUBJECT: Proposed Division of Navy & Army Responsibility for Aircraft Production.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 2/3	1. Attached herewith are two documents, one a study covering employment of Army bombing type aircraft by the Navy, (this study was prepared by members of the Air Staff), and a letter from Admiral Towers on the same subject. We have also in our possession a break-down of the last Navy Procurement Program which includes 400 B-24's and 900 B-26's. 2. It is believed that a letter should be prepared to Admiral Towers, asking him to give us information covering the employment which will be made of these airplanes. We can state that this information is of vital importance to us, due to the commitments which have been made of all of these types of aircraft for employment by air forces of Allied Nations. It is therefore essential that we take every step possible to provide substitutes either in types of airplanes or in units to carry out the same missions. 3. Will you have something drawn up along those lines that we can send to Admiral Towers so as to get the information we must have in order to take the necessary step, which will be to either bring the fight out in the open or make the suggestion that we perform those missions for the Navy.

Incl. Memo for Gen. Arnold, 2/2/42 frm. Rear Adm. Towers
Cpy of Dir. Memo for A-4, 1/7/42 frm. Col. Duncan.
Memo to Ch. of Ord. & A.C. 1/5/42 frm. Hon. R.P. Patterson
Ltr to the Sec. of War frm the Pres. 1/3/42.
Cpy of Memo for Mr. Patterson, 1/14/42 frm. F.D.R.
Memo for Mr. Lovett, 1/19/42 frm. Mr. Patterson.
Memo for Mr. Patterson frm. Mr. Lovett 1/12/42
Memo for Ch. of Bur. of Aero. 1/17/42 frm Gen. Arnold w/ Ex. "A"

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

SUBJECT: Proposed Division of Navy & Army Responsibility for Aircraft Production.

NO.	FROM	TO	DATE	COMMENTS
				Memo for Mr. Knudsen, 1/17/42 frm. Gen. Arnold /w/ Ex. "A"
				Memo for Ch. of the AC /w/ Appendix A & B
				Memo for Gen. Arnold frm. Col. George undated, /w/ Tab 1, 2, 3, and 4.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 7, 1942

DIRECTIVE MEMO FOR: A-4

SUBJECT: The President's Directive on Production.

1. For necessary action in your division, and Transmittal to Chief of the Air Corps for compliance.

By direction of the Chief of the Air Staff:

C.E. Duncan,
Lieut. Colonel, Air Corps
Secretary of the Air Staff.

CED:arl.

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WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
Washington, D.C.

January 5th, 1942.

MEMORANDUM TO CHIEF OF ORDNANCE
CHIEF OF AIR CORPS.

Attached is a copy of a letter from the President to the Secretary of War, dated January third.

New and increased objectives are stated for production of aircraft and of a number of ordnance items.

Prompt measures will be taken by you to attain the objectives stated by the President.

/s/ Robert P. Paterson
Under Secretary of War.

Copy to the Chief of the
Production Branch.

Copy to the Chief of the Planning Branch

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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: 452.1 (254)

Item(s) and Security Classification:

1. Memorandum, FDR to Mr. Patterson, 1/14/42, 1p. S.
   Originating Agency: White House

PK ADW 1994 10-5-76

Reviewer Date

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DOD Dir. 5200.9 & 30 June 1974
By CDR, NARS, Date 19/5/76

January 19th, 1942.

MEMORANDUM FOR MR. LOVETT:

The President has approved the distribution of combat aircraft for 1942 and 1943 as recommended by the Army and Navy.

A copy of my letter to the President under date of January 12th is attached. The President has advised me that the distribution may stand as set in the letter.

Please advise the Air Corps accordingly, and also advise the Navy.

(signed) Robert P. Patterson

ROBERT P. PATTERSON,
Under Secretary of War.

rpp:lm

Copy to General Knudsen
Copy to Colonel Young

Encl. Let. to President
January 12, 1942

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DOD Dir.
By [illegible] NLC, Date 10/5/76
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January 12, 1942

MEMORANDUM FOR THE UNDER SECRETARY OF WAR

I give you below distribution between Army and Navy of the total airplane production target set up in the President's letter of January 3, 1942. I suggest that the following be incorporated in the letter you propose writing on this subject:

"In accordance with the President's directive of January 3, 1942, the target production figure of 45,000 combat type planes for 1942 and 100,000 for 1943 has been distributed between the Army and Navy as follows:

1942

Letter of January 3, 1942

Item	Total No.	Army	Navy
Long Range, Heavy and Medium Bombers	11,300	9,780	1,520
Light, Dive, Torpedo and Scout Bombers	11,000	7,270	3,730
Pursuits	16,000	14,350	1,650
Observation & Transports	6,700	3,430	3,270
TOTALS:	45,000	34,830	10,170

1943

Letter of January 3, 1942

Item	Total No.	Army	Navy
Long Range, Heavy and Medium Bombers	30,000	26,190	3,810
Light, Dive, Torpedo and Scout Bombers	17,000	9,160	7,840
Pursuits	38,000	30,600	7,400
Observation & Transports	15,000	12,260	2,740
TOTALS:	100,000	78,210	21,790

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Every effort will be made to reach these goals.

The directive of January 3, 1943 gives to the Army and Navy the right to readjust as between types. British contracts and Defense Aid contracts for Army types and their special types have necessarily been absorbed in the above figures. Consequently, the allocation by types of planes of the Army's share of the total production figure will have to be made later in the light of strategic needs for the combined effort. This distribution will be made as soon as possible. Therefore, the present table shown above does not represent the Army's ultimate selection of types or quantities to be scheduled.

ROBERT A. LOVETT
Assistant Secretary of War for Air

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DOD Dir
By [illegible] NLC, Date 10/5/76

1/17/42

MEMORANDUM FOR CHIEF OF BUREAU OF AERONAUTICS

Subject: Proposed Division of Navy and Army Responsibility for Aircraft Production.

1. There is attached hereto for your consideration and for discussion a draft of a proposal for dividing between the Navy and the Army the responsibility for technical supervision and the procurement responsibility incident to the President's aircraft production program.

2. It is suggested that personnel of the Plans Division of the Bureau of Aeronautics meet with personnel of the Air Staff of the Army Air Forces to compose any differences of opinion which may now exist on this matter.

3. The tabulation of anticipated requirements by the Navy for Heavy Bombers and Medium Bombers should not be interpreted as meaning that there has been any change in the basic agreements regarding the operation of these types by the Army and the Navy.

H.H. ARNOLD,
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

Incl.
"Exhibit A"

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PROPOSED DIVISION OF ARMY-NAVY PRODUCTION REQUIREMENTS FOR
EMERGENCY AIRCRAFT PROGRAM

	1942			1943		
	Navy	Army	Total	Navy	Army	Total
Heavy Bomber, 4 eng.	(200)*	2000	2000	(200)*	6000	6000
Patrol Bomber, 4 eng.	100	-	100	600	-	600
Medium Bomber, 2 eng.	(400)*	6400	6400	(800)*	16800	16800
Patrol Bomber, 2 eng.	1400	(100)**	1400	2800	(200)**	2800
Total Long Range Bombers	1500	8700	10200	3210	22800	26010
Light Bomber, 2 eng.	-	2970	2970	-	4100	4100
Light Bomber, Dbf, 1 eng.	2700	(700)** 1200	3900	7200	(1000)** 8000	15200
Total Short Range Bombers	2700	7170	9870	7200	12100	19300
Pursuit 2 and 1 eng.	-	14280	14280	-	30600	30600
Fighter 1 eng.	1600	-	1600	7400	-	7400
Total Pursuit & Fighter	1600	14280	15880	7400	30600	38000
Transport 4 eng.	30	70	100	(30)* 150	1000	1150
Transport 2 eng.	(300)*	1850	1850	(800)*	8700	8700
Transport 1 eng.	300	700	1000	800	2000	2800
Total Transport	300	2700	3000	800	8700	9500
Observation Scout	2970	-	2970	2240	-	2240
Observation & Liaison	-	700	700	-	2800	2800
Total Observation & Liaison	2970	700	3700	2240	2800	5040
Total Transport & Observation	3270	3400	6670	3040	11500	14540
Grand Total Tactical types	10170	34080	44250	21750	76410	98160

* Indicates Navy desire for allotment of Army type airplanes.

** Indicates Army desire for allotment of Navy type airplanes

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Revised 1/20/42

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DOD Dir
By [illegible] NSC Date 10/5/76
OAB

January 17, 1942

MEMORANDUM FOR MR. KNUDSEN:

Subject: Preliminary Estimate-Army Airplane Delivery Objective for Calendar Years 1942 and 1943

1. There is attached hereto as "Exhibit A" a tabulation indicating the procurement objective of the Army Air Forces for Tactical airplanes for the Calendar Years 1942 and 1943, under the directive recently issued by the President. Our studies of the problem have not been completed and it may be necessary later to make minor changes in the distribution between types.

2. Discussions are now in progress with the Navy on the proposed division of Army-Navy responsibility. There may be some minor shifts in the quantities indicated for Army or Navy cognizance.

3. We ask that in planning for the necessary expansion of productive capacity the Office of Production Management Personnel bear in mind these secondary considerations:

a. The Air Force prefers bombers with a 2000 mile radius of action.

b. The Air Force prefers long-range (2000 mile) transports.

We ask that plans be made for the production of all the 2000 mile radius bombers and all the 2000 mile range transports that can be secured under the directive. In expanding plant capacity the structures provided should be large enough to house the largest airplanes now under consideration for production.

4. Training airplane requirements will be presented in separate correspondence.

H.H. ARNOLD
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

Incl.
"Exhibit A"

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DOD ltrs
E.O. 12356, Sec. 3.3 & 20 June 1974
By ajb NARS, Date 10/5/76
OPD

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: President's Aircraft Program 1942-1943.

1. Reference is made to a directive contained in letter Subject: President's Airplane Program 1942-1943, dated January 17, 1942, addressed to the Chief of the Air Corps, signed by the Assistant Air Adjutant General, copy attached, Appendix B

2. In view of the fact that a distribution of Army and Navy cognizance which differed from that of the above mentioned directive has been submitted to the President and approved by him, the instructions of the original directive to the Chief of the Air Corps are hereby amended to the extent necessary to conform to the division of cognizance between the Army and Navy as approved by the President on January 14, 1942.

3. To insure the attainment of the airplane delivery objective as established by the President, it is directed that the Air Corps insure procurement and delivery of the numbers of airplanes listed in the Army cognizance columns of the tabulation attached hereto as Appendix A.

4. Of the heavy bombers to be procured, the maximum number possible must be of the 2000 mile radius types (B-29, B-32, B-38).

5. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff.

Incl: 6
Appendix A: Table Indicating the Proposed Division Army-Navy
B Production Cognizance
Appendix B: A Copy of Original Directive Re: President's
Airplane Program 1942-1943.

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PROPOSED DIVISION OF ARMY-NAVY PRODUCTION CORRIGANDA FOR
EMERGENCY AIRCRAFT PROGRAM

	1942			1943		
	Navy	Army	Total	Navy	Army	Total
Heavy Bomber, 4 eng.	(200)*	2800	2800	(200)*	9600	9600
Patrol Bomber, 4 eng.	100	-	100	600	-	600
Medium Bomber, 2 eng.	(480)*	6480	6480	(800)*	16800	16800
Patrol Bomber, 2 eng.	1452	(100)**	1452	2810	(200)**	2810
Total Long Range Bombers	1520	9780	11300	2810	26190	29000
Light Bomber, 2 eng.	-	8970	8970	-	4160	4160
Light Bomber, DBF 1 eng.	2520	(700)** 1520	4040	2940	(1000)** 8000	10940
Total Short Range Bombers	2520	7970	11010	2940	9160	15100
Pursuit 2 and 1 eng.	-	14550	14550	-	30000	30000
Fighter 1 eng.	1452	-	1452	2400	-	2400
Total Pursuit & Fighter	1452	14550	16002	2400	30000	32400
Transport 4 eng.	30	70	100	(80)* 180	1000	1180
Transport 2 eng.	(250)*	1850	1850	(800)*	8700	8700
Transport 1 eng.	250	250	1050	250	2000	2250
Total Transport	800	2700	3000	800	8700	9500
Observation Scout	2970	-	2970	2840	-	2840
Observation & Liaison	-	250	250	-	2800	2800
Total Observation & Liaison	2970	720	3700	2840	2800	5600
Total Transport &Observation	3520	3420	6700	3240	11500	15100
Grand Total Tactical types	10170	34020	48000	21790	78210	100000

* Indicates Navy desire for allotment of Army type airplanes.

** Indicates Army desire for allotment of Navy type airplanes.

These figures jibe with Mr. Lovett's EOL Revised 1/30/42

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Appendix "A"

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DOD Dirs.
[illegible] 20 June 1974
[illegible] LC; Date 10/5/76

[redacted]

[redacted]

Subject: President's Airplane Program [illegible]

To: Chief of Air Corps.

1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the objections are stated objecting [illegible] the United States Navy's industry to [illegible] for the Calendar Years 1940 and 1941.

2. To insure the attainment of that objective it is directed that the Air Corps procure and retain delivery of the following numbers of airplanes:

Army Bomber 4 eng.	[redacted]	[redacted]
Medium Bomber 2 eng.		
Navy Long Range Bombers		
Reserved for Navy		
Program Total Long Range Bombers		
Light Bomber 2 eng.		
Light Bomber (A) 1 eng.		
Total Light Range Bombers		
Reserved for Navy		
Program Total Short Range Bombers		
Pursuit 2 and 1 eng.		
Reserved for Navy		
Program Total Pursuit		
Transport 4 eng.		
Transports 2 eng.		
Transports 1 eng.		
Observation, Medium		
Total Observation and Transport		
Reserved for Navy		
Program Total Obs. & Transport		
Total Army		
Total Navy		
Grand Total Tactical Types		

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This is the old directive to the OCAC.

copy.

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Appendix "B"

Col.

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3. If the heavy bombers are to be employed, the highest number possible must be of the B-29 and B-32 type (A-2A, A-2B, A-2C).

4. Deviation from the procurement objective outlined above will not be made without concurrence in writing from the Air War Plans Division, AAF Staff.

By command of Lieutenant General ARNOLD:

JAMES H. BURNS,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

Incl:
Ltr. Sec. President 1/8/42
to Sec/War.

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Appendix "B"

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD Dir.
By [illegible] Date 10/5/76
9/18

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Transfer of Heavy and Medium Bombardment Planes to the Navy.

1. Basis for the Proposal. Reference is made to Admiral Towers' request for transfer of approximately two hundred B-24's and nine hundred B-25's and B-26's to the Navy. The use to which the Navy proposes to put these planes is unknown. It is assumed that such planes would be used for:

a. Support of the Fleet in protection of sea lanes.

b. Operations under Marine Corps in defense of Island bases.

2. Support for resisting the proposed diversion is outlined in the following discussion:

a. Joint Action of the Army and Navy.

(1) The responsibility of the Navy in the protection of "the sea lanes vital to the U.S., thereby contributing to the defense of the coastal frontiers" is recognized. (Par. 19 c).

(2) The fact that "neither service will attempt to restrict in any way the means and weapons used by the other service in carrying out its functions — nor restrict the area of operations of the other" is also clear. (Par.4c(1)&(2).

(3) As these provisions are stated in Joint Action of the Army and the Navy and are accepted, then the following provisions must be accepted as having equal weight:

(a) The Army in defense of coastal frontiers will provide and maintain aircraft in support or in lieu

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of naval forces. (Par. 19 d (2) & (3))

(b) Available air strength (of the Army and Navy respectively) should therefore be used whenever possible by either service in support of the other. (Par 20 b)

(c) A secondary function of the air component of the Army is air operations in support of or in lieu of Naval forces. (Par. 22 a (3))

(4) As a provision to minimize duplication, the Army is required to provide all types of aircraft for use for its own missions, or in supporting Naval forces to assure freedom of action of the Fleet. (Par. 23 a)

(5) Summary:

(a) The Army has a prescribed and definite responsibility in the use of its aviation in support or in lieu of the Fleet, as well as for primary air force responsibilities.

(b) Until such time as the types of aircraft desired by the Navy are adequate to fulfill the Army responsibilities noted above and to provide those types in the quantity necessary for our allies, no diversions should be made to the Navy.

(c) The Army will provide the support required by the Navy within limitations imposed by available aircraft. If the quantity of the long and medium range land based bombardment aircraft is not adequate to meet the demands, then the transfer of these types to the Navy will not solve the shortage.

(d) The Army will agree that such Army aircraft operating in support of the Navy shall be coordinated by the exercise of unity of command vested in the Navy.

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(c) Therefore, the Navy has no sound basis for demanding the diversion of Army bombardment aircraft.

b. Joint Army and Navy Basic War Plan, Rainbow No. 5. Throughout this War Plan the Army is responsible to conduct from occupied bases, air operations in support or in lieu of Naval forces for the protection of the sea communications of the Associated Powers. (Par. 28 g and 33 g) This supports the contention that the Army has a responsibility for aerial operations for the protection of sea communications.

g. Availability of Aircraft for Diversion to the Navy.

(1) Heavy Bombers.

(a) Estimated total deliveries of B-24's to June will be 230 planes. Diversion of 200 to the Navy would be suicidal to our own air program.

(b) The estimated total deliveries of heavy bombers for the calendar year 1942, less attrition of slightly over 3%, will be 1,360. This number is only sufficient to equip the 34 heavy groups set up and makes no provision for essential depot reserve.

(c) The estimated delivery of heavy bombers for defense aid is 589. Our Allies need every one of these planes.

(2) Medium Bombers.

We require 2429 medium bombers for combat groups, observation squadrons, training centers and for depot reserve and attrition. The expected Air Corps delivery for 1942 is only 1557 medium bombers--a probable shortage, without further diversion, of some 850 airplanes.

(3) Summary.

There are no heavy or medium bombers available for diversion to the Navy.

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d. Possible argument that planes supporting the Navy should be flown by Naval officers.

(1) The Navy may insist that the protection of sea communications requires that the planes involved be flown by Navy personnel--this for the reason that Army personnel cannot be trained to recognize types of vessels.

(2) Who would fly 1100 Army bombers if they were turned over to the Navy--old experienced Naval aviators? On the contrary, the pilots would be no more experienced than Army pilots. Army pilots are being trained to recognize Naval vessels and can perform this job as well as the Naval pilots.

(3) The efficiency of Army pilots in recognizing hostile Naval vessels and attacking them has been demonstrated in the Far East. Inability of Army pilots can hardly be advanced as an argument against Army air support of the Navy in protecting sea lanes under Navy unity of command.

3. a. The Army has requested Navy dive bomber types which have been made available because the Navy had them. However, when the Army requested Navy torpedo planes to the extent of a group, the Navy strongly and successfully resisted the diversion.

b. The Army has refrained from developing and equipping its units in the Caribbean area with flying boats. It has not demanded diversion of aircraft carriers which will be needed in certain projected overseas operations to ferry Army aircraft. The Army has refrained from action which would involve duplication, to the greatest extent possible.

4. List of tabs.

Tab No. 1. Pertinent extracts from "Joint Action of the Army and Navy".

Tab No. 2. Pertinent extracts from "Joint Army and Navy Basic War Plan, Rainbow No. 5".

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Tab No. 3. Memorandum relative to availability of heavy and medium bombers.

Tab No. 4. Army allocations (estimated) of heavy and medium bombers.

H.L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

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References Re: Denying Navy use of Army Airplanes

Joint Action

Match cut for paragraph 4a, page 1 which says:

"Navy performs functions that normally pertain to sea operations. The air forces of the Navy are an integral part of the sea forces. The Marine Corps is likewise an integral part of the sea forces. Land and sea operations each include air operations connected and coordinated therewith."

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Paragraph 4c (1) & (2) Page 2

"Neither service will attempt to restrict in any way the means and weapons used by the other service in carrying out its functions.——nor restrict the area of operations of the other."

Paragraph 5a (2) Page 2

Functions of the Army—"To defend the continental U.S. and its oversea possessions, to include the defenses of all permanent naval bases."

Paragraph 5 b (2) Page 3

Additional functions of Army————

"To conduct operations in support of our Navy for establishment and defense of naval bases."

Paragraph 6b (3) Page 3

Additional functions of Navy————

"To seize, establish and defend until relieved by Army forces, advanced naval bases."

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Paragraph 18b (1) (c) Page 12

Army tasks in joint overseas movements.——

"To lend in readiness for operation such aircraft and armament as can be made available to assist The Navy during the movement at sea or in landing operations"

Watch out for Paragraph 18b (2) (b) 3. Page 12

Navy tasks in joint overseas movements.

"To provide security for transports at sea."

Paragraph 19 c (1) Page 14

Specific function of Army in defense of coastal frontier——"To provide and operate mobile land and air forces required for the direct defense of the coast."

Paragraph 19d (2) & (3) Page 14

The Army in defense of coastal frontier will provide, operate and maintain——

(2)"Aircraft operating in support of harbor defenses; in general coastal frontier defense; in support of or in lieu of naval forces.

(3)A communication and intelligence system to include an aircraft warning service."

Paragraph 19e, Page 14.

"The general function of the Navy in Coastal frontier defense is to conduct naval operations to gain and maintain control of vital sea areas and to protect the sea lanes vital to the U.S. thereby contributing to the defense of the Coastal frontiers."

Watch out for Paragraph 19g (1) (a) and (d) Page 15

"In carrying out these functions the Navy

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provide and operate (a) a system of offshore scouting and patrol, to give timely warning of air attack, and in addition, forces to operate against enemy forces in the vicinity of the coast."

(c) Inshore patrols for the protection of mine fields and underwater obstructions other than beach defenses; for the control and protection of shipping in passage through defensive sea areas; for the control of shipping in defensive coastal areas; and for the prevention of enemy mining and submarine operations."

NOTE. We have always interpreted these offshore and inshore patrols to be air patrols. This is the wrong interpretation. This is surface vessel patrol. If it had meant air patrols it would have said so as it did in the case of the Army (par. 19 d. (2) page 14)

Correction:— Later reference is made to

Watch out for Paragraph 20 a (1) and (2) page 17

General functions of Army and Navy air components.—"(1) The air component of the Army conducts air operations over the land and such air operations over the sea as are incident to the accomplishment of Army functions"

(2) "The air component of the Navy conducts air operations over the sea and such air operations over the land as are incident to the accomplishment of Navy functions.

Paragraph 20 b & c, Page 17.

b.—"Available air strength should therefore be used whenever possible by either service in support of the other."

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(c) "Army aircraft may temporarily execute Navy functions in support of or in lieu of Navy forces and conversely——."

Paragraph 21 b (1) and (2) page 17 and 18.

Primary functions——(1) "The Army air component to operate as air Arm of the mobile Army both in the conduct of air operations over the land in support of land operations and in the conduct of air operations over the sea in direct defense of the coast."

(2) "The Navy air component to operate as an air arm of the Fleet."

Paragrph 22 a (3) Page 18

Secondary functions of air component of Army — "Air operations in support of or in lieu of naval forces."

Paragraph 22 b (1) & (2) Page 18

Secondary functions of air component of Navy —

(1) "Air operations by aircraft forming part of naval local defense forces, for the patrol of the coastal zones and for the protection of shipping therein.

(2) "Air operations in support of or in lieu of Army forces."

Paragraph 23 Page 18

Provisions to minimize duplication——

a. "Functions assigned to Army air component require Army to provide aircraft for use— in repelling air raids directed at shore objectives—or in support of naval forces to assure freedom of action of fleet."

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b. "Navy---provide---aircraft for---ops from shore bases for observation, scouting, and patrolling over the sea, and for protection of shipping in the coastal zones. These aircraft may be required to operate effectively over one sea to the maximum distance within one capacity of aircraft development."

(c)(d)(e) To prevent overlap in use of production or when production is insufficient contact Joint Board and Aeronautical Board.

Paragraph 32 c (3) Page 42.

In defense of coastal frontiers Army Mobile Forces"including air forces to provide covering or out-post forces for initial coastal frontier defense---and additional forces to defeat landing attacks and air attacks-------"

Paragraph 32 d Page 42

Navy and Coastal frontier Defense "In case of hostile major over-seas movements against our coast the Fleet if present---and if it engages the enemy should be supported by all land based air craft available."

Paragraph 32 f Page 43

Relation of Army Air Force to coastal frontier defense "In enemy attacks along our coast Army and Navy aviation will over-lap Army air craft will necessarily operate over the sea and Navy may at times operate over the land. No restriction will be placed upon complete freedom of either service to utilize against the enemy full power of all air craft available." (b)"Army Air Corps

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operates along the coast——operations may arise when the GHQ Air Forces may act in conjunction with Naval Forces under temporary direction of Naval Commander or CO."

(e) "In absence of the Fleet primary responsibility of securing information of hostile Fleet movements rests with Naval District Forces, supplemented by Army Air Corps units. Regardless of presence or absence of Fleet GHQ Air Force retains responsibility for reconnaissance essential to its combat efficiency." (f) "In the absence of sufficient Naval forces to engage the enemy at sea a major attack upon the coast may develop requiring utilization of GHQ Air Forces in 3 phases as follows: (1) Reconnaissance over the sea and attack of enemy elements (2) Support of artillery by air craft from the time the enemy comes within range of ground weapons (3) Air operation in connection with use of all arms on coastal frontier.

Paragraph 32 g (2) (b)

The Navy-offshore patrol "may be composed of ——air craft——to patrol the coastal zone outside of those parts assigned to the inshore patrol——to report an attack enemy forces sited." (c) The Naval local defense force of a Naval District may comprise——the escort force which may be composed of any suitable and available naval force charged with the duty of protecting convoy's within the Naval District Waters.

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Note: A Naval District is a military and administrative command ashore established to decentralize Navy Department's function with respect to control of shipping in the coastal zones and the shore activities outside the Navy Department proper. The limits of Navy District extend to seaward so as to include the coast-wise sea lanes.

Paragraph 32 h (2) (d) "The Army is responsible for the defense against aerial attack of all military and Naval facilities ashore within a harbor area."

Watch out for Paragraph 75 Page 88

Reference joint overseas expeditions "The Navy is always responsible for the protection of the oversea lines of supply."

Paragraph 92 c Page 100

Employment of Air Forces in joint overseas expeditions "Army Air units enter action as early as possible however, Army air activities will be restricted until suitable land bases are secured---the Navy Air Force will be prepared to take over close assist and missions usually Army air units include Infantry Liaison, artillery adjustment and etc.---and will continue until the various classes of Army air units are available. Army observers will be utilized if practical and Naval planes in such operations."

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References Re: Denying Navy use of Army Airplanes.

Joint Army and Navy Basic War Plan, Rainbow #5, Revision #1

Paragraph 28 c Page 10

Army Tasks in Western Atlantic area—

"From occupied bases conduct air operation in support of or in lieu of Naval Forces for the protection of the sea communications of the Associated Powers; and for the destruction of Axis armed forces and sea communications"

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DOD Dir. 5200.9, 27 Sep 1958
By [illegible] Date 10/5/76

Paragraph 30 a

Navy tasks in Western Atlantic area—

"Protect the sea communications of the Associated Powers by escorting, covering, and patrolling, and by destroying enemy raiding forces."

C "Protect the territory of the Associated Powers and prevent the extension of enemy military power into the Western Hemisphere by destroying hostile expeditionary forces and by supporting land and air forces and denying the enemy the use of land positions in that hemisphere.

Paragraph 33 A

Army tasks in Pacific area—same as in Atlantic area.

C "From occupied bases conduct air operation in support of or in lieu of Naval Forces for the protection of sea communications of the Associated Powers; and for the destruction of Axis armed forces and sea communications; support the Navy in the capture

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and establishment of control over the Caroline and Marshall Island by air operation within tactical operating radius of Army and Navy air bases equipped for effective operations by Army Air Forces."

Paragraph 35 E

Navy tasks in Pacific Area. "Protection the territory of the Associated Powers within the Pacific area and prevent the extension of enemy military power into the Western Hemisphere by destroying hostile expeditions and by supporting land and air forces and denying the enemy the use of land positions in that hemisphere.

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NND 94
By [illegible] NARA Date 10/5/94

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Allocation of 200 B-24's and 900 B-25's to the Navy.

1. The total deliveries of B-24's to include June 1942 under present commitments will be 230 planes. The proposed diversion of 200 of these planes to the Navy will be suicidal to our own program.

2. Throughout the entire year there will exist an acute shortage of heavy bombers in meeting the approved Army Air Force expansion program. The building-up of any airplane reserve will not be possible during this year even though no further diversions are made. The heavy bomber situation will, therefore, remain acute throughout this year.

3. The Air Force expansion for 1942 has been projected to meet minimum requirements and should, therefore, not be further curtailed by diversions.

4. In the allocation of combat aircraft to date the Navy has been generously provided by industry with the production of aircraft of Navy design to satisfy Navy needs, - an advantage which has not been obtained to date for the Army Air Forces. Therefore, if Naval concept has resulted in unbalanced and ineffective equipment with which to carry out their tasks and those tasks are now of primary and immediate importance, it would appear sound and logical that the Army Air Force be assigned the task with its own equipment of supporting and augmenting Naval operations.

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5. If we are to satisfy the minimum needs of our combat, observation and training activities in 1942, on which our further expansion in 1943 is vitally dependent, our situation in medium bombers is equally acute. These requirements summarize as follows:

For combat groups	798
For observation Squadrons	180
For training centers	376
TOTAL	1855
Reserve	489
Attrition (computed)	587
GRAND TOTAL	2439

6. Against the above requirement is the present expected Air Corps delivery for 1942 of 1557 airplanes. This will result in a probable shortage, without further diversion, of some 850 airplanes.

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HEAVY BOMBERS
1942
TACTICAL FLOW

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	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
[illegible] Forward	190	210	250	330	420	498	587	708	791	921	1041	1191
[illegible] during month	39	60	100	114	103	115	152	122	170	172	193	217
TOTAL	229	270	351	444	523	613	739	830	961	1093	1234	1408
Attrition	19	20	20	24	25	26	31	39	40	42	43	48
Available end of month	210	250	330	420	498	587	708	791	921	1041	1191	1360
No. Groups Scheduled	14	14	14	14	14	14	18	20	23	26	30	34
No. Planes per Group	40	40	40	40	40	40	40	40	40	40	40	40
No. Planes Required	560	560	560	560	560	560	720	800	920	1040	1200	1360
[illegible] Planes Available	210	250	330	420	498	587	708	791	921	1041	1191	1360
Reserve						27			+1	+1		0
Deficit	-350	-310	-230	-140	-62		-12	-9			-9	

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MONTH BUILDING
1942
TACTICAL PLAN

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Planes Forward	323	319	393	457	500	554	675	765	931	1165	1164	1311
Received during month	27	45	155	74	85	154	125	203	271	36	188	187
TOTAL	350	364	488	531	585	708	800	968	1202	1203	1352	1498
Attrition	31	31	31	31	31	33	35	37	37	39	41	41
Available end of month	319	333	457	500	554	675	765	931	1165	1164	1311	1457
No. Groups Scheduled	7	7	7	7	8	9	9	10	10	11	11	12
No. Planes per Group	57	57	57	57	57	57	57	57	57	57	57	57
No. Planes Required	399	399	399	399	456	513	513	570	570	627	627	684
Planes Available	319	333	457	500	554	675	765	931	1165	1164	1311	1457
Reserve			+58	+101	98	162	252	361	595	537	684	773
Deficit	-80	-66										

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LIGHT HOUSES
1942
SECTIONAL FLOW

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	34	48	48	307	552	590	649	789	1096	1361	1595	1708
	30	40	50	67	60	61	177	278	368	272	171	8
TOTAL	64	88	98	374	612	671	826	1071	1398	1633	1766	1710
	28	22	22	22	22	22	33	35	37	48	48	48
	408	429	507	552	590	649	793	1096	1361	1585	1708	1662
	7	7	7	7	7	7	8	9	10	10	10	10
	57	57	57	57	57	57	57	57	57	57	57	57
	349	359	358	399	399	399	456	513	570	570	570	570
	408	429	507	552	590	649	793	1096	1361	1585	1708	1662
	5	30	108	153	191	250	337	523	771	1015	1138	1096

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PURSUIT
1942
TACTICAL FLOW

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Balance Forward	1288	1385	1494	1569	1714	1955	2278	2826	3078	3377	3742	4109
Received during month	217	229	207	279	377	461	688	394	445	513	517	489
TOTAL	1505	1614	1701	1848	2091	2416	2966	3220	3523	3890	4259	4598
Attrition	120	120	132	134	136	138	140	142	146	148	150	152
Available end of month	1385	1494	1569	1714	1955	2278	2826	3078	3377	3742	4109	4446
No. Groups Scheduled	24	24	24	24	25	26	27	28	29	30	31	31
No. Planes per Group	80	80	80	80	80	80	80	80	80	80	80	80
No. Planes Required	1920	1920	1920	1920	2000	2080	2160	2240	2320	2400	2480	2480
No. Planes Available	1385	1494	1569	1714	1955	2278	2826	3078	3377	3742	4109	4444
Reserve						198	666	838	1057	1342	1629	1964
Deficit	-535	-426	-351	-206	-45							

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OBSERVATION
1942
TACTICAL PLAN

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	11 0	11 0	11 0	11 0	11 0	11 0	11 1	12 0	12 1	13 0	13 1	14
	11	11	11	11	11	11	12	12	13	13	14	15
	825 216	825 216	825 216	825 216	825 216	825 216	900 225	900 225	975 262	975 262	1050 263	1050 263
	41	41	41	41	41	41	41	45	45	49	49	49
	41	41	41	41	41	41	116	45	120	49	124	124
	1041	1041	1041	1041	1041	1041	1125	1125	1241	1241	1313	1313
	57 14 14	57 14 14	57 14 14	57 14 14	57 14 14	57 14 14	84 23 23	84 15 15	98 23 23	98 15 15	98 23 23	98 23 23

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TRAINING
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OPERATIONAL PLAN
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- ARMY -

UNIT STATUS	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Group Strength	6	6	6	6	6	7	7	8	8	9	10	11
Attrition During Month	0	0	0	0	1	0	1	0	1	1	1	1
TOTAL	6	6	6	6	7	7	8	8	9	10	11	12
Assigned Strength	200	208	217	262	332	409	470	525	582	636	692	738
Enlistments During Month	12	25	96	83	90	76	70	74	72	75	61	43
TOTAL	212	227	273	345	422	485	540	599	663	711	773	784
Monthly Attrition	10	10	11	13	13	15	15	17	17	19	21	23
NET BALANCE	202	217	262	332	409	470	525	582	646	692	752	771
Army Strength	252	252	252	252	294	294	336	336	378	420	462	504
In National Reserve	63	63	63	63	74	74	84	84	95	105	116	126
TOTAL	315	315	315	315	368	368	420	420	473	525	578	630
Deficit	-113	-98	-53	17	41	102	105	162	169	167	174	146
Attrition Rate %												

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DOD Dir. 5200.9, June 16th
Ch. Ltr. Dated 10/5/76
OAG

(Air AG)

A G 275

February 5, 1942

SECRET
BY AUTHORITY OF THE
CHIEF OF THE AIR FORCE
DATE INITIALS

SUBJECT: Air Refueling of Heavy Bombardment Aircraft

TO : The Chief of the Air Corps

1. In view of the fact that critical hostile objectives now lie beyond the limit of the tactical radius of operation of current production heavy bombardment land based aircraft, it is directed that the Materiel Division initiate, with the least practicable delay, studies based on the possibilities of refueling in the air the B-24 type airplane from a water based airplane such as the Consolidated PBY type.

2. The problem should be divided into the following phases:

a. Phase I - An outline of modifications necessary in the B-24 type airplane, including such items as extra tankage, refueling inlet, attaching devices, plumbing, problems of fuel transfer both from the refueling airplane and within the airplane being refueled, and length of time such installation would require.

b. Phase II - Installation of equipment.

c. Phase III - Test

3. Following completion of studies outlined in 2a above, the results of studies will be submitted to this office for determination as to operational feasibility and determination of desirability of continuing with Phase II and III.

4. The A-3 Division of the Air Staff will provide the necessary aircraft for installation and test in the event consideration of Phase I results indicate further procedure is practical and desirable.

By command of Lieutenant General ARNOLD:

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

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

	A-1	A-2	A-3	A-4	A-WPD	
WJF					✓	
GMC GSC						

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

JAN 29 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Air Refueling of Heavy Bombardment Aircraft.

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 critical hostile objectives now lie beyond the limit of the tactical radius of operation of current production heavy bombardment land based aircraft, it is desirable that the Material Division initiate, with the least practicable delay, studies based on the possibilities of refueling in the air the B-24 type airplane from a water based airplane such as the Consolidated PBY type.

2. The problem should be divided into the following phases:

a. Phase I - An outline of modifications necessary in the B-24 type airplane, including such items as extra tankage, refueling inlet, attaching devices, plumbing, problems of fuel transfer both from the refueling airplane and within the airplane being refueled, and length of time such installation would require.

b. Phase II - Installation of equipment.

c. Phase III - Test.

3. Following completion of studies outlined in 2a above, the results of studies will be submitted to the Air Staff this office for determination as to operational feasibility and determination of desirability of continuing with Phases II and III.

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4. The A-3 Division of the Air Staff will provide the necessary aircraft for installation and test in the event consideration of Phase I results indicates further procedure is practical and desirable.

For the Chief of the Air Staff:

H. A. CRAIG,
Colonel, Air Corps,
Acting Assistant Chief of the Air Staff, AWPD.

Concurrence:
A-3 Division ( )

Hq. Air
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February 26, 1942

MEMORANDUM TO GENERAL HARMON:

RECAPITULATION OF AFCC AIRCRAFT STATUS REPORT
OF FEBRUARY 25, 1942

COMBAT UNITS

	Total	Grounded	% Grounded
Eastern	229	73	32%
Western	340	55	16%
AFCC	483	133	28%
Total	1052	261	25%

AIR SUPPORT UNITS

Eastern	176	42	24%
Western	85	18	21%
AFCC	165	31	19%
Total	426	91	21%

MAPPING & PHOTO

AFCC	25	10	40%

AIR BASE UNITS

Eastern	58	36	62%
Western	30	9	30%
AFCC	89	67	75%
Total	177	112	63%

SUB-DEPOTS

Eastern	54	49	91%
Western	105	102	97%
AFCC	82	59	72%
Total	241	210	87%

22% of total are in Air Base Units and Sub-Depots.

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OUTSTANDING COMBAT UNITS

		Total	% Grounded
Eastern	92nd Recon. Sqd. A-29's	10	10%
Western	16th Recon. Sqd. A-29's	11	0%
AFCC	20th Pur. Grp. P-40's, P-39's	48	10%

(Units enroute where status unknown are not considered for outstanding units.)

Twenty-three (23) B-26's being prepared for shipment at Jackson Air Base.

Nineteen (19) P-40E's being uncrated at Meridian.

R. D. Mateer, Major A.C.

Henry J. F. Miller,
Brig. Gen., U.S. Army,
Assistant for Supply & Main. Ser.

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February 23, 1942

MEMORANDUM TO GENERAL HARMON:

RECAPITULATION OF AFCC AIRCRAFT STATUS REPORT OF FEBRUARY 23, 1942

COMBAT UNITS

	Total	Grounded	% Grounded
Eastern	226	85	37%
Western	342	76	22%
AFCC	516	120	23%
Total	1084	281	26%

AIR SUPPORT UNITS

Eastern	170	38	22%
Western	86	30	35%
AFCC	145	33	23%
Total	401	101	25%

MAPPING & PHOTO

AFCC	26	10	38%

AIR BASE UNITS

Eastern	101	76	75%
Western	117	96	82%
AFCC	178	114	64%
Total	396	286	72%

21% of total Airplanes are in Air Base Units.

OUTSTANDING COMBAT UNITS

Eastern-92 Recon. Sq.- A-29's	10 total		10%
Western-14 Pursuit Grp. P-66's, P-43's, P-38's	65 "		12%
AFCC 12 Bomb. Grp.- B-25's	12 "		8%

(Units enroute where status unknown are not considered for outstanding units)

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Six (6) P-39's at Boston out of commission because of lack of necessary spindle reinforcements. Parts reported shipped. Seven (7) P-39's out at Bridgeport due to mechanical trouble. Bell representatives have been sent to this station to correct troubles and will be sent to other planes where needed.

Ten (10) B-25's at Westover and three (3) at Mitchell grounded due to inspection of #9 connecting rod.

Twenty-five (25) B-26's at Jackson being prepared for shipment.

Twenty-four (24) P-40's at Meridian being uncrated.

The majority of the sixteen (16) P-40's grounded at Mareh Field are crack-ups.

Sixteen (16) DB-7's out of the fifty-five (55) stationed at Grenier are out of commission due to the change in Primer system. Sixteen (16) DB-7's are also grounded at Will Rogers for the same purpose. It was necessary to inspect these engines for bent rods and when rods were found bent, the engines were returned to Depots for overhaul.

Henry J. F. Miller,
Brig. Gen., U.S. Army,
Assistant for Supply & Main. Ser.

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To: General Harmon

BREAKDOWN OF AIRCRAFT BY TYPES IN AIR BASES AS SHOWN ON AFCC REPORT OF FEBRUARY 22, 1942.

AIR BASE UNITS

	EASTERN	WESTERN	AFCC	
A-29	2	3	1	
A-20C	3		2	
A-17	5	5	3	
A-20A	1		2	
A-24	1			
A-20		3		
A-18			5	
AT-6			1	
DB-7		2		
DB-7B	2			
	14	13	37	
B-23	1	2	1	These being prepared for shipment overseas + Those three also Paddleton for Base inspection. New arrivals
B-26	1	2	27	
B-17E	1		22	
B-18A	2		6	
B-25B	1		3	
B-25A	1			
B-10M	6			
B-10BM	3		1	
BC-1A	1			
B-18	2	4	3	
B-25	10	2	1	
B-10	3			
B-24D			1	
B-17B			2	
	32	10	67	
Spitfire	1			
PQ-8				

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Air Base Units

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	EASTERN	WESTERN	AFCC	
P-43	2	9		
P-36C	1			
P-39D	7		11	
P-40	8	22	8	
P-40C	8			
P-40G	2		1	
P-38	1	19	1	
P-40E	4		7	
P-40E-1	4		29	these being uncrated
P-36		3		
P-39		4		
P-66		11		
P-38E			2	
P-35			7	
P-39C			3	
	37	68	69	
L-58A	4			
L-59	2		1	
L-49		1	1	
LB-30	1		4	
	7	1	6	
O-52	1			
O-47B	1			
O-38B	1			
O-49	1			
OA-4C			1	
O-47A			3	
	4		4	
Obsolete		2		
C-61	1			
C-40	1			
C-33	1			
C-39		2		
C-67		2		
C-45A		1		
	4	5		

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Air Base Units

	EASTERN	WESTERN	AFCC
YFM-1B	1		
XL-58	1		
XL-59	1		
YP-39	1		
YP-43			3
			1
	4		4

H. J. F. MILLER,
Brig. Gen., U.S.A.
Assistant for Supply & Maintenance Ser.

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DOD Dir. 5 Jan. & 29 June 1976
By [illegible] NSC, Date 10/5/76

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MAR 2 1942

AAF/A-2
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VIIIA/cm/r1
(2/28/42)

Air AG 452.1 (3-18)

Memorandum For: Chief, Foreign Liaison Section, G-2

Subject: Facilities for Parachute Troops - Douglas C-47 Airplane

1. Reference is made to a letter No.175 (10-4) addressed to the Foreign Liaison Officer, G-2, War Department, Washington, D.C., by the Canadian Air Attache, Washington, D. C., under date of January 16, 1942 regarding the above mentioned subject.

2. Attached hereto for transmittal to the Canadian Air Attache, Washington, D.C., is one (1) copy of Specification X14-1B covering the Model C-47 "Transport (Cargo) Airplane".

3. In connection with Paragraph two of the referenced communication, facilities for parachute troops are now incorporated in the Douglas C-47 Airplane.

4. Also attached are five copies of receipt for release of drawings, specifications and other documents. Please have the Canadian Air Attache sign and return four (4) copies of receipt to this office; the fifth copy is for his file.

J. T. CLEMENT
Major, Air Corps,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer

2 Incls.
Incl 1 - Spec. X14-1B,
Sept. 3, 1941
Incl 2 - Rcpts (5 cys)

2nd

HEADQUARTERS ARMY AIR FORCES ADDRESSED TO

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Air AG 452.1 (3-18)

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

DECLASSIFIED
DOD Dirs. 5 Sec. & 20 June 1974
By Libby LC, Date 10/5/76

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4726

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

(4-E-4)

SUBJECT: Facilities for Parachute Troops - Douglas C-47 Airplane

TO: Foreign Liaison Section, A-2 Division
Headquarters Army Air Forces
Washington, D. C.

1. Attached herewith is one copy of Specification No. 314-1B, covering the Model C-47 "Transport (Cargo) Airplane" for transmittal to the Canadian Air Attache in response to his letter of January 16, 1942.

2. The above is being furnished you in connection with R & R File No. 4726, dated January 16, 1942, from the Intelligence Division, attached herewith.

3. Receipt covering this transaction and indicating the monetary value of $.00 is likewise attached.

4. With reference to paragraph 2 of letter dated January 16, 1942, from the Canadian Air Attache, you are advised that facilities for Parachute Troops are now incorporated in the Douglas C-47 airplane.

For the Chief of the Air Corps

F. I. Ordway Jr.

F. I. ORDWAY, JR.
Major, Air Corps,
Asst. Exec., Mat. Div.

4 Incls.
Incl. 1 - R & R, File #4726.
Incl. 2 - Cy. ltr. No. 175 (10-4) fr. Can. A.A., dated 1/16/42.
Incl. 3 - Receipt No. DAO-71-203, in quint., dated 2/19/42.
Incl. 4 - Spec. No. 314-1B.

FEB 27 '42 PM

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MAT R-498
A2/1/21 Parachute Troops
an 452.1 (3/8)

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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. 676

Tolley No.

SUBJECT: Facilities for Parachute Troops - Douglas C.47 aeroplane.

16239

No.	FROM	TO	DATE	COMMENTS
1	OCAC Intel	OCAC APS	JAN 23 1942	(2- C-1) LMB/rl 1. Attached is copy of letter No. 175 (10-4) addressed to Foreign Liaison Officer, G-2, War Department, General Staff, Washington, D.C. by the Canadian Air Attache, Washington, D.C. under date of January 16, 1942 concerning above subject. 2. Information is requested upon which to base a reply. JET Lt Col A.C. C/OCAC INTEL. FIS Suspense Date January 31, 1942 1 Incl. Cy Ltr. fr. Can. A.A. No. 175 (10-4) 1/16/42

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MAT R-493
W-6071, AC. Rev. 8/1/41

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COPY

No. 175 (10-4)

January 16, 1942

Dear Sir:

A communication has been received from Air Force Headquarters advising that they now hold specification 314.1, issued September, 1940, dealing with the Douglas C.47 transport aeroplane. It is requested that if a later issue has been published that a copy be made available to Air Force Headquarters, together with any amendments.

Could this office be advised if facilities for parachute troops is now incorporated in the production of the Douglas C.47 aeroplane. ← yes

It would be greatly appreciated if this data could be forwarded to this office for onward transmission to Air Force Headquarters.

Yours sincerely,

(G.V.Walsh)
Air Commodore,
Air Attache

Foreign Liaison Officer,
G-2, War Department General Staff,
Room 2057, Munitions Building,
Washington, D.C.

/mr

MAT-R-418

Incl 2

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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES

DATE INITIALS

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DOD Dir.
E.O. Sec. 10/5/76

(Air AG)

February 25, 1942

SUBJECT: Project - Increase of Fuel Capacity of A-20 Series Airplanes.

TO: Chief of the Air Corps.

1. It is desired that you keep the Assistant Chief of Air Staff, A-4 advised of the progress of the project to increase the fuel capacity of the A-20 series of airplanes.

2. Instructions with reference to this project were issued directly to representatives of your office by General Arnold.

By command of Lieutenant General ARNOLD:

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

Dispatched
Feb 26 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Secretariat	
✓											

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DOD Ltr
§ Sec. 6, 20 June 1974
By [illegible] NG, Date 10/15/76

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

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File No. .....

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

Tally No. AAF/AR-4/230

SUBJECT: Project - Increase of Fuel Capacity of A-20 Series Airplanes.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 KFS/mhh
1.	AAF A-4	AAF AAG	1942 2/21	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is desired that you keep the Assistant Chief of Air Staff, A-4 advised of the progress of the project to increase the fuel capacity of the A-20 series of airplanes." "2. Instructions with reference to this project were issued directly to representatives of your office by General Arnold." Hq. Army Air Forces FEB 22 ... AAG RECEIVED for TJH, JR., C/A-4

(Reverse side) W-4071, AC, Rev. 8/1

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DOD Dir. 5200.9
Sec. 4 & 20 June 1974
By: [illegible] NLC, Date 10/5/76

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AAF/CORR
JEB/hc

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR.

Subject: ASV Equipped Airplanes.

1. With reference to your memorandum on the above subject, dated February 17, 1942, the following is a complete summary of the ASV situation as of this date:

a. The following is the allocation of aircraft to be immediately equipped with ASV:

Panama Canal Department	4 LB-30's
Puerto Rican Department	4 LB-30's
Hawaiian Department	5 LB-30's
Alaskan Department	3 LB-30's
	1 B-17E
U.S. Forces in Australia	4 LB-30's
Eastern Defense Command	6 B-18A's
Eastern Theatre of Operations	4 B-18A's
	2 LB-30's
Total	16 B-18A's
	22 LB-30's
	1 B-17E

b. The ten (10) B-18A airplanes are being equipped with the American ASV-10 equipment. One B-18A is at the Boston Municipal Airport completely equipped and awaiting flight tests. One B-18A is now being equipped with plexiglass noses and Group A parts at Wright Field and will go to Boston the latter part of this week for installation of Group B parts and training of crews. Four B-18A airplanes have been ordered to the San Antonio Air Depot on February 18, 1942, where they will be equipped with plexiglass noses and Group A parts. It is estimated that it will take approximately eight days for this work. Four additional B-18A's are ordered to the San Antonio Air Depot on February 25, 1942, and

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COPY FOR GENERAL ARNOLD.

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E.O. 12356, Sec. 3.3 & 3.4
By: CEE NARA, Date: 10/5/06

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JKD/hg

Memo. for the Assistant Secretary of War for Air.
Subject: ASV Equipped Airplanes.

will take approximately eight days to complete installation of plexiglass noses and Group A parts. Upon completion of work at the San Antonio Air Depot, these airplanes have been ordered to proceed to the Radiation Laboratory, Boston Municipal Airport, for installation of Group B parts and training of crews. (Note: Mr. Gerosa of the Radiation Laboratory states that it will take approximately three weeks to complete installation and train crews after arrival of airplanes.)

2. The twenty-two (22) LB-30 airplanes and the one (1) B-17-E airplane are being equipped with the British ASV Mark II. One (1) LB-30 will be ready on the 20th, two (2) on the 21st, and one (1) on the 23rd. These airplanes are designated for Panama and will move, upon completion of equipment at Patterson Field, to the Air Corps Technical School (Radar), West Palm Beach, Florida, to pick up ASV Operating and Maintenance crews. The Commandant of the Air Corps Technical School (Radar) states that he will place trained crews aboard these airplanes immediately, and that the airplanes should be ready to depart for Panama the day after they arrive at West Palm Beach. The next four (4) LB-30's, designated for Puerto Rico, will be completed four days after their arrival at Patterson Field. These ships are now under orders to proceed to Patterson Field. The balance of the airplanes will be equipped at Patterson Field at the rate of three (3) airplanes every four (4) days. Upon completion of installation, these airplanes are to proceed to the Air Corps Technical School (Radar), West Palm Beach, for the training of crews. Every effort will be made to expedite the training of these crews.

(1) Priority for allotment of LB-30's is as follows:

Panama	4
Puerto Rico	4
Hawaii	5
Alaska	3 (plus 1 B-17-E)
U.S. Forces in Australia	4
Eastern Theatre of Operations	2

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Memorandum to General [redacted]:

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RECAPITULATION OF AFCC AIRCRAFT STATUS REPORT OF 27 JUNE 19, 1942.

COMBAT UNITS

	Total	Grounded	% Grounded
Eastern	229	86	38%
Western	354	73	20%
AFCC	497	113	23%
Total	1080	274	25%

AIR SUPPORT UNITS

Eastern	169	36	21%
Western	78	34	44%
AFCC	173	33	19%
Total	420	103	25%

MAPPING & PHOTO

AFCC	25	10	40%

AIR BASE UNITS

Eastern	83	59	71%
Western	110	92	84%
AFCC	213	156	73%
Total	406	307	75%

16% of all assigned aircraft are in Air Base Units

(1) In the Eastern Theatre, six (6) P-39's are grounded at Boston for installation of spindle re-inforcements ; and six (6) P-39's grounded at Bridgeport.
1. Rough Engine
1. Awaiting various spare parts
1. Generator trouble
1. Fuel pressure trouble
1. Needs a tire
1. Carburetor trouble

This accounts for 12 grounded P-39's in Eastern Theatre. Six (6) P-40's grounded at Glenn Martin as follows:
1 Cracked hydraulic cylinder on gun charger
1 Cracked oleo
1 Rivets out of inner gun blast tube
2 Because of ground collision
1 Nosed over, needs engine propellor, oil cooler, cowling

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(2) AFCC has eight (8) B-17's grounded because of only one oil truck on the field. Lt. Szynkowies, Group Engineering Officer, states there is no unusual mechanical trouble but that it sometimes requires six hours to get oil service and that as many as six (6) B-17's are forced to remain on the ground awaiting oil service. These should not be shown as "out of commission" and immediate action is being taken to get more oil service trucks to this point.

for HENRY J. F. MILLER,
Brig. Gen., U. S. Army,
Assistant for Supply & Main. Ser.

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DOD Dirs
8 Jun & 30 June 1954
By [illegible] NC, Date 10/5/72

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REPORT ON "RECAPITULATION OF AFCC AIRCRAFT STATUS OF FEBRUARY 20, 1942"

LONG DISTANCE CONVERSATIONS WITH ENGINEERING OFFICERS:

1. Lieutenant Sheffield, Assistant Engineering Officer, of the 13th Bombardment Group, at Westover, was contacted regarding status of grounded B-25's. He states that eleven (11) more B-25's have arrived at Westover, making a total of twenty-one (21) to have an inspection made on #9 cylinder and connecting rod. This inspection should not ground any airplanes except the ones being actually laid up for work. Three at one time would keep more airplanes in service for an emergency.

2. Lieutenant Lovett, Group Engineering Officer, 53rd Pursuit Group, Tallahassee, Florida, was contacted regarding status of the nine (9) P-39's reported grounded at his station. Information gathered is as follows:

(a) Five (5) P-39's were in for Base inspection as they had just arrived from Fairfield. A Base inspection of this nature is no reason to show a plane as being grounded.

(b) One (1) P-39 in for 25 hour inspection. This also does not constitute a grounded condition.

(c) One (1) P-39 grounded for checking timing system.

(d) Two (2) P-39 grounded for generator trouble, and would be returned to service provided parts were obtainable.

Of the above nine (9) grounded airplanes, seven should be in the air by this afternoon.

3. Lieutenant Blythe, Group Engineering Officer, 54th Pursuit Group, Baton Rouge, La., reports three P-40's involved in ground accidents, which are now undergoing routine repairs. One of these was wrecked badly due to one leg of landing gear folding up, damaging the propellor and possibly springing an engine crank. Four (4) P-39's grounded due to cracked nose wheel forks, two of which were in poor condition. Forks for two planes are being shipped from S.A.A.D. The remaining two planes will be flown to Wilmington and forks will be replaced there if necessary.

452.1 (3-14)

HENRY J. F. MILLER,
Brig. Gen., U. S. Army,
Assistant for Supply & Main. Ser.

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Feb. 20, 1942

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DOD Dir. 5200.9 June 1974
By [illegible] NLC, Date 10/5/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR GENERAL ECHOLS.

SUBJECT: ARMAMENT FOR TRANSPORT AIRCRAFT

1. The value of transport aircraft varies directly with the range of the aircraft and its useful weight carrying capacity. If transports are armed for only a token defense useful weight carrying capacity will be cut down. If transports are armed for an all out defense both the range and the useful weight carrying capacity will be lowered.

2. To have more than a morale value armament must be adequate. In my opinion adequate armor for transport aircraft would mean guns of at least 50 caliber installed in power turrets for defense to the rear, top, and sides, tunnel guns for underneath defense, and at least 2 fixed 50 caliber guns for forward defense. The transport airplane would be required to lift not only the added weight of this armament but also the weight of the gunners necessary to operate the guns. If the airplane is to engage in combat adequate armor should also be provided for the crew and the tanks of the aircraft. Tanks should also be leak-proofed. Provision of this kind of defense increases the weight empty of the airplane by approximately 20 percent. On the B-26 medium bomber this amounts to approximately 4000 lbs. which equals the useful load carrying capacity of a DC-3 transport. Leak-proofing the gasoline tanks reduces the range from 15 to 20 percent.

3. It is believed that a token defense of transport aircraft is valueless and that the provision of an adequate defense will cost too much in load carrying capacity to be practical. Insofar as possible the defense for the transport airplane and its crew should be provided by operating the transport on interior lines of communications where it is least exposed to attack by hostile pursuit. When it is necessary to operate transports in the presence of hostile pursuit such operations should be confined to hours of darkness. The incorporation of an active defense in the transport airplane is believed to be impractical.

For the Chief of The Air Staff:

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H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

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Ltr. to Commanding General, G.H.Q.
Subject: ASV Equipped Airplanes for Anti-submarine Patrol.

the bases and take steps to establish maintenance shops.

5. In view of the limited maintenance facilities that will be available, it is recommended that the subject airplanes in each Theatre of Operations be stationed on the same base.

FEB 24 42 PM
3 90

FOR THE CHIEF OF THE ARMY AIR FORCES

John B. Cooley,

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

RECEIVED
G.H.Q. U.S. ARMY
AG OFFICE

452.1-WDC-Ava
(2-24-42)

1st Ind.

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D. C. February 26, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. The Headquarters of the First and Fourth Air Forces have been contacted by telephone reference the location of the Radiation Laboratory Maintenance Shops for ASV-10 equipment. Both of these Headquarters stated that due to the necessity for using airplanes equipped with this detector device over extensive areas of the coast line, it would not be practicable to locate all the planes equipped with this detector device at one station. The Headquarters of the First Air Force (Colonel Glenn) recommended that the maintenance shop on the East Coast be located at Langley Field, Va. The Headquarters of the Fourth Air Force (Colonel Ramey) recommended that the maintenance shop for the West Coast be located at the Sacramento Air Depot.

2. These two places will provide central locations where airplanes using this equipment can be flown into for necessary repairs from any part of the theaters. This headquarters concurs in the location of these maintenance shops at Langley Field, Va., and the Sacramento Air Depot, Sacramento, California.

Hq. Army Air Forces, the COMMANDING GENERAL:

MAR 3 1942
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O. W. RAMSEY
Lt. Col., A.G.D.
Assistant Adjutant General

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DOD Dir. 5 Jan. & 22 June 1978
By Authority of C.O. Dtmn 9015/76
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB 24 1942

SECRET
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
2/24/42 PSC

SUBJECT: ASV Equipped Airplanes for Anti-submarine

TO: Commanding General
Field Forces, U. S. Army
Army War College
Washington, D. C.

1. To provide immediate means for anti-submarine and surface vessel patrol of the coastal waters of The United States, six (6) B-18-A airplanes from the Western Defense Command and four (4) B-18-A airplanes from the Eastern Theatre of Operations are being equipped with Radiation Laboratory ASV-10 Sea Search equipment. It is expected that the first airplane will be ready for service on March 16, 1942, and that all ten airplanes will be in service on or about April 1, 1942.

2. These ASV equipments are not production models, but are laboratory sets that have been modified by the Radiation Laboratory to furnish the earliest possible answer to the urgent need for sea search equipment. In view of the fact that these sets were not engineered for rigorous service use and have not been subjected to the usual service tests, it is essential that adequate maintenance facilities be provided to insure satisfactory operation of this equipment.

3. The Radiation Laboratory will supply necessary test equipment and tools to equip one maintenance shop on the East Coast and one maintenance shop on the West Coast. Equipment for the first shop will be available on March 20, 1942; for the second shop on April 15, 1942. One representative from the Radiation Laboratory will be sent to each of the stations designated to supervise equipping the shop and to instruct Air Corps personnel in maintenance and operation.

4. It is requested that the Commanding General of the Western Defense Command and the Commanding General of the Eastern Theatre of Operations each be instructed to designate one operating base for the B-18-A airplanes equipped with the Radiation Laboratory ASV-10 equipment, and that this Headquarters be informed of the bases so designated in order that arrangements can be made for Radiation Laboratory representatives to visit

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DOD Dir. 5200.9 dtd 4 to June 1974
By [illegible] NARS, Date 10/5/76

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AAF/COMM
ABM/hg

Dir. to Commanding General, G.H.Q.
Subject: ASV Equipped Airplanes for Anti-submarine Patrol.

the bases and take steps to establish maintenance shops.

5. In view of the limited maintenance facilities that will be available, it is recommended that the subject airplanes in each Theatre of Operations be stationed on the same base.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

Hq. Army Air Forces
Feb 25
AAG RECEIVED

Dispatched
FEB 24
AAG

HEADQUARTERS ARMY AIR FORCES					COORDINATION						
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WD	A Insp	Budget	Stations	Comm
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DOD Dir. 5 Jan. & 30 June 1976
By Cleared for OSD/WHS Release 10/5/76

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RCL:lg
(Air AG)

February 23, 1942

SUBJECT: Special B-25-B Project

TO: Chief of the Air Corps

Attention: Chief of the Material Division.

1. It is directed that the manufacturer of the rubber gasoline tanks located in the passage-way above the bomb-bay in the 24 B-25-B airplanes for the Subject Project be required to provide instructions for the installation and removal of this tank, and also operating instructions covering normal service operations, such as, attaching, filling, stowing, etc.

2. It is further directed that a copy of these instructions be forwarded to Lieutenant Colonel J. H. Doolittle, Director of Operational Requirements, at the earliest possible moment.

By command of Lieutenant General ARNOLD:

452.1 (3-10)

R. C. LEWIS,
Major, Air Corps,
Actg. Asst. Air Adj. General.

Dispatched
FEB 24 1942
AAG

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Chief	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Materiel	
		ACP									

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DOD Dir.
By 10/5/74

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SUBJECT: Procurement of AT-6 Airplanes.

1st Ind. (Air AG)

WD HQ ARMY AIR FORCES, Washington, D. C. February 28, 1942.
TO: The Chief of the Air Corps.

1. The letter of February 4, 1942, AG 320, referred to in basic communication, for the procurement of not more than 2000 AT-6 airplanes was intended to limit the procurement to 2000 AT-6 airplanes or less.

2. The entering of AT-6 airplanes in excess of 2000 for the purpose of sustaining the labor force at Curtiss-St. Louis is not authorized.

By command of Lieutenant General ARNOLD:

1 Incl.- Dy Dir. 2-6-42 To.Ltr

JOHN E. CONLEY
Lt. Col., A.G. D.
Assistant Air Adjutant General

452.1 (309)

Dispatched
FEB 28 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Chief	A.A.G.	A-1	A-2	A-3	A-4	A-4/PD	A-Trans.	Budget	Miscellaneous	
	WTF + Mc					✓					

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by C.O. Sec. Def. 10/5/96

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February 21, 1942.

MEMORANDUM FOR: Chief of the Air Staff.

SUBJECT: Limiting the Procurement of AT-9 Airplanes to 300.

1. Reference is had to directive, (Air AG) AC 270 dated February 4, 1942, in which the Chief of the Air Corps was to limit the procurement of additional AT-9 airplanes to 300, except in case an additional quantity was needed to maintain the labor force at the Curtiss (St. Louis) factory. It has been found that it will be necessary to procure a quantity of 700 to take up the labor force pending the initiation of production on the A-25.

For the Chief of the Air Corps.

F. I. ORDWAY, JR.
Major, Air Corps
Assistant Executive

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Auth DD 4521 (309)

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DOD Dir. 5 Nov. & 30 June 1974
By CDF, NC, Date 1/5/76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

File No.

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

Tally No. AAF

SUBJECT: Procurement of AT-9 Airplanes

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAG	1942 2/25	AAF/A-4 HCL/mja 1. It is requested that an indorsement reading as follows be directed to the Chief of the Air Corps: "1. The directive which was issued by the Air Adjutant General in the name of the Chief of the Army Air Forces (see copy attached) for the procurement of not more than 300 AT-9 airplanes was intended to limit the procurement to 300 AT-9 airplanes or less. 2. The ordering of AT-9 airplanes in excess of 300 for the purpose of sustaining the labor force at Curtiss-St. Louis is not authorized." TJH/Q TJH, Jr. C/A-4 Incl. cy Dir. 2/4/42 fr. AAG, AG270 Memo.to C/AS 2/21/42 fr. C/AC
	Hq. Army Air Forces FEB 25 1942 AAG RECEIVED			WJF
				The letter of Feb. 4, 1942, AG 270, opened to in base communication,

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CONFIDENTIAL

(Do not use reverse side) E-4071, AC. Rev. 8/18/41

Page No. Air AS-4521 (309)

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DOD Dir. 5200.9 Sec. II, par. 3(b)
Auth. A.A.F. Ltr. 19 Sept 1945
O/B

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DECLASSIFIED
(Thru 8/31/46)

FEB 26 1942

Designation of Lockheed Model 10-A(AT) Airplane for Special Mission.

The Chief of the Air Corps.

1. It is directed that following changes be made on Civilian Airplane, (Lockheed), presently delivered by Foreign Command to Patterson Field, Dayton, Ohio.

a. Installation of newly overhauled motors.

b. Removal of any commercial or civilian insignia on airplane, and replacement thereby with proper Army Air Corps insignia. Request that only 3 left wheel pants.

c. All necessary work, changes and installation of radio equipment to properly outfit airplane for extended period of duty overseas.

d. All questions regarding this airplane should be referred to Maj Lt. Theodore J. Hercamp, Room 4E869, Munitions Building, Washington, D. C. Telephone extension 4265.

2. Requested that high priority be given subject instructions.

By Command of Lieutenant General Arnold

Hq. Army Air Forces
FEB 25 1942
AAG Received/Sent
Dispatched
FEB 25 1942
AAG

Dispatched
FEB 26 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Office of Chief	Army Air Staff	A-4 & A-5	A-1	A-2	A-3	A-4	A-4(P)	A-4(M)	Message Center	Files
	WJF									

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BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
(Air AG): DATE INITIALS

DECLASSIFIED
DOD Dir
Sec. 4, 30 June 1974
By [illegible], NARS, Date 10/15/76

February 21, 1942

SUBJECT: ASV Equipped Airplanes.

TO: The Chief of the Air Corps.

1. It is personally directed by the Chief of the Army Air Forces that the four LB-30 airplanes being equipped with ASV Mark II equipment at Patterson Field for delivery to Panama be dispatched as soon as possible.

2. It is further directed that the winterizing of the two LB-30's at Patterson Field be discontinued at once and the installation of the ASV equipment be expedited.

3. On completion of the installations of the ASV equipment these LB-30's will be promptly dispatched to West Palm Beach, Florida where trained ASV personnel will be assigned to each airplane by the Air Corps Technical School in compliance with existing instructions. The above personnel will accompany the airplane which will leave West Palm Beach without delay.

4. Priority for allotment of LB-30' for installation of ASV equipment is Panama, Puerto Rico, Hawaii, Alaska, Australia, and the Eastern Theatre.

5. This directive confirms verbal instructions issued by Lt. Colonel Raimund direct to the various activities connected with this project, as directed by the Chief of the Army Air Forces.

6. Report of action taken is directed.

Dispatched FEB 21 1942 AAG

HEADQUARTERS ... COORDINATION											
Chief of Staff	[illegible]	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Statistics	
							JOHN B. COOLEY Lt. Col., A.G.D.				
							Assistant Air Adjutant General				

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~~SECRET~~ Directive No. AAG-31

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By [illegible] NLC, Date 10/5/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 20, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

SUBJECT: ASV Equipped Airplanes.

1. It is directed that the following directive be sent to the Chief of the Air Corps:

"1. It is personally directed by the Chief of the Army Air Forces that the four LB-30 airplanes being equipped with ASV Mark II equipment at Patterson Field for delivery to Panama be dispatched as soon as possible.

"2. It is further directed that the winterizing of the two LB-30's at Patterson Field be discontinued at once and the installation of the ASV equipment be expedited.

"3. On completion of the installations of the ASV equipment these LB-30's will be promptly dispatched to West Palm Beach, Florida where trained ASV personnel will be assigned to each airplane by the Air Corps Technical School in compliance with existing instructions. The above personnel will accompany the airplanes which will leave West Palm Beach without delay.

"4. Priority for allotment of LB-30's for installation of ASV equipment is Panama, Puerto Rico, Hawaii, Alaska, Australia, and the Eastern Theatre.

"5. This directive confirms verbal instructions issued by Lt. Colonel DeArmond direct to the various activities connected with this project, as directed by the Chief of the Army Air Forces.

"6. Report of action taken is directed."

By direction of the Chief of the Air Staff:

Nathan F. Twining
Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-2
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Ar AG 452.1 (30)

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DOD Dir. 5200.9, 27 Sept 1980
By [illegible] NARS, Date 10/5/76

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SUBJECT: Aircraft of First Air Force out of Commission.

452.1-HTC-Avn 1st Wrap. Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C.
February 19, 1942 - To Chief of the Army Air Forces, Washington, D. C.

For your information.

For the COMMANDING GENERAL:

CLYDE L. HYSSONG
Col., A.G.D.,
Adjutant General.

1 Incl.
Memo 2-9-42, Subject as above, fr Lt. Col. Old to C/S, GHQ.

Rec'd AG 452.1 (306)

Noted 2-19-42 This information has been previously noted & acted upon.

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A:00 452.1 (306)

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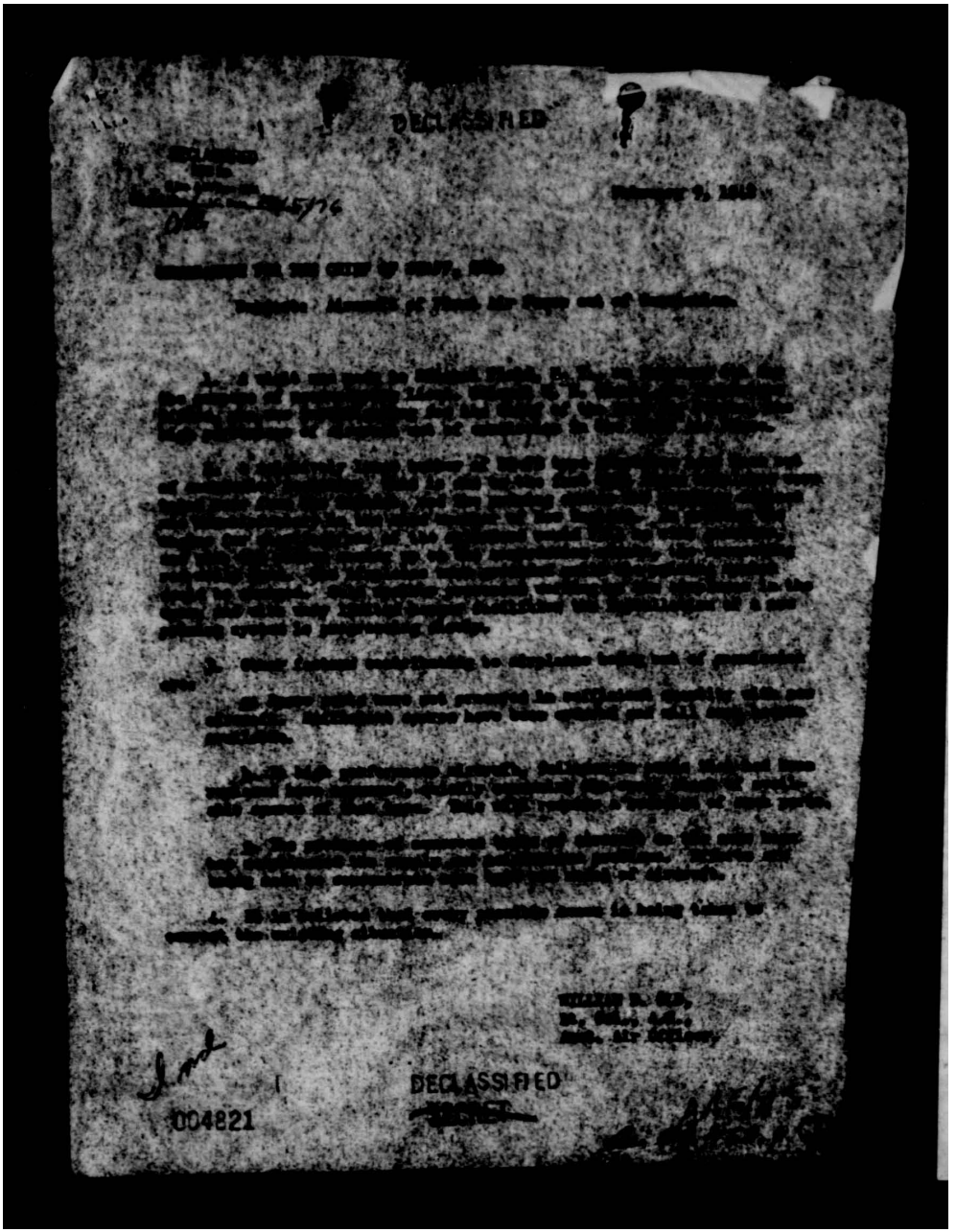

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DOD Dirs
6 Jan & 26 June 1974
Auth: DOD Dir 5200.9 Date: 10/4/76

(304) 452.1

1 1942

SUBJECT: Air Transportation For Commanding General, Southern Land Frontier.

AG 452.1 (2-8-42)MSC 5th Ind. RFM/fm-1705.

War Department, A.G.O., February 27, 1942. - To: Commanding General, Southern Defense Command.

Attention is invited to the preceding 4th Indorsement.

By order of the Secretary of War:

Adjutant General.

INFORMATION COPY TO: Chief of the Army Air Forces, ref his 4th Ind, 2-26-42, Air AG 452.1, To: TAG.

-2-

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DOD ltrs
8 Jan & 30 June 1974
By [illegible] NC, Date 10/6/76

4th Ind.

FEB 26 1942

WD HQ ARMY AIR FORCES, Washington, D. C. February 24, 1942 To: The Adjutant General, Washington, D. C.

1. Due to previous commitments, no airplanes of the C-45 type are available at this time.

2. Additional deliveries from production in this type of airplane are not expected before March, 1943.

3. It is possible that a small single-engine three or four place transport could be obtained if this type would be satisfactory.

FOR THE CHIEF OF THE ARMY AIR FORCES

JOHN B. [illegible]
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

452.1 (30)

Hq. Army Air Forces
FEB 25 ..
AAG RECEIVED

Dispatched
Feb 26 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	
	WDF				[illegible]						
					[illegible]						

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(30)

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Subject: Air Transportation For Commanding General Southern Land Frontier.

CONFIDENTIAL
SDS 452
(2-8-42)

2d Ind.

HQ SOUTHERN DEFENSE COMMAND, Room 418, Smith-Young Tower, San Antonio, Texas. February 13, 1942. To: The Adjutant General, Washington, D. C.

Approved.

For the Commanding General:

DECLASSIFIED
DOD Dir.
E.O. Sec. 3.3(b)(1) thru (6)
By: [illegible] NARS, Date: 10/5/76

/s/ ALFRED T. HEARNE.
First Lt. Adjutant General's Dpt
Adjutant General.

AG 452.1 (2-8-42)MSC 3rd Ind. RPM/gb-1705

War Department, A.G.O. February 18, 1942. - To: Chief of the Army Air Forces.

For remark.

By order of the Secretary of War:

/s/ E. Harney
Adjutant General.

-2-

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HEADQUARTERS
FIRST CAVALRY DIVISION
FORT BLISS, TEXAS

DECLASSIFIED
DOD Dir. 5 200.9 & 200.10 June 1974
By [illegible] NARS, Date 12/15/76

IPS/rwc

February 8, 1942

SUBJECT: Air Transportation For Commanding General Southern Land Frontier.

TO: Chief of The Army Air Forces.
(Thru: CO, 8th Army Corps and CO, Third Army)

1. Confidential instructions have been issued assigning the command of the Southern Land Frontier beginning February 15th, to the undersigned.

2. In order to carry out this duty efficiently it is necessary that I be furnished adequate Air Transportation for myself and staff. This Land Frontier extends for approximately 1000 miles and no other means of transportation is as suitable.

3. I therefore request that I be furnished a transport plane of the type C-45 or a similar ship.

/s/ INNIS P. SWIFT
Major General, U. S. Army
Commanding.

AG 452 (2-8-42) (F) 1st Ind.

Headquarters Southern Land Frontier, Brownwood, Texas, February 10, 1942.
TO: Commanding General, Southern Defense Command, Smith-Young Tower, San Antonio, Texas.

Approved,

For the Commanding General:

/s/ L.W. WARNER,
Lt. Col. A.G.D.,
Adjutant General.

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AAF/A-2
JTC-jd
2-18-42

SUBJECT: Maintenance Teams for American Built Aircraft

TO: Commanding General, Air Force Combat Command, Bolling Field, Anacostia, D. C.

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
FEB 19 19[illegible]
DOWNGRADED TO [illegible]

1. It is directed that a properly trained crew for North American B-25, twin engine medium bomber aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom or elsewhere not later than March 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified instructor pilots
1 Crew chief
1 Assistant crew chief
1 Radio mechanic
1 Propeller mechanic
1 Carburetor mechanic
1 Electrician
1 Engine mechanic
3 Airplane mechanics
1 Armament mechanic

2. It is further directed that a properly trained crew for Lockheed P-38 twin engine fighter aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere, not later than March 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified instructor pilots
2 Crew chiefs
2 Assistant crew chiefs
1 Radio mechanic
1 Propeller mechanic
1 Electrician
1 Engine mechanic
3 Airplane mechanics
1 Armament mechanic

AAF 39

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AAF/A-2
JTC-jd
2-18-42

3. It is further directed that a properly trained crew for Martin B-26 Tricycle Gear medium bomber "Marauder" aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere, not later than March 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified as flying instructor pilots
1 Crew chief
1 Assistant crew chief
1 Radio mechanic
1 Propeller mechanic
1 Carburetor mechanic
1 Electrician
1 Engine mechanic
3 Airplane mechanics
1 Armament mechanic

4. It is further directed that a properly trained crew for Vultee Northrop A-31 single engine bomber aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere not later than April 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified as flying instructor pilots
2 Crew chiefs
1 Assistant crew chief
1 Propeller mechanic
1 Carburetor mechanic
1 Radio mechanic
2 Airplane mechanics
1 Armament mechanic

5. It is further directed that a properly trained crew for Brewster SB2A-1 "Bermuda" single engine bomber aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere, not later than April 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified as flying instructor pilots
2 Crew chiefs
1 Assistant crew chief
1 Propeller mechanic
1 Carburetor mechanic
1 Radio mechanic
2 Airplane mechanics
1 Armament mechanic

HEADQUARTERS ARMY AIR FORCES COORDINATION

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AAF/4-2
JTC-34
2-18-42

6. It is further directed that a properly trained maintenance crew for Martin A-30 "Baltimore" aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere, not later than April 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified as flying instructor pilots
1 Crew chief
1 Assistant crew chief
1 Radio mechanic
1 Propeller mechanic
1 Carburetor mechanic
1 Electrician
1 Engine mechanic
3 Airplane mechanics
1 Armament mechanic

7. It is further directed that a properly trained maintenance crew for Republic P-47 "Thunderbolt" single engine pursuit aircraft be formed without delay and that this crew be prepared to leave the United States for the United Kingdom, or elsewhere, not later than November 1, 1942. The composition of this crew will be as follows:

1 Flying officer, qualified as an engineering officer
2 Flying officers, qualified as flying instructor pilots
2 Crew chiefs
1 Assistant crew chief
1 Propeller mechanic
1 Carburetor mechanic
1 Radio mechanic
1 Airplane mechanic
1 Armament mechanic

8. It is directed that the names of the personnel forming the several crews, indicated above, be furnished these Headquarters at the earliest practicable date so that the necessary orders covering their movement may be issued.

By Command of Lieutenant General Arnold:

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

HEADQUARTERS ARMY AIR FORCES Washington

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Air AG 452.1 (9-3)
A-2/339

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DOD Dir. 5200.9 as amended
By [illegible] Date 10/5/76
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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

February 17, 1942

SUBJECT: Status of Combat Airplanes Assigned to Combat Units as of February 16, 1942

TO: General Harmon

	Assigned	Grounded
Eastern Theatre	222	89
Western Theatre	323	75
*Air Force Combat Command	493	95

*Included in the grounded airplanes are the B-25's that have number nine cylinder removed for connecting rod inspection. Thirty-six were originally grounded.

SIX OUTSTANDING COMBAT UNITS

(Western)	1st Pursuit Group	P-38	62	13
(Eastern)	33rd Pursuit Group	P-40	47	11
(AFCC)	52nd Pursuit Group	P-39	40	1
(AFCC)	17th Bombardment Group	B-25	56	0 Enroute
(AFCC)	20th Pursuit Group	P-40	69	0 Enroute
(AFCC)	41st Bombardment Group	A-29	72	14
			346	39

Only 11% grounded

for HENRY J. F. MILLER
Brig. General, U.S.A.,
Assistant for Supply
& Maintenance Services

file

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AGC 452.1 (1-29-42) B-18 1st Ind. (C-18)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C. FEB 17 1942
To: The Chief of the Army Air Forces, Washington, D. C.

1. This headquarters is unable to comply with the directive contained in basic letter in view of statement by General Arnold as indicated in inclosure hereto.

2. All personnel for B-18 airplanes must come from either the 2nd or 3rd Bomber Commands, both of which are now engaged in organizing and directing operational training of heavy bombardment groups.

For the Commanding General:

W. G. Caldwell
Major, A. G. D.,
Asst. Adjutant General

1 Incl.-
Ltr fr 3rd Bom Com.
2-11-42, w/1st Ind.

Filed per OPD

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AAG 452.1 (397)

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By ... NARA Date 12/15/76

AAF 452.1/23

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

(Air AG)
00 20

JAN 2 1942

Acc 452.1 (1-29-42) B-18

SUBJECT: B-18 Airplanes for Aircraft Radio Laboratories.

TO: Commanding General, Air Force Combat Command, Bolling Field, D. C.

It is directed that you deliver two B-18 type airplanes with crew consisting of pilot, co-pilot and aerial engineer to Wright Field, Dayton, Ohio for duty with the Aircraft Laboratories. These airplanes and crew will be permanently stationed at Wright Field.

By command of Lieutenant General ARNOLD:

JAN 30 1942 9 21 AM

MAIL & DISPATCH

P. M. WHITNEY
Lieutenant Colonel, A.G.D.
Assistant Air Adjutant General

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DOD Dir.
By [illegible] NG Date 10/15/76
NB

HEADQUARTERS THIRD BOMBER COMMAND
ARMY AIR BASE MACDILL FIELD
Tampa, Florida

11 February 1942

SUBJECT: Transfer of Personnel

TO : Commanding General, 3d Air Force, Tampa, Florida

1. Cite teletypes 3AF F374C, secret; 3AF F388C, secret; and 3AF F413E. The Chief of the Army Air Forces, Lieutenant General H. H. Arnold, directed me personally, on February 5 and again on February 8, 1942, that no personnel would henceforth be transferred out of the 3d Bomber Command. He then turned to an officer of his party, Lieutenant Colonel Eugene Beebe, I think, and emphatically stated: "I want this to stop. See that my staff carries out my wishes."

2. To comply with cited requests would hinder the Heavy Bombardment OTU program and would be a disobedience of orders. I must accordingly decline compliance until I have assurance that General Arnold has personally directed the transfers.

FOLLETT BRADLEY
Brigadier General, U. S. Army
Commanding

AAC 210.31 (2-11-42)

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3AF 210.31 (2-11-42) 1st Ind. (G)

HEADQUARTERS 3d AIR FORCE, Tampa, Florida, FEB 11 1942
TO: Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. The instructions given by General Arnold in the presence of General Bradley are construed to mean that no further transfers of personnel will be made from the 3rd Bomber Command.

2. Teletypes 3AF F374C and 3AF F388C are requests from this headquarters made in accordance with instructions from your headquarters for names of two officers to be permanently transferred from this Air Force.

3. Teletype 3AF F413E directs the Base Commander, MacDill Field, to issue necessary orders to comply with your ACC F155C, which directs the permanent transfer of two (2) B-18's with crews to Wright Field. Action on this matter has been suspended in view of General Arnold's instructions concerning transfers from 3d Bomber Command.

4. Transfer of experienced personnel from the elements of the 3d Air Force cannot be made without serious detriment to successful accomplishment of the O. T. U. program.

RECEIVED
FEB 13 1942
HEADQUARTERS
AFCC
Bolling Field

W. H. Frank

WALTER H. FRANK,
Major General, U. S. A.,
Commanding.

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DOD ltrs.
6 Jan. & 20 June 1972
By [illegible] AC, Date 10/5/76

MAR 27 1942

Sacramento Air Depot Project Report

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By Authority of
[illegible]
MAR 27 1942

The Commanding General of the Army Air Forces

1. The following is project report received from Sacramento Air Depot concerning status of project as of 5:00 p.m., March 26, 1942:

452.1 (29-2)

B-24D Project

27 B-24D airplanes on project and received at Sacramento Air Depot.
2 B-24D airplanes, serial numbers 41-12470 and 12467, departed this date.
25 B-24D airplanes completed and departed as previously reported. Verbal instructions received from A.A.F. Ferry Command state this project has been discontinued, therefore will no longer be reported.

B-17E Project

15 B-17E airplanes on project.
7 B-17E airplanes received and reported prior to this date.
1 B-17E airplane, serial number 41-2621, arrived this date.
8 B-17E airplanes total received at Sacramento Air Depot to date, status as follows:

3 airplanes completed and departed as previously reported.
3 airplanes, serial numbers 41-2620, 2622 and 2630, all necessary maintenance work completed. Airplanes are being loaded for long distance over water flight and are reported to depart March 27.
2 airplanes, serial numbers 41-2621, and 2648, necessary maintenance and preparation for over water flight are being accomplished.

P-40E-1 Shipment Project

8 P-40E-1 airplanes on project and received at Sacramento Air Depot., completed and crated but not shipped. Reported

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these airplanes will be shipped later this date. Serial numbers 41-24826, 24827, 24828, 24834, 27828, 24836, 24837, and 24839.

B-26B Project

22 B-26B airplanes on project.
1 B-26B airplanes received and reported prior to this date.
4 B-26B airplanes, serial numbers 40-2268, 2269, 2270, and 2271, arrived after 5:00 p.m., March 25.
17 B-26B airplanes, serial numbers 40-2267, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, and 2294, arrived this date.
22 B-26B airplanes total received at Sacramento Air Depot. All work requested by Colonel Doolittle and as outlined in AG 580-B-4260 MM, March 19, being accomplished.

Clark.

For the Commanding General, Air Service Command:

WTE/mlp
AFASC-E

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

TO WAR & AIR CORPS IN
Date 3/27/42
EXECUTIVE
ADMINISTRATIVE
Air Com
B & C
CIVILIAN PERS
DOMESTIC RELATIONS
FOREIGN COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
OPERATIONS
TRAINING
RECORDS

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MAR 28 1942
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DOD Dirs. 5 Jan. & 30 June 1976
By: [illegible] NC, Date: 10/5/76
NARS

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

SUBJECT: Additional Procurement of SBD-3 Airplanes for the Army

TO: Chief of the Bureau of Aeronautics
Navy Department
Washington, D. C.

1. It is desired to activate additional dive bomber squadrons in the Pacific combat area. Most of the SBD-3A (A-24) airplanes procured on contract No. 77114 are now in that theatre.

2. To activate the new squadrons and provide a minimum amount of replacements, it is imperative that airplanes of this type be available before those set up for the Army on contract No. 91397 are delivered.

3. In view of the above, it is requested that consideration be given to the release of one hundred and seventy (170) SBD-3 airplanes to the Army, in addition to the one hundred and fifty (150) on contract, and prior to the present scheduled delivery.

H. H. ARNOLD
Lt. General, U.S.A.
Chief of the Army Air Forces

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD Dir. 5200.9 Sec. 4 & 20 June 1979
By [illegible] NLC, Date 10/6/76

FEB 3 3 1942

MEMORANDUM FOR: Chief of the Air Staff

Subject: Additional Procurement of A-24 (SBD-3) Airplanes.

DISCUSSION:

Practically all of the A-24's available to the Army Air Force are now in the D/B Group in "I" and in order to maintain 100% reserve in the unit, forty odd A-20's had to be substituted. This is a most unsatisfactory expedient.

The next Army contract for 150 A-24's does not begin to deliver until July of this year and in the mean time the only possible source of replacement A-24's is the Navy contract now delivering.

It is desired to activate one additional D/B unit equipped with A-24 planes starting with our 150 contract in July. This would necessitate a continuing procurement which can only be obtained by diversion from a second Navy contract starting in September.

The above critical situation could be alleviated to a great extent by the diversion to the A.A.F. of 170 A-24's from Navy procurement in accordance with the attached schedule. (Tab A)

The above has been coordinated with A-3, A-4 and A.F.C.C.

Recommend that the appended letter be sent to the Chief of the Bureau of Aeronautics.

H. L. George

H. L. George
Colonel, Air Corps
Chief, Air War Plans Division

Hq. Army Air Forces
FEB 23 1942
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3 Incls n/c
1 Incl added - Tab "A"

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DOD Dir. 5200.9 Sept 1958
10/5/76
NARS, Date
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Schedule of delivery of A-24's and proposed diversion to AAF. *

1942	Navy Orders	Army Orders	Navy diversion to Army
January			
February	2		
March	20		10
April	35		10
May	50		20
June	65		20
July	28	47	10
August		85	
September	72	18	25
October	100		25
November	120		25
December	120		25
Totals	612	150	170

* All A-24's produced on these contracts have Armor, L.P. tanks, and B.P. Glass.

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

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1951
I.G. Dept. 2015/16

FEB 15 1942

MEMORANDUM FOR: Chief of the Army Air Forces

SUBJECT: Proposed Additional Procurement of A-24 Airplanes

1. It is suggested by this office that the letter prepared for General Arnold's signature be forwarded to the Chief of the Bureau of Aeronautics.

2. As indicated in "Inclosure 2," OA-10 airplanes were returned to the Navy. It is the understanding of this office that the Air Corps is going to be requested by the Navy to release two hundred (200) heavy bombers and four hundred (400) medium bombers, in 1942; and two hundred (200) heavy bombers and five hundred (500) medium bombers, in 1943.

3. In view of the facts outlined in paragraph "2" and the Air Corps' critical condition in regard to replacements for single engined bombers, it is felt that the request outlined in letter for General Arnold's signature is justified.

For the Chief of the Air Corps

FEB 16 1942

B. E. MEYERS
COLONEL, U.S.A.
EXEC., MAT DIV.

2 Incls:
Incl. 1 - Draft of ltr to Chf of Bur of Aer.
Incl. 2 - Cy ltr of 1/8/42 fr Sec'y of War to Sec'y of the Navy
Incl. 3 - Cy of cy of ltr of 1/20/42 fr Ass't Air Adj. Gen'l to Chf of Air Corps

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1-8-42

DECLASSIFIED
DOD Ltr.
8 Jan. & 30 June 1974
By: [illegible] JC, Date 10/15/76

Subject: Retention of PBY-5A Type Aircraft by the Navy.

To: The Secretary of the Navy.

1. The War Department is pleased to relinquish the seventy-four (74) PBY-5A amphibians, which were requested in a letter of December 12, 1941.

2. The urgency of the Navy's need for these aircraft is appreciated. It is requested, however, that consideration be given to making available to the War Department fourteen (14) aircraft of this type as soon as possible.

3. The matter of funds involved will be covered in a separate communication.

/s/ Henry L. Stimson

Secretary of War

Encl #2
C-819

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By [illegible] NLC Date 12/5/72

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(Air AG)
AC 158

January 20, 1942.

SUBJECT: Release of OA-10 Airplanes to the Navy.

TO: The Chief of the Air Corps

1. Reference is made to R&R, AAF/A-4 JYY/mwb, to Chief of the Air Corps December 11, 1941, copy attached.

2. In view of the great need of the Army Air Forces for the single engine light bombers, it is directed that the credit accruing to Air Corps accounts on turning over 60 PBY-5A Amphibians to the Navy be devoted to the procurement of A-24 Douglas dive bombers.

3. The Douglas dive bomber with leak proof tanks and armor plate protection for the crew is preferred to the Brewster SB2A, which is the only other Navy type of dive bomber currently in production.

By command of Lieutenant General ARNOLD:

/s/ John B. Cooley

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

2 Incls.
1 - cy R&R #1 12-11-41
2 - cy letr. to Sec. Navy
fr. Sec. of War

Incl #3

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AAF/A-4
FSB
Wrtn. 2/20/42

Subject: Combat Planes ETO.

5th Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.,
To: The Chief of the Air Corps.

FEB 25 1942

1. Attention is invited to the 2nd and 4th Indorsements.

By Command of Lieutenant General Arnold

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

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/5/76

452.1 (2-22-42)

Dispatched
FEB 25 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
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DOD Dir.
By C.A. Powell, NARS, Date 4/25/76

CI 12 79 WD

HQ FIELD FORCES GHQ WASHN DC JAN 22 1042 826A

COMMANDING GENERAL EASTERN THEATER OF OPERATIONS

GOVERNORS ISLAND, NY

REPORTS RECEIVED INDICATE A VERY LARGE PERCENTAGE AIRPLANES OUT OF COMMISSION UNSUITABLE FOR COMBAT STOP DESIRE INVEST IGATION AS TO CAUSES OF THIS CONDITION STOP DESIRE THAT EVERY POSSIBLE STEP BE TAKEN TO GET AIRPLANES PUT IN COMBAT CONDITION AS RAPIDLY AS POSSIBLE STOP REQUEST REPORT OF ACTION TAKEN TO OBTAIN ASSISTANCE OR PARTS REQUIRED AND RESULTS

MARSHALL

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Air-452 1st Ind.

HEADQUARTERS EASTERN THEATER OF OPERATIONS AND FIRST ARMY, Governors Island, NY.
TO: Air Force Commander, Eastern Theater of Operations, Mitchel Field, N. Y.

For immediate compliance.

By command of Lieutenant General DRUM:

E. E. WHITE
Major, A. G. D.,
Asst. Adjutant General.

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NND 815
E.O. Sec. 3.30 June 1974
By BLM NARA, Date 10/5/96

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AG 580 (1-22-42)

HQ AIR FORCES E.T.O. AND FIRST AIR FORCE, Mitchel Field, N.Y. Jan. 25, 1942
TO: Commanding General, Eastern Theater of Operations, Governors Island, N.Y.

1. Investigation by recent inspection shows the following:

a. Parts are being promptly requisitioned through supply channels by every expeditious means available.

b. Parts available to supply agencies are being supplied promptly. Parts not so available are being purchased from manufacturers generally through normal supply channels which under existing conditions are entirely too slow.

c. Majority of shortages are occurring in modern high performance type airplanes in which similar failures or replacement of the same parts are necessary, thereby requiring a high percentage of such similar spares.

d. Spare parts are not being produced and supplied to Control Depots and lower echelons concurrently with delivery of new airplanes.

e. The presence of two or more types or models of airplanes in the same class (Pursuit, bombardment and observation) in any one Air Base Area further aggravates the supply and maintenance situation.

f. Low level of experience of operating maintenance and supply personnel coupled with shortage of adequately trained personnel is another important factor.

2. Every possible means is being taken to correct the present unsatisfactory situation, including:

a. Practically exclusive use of teletype requisition.

b. Maximum use of air transport and commercial express. However, there is still a lack of adequate transports available.

c. Follow up inspections are being made by various headquarters concerned.

d. Efforts being made to concentrate same type and model of airplanes.

e. Daily aircraft status report.

f. The early establishment of sub depots at Langley Field, Mitchel Field and Westover Field.

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3. Recommendations.

a. That adequate percentage of necessary spare parts be manufactured and delivered concurrently with the delivery of the airplanes.

b. That, pending the delivery in adequate quantity of spares as indicated 3a above, Supply Officers down to including the Air Base and sub depot, be authorized to place purchase orders directly with the airplane, engine or other manufacturer concerned, in the event such spare parts are not otherwise immediately available through normal supply channels.

c. That more transports, smaller type, be made available for assignment to Control Depots, sub depots and Air Bases.

4. This communication has been coordinated with First Air Service Area Command.

ARNOLD N. KROGSTAD,
Brigadier General, USA,
Commanding.

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By [illegible] NLC Date 10/5/12

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SUBJECT: Combat Planes, ETO.

Air-452 3d Ind. Jan. 27, 1942

HEADQUARTERS EASTERN THEATER OF OPERATIONS AND FIRST ARMY, Governors Island, N.Y.
TO: Commanding General, Headquarters Field Forces, GHQ, Washington, D. C.

Inviting attention to second indorsement.

For the Commanding General.

452.1-ETO-Avn 4th Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C.
February 13, 1942 - To Chief of the Army Air Forces, Washington, D. C.

Basic radio was for information of this headquarters. It is forwarded for your information and such action as you may find possible to expedite alleviation of the present unsatisfactory situation.

For the COMMANDING GENERAL:

J. W. RAMSEY
Lt. Col., A.G.D.,
Assistant Adjutant General

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SUBJECT: Combat Planes, MTO.

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/5/76
O/HB

452.1-MTO-dwn 4th Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C. February 18, 1943 - To Chief of the Army Air Forces, Washington, D. C.

Basic radio was for information of this headquarters. It is forwarded for your information and such action as you may find possible to expedite alleviation of the present unsatisfactory situation.

For the COMMANDING GENERAL:

J. W. RAMSEY
Lt. Col., A.G.D.,
Assistant Adjutant General

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DOD Dir 5
E.O. Date 10/5/76

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RECEIPT

SUBJECT: Combat Planes, ETO.

DATE:

Receipt is acknowledged of 5th Indorsement for the Chief of the Air Corps, subject as above.

Officer Rank

Office

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DOD Dir. 5 Jan. & 20 June 1974
By: Lieb NSC. Date: 10/6/76

C-61 Airplanes for Radio Control Target Posts.

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AAF/A-3
TAL/3s

1. AAF A-3 AAF Hdqs. Air Support 1942 2/13

1. Reference is made to your attached memorandum to AAF/C/AS requesting three C-61 airplanes allocated to the Target School, Biggs Field, for tests in connection with radio control targets.

2. No airplanes of this type are on Army contracts for future delivery, and only eleven are now in this country and in possession of the Army.

3. Because of this shortage, arrangements have been made for one month loans of only two of these airplanes. One of these, from Westover Field, will be delivered to Wright Field to the attention of Colonel Hallenus; the other will be delivered to Biggs Field. These deliveries are in accordance with verbal information supplied to A-3 by Lt. Col. Cabal, Air Support Section.

1 Encl.
Memo frm Col. Lynd
to C/S AAF-2/3/42-
subj. as abv.

452.1 (2-17-42)

RSV
C/A-3

Dispatched
FEB 16 1942
AAG

AIR STAFF COORDINATION

| C. of A. S. | SECRETARY | | |

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WAR DEPARTMENT
Headquarters Army Air Forces
Washington, D. C.

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DOD ltrs.
8 Jan. & 20 June 1972
By Lacy LC. Date 10/5/76

February 5, 1942

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(2) ARF 452.1/4

MEMORANDUM FOR THE CHIEF OF STAFF, ARMY AIR FORCES, WASHINGTON, D. C.

Subject: C-61 Airplanes for Radio Control Target Tests.

1. A school is at present being conducted at Biggs Field in the operation and maintenance of radio controlled targets. For instructional purposes three O-49's have been equipped as control airplanes. For service use a control airplane is desired with side by side seating for pilot and control pilot with additional space for one radio operator and a spare set of radio equipment. Such control airplane must have performance characteristics comparable to target being used.

2. Four detachments will be ready to operate these targets by April 1st requiring a total of 12 control airplanes for which some satisfactory type must be found.

3. It is believed that the C-61 will prove to be highly satisfactory for this purpose, and if found to be so, will serve in lieu of more costly airplanes which would be more valuable for other service.

4. It is highly desirable that this airplane be tested immediately to determine whether a quantity should be requested for this purpose.

5. It is therefore recommended that three C-61 airplanes at present belonging to the Air Corps be allocated for tests as control airplanes for radio controlled targets.

WM. E. LYNN
Colonel, Air Corps
Director of Air Support

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CENTRAL MAIL SECTION A.A.F.

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF STAFF

WASHINGTON

DECLASSIFIED
DOD Dir.
By [illegible] Date 10/5/72

February 10, 1942

MEMORANDUM FOR GENERAL KUTER:

Subject: Air Force Strategic Mission and Means to Carry It Out.

1. In connection with the attached, it is believed that this is a far more serious problem than it would appear to be by the first reading.

2. In my opinion, the big problem we have now confronting us is, "What is our strategic mission and when must we be ready for it?" Will we have the proper equipment to carry out that mission? What readjustments must we make either in the mission due to lack of equipment, or in production now, in order to produce the proper kind of equipment?

3. The way this whole set-up looks to me now is that we are going to produce the maximum number of certain items of equipment regardless of whether they fit in the general strategic scheme or not, and regardless of whether we have ships to take the men from our ports of embarkation. Due to the lack of an approved long range strategic policy, we will be dispersed to such an extent that we will have no striking air force left. It will be 100 to China, 200 to Netherlands East Indies, 150 to the Australias, 100 to Russia, a squadron here and a group there, and a couple of squadrons at some other place, so that when the time comes for the maximum concentrated effort to get the full value of our striking power, we will have no striking power available.

~~4. With the above background will you prepare a letter to the Chief of Staff for my signature.~~

2/12/42 Gen. Harmon wrote + file

H. H. ARNOLD
Lieutenant General, U. S. Army
Deputy Chief of Staff for Air

Incl: Conf. memo to Gen. Arnold, 2/3/42, frm Col. Hanley re Report 81

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Air AG 452.1 (2-26-42) 2/3

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NLC, Date 12/5/74

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 3, 1942

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Report 8I

1. The preliminary sheets on Report 8I have been studied by Col. Gardner, representing OCAC and Lt. Col. R.C. Langmead, representing the Air Staff. The following comments are offered for consideration of the Chief of the Army Air Forces:

I. GENERAL:

1. The War Department representatives on the Sub-Committee insisted upon a slight change and rearrangement of the data in the combined summary so that the total could be readily compared with the totals under the various categories as established in the President's letter to Mr. Stimpson.

2. War Department members have insisted upon the inclusion in Report 8I of a second summary compilation in which there is indicated the additional airplanes by type and month which must be secured in order to accomplish the President's objective. The WPB members were initially unwilling to include such data. The War Dept. members insisted upon its inclusion, as they felt that in planning industrial capacity for materials and components such as aluminum, magnesium, electric furnace steel, engines etc., it was necessary to plan sufficient supporting capacity to meet the ultimate objective.

3. The Joint Aircraft Committee did at one time consider the inclusion of the light plane manufacturers and at that time did decide that data would not be included in the Report 8 Series for these manufacturers. Since that decision was made, the Military Services have developed a requirement for unarmed observation liaison planes of the light airplane class. It has, therefore, become necessary to include these manufacturers in Report 8I.

4. No provision has been made in the report for the production of combat airplanes, made from wood. In view of the apparent success of a British design the question is raised as to whether it is not necessary and expedient for us to swallow our pride and immediately set up in the Grand Rapids area a facility to copy as nearly as possible this apparently successful British model.

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The U.S. Army Air Forces have never in the past had much interest in single-engine transports. As our forces take to the field and become more widely scattered, it is likely that we will have an increase demand for single-engine transports for pilot dispersion and spare parts distribution in active theaters. The continuation of the Beech and the Howard etc., single-engine transport production lines will have two beneficial results:

a. It will provide equipment needed for operation in the field.

b. It will simplify the problem of attaining the President's objective.

II. SPECIFIC:

1. Beech-Wichita:—Before the declaration of War, a decision was made that Beech's capacity would not be expanded in Wichita for fear it might interfere with the expansion of Boeing-Wichita. Since that decision was made, War has been declared and we now have an ultimate objective which requires that all facilities be expanded to the utmost. It is, therefore, suggested that it may be necessary to reconsider at this time the previous decision on expansion of plant for Beech in Wichita.

2. Bellanca-Newcastle:—It appears likely that we will be able to use airplanes of the type of the old Bellanca single-engine transport, if it could be gotten back into production.

3. Boeing-Seattle:— While it is doubtless necessary to remove the A-20C production tooling from the Boeing plant, it is questionable whether the airplane will have passed its tactical usefulness in 1943. If the airplane continues to have a military usefulness, the A-20C production line should be reconstituted in some one of the plants which has served Boeing as Sub-Contractor in the production of A-20C sub-assemblies.

4. Boeing-Wichita:—The AT-15 two-engine bomb crew trainer may turn out to be a very satisfactory low-performance ten-place transport. Since it is made chiefly of wood and has R-1340 engines which are plentiful, the production of the airplane should not interfere with the tactical types.

5. Cessna-Wichita:—The training people of the Air Corps appear willing to revise their concept of the type of instruction which is to be included in basic phase. They have indicated that they are willing to give two-engine transition instruction in that phase. If the decision is finally made to give two-engine transition instruction in the basic stage, it will

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be necessary to increase the productive capacity of Cessna-Wichita in order to provide AT-17 airplanes for basic training. The two airplanes which are suitable for that type of training are:

Cessna-AT-17, welded steel fuselage, fabric covered wood wing ply-wood covered, Jacobs R-755 engines.

Beech-AT-10, wood fuselage, wood wing, Lycoming R-680 engines.

6. Consolidated-San Diego:—With very little urging, the Navy would probably abandon their plan for building the PB2Y (four-engine, patrol boat) at San Diego and would run in a B-24 line of their own to meet their needs for a long-range striking airplane.

7. Curtiss-Buffalo:— a. In view of the current satisfactory reports on the combat qualities of P-40E airplanes, it appears that an additional quantity of P-40 airplanes could be ordered to overlap the P-47B's and insure capacity operations of the plant.

b. The assignment of P-47 airplanes to Buffalo for production appears to be an unfortunate decision, since it prevents the application of the Curtiss-Buffalo plant to the production of A-25 (SB2C) dive bombers on a new Army order. The opinion is expressed that we need some dive bombers more than we need more high-altitude pursuit ships.

8. Curtiss-St. Louis:—In compliance with the instructions of the Chief of the Army Air Forces a directive has been prepared advising the Chief of the Air Corps that it is not satisfactory to order 1000 AT-9 two-engine training airplanes made of aluminum alloy, in order to sustain the labor force at Curtiss-St. Louis.

9. Douglas-Long Beach:—a. As long as the A-20-B airplane has a tactical application it should be continued in production. We should build a new factory if necessary or turn the production tooling over to one of the larger of the present Sub-Contractors when it becomes necessary to move the tooling from Long Beach in order to make room for the increased B-17 and C-47 production.

b. It is suggested that Pullman-Chicago be developed as a prime contractor for C-47 airplanes. This Plant is now working on C-47 wings as a Sub-Contractor, and apparently has a very good possibility of being developed as a large prime contractor for the cargo airplane.

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10. Douglas-Santa-Monica:—As long as the A-20-G has a tactical application the production tooling should not be destroyed, but should be kept in operation by moving it to a new plant or to the plant of one of the larger of the present sub-contractors.

11. Fleetwing-Bristol:—This Company had 1525 productive employees at the end of December 1941, working almost exclusively on sub-contracts for the producers of combat type airplanes. Obviously, the management and shop groups are familiar with aircraft materials, aircraft standards and inspection methods. The plant appears to provide an excellent nucleus of management and shop personnel for the development of a prime contractor for some combat types such as P-47, on which the Company is currently a Sub-Contractor.

12. Goodyear-Akron:—Report SI contemplates that after this Company has learned to build wings for the B-26 airplane, it will be switched to the production of Curtiss A-25 dive bombers or the Vought-Sikorsky P-65 Fighter. If we are to secure the maximum production from the aircraft industry, new prime contractors must be developed by assigning tasks which are in line with past experience. It seems most logical to plan for the production of B-26 airplanes by Goodyear-Akron.

13. Martin-Baltimore:—In view of the Navy stated requirement for 900 medium bombers, it would seem most logical for the Navy to contemplate the establishment at Martin-Baltimore of a B-26 line to meet their requirements in lieu of planning for the fabrication of the PBM (two-engine, patrol boat) in that facility.

14. North-American-Dallas:—The AT-6 line is one of the few in the Country which is not being held back by a lack of engines. The Materiel Division is working with the North American Co. in an effort to eliminate the shortages of some small GFE items, and the shortages of aluminum, which the management states are now responsible for holding back their delivery rate.

15. North American-Kansas City:—In the days before the War, when it appeared that we had reached the allowable limit of our plant expansion in the aircraft industry, the decision was made to build the B-29 in North American-Kansas City. After four or five months of peak production on the B-25, that line was to be closed out, and the productive effort switched over to an airplane of Boeing design. It is apparent that there is no possibility of reaching the objective set by the President for medium bombers unless we continue production of the B-25 at Kansas City. This,

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however, would necessitate the construction of a new plant to build the B-29. The opinion is expressed that the North American Co. would have very little more difficulty in establishing a new plant for the B-29 production than it would have in switching the present plant and its various supporting sub-contractors (in Memphis, Cleveland, Dayton etc.) from production on the B-25 to production on an airplane of entirely different design.

16. Northrup-Hawthorne:—If we are to come anywhere near reaching the delivery levels set by the President, we must keep the V-72 (A-31) production line going at Northrup-Hawthorne and set up a new facility for the P-61 night pursuit airplane.

J. J. Manley Jr.

J. J. MANLEY, Jr.
Colonel, Army U.S.
Chief, A-4

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DOD Dir. 5200.9 29 June 1974
NLC; Date 10/5/76

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93

SUBJECT: Report on Examination of North American Mustang P 51.

AG 452.1 (3-9-42)MSC 1st Ind. MFM/ojm-1705

War Department, AGO, March 9, 1942 - To Commanding General, U. S. Army Forces in the British Isles.

DRV

AG-452.1 2nd Ind. MFM/ecs

Office Special Army Observer, London, 2 April, 1942 - To Chief of the Army Air Forces, War Department, Washington, D.C.

1. Enclosed is deferred copy of Report on North American Mustang P 51, as requested in basic communication, originally forwarded in letter No. AG-452.1 to the Chief of the Air Corps, dated 19 December 1941.

FOR THE SPECIAL ARMY OBSERVER.

Hq Army Air Forces
MA 22 342
AAG Received

I. H. [redacted],
Colonel, A.G.D.,
Adjutant General.

Encl. (1)

AG 452.1 (3-5-42)

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DOD Dir.
By [illegible] NSC Date 10/5/72

WAR DEPARTMENT
Headquarters of the Army Air Forces
WASHINGTON

Mar 2 1942

SUBJECT: Report on Examination of North American Mustang P 51.

TO: The Special Army Observer,
American Embassy,
London, England.

THROUGH: The Adjutant General.

1. Reference is made to your letter, No. AG-452.1, addressed to the Chief of the Air Corps, War Department, Washington, D.C., under date of December 19, 1941, Subject: Report on Examination of North American Mustang P 51.

2. A deferred copy of the referenced communication has been received by this office, but no copy of the subject report was attached thereto.

3. In view of the foregoing, it is requested that a copy of the report mentioned be furnished this office.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

SUBJECT: Report on Examination of NorthAmerican Mustang P 51.

AG 452.1 (3-2-42) MSC 1st Ind. RPM/ejm-1705

War Department, AGD, March 3, 1942 - To Commanding General, U.S.Army Forces in the British Isles.

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(2/24/42)

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DOD Dir. 5 Jan. & 29 June 1976
By C. Cleary, NC, Date 10/5/76

1st Ind.

WAR DEPARTMENT, HQ., ARMY AIR FORCES, FEB 25 1942, to Assistant for Procurement Services, Office, Chief of the Air Corps.

1. Action has been taken to secure a copy of the report on examination of North American Aviation, Inc., Kansas Folk by M.A.F. officials, mentioned in the basic communication.

[illegible],
Major, Air Corps,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer.

Incls. N/C

452.1 (25)

Hq. Army Air Forces
FEB 26 [illegible]
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Dispatched
FEB 27 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	

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DOD Dir. 5 200.9 and 10 June 1980
NSA, Dec. 11, 1975

Report on Examination of North American Mustang P-51

FEB 18 1942

Assistant Chief of the Air Staff, A-2

1. We are returning communication, above subject, dated February 13th, which was forwarded from your office, exactly as received.

2. Reference to your letter from AFCSS to Chief of Air Corps, A-2/APA-1, dated December 29, 1941, did not include a copy of the reference report of examination of the P-51 by R.A.F. officials.

3. Without this enclosure this correspondence is useless to this office and it is requested that, if the report referred to is available, a copy of the same be forwarded.

For the Chief of the Air Corps

(4-E-4)
HEH:mpk

DONALD F. FRITCH
Lieut Col., Air Corps
Assistant Executive
Material Division

2 Inclos
Incl. 1 - Ltr. Hq. AFCSS to C/AC, A5-AFCS 1.12/29/41
Incl. 2 - Ltr., R/TS/42, Br. Amb. Sp/L.S. to Amb. Sp., Prod. Serve.

To Mail & Record Room
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NSA, Dec. 11, 1975

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By Cathy Lee, NARA, Date 10/5/96

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For the Chief of the Air Staff:

[redacted]
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-3.

2 Incl.
Gp. 1 Ltr. fr. AFHQ to
G/AS, AS-AGO.1, 12/12/42.

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FEB 13 1942
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DOD Dir.
By [illegible] 10/5/76

COPY

MFM/dma

AS-452.1

December 19, 1941.

SUBJECT: Report on Examination of North American Mustang P 51.

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

1. Reference is made to enclosed copy of report on examination of North American Aviation Inc. Mustang P-51 by M.A.P. officials.

2. It is requested that this data be transmitted to the Chief of the Material Division, Office of the Chief of the Air Corps.

For the Special Army Observer.

HOMER CASE
Lt. Colonel, G.S.C.,
Acting Chief of Staff.

Encl. (1).

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DOD Dir.
5 Jun. & 30 June 1954
By [illegible] NSC, Date 10/4/76

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SUBJECT: Aircraft and Pilots for Flight Testing

FEB 14 1942

TO: Chief of The Air Corps

1. Reference is made to letter dated January 31, from the Assistant for Ferrying Services, above subject, in which it is stated that action is being taken to obtain either the types of airplanes identified in attached copy of letter from the Chief Signal Officer, or suitable substitutes.

2. Ehodo requested this headquarters be advised when these airplanes become available, in order that suitable action can be taken to allocate those types most suitable to the laboratories in question.

By command of Lieutenant General ARNOLD:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

Incl.
Cy of ltr. fr C.S.O.
dated 1/16/42

FEB 13 1942 AAG
FEB 13 1942 AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
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IMMEDIATE ACTION — CONFIDENTIAL

WAR DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER
Washington

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OCSigO 413.44 A.C. Dev.

January 16, 1942

SUBJECT: Aircraft and Pilots for Flight Testing

TO: Chief of Army Air Forces

1. Request that positive action be taken by your Office to make available the following aircraft and pilots for flight testing aircraft and Radar equipments:

a. To: The Aircraft Radio Laboratory, Wright Field, Dayton, Ohio.

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NND [illegible]
By [illegible] NARS, Date 10/5/76

(1) 1 C-39 airplane or a comparable type
(2) 2 B-18 airplanes or a comparable type
(3) 4 Lockheed 12 airplanes or similar type

b. Each of above-mentioned planes with pilots permanently assigned to the Aircraft Radio Laboratory, Wright Field, Dayton, Ohio.

c. To: The Signal Corps Radar Laboratory, Fort Monmouth, N. J.

(1) 1 Cessna twin-engine airplane or a comparable type
(2) 1 Harlow single-engine airplane or a comparable type
(3) 1 Lockheed 10 airplane or a comparable type
(4) 1 Grumman multi-engine airplane or a comparable type

d. Each of above-mentioned planes with pilots permanently assigned to the Signal Corps Radar Laboratory, Fort Monmouth, N.J.

2. This office has made repeated requests for aircraft and pilots for use in making flight tests of the various equipments now under development or under procurement. Civilian aircraft have been used whenever possible. Negotiations with the Civil Aeronautics Administration for this service were unsuccessful, it is understood, due to action by the Ferrying Command.

3. The development and test of airborne and Radar equipments cannot be accomplished without aircraft for flight test purposes. All available aircraft are now under control of the Air Corps. Lack of aircraft for development and test purposes is materially hindering a very important element of the defense effort.

/s/ Dawson Olmstead,
Dawson Olmstead,
Major General
Chief Signal Officer of the Army.

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DOD Dir. 5200.9 Sec. 1.4(a)(5)(7)
By [illegible] Date 10/15/76

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AG 452.1/10 (6)- Avn
(2-14-42)

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~~GENERAL HEADQUARTERS~~, U. S. ARMY, Army War College, Washington, D. C. February 18, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. Approved. The Commanding General, First Air Force is being notified of this action.

For the COMMANDING GENERAL:

J. K. DRYDEN
Major, AGD.,
Assistant Adjutant General

FEB 19 1942
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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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NND 915176
NARA, Date 12/15/76

FEB 16 1942

SUBJECT: Loan of a C-61 Airplane to Target School, Biggs Field, Texas.

TO: Commanding General,
Field Forces, U.S. Army, GHQ,
Army War College,
Washington, D. C.

1. It is desired that you furnish on loan for a period of one month, C-61 airplane, Serial No. 41-38801, from the 60th Transport Group at Westover Field, for the use of the Target School at Biggs Field, Texas.

2. A pilot, under the control of the Office, Chief of the Air Corps, will call at Westover Field for this airplane and will deliver it to Wright Field for installation of special target control equipment before it is taken to Biggs Field.

3. This confirms telephone conversation between A-3 and Colonel Wooten on February 12. It is understood that Colonel Wooten obtained informal concurrence regarding this loan, from Colonel Cannon, Chief of Staff, 1st Air Force.

FOR THE CHIEF OF THE ARMY AIR FORCES

FEB 17 42 AM
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WM. W. DICE
Lt. Col., A.G.D.
Air Adjutant General

RECD'D MISC. DIV. CMC. FEB 17 1942

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6 Jan. 6, 25 June 1974
By [illegible] NC, Date 10/3/76

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written 2/12/42 FEB 18 1942

SUBJECT: Loan of a C-61 Airplane to Target School, Biggs Field, Texas.

TO: The Chief of the Air Corps.

1. You are directed to furnish a pilot to ferry immediately, C-61 airplane, Serial No. 41-36811, from the 60th Transport Group at Hostover Field to Wright Field.

2. Airplane should be delivered to the attention of Colonel George B. Hahlmann, Special Weapon Section, Wright Field Laboratories.

3. This confirms A-3 telephone conversation with Mr. Vreeland, Ferrying Command, on February 12, 1942.

By Command of Lieutenant General Arnold

WM. W. DICK
Col., A.G.D.
Air Adjutant General

452.1 (283)

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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	
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DOD Dir. 5 Jan. & 28 June 1974
By [illegible] NC, Date 10/6/76

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BY AUTHORITY OF THE CHIEF [illegible]
DATE INITIALS

SUBJECT: Increase of Airplanes for Doolittle Project.

TO: The Chief of the Air Corps.

1. Reference letter to The Chief of the Air Corps, dated January 30, 1942, subject "18 B-25B Airplanes for Mid-Continent Airlines".

2. This project had been increased from 18 B-25B airplanes to 24 B-25B airplanes. The additional airplanes are being furnished by the Air Force Combat Command, and are scheduled to arrive at Mid-Continent Airlines shops in Minneapolis, for tank installation in connection with the Doolittle Project on February 16, 1942.

3. All airplanes are to be returned to the Air Force Combat Command upon completion of tank installations.

By command of Lieutenant General ARNOLD:

FEB 16 1942
AAG

P. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

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9 Jan. & 30 June 1955
By [illegible] NARS, Date 10/5/76

HEADQUARTERS OF THE ARMY AIR FORCES

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FEB 10 1942

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BE:GE
2/9/42
2510

British Air Commission,
1785 Massachusetts Avenue,
Washington, D. C.

Attention: Mr. C. E. Miller,
Director of Planning and Airplane Production.

Through: Statistics Branch,
Office of the Under Secretary of War,
War Department,
Washington, D. C.

Subject: Defense Aid Administered by the Army -
Airplane Acceptances - Period January 24 to 31, 1942.
Defense Aid Administered by the Army -
Engine Acceptances - Period January 24 to 31, 1942.

452.1 (2-10)

B.A.C. File No.: 18-gsw
F.L.S. File No.: 2510

Gentlemen:

Please find attached hereto one copy each of the subject reports.

The above-mentioned reports are furnished at the request of your Mr. C. E. Fairey.

Attached also are six copies of receipt for the above reports. Please sign and return five copies of receipt to this office. The sixth copy is for your file.

Very truly yours,

Dispatched
FEB [illegible] 1942
AAG

J. T. CHENEY,
Major, Air Corps,
Chief, Foreign Matters Section, A-2,
Air Liaison Officer.

3 Incls.
Incls. 1&2 - Listed as subject.
Incl. 3 - Receipts (6 cys).

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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

File No. 2510

Tally No. AAF/

Subject: Transmittal of Reports to British Air Commission

NO.	FROM	TO	DATE	COMMENTS
1	(4-H) A.P.S.	Intell. Div. Foreign Liaison Section	1942 2/7	1. In accordance with Routing and Record Sheet, above subject, dated 11/19/41, this Division, there are attached hereto the following tables for transmission to the British Air Commission: QM-2(DA) as of 1/31/42 QM-4(DA) as of 1/31/42 O.P.E. Assistant for Procurement Services 2 Incls. QM-2(DA) QM-4(DA)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 10/4/76

AAF/A-3
RWB
2/13/42

AAF/A-3 452.1/2-2

February 13, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Allocation of Aircraft Equipped for Sea Search and Training of Required Crews.

The Secretary of War directs that letter AG 452.1 (1-10-42) M26-6-M, same subject as above, dated January 17, 1942; as amended January 30, 1942, and as amended in accordance with memorandum for The Adjutant General, subject same as above, dated February 8, 1942, be amended as follows:

1. Change paragraph 3 (a) to allow thirty (30) days detached service at Wright Field and/or San Antonio Air Depot, as well as thirty (30) days at Scott Field and/or Morrison Field.

2. Revise orders to permit crews to be sent to such other locations as may be directed by the Assistant Chief, Material Division, for the proper accomplishment of the tests in connection with the general project.

452.1 (279) B

NOTED E.P.C. 2/14/42
Chief of the Air Staff

For the Chief of the Air Staff:

R. S. VANDENBERG
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

MEMORANDUM FOR RECORD:

Authority for AG letter, subject same as above, dated January 17, 1942 is AAF/A-3 452.1/2-2, approved by Chief of Staff on January 15, 1942. Due to unanticipated delay in delivery of aircraft additional detached service at Wright Field and/or San Antonio Air Depot is necessary. In order to [illegible] COORDINATION [illegible] Chief of Staff, Material Division.

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DOD Dir. 5 Jan. & 22 June 1972
By Chief, AG Branch 1705/pc

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AAF/A-5 452.1/D-3

452.1 (27-9) (E4 AAF 452.1 C-3 A-1)

February 6, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Allocation of Aircraft Assigned for Ferry Transport and Training of Regular Crews.

The Secretary of War directs that a letter substantially as follows, be sent to:

Chief of the Army Air Forces;
The Commanding Generals,
Air Force Combat Command;
Eastern Theater of Operations;
Western Defense Command;
Panama Department; and
Puerto Rican Department.

The following amendments are made to letter, this office, January 17, 1942, as amended January 24, 1942; subject and classification as above.

1. Change paragraph 2 (a) (2) to read as follows:

ACTION TAKEN: 2-14-42,
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AE/td - 1705

(2) Crews for 2 B-18A airplanes from the Eastern Theater of Operations to Wright Field, Dayton, Ohio; thence to Boston Municipal Airport, reporting thereat to the Liaison Officer, Robbins Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, and return to Eastern Theater of Operations. Crews for 2 B-18A airplanes from the Eastern Theater of Operations to San Antonio Air Depot, San Antonio, Texas; thence to Boston Municipal Airport, reporting thereat to the Liaison Officer, Robbins Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, and return to Eastern Theater of Operations.

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2. Change paragraph 2 (a) (2) to read as follows:

(2) The B-18A airplanes will not be dispatched to Wright Field, Dayton, Ohio, or San Antonio Air Depot, San Antonio, Texas; until authorization has been received from the Materiel Division, Wright Field, Dayton, Ohio as to the dates of scheduled arrival at the above stations.

3. Change paragraph 2(g) (1) to read as follows:

(g) (1) Group for 6 B-18A airplanes from Western Defense Command, to San Antonio Air Depot, San Antonio, Texas; thence to Boston Municipal Airport, reporting thereat to the Station Officer, Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, and return to the Western Defense Command.

By the Chief of the Air Staff:

84 A G O
FEB 18 1942
Received

M-8

NOTED Chief of the Air Staff
FEB 13 1942

E. S. ADAMS
Colonel, Air Corps
Assistant Chief of the Air Staff

NOTED-OFFICE CHIEF OF STAFF

FEB 12 1942
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WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

Authority for AG letter, subject noted as above, dated January 19, 1942 to AG/2-27 (12-8-41), approved by Chief of Staff January 15, 1942. To facilitate the installation of equipment and speed training of crews, the ferrying of 6 aircraft is changed from Wright Field to San Antonio Air Depot.

FEB 13 42 PM

RECEIVED MISC. DIV., AGO.
& SC. Section

FEB 13 1942

OUT

OFFICE OF CHIEF OF STAFF

-2-

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Air AG 452.1 (279)

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DOD Dir.
E.O. Date 10/5/76

Simplification of Airplanes and Equipment in Bombardment Airplanes.

2 (Continued)

highest performing production line fighters available for escort installations. As these installations must be specially fitted, they are not proper subjects for discussion here.

4. Observation - Observation type airplanes must be provided with vertical and oblique cameras.

H. H. A.
Lt.Col.,Air Corps,
Director of Plans.

FEB 2 1 194
AAC

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Safety Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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Auth: DoD 5200.1

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DOD Dir. 5 Jan. & 20 June 1974
By: [illegible] NC; Date: 10/5/76

Dir/ Photo AAF | Dir/Bomb Ops. | 1942 2/20

1. With regard to the elimination of some camera equipment from aircraft the following is submitted.

a. Pursuit - Camera guns only in this type. In view of tactical demand for camera guns in Pursuit type there is small chance of simplification by elimination of camera gun.

b. Bomber - Bombers now are equipped with standard fittings to take camera mounts. It is not believed these can be eliminated for following reasons.

(1) Bomber type is now used for reconnaissance missions due to the demand for range and speed. With reconnaissance missions, provision for camera must be made.

(2) Bombers are to be provided with a light camera to be used to photograph the ground at time of release of bombs. This camera mounts in standard mount. As no provision need be made for leveling or crabbing, this type of camera weight can be saved by simplifying the mount for this subject camera.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	[illegible] Air [illegible]	A. C.	[illegible]
			have a fair chance of living in areas heavily defended, this type must have a superior performance to the enemy's best production line fighter. To obtain this we must make our

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(Air AG)

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DOD Dir. 5 Jan. & 30 June 1976
By Ltr; Date 10/5/76

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February 11, 1942.

BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

SUBJECT: Establishment of Modification Centers.

TO: The Chief of the Air Corps.

1. By memorandum for the Chief of the Air Staff, dated February 7, 1942, on the subject: "Establishment of Modification Centers" the Chief of the Air Corps recommended that action be authorized to appoint necessary boards of officers for the purpose of selecting suitable sites in connection with the establishment of modification centers which the Under Secretary of War determines must be constructed by the Corps of Engineers.

2. The Chief of the Air Corps is directed to proceed in the establishment of modification centers as covered by reference memorandum to include the appointment of necessary boards for selection of suitable sites.

By command of Lieutenant General ARNOLD:

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

FEB 11 1942
AAG

452.1 (277)

Incl:
Memo for C/AS,
2/7, above subj.
w/cc Memo to C/AS.1/15

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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Office of the Chief of the Air Corps

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WAR DEPARTMENT

Washington

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DOD Dir. 5 Jan. 6 (b) June 1972
By [illegible] Date 1945

February 7, 1942.

MEMORANDUM FOR CHIEF OF THE AIR STAFF.

SUBJECT: Establishment of Modification Centers.

1. Attention is invited to the attached copy of memorandum to Chief of the Air Staff, dated January 15, 1942, Subject: "General Brett's Recommendations." Plans have been made and in a number of instances these modification centers are being established.

2. These modification centers are establishments which are being operated by the aircraft manufacturers and are under their control. They are for the purpose of making operational changes required by the British in American-built aircraft, and they undoubtedly will be useful and very busy making operational changes in American aircraft for the United States Army Air Corps at a later date as experience of the war necessitates such changes. It is only by means of these modification centers that we can make these operational changes without interfering with production. It is believed that a modification center will be a very useful and necessary part of each aircraft manufacturer's establishment. It is estimated that there will be approximately ten such centers. It is not considered practicable to put these centers, in general, at Army posts or near other Air Corps establishments, as they must operate under the direct control of the aircraft manufacturer.

3. This matter has been taken up with the Office of the Under Secretary of War, and has been approved in principle, and funds for the construction of such modification centers are available for apportionment under appropriation for Expediting Production of Equipment and Supplies for National Defense.

4. The Under Secretary of War has ruled that in certain cases where a modification center is located on a separate field and involves the erection of hangars and minor shop facilities, he desires that these establishments be erected by the Corps of Engineers and become War Department property. In other cases where the modification center involves the establishment of only minor equipment and machinery, such as at the United Air Lines shops at Cheyenne or the American Air Lines at LaGuardia Field, that the procurement and installation of

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WAR DEPARTMENT

Memo for Chief of Air Staff, 2/7/42 (Cont'd)
Subject: Establishment of Modification Centers.

the equipment can be handled by the owner of the property by Defense Plant Corporation contract.

5. Due to the decision of the Under Secretary of War that in certain instances he desires that the Corps of Engineers construct these facilities which are to be leased to the aircraft manufacturer, there will be a certain amount of delay in getting these modification centers in operation.

6. It is recommended that the Chief of the Air Corps be authorized immediately to initiate such action as may be necessary and to appoint the necessary boards of officers for the purpose of selecting suitable sites in connection with those modification centers which the Under Secretary of War determines must be constructed by the Corps of Engineers.

For the Chief of the Air Corps:

L. S. SMITH
Lieut. Colonel, Air Corps.
The Executive Assistant.

1 Incl.
cc Memo to C/AS, 1/15/42.

FE 10 1942
AAF Rec'd 2:25 PM

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DOD Dirs.
8 Jun. & 20 June 1958
By [illegible], HQ, Dept. 10/5/76
DNB

HEADQUARTERS [illegible] AIR FORCES

ROUTING AND RECORD SHEET

File No.

Tally No. AAF

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

SUBJECT: Establishment of Modification Centers.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JFH/mwb
1.	AAF/A-4	AAF/AAG	1942 2/10	1. Request that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. By memorandum for the Chief of the Air Staff, dated February 7, 1942, on the subject: "Establishment of Modification Centers, the Chief of the Air Corps recommended that action be authorized to appoint necessary boards of officers for the purpose of selecting suitable sites in connection with the establishment of modification centers which the Under Secretary of War determines must be constructed by the Corps of Engineers. 2. The Chief of the Air Corps is directed to proceed in the establishment of modification centers as covered by reference memorandum to include the appointment of necessary boards for selection of suitable sites." 545 PM Incl: Memo for C/AS, 2/7, above subj. w/cc Memo to C/AS, 1/15. For TJH, Jr., C/A-4

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DOD Dir.
By Letter, 10 Dec 1986
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1st Ind.

HQ AIR FORCE, Washington, D. C.
To: Chief of the Air Corps.

Dispatched
MAR 2 1942
AAG

1. Six liaison-type aircraft have been assigned to each of the four mentioned observation squadrons.

2. Two-engine bombers will not be available for assignment

Chief of Bureau	Chief of Staff	A-4 & 5	A-1	A-2	A-3	A-4	A-WPD	A-Surv.	Personnel Division	Air-ways

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3. Five bombers will not be available for assignment to these units until approximately August.

For the Chief of the Army Air Forces:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

Incl.
AG 320.2(1-14-41)
HQ-H.AAF/A-1, above
subj., 1/28/42.

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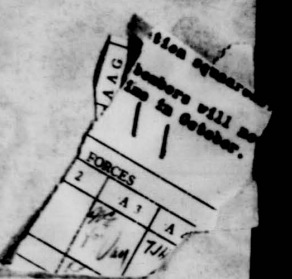
DOD Dir.
Date 10/5/76



HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MP	A-Trans.	Secret	Miscellaneous	
	WYF 5 (1/28)	GCR			MAC (1/28)	TG (1/28)					
					(1/28)						

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DOD Dir. 5 Jun. A Ch. 2 June 1982
By [illegible] NARS, Date 10/5/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 8, 1942

SUBJECT: Constitution, Activation and Disbandment of Certain Air Corps Units.

TO: Chief of Army Air Forces,
War Department
Washington, D. C.

1. Attention is invited to the attached communication, under date of January 28, 1942, subject as above.

2. It is requested that a suitable allotment of aircraft be made to the four Observation Squadrons assigned to the Chief of the Air Corps and that this office be advised as to such allotment and approximate time aircraft will be available.

Incl.
AG 320.2 (1-14-41)
MR-M-AAF/A-1, above
subj., 1/28/42.

For the Chief of the Air Corps:

/s/
O. S. Person
Colonel, A.C.
Assistant

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOD Dir. 5200.9 & 5200.10
By Library NCI Date 10/5/76
NND

February 9, 1942

SECRET
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
10 Feb 42 JBC
DATE INITIALS

SUBJECT: Airplane Distribution Report.

TO : The Chief of the Air Corps

Request that A-4 Division of the Air Staff be placed on the distribution list for a copy of the "Daily Airplane Distribution Report" prepared in the Plans Section of your office.

By command of Lieutenant General ARNOLD:

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

Air AG 452.1 (2-12-42)

1st. Ind.

War Department, Office Chief of Air Corps, February 13, 1942. TO: War Department, Headquarters of the Army Air Forces, Assistant Air Adjutant General.

Effective on February 14, 1942, provisions have been made that the A-4 Division of Air Staff will be furnished with a copy of each of the following reports:

(1) Daily Airplane Distribution Report By Type and Model.
(2) Daily Report of Airplanes By Assignment and Model.

These reports will be provided each day of the week excepting Monday, on which day no report is received.

For the Chief of the Air Corps.

R W Gates
B. E. Gates, Lt. Col.,
Assistant Executive for Administrative Planning and Coordination.

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Air AG 452.1 (2-12-42)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

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DECLASSIFIED DOD Dir. 5 Jan. & 29 June 1954 By: [illegible] NC, Date 10/5/76

Tally No. AAF/R-4/1101

SUBJECT: Airplane Distribution Report.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JOS/soc
1	AAF A-4	AAF AAG	1942 2/8	1. It is requested that a directive, substantially as follows, be sent to the Chief of Air Corps: "1. Request that A-4 Division of the Air Staff be placed on the distribution list for a copy of the "Daily Airplane Distribution Report" prepared in the Plans Section of your office." TJH, Jr. C/A-4.

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

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Allahan

DECLASSIFIED
NND No.
By [illegible] Date 10/5/74

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MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Night Pursuit Aircraft for "Bolger"

1. Discussion

a. "Bolger" has been definitely designated as an A.F.E. for Air Defense.

b. It is extremely urgent that aircraft for training in night interception be made available immediately as it will require a considerable period of time to prepare the aircraft and install the following:

AI Mark IV sets.
VHF (TBS-type) sets.
IFF Mark II C sets.

c. Fitting crews, consisting of British and American personnel now limited in number, and should start preparing the airplanes immediately, in order to complete the work at an early date.

d. A minimum of fifteen (15) airplanes are required.

e. British [illegible] type aircraft are better suited for the purpose than any other type currently available for the following reasons:

1). They are partially stocked-up to take the equipment involved.

2). The British now employ them as night interceptors.

3). British fitters are familiar with the problem involved in fitting and preparing them for night fighters.

FEB 7 1942

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec'y A. Staff	AAG	A-1	A-2	A-3	A-4	A-Wpn	A-Insp	Budget		

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DOD Dir.
8 Jan. & 23 June 1954
By General Ltr. Dtd. 10/15/76

II. Action Recommended.

1. It is recommended that fifteen (15) each B-7 airplanes be made available immediately to "Trigger" and that they be delivered to the Orlando Air Base, Orlando, Florida.

A. W. Marriner
Colonel, Air Corps
Director of Communications

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	Sig.	

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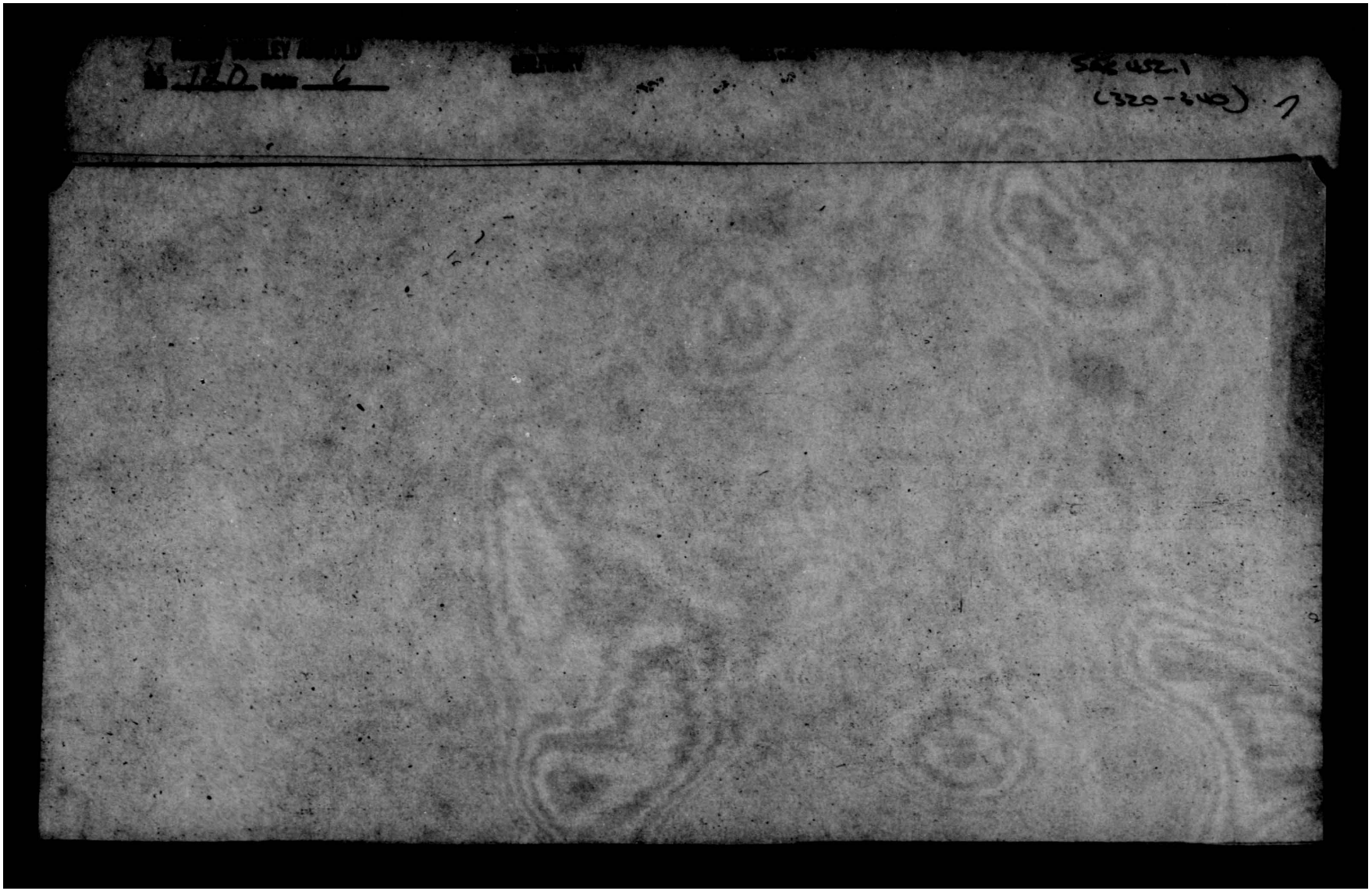

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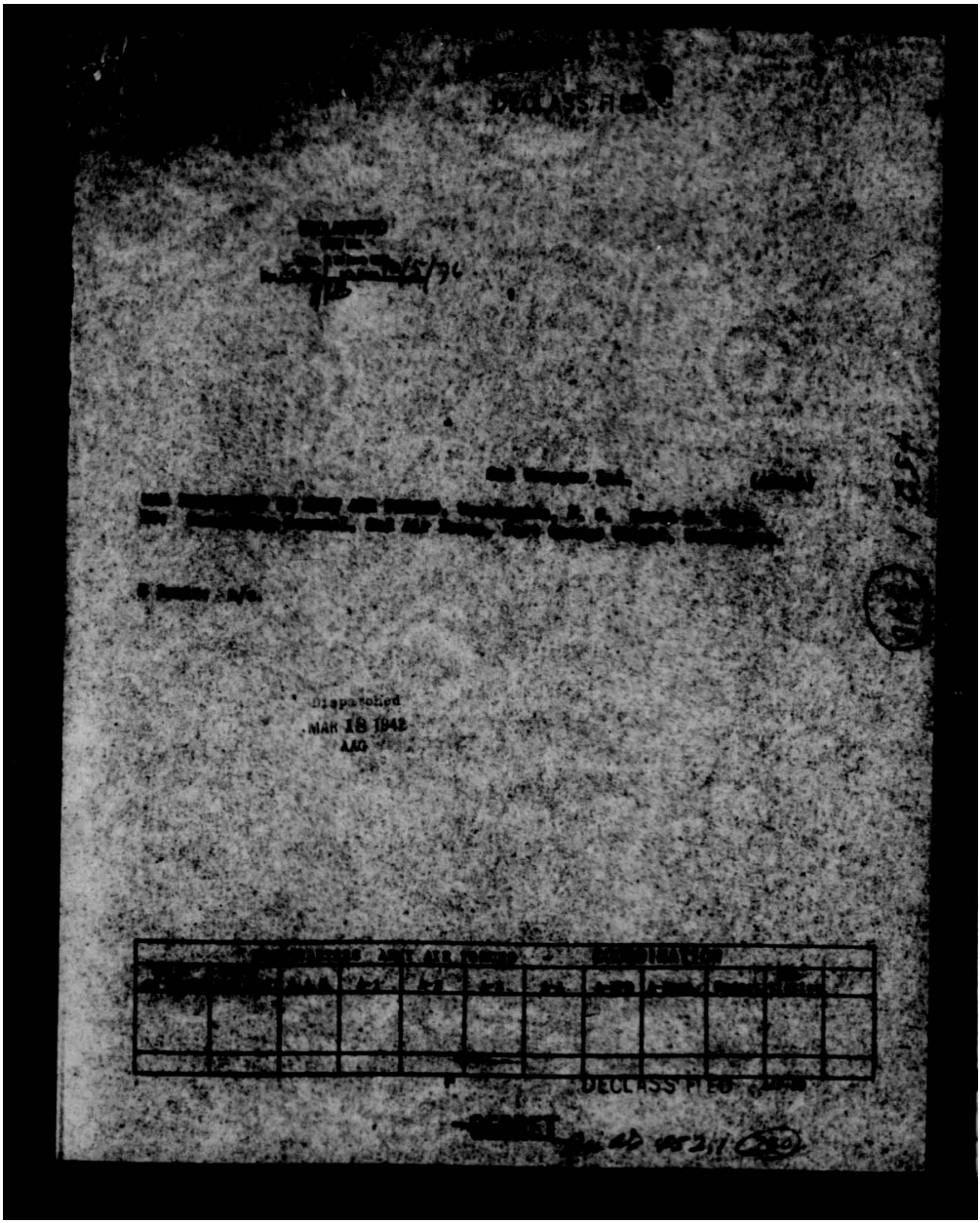

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8 Jan & 20 June 1974
By [illegible] NCI, Date 10/5/76

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AAF 452.1 (8-6-42) 1st Wrapper Ind. (C)

HEADQUARTERS 3RD AIR FORCE, Tampa, Florida, MAR 15 1942
TO: Commanding General, Army Air Forces, Washington, D. C.

It is believed that attached letters were mis-routed to this headquarters, in that organizations to which they pertain are units of the 2nd Air Force.

For the Commanding General:

H. M. JONES
Lieut. Colonel, A. G. D.
Adjutant General

6 Incls:
AAF ltrs w/1st Ind.

WAR DEPARTMENT Hq ARMY AIR FORCES, Washington, D. C. March 18, 1942.
TO: Commanding General, 2nd Air Force, Fort George Wright, Washington.

6 Incls: n/c.

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8 Jan. & 30 June 1974
By C.D.R. LIC. Date 10/5/76
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AAF/A-3
DWH/bg
Wrtn 3-6-42

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MAR 7 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 2nd Bombardment Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governor's Island, N. Y.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about January 1, 1943.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

Dispatched
MAR 7 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	
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Written 3/5/42

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DOD dirs.
6 Jan. & 30 June 1954
By Cecy, AG Date 10/5/76

SUBJECT: Airplane Delivery Program.

MAR 7 1942

TO: Commanding Officer, 26th Observation Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 14 A-20C, 36 P-39L, and 36 L-59A airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in productions schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

Dispatched
MAR 7 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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8 Jan. & 20 June 1974
By Lilley, LC, Date 10/15/76
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DWH-bg
Wrtn 3-5-42

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES

MAR 7 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 57th Pursuit Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governor's Island, N. Y.

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

452.1 (340)

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
Mar 7 1942
AAF

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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Wrtn. 3-5-42

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] NC, Date 10/5/76
NLB

DATE INITIALS

MAR 7 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 56th Pursuit Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governor's Island, N. Y.

452.1 (340)

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to confore to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 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	
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DOD ltrs.
8 Jan. & 20 June 1974
By Lee Ltr. Date 10/5/74

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DWH/mld
Wrtn 3-5-42

MAR 7 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 45th Bombardment Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

452.1 (34)

1. Existing programs provide for the equipment of your organization with B-26B airplanes, initial deliveries of which will be made during the month of September.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 1942
AAG

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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 t. s'tics	
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DOD Rts
8 Jun & 20 June 1974
By [illegible], DC, Date 10/5/74

SUBJECT: Airplane Delivery Program.

MAR 7 1942

TO: Commanding Officer, 13th Bombardment Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

452.1 (340)

1. Existing programs provide for the equipment of your organization with B-26B airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 1942
AAF

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
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Written 3/5/42

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By [illegible], NC, Date 10/5/76

SUBJECT: Airplane Delivery Program. MAR 7 1942

TO: Commanding Officer, 59th Observation Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

1. Existing programs provide for the equipment of your organization with A-20G, P-43, and L-57A airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 8 A-20G, 24 P-43, and 42 L-57A airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

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FOR THE CHIEF OF THE ARMY AIR FORCES:

Dispatched MAR 7 1942 AAF

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	
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Written 3/5/42

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DOD ltr:
8 Jan. & 20 June 1974
By [illegible] NARS, Date 10/5/76

SUBJECT: Airplane Delivery Program. MAR 7 1942

TO: Commanding Officer, 66th Observation Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 20 A-20C, 24 P-39L, and 30 L-59A airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

BY THE CHIEF OF THE ARMY AIR FORCES

Dispatched
MAR 7 1942
AAG

JOHN B. COOLEY
Lt. Colonel, A. C. S.,
Assistant Air Adjutant General

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DOD Dirs.
6 Jan. & 30 June 1972
By Letter JC; Date 10/5/76

MAR 7 1942 DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 65th Observation Group.

Thru: Commanding General,
Eastern Theater of Operations,
Governors Island, N. Y.

1. Existing programs provide for the equipment of your organization with A-20G, P-43, and L-57A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 8 A-20G, 24 P-43, and 42 L-57A airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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5 Jan. 60 20 June 1974
By [illegible] I.C. Date 10/5/72

SUBJECT: Airplane Delivery Program.

MAR 7 1942

TO: Commanding Officer, 63rd Transport Group;

Thru: Commanding General,
Air Service Command,
Wright Field,
Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of May.

2. Deliveries providing the full strength of 26 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	
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DOD ltrs.
8 Jan. & 30 June 1976
By: [illegible] LC, Date 10/5/76

SUBJECT: Airplane Delivery Program.

MAR 7 1942

TO: Commanding Officer, 10th Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field,
Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-53 airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 28 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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MAR 7 1942
AAG

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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By [illegible] NG, Date 10/15/76

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 62nd Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field,
Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-47 and C-53 airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 14 C-47 airplanes and 19 C-53 airplanes will be completed on or about June1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
Mar 7 1942
AAG

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 7 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 317th Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field, Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of November.

2. Deliveries providing the full strength of 39 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 316th Transport Group.

THRU: Commanding General,
Air Service Command,
Wright Field, Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-53 airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 30 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program. MAR 7 1942

TO: Commanding Officer, 315th Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field, Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-87 airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 30 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

SUBJECT: Airplane Delivery Program. MAR 7 1942

TO: Commanding Officer, 314th Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field, Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of September.

2. Deliveries providing the full strength of 39 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially effect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	
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By: [illegible] NC, Date 10/5/76
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SUBJECT: Airplane Delivery Program. MAR 7 1942

TO: Commanding Officer, 313th Transport Group.

Thru: Commanding General,
Air Service Command,
Wright Field, Dayton, Ohio.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of September.

2. Deliveries providing the full strength of 13 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 51st Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-47B airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	Sta-tistics	
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 82nd Pursuit Group.

Thru: Commanding General,
Air Forces Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-47B airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 80 airplanes will be completed on, or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 1942
AAG

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

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	
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MAR 6 1942

DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 24th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-40K airplanes, initial deliveries of which will be made during the month of September.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other activities are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

MAR 7 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	
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 7th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of November.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about January 1, 1943.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	
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MAR 6 1942

SUBJECT: Airplane Delivery Progress.

TO: Commanding Officer, 96th Bombardment Group

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of September.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 90th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

MAR 7 1942
AAG

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

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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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 98th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	
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DOD Dirs
5 Jan. & 20 June 1954
By [illegible] NCD, Date 10/5/76
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MAR 6 1942

MAR 6 1942
DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 94th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

MAR 7 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	Sta-tistics	
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 304th Bombardment Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 1942
AAG

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION

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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
MAR 6 1942
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 305th Reconnaissance Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25B airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and to priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

MAR 7 1942
AAG

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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8 Jan. & 20 June 1974
By OSD/WC, Date 10/5/76

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 100th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and to priorities. You will be advised of any changes which materially affect deliveries to your organizations.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 1942
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JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

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DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 99th Bombardment Group

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 1942
AAG

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

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SUBJECT: Airplane Delivery Program. MAR 6 1942

TO: Commanding Officer, 80th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-47B airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 1942
AAG

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

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 79th Pursuit Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

DECLASSIFIED
MAR 7 1942
AAG

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

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MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 41st Bombardment Group.

Thru: Commanding General,
Western Defense Command,
Presidio,
San Francisco, Calif.

1. Existing programs provide for the equipment of your organization with B-25D airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

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MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 42nd Bombardment Group.

Thru: Commanding General,
Western Defense Command, Presidio,
San Francisco, Calif.

1. Existing programs provide for the equipment of your organization with B-25C airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 77 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 30th Bombardment Group.

Thru: Commanding General,
Western Defense Command,
Presidio, San Francisco, California.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 1942
AAG

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HEADQUARTERS ARMY AIR FORCES - COORDINATION												
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DATE INITIALS

MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 70th Observation Group.

Thru: Commanding General,
Western Defense Command,
Presidio,
San Francisco, Calif.

1. Existing programs provide for the equipment of your organization with A-20C, P-43, and L-49A airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 8 A-20C, 18 P-43, and 30 L-49A airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

Distribution
MAR 7 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 56th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-39D airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	
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8 Jan. & 20 June 1974
By [illegible] NC, Date 10/5/76

DATE INITIALS
MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 71st Observation Group.

Thru: Commanding General,
Western Defense Command,
Presidio,
San Francisco, Calif.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, wimitial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 2 A-20C, 18 P-39L, and 36 L-59A airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 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	
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6 Jan. & 20 June 1974
By: [illegible] NC, Date 10/5/76

MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 14th Pursuit Group.

Thru: Commanding General,
Western Defense Command,
Presidio, San Francisco, California.

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which will be made during the month of May.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

Dispatched
MAR 7 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	
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MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 56th Pursuit Group.

Thru: Commanding General,
Western Defense Command,
Presidio, San Francisco, California.

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 99 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 - 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 1st Pursuit Group.

THRU: Commanding General,
Western Defense Command,
Presidio, San Francisco, California.

1. Existing programs provide for the equipment of your organization with P-38E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about April 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 67th Observation Group.

Thru: Commanding General,
Western Defense Command,
Presidio,
San Francisco, Calif.

1. Existing programs provide for the equipment of your organization with A-20C, P-43, and L-57A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 8 A-20C, 18 P-43, and 30 L-57A airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in productions schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

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MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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8 Jan. & 20 June 1974
By [illegible] NC, Date 10/5/76

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 78th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-39D and F airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 30 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

DECLASSIFIED
MAR 7 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-SPD	A-Insp.	Budget	Statistics	
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8 Jan. & 20 June 1974
By OSD/WHS, Date 10/5/76

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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
MAR 6 1942
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 54th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-40F airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 20th Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-39F airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 60 airplanes will be completed on or about April 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

MAR 7 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	
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By C&R per LC Date 10/5/76

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 52nd Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-39F airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about April 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 1942

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 31st Pursuit Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with P-40F airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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CHIEF OF STAFF
MAR 6 1942
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 308th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 7 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	Ser-vice	
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Wrtn. 3-4-42

MAR 6 1942

MAR 6, 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 307th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES					COORDINATION						
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MAR 6 1942
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MAR 6, 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 90th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES					COORDINATION					
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Wrtn 3-4-42

MAR 6 1942

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 91st Bombardment Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization [illegible] B-24D airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 38 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES					COORDINATION					
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MAR 6 1942
DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 306th Bombardment Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES COORDINATION											
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MAR 6 1942
DATE INITIALS

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 33rd Pursuit Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

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1. Existing programs provide for the equipment of your organization with P-40K airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Signed
MAR 6 1942
AAG

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

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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	Materiel	
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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 303rd Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to confore to alterations in production schedules and to priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, XIIst Bombardment Group.
Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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HEADQUARTERS ARMY AIR FORCES COORDINATION											
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Wrtn 3-5-42

DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 98th Bombardment Group.
THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries will be made during the month of March.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and to priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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By [illegible] NC, Date 10/5/76

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Wrtn 3-5-42

SUBJECT: Airplane Delivery Program

MAR 6 1942

TO: Commanding Officer, 97th Bombardment Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 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	
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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 310th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25D airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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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-MPD	A-Insp.	Budget	Statistics	
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By C.B. NC, Date 10/5/76

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Wrtn 3-5-42

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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 309th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25C airplanes, initial deliveries will be made during the month of June.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules or priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

JOHN E. [illegible]
Lt. Colonel, A. G. D.
Assistant Air Adjutant General

Dispatched
MAR 6 1942
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HEADQUARTERS ARMY AIR FORCES					COORDINATION						
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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
Date INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 21st Reconnaissance Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25B airplanes. Initial deliveries will be made during the month of May.

2. Deliveries providing the full strength of 97 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
AAG

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE
MAR 6 1942

SUBJECT: Airplane Delivery Program.

To: Commanding Officer, 15th Bombardment Group.
From: Commanding General,
Air Forces Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25C airplanes. Initial deliveries will be made during the month of March.

2. Deliveries providing the full strength of 97 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and to priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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HEADQUARTERS ARMY AIR FORCES		COORDINATION									
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 305th Reinforcement Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
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DATE INITIALS
MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 93rd Bombardment Group.

THRU: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of May.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 92nd Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-17E airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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DATE INITIALS

SUBJECT: Airplane Delivery Program. MAR 6 1942

TO: Commanding Officer, 312th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-24 airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 6 1942
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JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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DATE INITIALS

SUBJECT: Airplane Delivery Program. MAR 6 1942

TO: Commanding Officer, 311th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25l airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 34th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-24b airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 85th Reconnaissance Group.

THRU: Commanding General,
Air Forces Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-31 airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 34th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-31 airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 27th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with SB-2A1 airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 47th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command.,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about May 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 46th Bombardment Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about April 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 64th Transport Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 32 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold:

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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DATE INITIALS

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 61st Transport Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of July.

2. Deliveries providing the full strength of 39 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
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DATE INITIALS
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 89th Transport Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of June.

2. Deliveries providing the full strength of 58 airplanes will be completed on or about August 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 60th Transport Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with C-47 airplanes, initial deliveries of which will be made during the month of May.

2. Deliveries providing the full strength of 34 airplanes will be completed on or about July 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 6 1942
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JOHN B. CONLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant, General

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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DATE INITIALS
MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 74th Observation Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20G, P-39L and L-5B airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 20 A-20G, 18 P-39L, and 18 L-5B airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 75th Observation Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C, P-39E, and L-5SB airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 8 A-20C, 30 P-39E, and 54 L-5SB airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

Dispatched
MAR 6 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION

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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 76th Observation Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 14 A-20C, 30 P-39L, and 48 L-59A airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 6 1942
AAC

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	
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4 Jan. & 28 June 1974
By [illegible] LC. Date 10/5/76

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 73rd Observation Group. MAR 6 1942

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 20 A-20C, 18 P-39L, and 18 L-59A airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

By Command of Lieutenant General Arnold

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

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Written 3/5/42

SUBJECT: Airplane Delivery Program.

MAR 6 1942

TO: Commanding Officer, 77th Observation Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-5SB airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of 14 A-20C, 18 P-39L, and 24 L-5SB airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in productions schedules and priorities. You will be advised of any changes which materiallyaffect deliveries to your organization.

By Command of Lieutenant General Arnold

Dispatched
MAR 6 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 1st Mapping Group.

Thru: Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. Existing programs provide for the equipment of your organization with B-25D and P-38E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 50 B-25D and 24 P-38E airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

Dispatched MAR 6 1942 AAG

By Command of Lieutenant General Arnold

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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BY AUTHORITY OF THE
CHIEF OF THE AIR FORCES
MAR 6 1942
DATE INITIALS

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 6th Bombardment Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with P-17Z airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about September 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES:

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

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MAR 6 1942
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 40th Bombardment Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with B-26B airplanes, initial deliveries of which will be made during the month of May.

2. Deliveries providing the full strength of 57 airplanes will be completed on or about June 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched
MAR 6 1942
AAG

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

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MAR 6 1942

MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 83rd Pursuit Group.

Thru: Commanding General,
Hawaiian Department,
Ft. Shafter, T. H.

1. Existing programs provide for the equipment of your organization with P-40K airplanes, initial deliveries of which will be made during the month of August.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched
MAR 6 1942
AAG

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

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 11th Bombardment Group.

Thru: Commanding General,
Hawaiian Department,
Ft. Shafter, Hawaii.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which will be made during the month of April.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about October 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched
May 6 1942
AAG

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

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 5th Bombardment Group.

Thru: Commanding General,
Hawaiian Department,
Ft. Shafter, Hawaii.

1. Existing programs provide for the equipment of your organization with B-24D airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched
MAR 6 1942
AAG

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

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 28th Bombardment Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

Dispatched
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 9th Bombardment Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with B-17F airplanes, initial deliveries of which will be made during the month of October.

2. Deliveries providing the full strength of 35 airplanes will be completed on or about December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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MAR 6 1942
AAG

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

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 16th Pursuit Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with P-40C airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about August, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Declassified
MAR 6 1942
AAG

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

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By [illegible] NSC, Date 10/5/76

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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 72nd Observation Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with A-20C, P-39L, and L-59A airplanes, initial deliveries of which will be made during the month of March.

2. Deliveries providing the full strength of [redacted], 12 P-39L, and 18 L-59A airplanes will be completed on [redacted] December 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Signed
MAR 6 1942
AAG

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 57th Pursuit Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

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1. Existing programs provide for the equipment of your organization with P-400 airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about August, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

MAR 6 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Asst. Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Secretariat	
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SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 32nd Pursuit Group.

THRU: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with P-40C airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about August, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched
MAR 6 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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MAR 6 1942
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 36th Pursuit Group.

Thru: Commanding General,
Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Existing programs provide for the equipment of your organization with P-40E airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about September, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which substantially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

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8 Jun & 30 June 1954
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MAR 6 1942

SUBJECT: Airplane Delivery Program.

TO: Commanding Officer, 15th Pursuit Group.

Thru: Commanding General,
Hawaiian Department,
Ft Shafter, T.H.

1. Existing programs provide for the equipment of your organization with P-39D airplanes, initial deliveries of which have been made.

2. Deliveries providing the full strength of 80 airplanes will be completed on or about November 1, 1942.

3. Organization commanders will insure that training programs and other schedules are consistent with the above.

4. Existing programs are subject to change to conform to alterations in production schedules and priorities. You will be advised of any changes which materially affect deliveries to your organization.

FOR THE CHIEF OF THE ARMY AIR FORCES

MAR 6 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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WD, HQ ARMY AIR FORCES, Washington, D. C. To: The Chief of the Air Corps.

1. It is directed that one B-24D Bombardment airplane from current production be assigned to the Experimental Engineering and Flight Test Section at Wright Field for necessary installation and flight test in connection with range extension project. This airplane will be delivered to Wright Field immediately.

2. The above confirms instructions transmitted to the Air Service Command, Office, Chief of the Air Corps, by telephone.

By Command of Lieutenant General Arnold

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

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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
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By [illegible] NLC, Date 10/5/76

MAR 2 1942

Extension of Range of B-24D and B-17E Type Airplanes.

Chief of Air Staff,
Attention: A-5 Section.

1. In accordance with verbal directive from Brig. General Earl Hedden, former Chief, A-5 Section, Air Staff, transmitting directive from Chief of Air Staff, the Material Division has been working on problem of means of extending the range of the B-17E and B-24D type aircraft.

2. The B-17E, now in the Engineering Shops Laboratory at Wright Field, should be ready for initial flight test about March 10th. Design of tankage, plumbing, fittings, etc., for the B-24D type has been completed and ordered and this material is scheduled to arrive at Wright Field March 7th. It is essential that a B-24D airplane be made available immediately to Wright Field in order that it can be put directly into the Engineering Shops Laboratory as soon as the installation work is completed on the B-17E.

3. Design work is likewise under-way on the problem of aerial refueling of heavy bombardment aircraft. The B-24D type airplane was selected as the type best suited for the initial study on installation and test of such equipment. (See: Directive, Chief Army Air Forces 2/5/42, File AS 370, Subject: "Air Refueling of Heavy Bombardment Aircraft).

4. Since work is progressing concurrently on both B-24D range extension projects, it is requested that a B-24D airplane be assigned at once to Wright Field for use of the Experimental Engineering and Flight Test Sections in making the necessary installations and flight tests.

For the Chief of the Air Corps

O. P. ECHOLS
Brig. Gen., U.S.A.
Assistant for Procurement Services

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War Dept. A.G.O., March 18, 1942 - To: Commanding General, Army Air Forces.

The 18 copies of Technical Order No. 01-25CF-30 were distributed on March 10, as directed in paragraph two of basic communication.

By order of the Secretary of War:

Hq. Army Air
MAR 19 1942
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S. J. Lawton
Adjutant General.

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NARS, Date 12/15/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

(Air G)

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
3/6/42 TPC
DATE INITIALS

March 6, 1942

SUBJECT: Technical Order No. 01-25CF-30.

TO : The Adjutant General

1. Attached are eighteen (18) copies of Technical Order No. 01-25CF-30.

2. It is requested that they be equally distributed to the Commanding General, U. S. Army Forces in Australia and to the Commanding General, U. S. Army Forces in India by the most expeditious means practicable. This order is of interest to Army Air Force units in those localities.

MAR 9 1942

For the Chief of the Army Air Forces:

84 AGO
MAR 7 1942
Received

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

RECEIVED
A.G.O.

Incls.-
(18) T.O. No. 01-25 CF.

(84) AAF 062.001 (3-6-42)

FOR VICTORY BUY

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SECRET
Air AG 452.1 (335)

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

DECLASSIFIED
DOD Dir.
5 Jun. & 29 June 1954
By ajg, NARS, Date 10/5/72

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

MAR 2 1942

SECRET
By Authority of
The Chief of the Air Corps
MAR 2 1942
Date Initials

SUBJECT: Technical Order No. 01-25CF-30

TO: Chief of the Army Air Forces

1. Attached hereto are 45 copies of subject Technical Order covering general information on spin characteristics of P-40D and P-40E airplanes.

2. It is requested that these Technical Orders be forwarded in the most expeditious manner, to the Commanders of United States Air Force Units in Panama, Puerto Rico, Alaska, Hawaii and the Far East.

By the Chief of the Air Corps:

Incls: 45 copies of Technical Orders as listed above.

W. T. Hefley

W. T. HEFLEY
Lt. Col., Air Corps.
Executive, Air Service Command

Hq. Army Air
MAR 5 1942
AAG Received

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AAF/
TJH/g

DECLASSIFIED
DOD Ltr 9 Jan. & 20 June 1974
By Lea, LC. Date 10/5/76

March 11, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

Subject: Packing and Crating of Airplanes for Overseas Shipments.

452.1 (334)

1. The attached correspondence is forwarded for General Somervell's information, in connection with his expressed desire that the Air Forces initiate action to conserve shipping.

For the Commanding General, Army Air Forces:

Incls.:
Cy.ltr.2/2/42,frm.
AAG to C/AC.
Ltr.3/3/42,frm.C/AC
to AAG.

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

Declassified
MAR 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	

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DOD ltrs
6 Jan. & 20 June 1997
By Ltr, HQ, Date 10/2/76

MAR - 3 1942

(EL)

INFORMATION FOR: The Air Adjutant General.

Subject: Packing and Crating of Airplanes for Overseas Shipments. AC/AS Project 1040.

1. The need for rapid and easy disassembly and assembly for both maintenance and shipping requirements with respect to new designs has long been anticipated.

2. Almost all airplanes now being procured for experimental purposes are completely streamlined for aerodynamic duty, so that they, under present circumstances and methods are capable of being removed. In the case of single engine fighter airplanes, the main problem is quickly detachable wing the main part of the fuselage. All future airplanes to be considered by the Experimental Engineering Section will incorporate streamlined method of construction as far as possible without handicapping the airplanes through increase in weight and difficulties in fabrication.

3. With respect to the present P-38 or P-39 it does not appear feasible to permit ready replacement of the wing. It is probable that a quickly detachable joint would cause an unreasonable expansion in weight and installation complication.

4. With respect to bombardment planes, the B-19 engine in particular, the nature of this design is such that it is impracticable and almost impossible to make any major changes in the design at this time without seriously delaying production deliveries.

5. As to other current designs, it is agreed that changes in present designs are probably not feasible at this time. It is the opinion of the Assistant for Supply and Maintenance that the most effective method of getting ease of assembly and disassembly in future airplanes is to set time limits in airplane specifications for such operations as detaching engines, wings, tail surfaces, etc., from the fuselage and reinstalling them.

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[redacted]

For the Chief of the Air Corps:

L. S. SMITH
Lieut. Colonel, Air Corps,
The Executive Assistant.

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MAR 7 1942

Mr. David S. Ingalls,
Vice President,
Pan American Air Ferries, Inc.,
Chrysler Building,
135 East 42nd Street,
New York, N. Y.

My dear Ingalls:

Your letter to the Joint Aircraft Committee, dated February 14, 1942, which pertains to 55 aircraft for use by Pan American Air Ferries, Inc., for transitional purposes, has been referred to the Air Forces without action on the part of that Committee. It is found that the list of aircraft requested by you would prohibit the training of 775 combat pilots during this year, and the Air Forces cannot approve any diversion of aircraft that would permit that loss in combat operating personnel. With regards to the constant speed propellers for the Catalinas, it is found that the Training Command operates these airplanes with wooden propellers and finds them quite satisfactory.

Since the Air Corps Ferrying Command is administering Contracts DA-W-535 AC-416 and DA-W-535 AC-415, it is requested that you resubmit your requirements to that Command so that your minimum needs can be determined and action taken to furnish you with such Army aircraft as can be made available for the purpose.

Very truly yours,

H. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

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JOINT AIRCRAFT COMMITTEE
WASHINGTON, D.C.

February 28, 1942

DECLASSIFIED
DOD Dir. 5 200.9 and Sec. Def. Ltr. 9/5/76
By [illegible] Date 10/5/76

MEMORANDUM TO: Chief of the Army Air Forces

SUBJECT: Case No. 1922
Letter from Pan American Air Ferries, Inc., dated February 16, 1942

Transmitted herewith is copy of Case No. 1922, which was amended and approved by the Joint Aircraft Committee at the meeting of February 24, 1942, with the following amendment:

a. Paragraph 3, delete the following phrase at the end of the paragraph: "Or the Munitions Assignment Board"

This approval by the Joint Aircraft Committee does not approve the request by Pan American Air Ferries, Inc., but merely approves the recommendation of the Subcommittee on Allocations of Deliveries to refer this request to the Chief of the Army Air Forces for action.

M. H. Shea
M. H. SHEA
2nd Lieut. Air Corps
Assistant Recorder

Incl.: Copy of letter
Copy of case

3/3/42 Timetable to this OK

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AMENDMENT TO
CASE NO. 1922

JOINT AIRCRAFT COMMITTEE
WASHINGTON, D.C.

AMENDMENT TO CASE NO. 1922

2. Paragraph 3, delete the following phrase at the end of the paragraph: "or the Munitions Assignment Board".

Reference: Meeting, February 24, 1942

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COPY

DECLASSIFIED
DOD Dir. 5200.9 and 5200.10
Authority NC. Date 10/5/72
Q/B

PAN AMERICAN AIR FERRIES, INC.
Chrysler Building
135 East 42nd Street
New York, N.Y.

February 16, 1942

Joint Aircraft Committee
Washington, D. C.

Re: A request for flight equipment for use in transitional training by Pan American Air Ferries, Incorporated

Dear Sirs:

In order to enable Pan American Air Ferries and Pan American Airways-Africa, Ltd. to fulfill their obligations under contracts #DA-W535 AC-416 and DA-W535 AC-415 respectively, request is hereby made for the immediate delivery to Pan American Air Ferries at Miami of the following aircraft for the purpose of transitional training:

(1) 10 twin-motored service type planes of a class comparable to the Hudson bomber with dual controls installed.

(2) 10 P36s.

(3) 10 P40s.

(4) 25 advanced trainers.

(5) 16 constant speed propellers to equip twin-motored Cessnas originally ordered with constant speed propellers but delivered equipped with wooden propellers because of ruling of the Joint Aircraft Board. (This ruling, incidentally, reduced materially the value of the Cessnas for training purposes.

(6) For each type of engine, - 25% spare engines.

(7) For each type of aircraft,- normal necessary spare parts.

Yours very truly,

/s/ David S. Ingalls
Vice President.

DSI:ds

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CONFIDENTIAL DECLASSIFIED Case No. 1928

JOINT AIRCRAFT COMMITTEE

SUBCOMMITTEE ON THE ALLOCATION OF DELIVERIES

MEMORANDUM

Date: Feb. 18, 1942

TO: Recorder, Joint Aircraft Committee.

FROM: Subcommittee on the Allocation of Deliveries.

SUBJECT: Case No. 1928, letter from Pan American Air Ferries, Inc., dated February 16, 1942.
Flight equipment for transitional training:
10 twin-engined service type airplanes comparable to the Hudson bomber, complete with dual controls.
10 P-36 airplanes
10 P-40 airplanes
25 advanced trainers
16 constant speed propellers for Cessna T-50 airplanes.
25% spare engines for each type of engine.
Normal necessary spare parts for each type of aircraft.
Delivery requested: Immediately

1. This request was filed by Pan American Air Ferries, Inc.

2a. RECOMMENDATION: The letter states that in order to enable Pan American Air Ferries and Pan American Airways - Africa, Ltd. to fulfill their obligations under Contracts No. DA-W-535 AC-416 and DA-W-535 AC-415 respectively, the subject equipment is required immediately at Miami for the purpose of transitional training. The letter further stated that 16 constant speed propellers are required to equip Cessna T-50 airplanes originally ordered thus equipped, as it is claimed that the wooden propellers as approved materially reduce the value of these airplanes for training purposes. (Under Cases Nos. 1526, 1527, and 1560, a total of 20 constant speed propellers were disapproved. Under Case No. 1559, 4 constant speed propellers were approved.)

b. The Office of the Recorder, Joint Aircraft Committee, advised in a memorandum dated February 18, that the total requirement of 25 advanced trainers requested in the subject has been reduced to 20 by the delivery of 5 AT-6 airplanes allocated to Pan American Air Ferries.

3. RECOMMENDATION: Inasmuch as delivery of most of the subject equipment does not involve the assignment of available unallocated production capacity, it is therefore recommended that the Joint Aircraft Committee refer this request for action to the Chief of the Army Air Forces or the Munitions Assignment Board.

AMENDED AND APPROVED BY JOINT AIRCRAFT COMMITTEE ON 2/24/42

AMENDMENT ATTACHED.

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DOD Dir.
By [illegible] NLC, Date 10/5/76

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Case No. 1928

2/18/42

4. This action was taken at the Subcommittee meeting of Feb. 17, 1942, and was agreed to by all members present as follows:

Navy:	Lt. Comdr. G. W. Anderson, Lt. Comdr. R. M. Condra
Army:	Col. S. Gardner, Lt. Col. R. C. Langmead, Lt. A. K. Lovett
Aero. Board:	Lt. Col. D. G. Lingle
B. A. C.:	Lt. Col. H. Burchall, F. W. Musson
W. P. B.:	A. E. Lombard, Jr., A. Ogden Pierrot

Also present: E. G. Barber (Army), G. O. Woodard (State)
Lt. J. H. Bennett (JAG), L. S. Florsheim, Jr. (WPB)
R. D. Macdonald (Canada)

For the Subcommittee on the Allocation of Deliveries:

L. S. Florsheim, Jr.,
Recorder

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ADDRESS REPLY TO CHIEF OF THE AIR CORPS THE ADJUTANT GENERAL WASHINGTON, D. C.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

DECLASSIFIED DOD INS. 8 Jan. & 30 June 1977 By [illegible] NC, Date 10/5/76

March 6, 1942.

MEMORANDUM FOR: Chief of the Army Air Forces.

Subject: Pan American Request for Aircraft for Transitional Training.

1. The attached request submitted by Pan American Air Ferries, Inc., to the Joint Aircraft Committee and referred to the Chief of the Army Air Forces, is definitely out of order. The Ferrying Command is administering the two contracts for ferrying aircraft, and the needs of Pan American should be determined by the Ferrying Command before any aircraft are made available to them.

2. It is understood that this same request has been submitted through many different sources, in order to bring pressure to bear to obtain this exorbitant number of aircraft for this purpose.

3. The Training Command estimates that, if these aircraft were diverted to Pan American, such diversion would prohibit the training of 775 combat pilots during a year.

4. It is recommended that the attached proposed letter to Mr. Ingalls be sent.

P. W. Timberlake,
Lt. Col., Air Corps.

2 Incls.
Memo., 2/28/42, J.A.C. to Chief, Army Air Forces, w/cy. ltr., 2/16/42, frm. Pan American to J.A.C., and cy. Case No. 1922 w/amendment.
Proposed ltr. to Mr. Ingalls, Pan American.

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DOD Itrs
Sec. 3, 20 June 1954
By cebj NC Date 10/5/76

March 3, 1942

452.1 (232)

MEMORANDUM FOR The Chief of Air Corps

Subject: Airplane Distribution for March, 1942.

1. The Material Division, Office, Chief of Air Corps, will take the necessary action reference the enclosed memorandum, dated March 2, 1942, subject as above.

For the Chief of Air Staff:

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

By direction of A
19
AAG Book

Dispatched
MAR 4 1942
AAG

1 Incl: Memo to CAAF, 3/2/42, subj as above, frm Gen Harmon

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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DOD Itrs.
6 Jan. & 20 June 1974
By: [illegible] LC: Date 10/5/76

March 2, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Airplane Distribution for March 1942.

1. The Munitions Assignments Board meeting on Wednesday, February 25th took action as follows:

"The Board

Authorized the War Department (Air) Committee to make and implement assignments of aircraft, aircraft engines,---for March only, without previous reference to the Board, as an exceptional measure."

2. Acting under the authority of the Munitions Assignments Board, as an exceptional measure, the Chairman, Munitions Assignments Committee (Air) directs the following actions:

a. That the Arnold-Portal Agreement govern as the basis for distribution of Army type airplanes during March 1942 with the exception noted in Par. 2. g below. For reference in this connection there is attached as Tab "A" a tabulation of the distribution proposed for March under the Arnold-Portal Agreement as recorded by Col. Meyers under date of 1/6/42.

b. That the schedules of SI serve as a basis during March 1942 for distribution of Navy type airplanes being procured by the U.S. Navy for the Fleet Air Arm, Royal Navy.

g. Additional deliveries to N.E.I. account will be made as follows:

25 Curtiss P-40E (or K-1) Pursuit Airplanes Adjustment will be made by increase of production at Curtiss-Buffalo to the extent practical. If further adjustment be required a reduction will be made in the 25 P-40 K1 airplanes set up for delivery to the U.S. Army Air Corps.

d. It is directed that delivery of ammunition, bombs, spare parts, HEADQUARTERS [illegible] ARMY AIR FORCES [illegible] ORDERS [illegible] tems for all

Chief of Staff	Sec'y Air Staff							A-Insp.	Budget	Sta-tistics	
[illegible]											

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2. In carrying out this directive, the procurement agencies involved (Bureau of Aeronautics, Ordnance Dept. and Air Corps) are hereby authorized to make such modifications in the allocations as are necessary to avoid delays in production. Adjustments for any changes made in March will be scheduled for April. The Munitions Assignments Board will be advised, through the Munitions Assignments Committee (Air) of any deviations made under the authority of this paragraph.

Incl.
Tab "A"

M. F. HARMON
Major Gen. U.S. Army
Chairman
Munitions Assignments Committee(Air)

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	Sci-ences	

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NND 964
By [illegible] NARS, Date 10-5-76
[illegible]
10/5/76

1st Ind.

WD EQ ARMY AIR FORCES, Washington, D. C. March 12, 1942;
TO: Commanding General, Material Command.

The principle characteristics of Long Range Cargo Transport Type Aircraft submitted in basic letter above are approved.

By command of Lieutenant General ARNOLD:

JOHN E. CONLEY
Lt. Col., A.G.D.
Assistant Adjutant General, A.A.F.

Dispatched
MAR 13 1942
AAG

Navy OP 452.1 (331)

HEADQUARTERS ARMY AIR FORCES - COORDINATION												
Index of Subject	Routing and Action Sheet	A.A.G.	A-1	A-2	A-3	A-4	A-4/PD	A-Intn.	Budget	Miscellaneous	OK
	WJF GHC				✓	✓	✓				✓

AAF-30

Navy OP 452.1 (331)

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DOD Dir. 5 200 June 1974
By [illegible] NSC, Date 10/5/76

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Military Characteristics of Aircraft

Chief of the Army Air Forces

1. The following principal characteristics of long range, cargo transport type aircraft are submitted for approval:

AIRCRAFT, LONG RANGE TRANSPORT, ARMY

A. Class - Four-engined, land airplane.

B. Mission - Tactical mission to be performed by this type of aircraft is mobile transportation of material or personnel.

C. Requirements -

1. Performance

		Desired Minimum	Minimum Requirement
(a)	High speed at engine critical altitude (military power) ..... m.p.h.	300	250
(b)	Average operating speed for maximum range at engine control altitude ..... m.p.h.	250	170
(c)	Maximum range at above operating condition with zero cargo load ..... mi.	6,000	4,000
(d)	Service ceiling ..... ft.	25,000	20,000
(e)	Airplane shall be capable of maintaining an altitude of 10,000 ft. or more with any one engine inoperative		
(f)	Landing and take-off over 50 ft. obstacle within 5000 ft.		

2. Armament - None.

3. Equipment - Such as required for effective day-and-night operation on military missions under all flying weather conditions.

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DOD Dir.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C.

To: Materiel Command

1. The principle characteristics of Long Range Cargo Transport Type Airplane submitted in basic letter above are approved.

(183) 1.754

Hq. Army Air Forces
MAR 11
AAG RECEIVED

Hq. Army

Commanding General, Materiel Command.

MAR 1942

Chief of Staff	Secy. of Gen. Staff	A-1	A-2	A-3	A-4	A-Insp.	Budget	Statistics	Dir. of Op. Req.
WJF							JOHN B. COOLEY Lt. Col., A.G.D. Assistant Adjutant General, A.A.F.		wlk

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Subject: Modifications of A-20 Airplane. MAR 26 1942

4th Ind.

War Department, Headquarters Army Air Forces, Material Command, Washington, D. C. To: Headquarters Army Air Forces, Washington, D. C.

1. Action has been initiated to advise all stations which are or will be equipped with A-20 airplanes of the rewarking necessary to carry depth bombs satisfactorily on A-20 airplanes.

For the Commanding General:

F. I. ORDWAY, JR.
Lieut. Col., Air Corps
Assistant Executive

Sfwy 452.1 (3-26-42) (SS) Army Air Forces

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Subject: Modifications of A-29 Airplanes

DECLASSIFIED
DOD Dir. 5200.9 and 29 June 1994
NND Date 10/15/76

2nd Ind.

War Department, Washington, D. C., Headquarters Army Air Forces, A-4 Division, March 10, 1942. To: Director of Military Requirements.

1. In view of the re-organization which has disbanded the Air Force Combat Command, the necessary information in the proper form should be forwarded direct to all units now equipped, or which may be equipped, with A-29 airplanes for the changes required to carry the depth bomb.

2. It is also desired that the necessary studies be initiated by the Materiel Command to remove unnecessary restrictive orders which prevent the Commanding Officers in the field from utilizing their natural ingenuity and resourcefulness in overcoming similar difficulties.

Incl.
n/c

By command of Lieutenant General ARNOLD.

Frank M. Wilbur Capt. A.C.
FOR

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

[redacted]

3 rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.,
To: Materiel Command.

1. For compliance with instructions contained in second indorsement.

By command of Lieutenant General ARNOLD.

Frederick M. Anderson, Jr.,
Lt. Col., Air Corps,
Deputy Director,
Bombardment

Incl. n/c

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON (Air AG)

AAF 452.1-113

MAR 3 1942

SUBJECT: Modifications of A-29 Airplanes.

TO: The Chief of the Air Corps.

1. Reference is made to message from Mitchel Field to this Headquarters on the subject of necessary modifications of A-29 airplanes, which is attached hereto.

2. As stated therein; "The Naval Air Station at Quansett Point, Rhode Island now has in use approximately twenty A-29 Lockheed airplanes which have been successfully converted to carry four of the Naval Mark XVII 325-pound depth charge. These ships were at first modified to carry two charges and when that proved successful, two more racks were added. This work was done at the Naval Air Station at Quansett Point by personnel that station and the method used was developed by the officer in charge of Naval Ordnance."

3. It is directed that necessary action be expedited to modify A-29 airplanes as necessary to permit effective operation as outlined in reference message.

By command of Lieutenant General ARNOLD:

RECEIVED MAR 4 1942 PROD. ENGR. SEC., A.A.F.

Incl:
Teletype frm
Mitchel Fld., 2/27

P. M. WHITNEY,
Lieutenant Colonel, A. G. D.,
Assistant Air Adjutant General.

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Subject: Modifications of A-29 Airplanes

1st Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C. MAR 6 1942
To: Chief of the Army Air Forces

1. By direction of the Assistant Chief of Air Staff, A-4, Colonel Handley, Major Jamson of the Material Division, Wright Field, was dispatched from Washington to the First Air Force, Mitchel Field, Friday, February 27th, to investigate the action necessary to provide for carrying the 325-pound, Navy Mark 17 depth bomb on A-29 airplanes. After investigating conditions on this aircraft at Mitchel Field, Quonset Point, and Westover Field, one airplane was equipped to carry two (2) of these depth bombs with the bomb bay doors closed, by moving two of the forward carriers up three inches and forward approximately two inches. This work requires two competent sheet metal workers approximately five hours. Details of this change are in the hands of the Air Service Command at Westover Field for their further action.

2. It was found that by removing the bomb bay doors, four (4) depth bombs could be carried without affecting the flying characteristics of the airplane. This information has been forwarded to the Air Force Combat Command for release to units equipped with the A-29 airplanes as an immediate measure requiring no shop work.

3. Neither of the above changes affects the normal bomb carrying capacity of the airplane while the Navy is reducing the load to four (4) bombs. The Mark 41 bombrack, used by the Navy in this installation, is no longer in production and a quantity such as would be required to make this installation on all A-29 airplanes would not be available.

4. Since the above action was taken on verbal direction prior to the receipt of the basic communication, dated March 3, 1942, information is requested as to whether or not further action on this directive is necessary.

For the Chief of the Air Corps

O P Echols

1 Incl. n/c

O. P. ECHOLS
Major Gen., U.S.A.
Assistant for Procurement Services

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SIGNAL CORPS
UNITED STATES ARMY
War Department Message Center
Room 3441, Munitions Building
Washington, D. C.

CONAAF WASHN DC

1AF F377G PERIOD ATTENTION COLONEL GARDNER PERIOD FOLLOWING RECEIVED FROM COMDOMCOM ONE COLON QUOTE FOLLOWING MESSAGE RECEIVED QUOTE THE FOLLOWING INFORMATION WAS OBTAINED YESTERDAY FEBRUARY TWO FOUR COMMA ONE NINE FOUR TWO FROM PERSONNEL AT THE NAVAL AIR STATION COMMA QUANSETT-POINT RHODEISLAND PERIOD INFORMATION CONCERNING THE NAVY MODIFICATIONS ON THE A DASH TWO NINE COLON THE NAVAL AIR STATION AT QUANSETTPOINT RHODEISLAND NOW HAS IN USE APPROXIMATELY TWENTY A DASH TWO NINE LOCKHEED AIRPLANES WHICH HAVE BEEN SUCCESSFULLY CONVERTED TO CARRY FOUR OF THE NAVAL MARK XVII THREE TWO FIVE POUND DEPTH CHARGE PEIOD THESE SHIPS WERE AT FIRST MODIFIED TO CARRY TWO CHARGES AND WHEN THAT PROVED SUCCESSFUL TWO MORE RACKS WERE ADDED PERIOD THIS WORK WAS DONE AT THE NAVAL AIR STATION AT QUANSETTPOINT BY PERSONNEL THAT STATION AND THE METHOD USED WAS DEVELOPED BY THE OFFICER IN CHARGE OF NAVAL ORDNANCE

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FEB 27 1942
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183
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(PERIOD) TYPE OF RACK USED:COLON MARK FOUR ONE US NAVY BUREAU OF ORDNANCE (PERIOD) TYPE OF SOLENOID USED COLON MARK XVII MODEL III US NAVY BUREAU OF ORDNANCE (PERIOD) TIME NEDESSARY TO MAKE INSTALLATIONS:THREE TO FOUR DAYS PER SHIP (PERIOD) ALL OF THE BRITISH WIRING AND EQUIPMENT WAS STRIPPED FROM THE PLANES AS IT WAS FOUND BY THE NAVY TO BE UNSATISFACTORY AND THE NAVY INSTALLED THEIR OWN RIGGING AND WIRING (PERIOD) THE RACKS WERE RIGGED SO THAT ALL CHARGES COULD BE ARMED ALL AT ONE TIME MANUALLY ONLY (PERIOD) THE CHARGES CAN BE DROPPED ELECTRICALLY ONE AT A TIME OR TWO AT A TIME OR ALL IN ONE SALVO OR THEY CAN BE DROPPED MANUALLY ONE AT A TIME (PERIOD) THEY CAN ALSO BE DROPPED SAFE AT ANY TIME EITHER MANUALLY OR ELECTRICALLY (PERIOD) IN ADDITION AN INTERVALOMETER WAS INSTALLED FOR DROPPING BOMBS IN A TRAIN (PERIOD) THE NAVY DOES NOT CONSIDER NECESSARY THE USE OF ANY TYPE OF LOW ALTITUDE BOMBING SIGHT AS THEY DROP THEIR CHARGES AT AN ALTITUDE OF TWENTY FIVE TO FIFTY FEET AT AN

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INDICATED SPEED OF NOT OVER ONE FIVE FIVE KNOTS AND WITH THIS METHOD HAVE BEEN VERY SUCCESSFUL WITH THE SUBS ENCOUNTERED TO DATE (PERIOD) THE XXXXX NAVAL ORDNANCE OFFICER IN CHARGE STATED THAT THEY HAD FORTY EIGHT OF THE ENGLISH TWO FIVE ZERO POUND DEPTH CHARGES WHICH COULD BE CARRIED IN THE A DASH TWO NINE WITHOUT ALTERATION BUT WHICH THEY HAD NOT USED BECAUSE OF THE FOLLOWING ~~CHAR~~/ CHARACTERISTICS COLON: APPROXIMATELY FIFTY PER CENT WERE DUDS (PERIOD) OCCASIONALLY EXPLODED PREMATURELY (PERIOD) INEFFECTIVE UNLESS A DIRECT HIT SCORED BECAUSE OF SMALL EFFECTIVE BURSTING RADIUS (PERIOD) THEY SUGGESTED THAT TO SECURE ACTION THAT COMMANDR FRED BOONE OF THE BUREAU OF AERONAUTICS WASHINGTON DC BE CONTACTED END SIGNED COBOMGR THIRTEEN UNQUOTE

SIGNED COMBOMCOM ONE UNQUOTE

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10/5/76

RECEIPT

DATE _____

SUBJECT: Modifications of A-29 Airplanes.

Received from Headquarters Army Air Forces, letter above subject with the following inclosure:

Teletype from Mitchel Field, 2/27.

Officer _____ Rank

_____ Office

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WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
OFFICE OF THE CHIEF OF TRANSPORTATION
WASHINGTON, D. C.

-0-

FILE NO: [redacted] DATE: [redacted]

SUBJECT: [redacted]

This record is charged to YOU personally and should be handled with Discretion and Dispatch. See AR 380-5

Each person to whom this record is entrusted will place his FULL SIGNATURE below, together with date of receipt and the date of release.

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PAPERS WILL NOT BE DETACHED FROM THIS RECORD

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DOD Dir. 5200.9 June 1958
By [illegible] Date 10/27/72
Stamped Date 3-30-42

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DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
OFFICE OF THE CHIEF OF TRANSPORTATION
WASHINGTON, D. C.

-O-

FILE NO: SPMY 452.1 ARMY AIR FORCE DATE: 3-30-42

SUBJECT: MODIFICATIONS OF A-29 AIRPLANES - CHANGES REQUIRED TO CARRY DEPTH BOMBS
w/ Incls. 4th Ind.

This record is charged to YOU personally and should be handled with Discretion and Dispatch. See AR 380-5

Each person to whom this record is entrusted will place his FULL SIGNATURE below, together with date of receipt and the date of release.

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AAF/A-4
JPM/mmb
Ltr dtd 2/28/42
(AAG AG)

MAR 8 1942

SUBJECT: Modification of A-20 Airplanes.

TO: The Chief of the Air Corps.

1. Reference is made to message from Hawaii Field to this headquarters on the subject of temporary modification of A-20 airplanes, which is attached hereto.

2. It is the opinion of the Hawaii Air Division as Commanding General, Hawaii Defense Force, that the temporary removal of A-20 armor plate and the substitution of armor plate from P-40 airplanes will increase the speed of the A-20 airplane and thereby increase the chances of successful interception of enemy raiding aircraft. It is believed that the gasoline tank capacity of the A-20 airplane will be sufficient for the operation of the A-20 airplane with armor plate removed from the P-40 airplane for a distance of approximately 1000 miles. This would be sufficient for the operation of A-20 airplanes based on Oahu Island and the combat zone envisaged by the officer in charge of Hawaii Defenses.

3. It is desired that necessary action be expedited to modify A-20 airplanes as necessary to permit effective operation as outlined in reference message.

By command of Lieutenant General [illegible]:

[illegible]
Dispatched Telegram from
Hawaii, Mar., 2/42
MAR 3 1942
AAG

P. A. [illegible]
Lieutenant 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	Stations	

AAF-38

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Air AG 452.1 (330)

452.1 (330)

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DOD Dir. 5 Nov. 6, 82 Date 1982
By Lee NLC, Date 10/5/16
NLR

DATE ----------

SUBJECT: Modifications of A-29 Airplanes.

Received from Headquarters Army Air Forces, letter above subject with the following inclosure:

Teletype from Mitchel Field, 2/27.

---------- Rank

---------- Office

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Wmt 2/3/42

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DOD Dir.
By [illegible] Date 10/5/76
dlb

March 13, 1942.

SUBJECT: Armament for Transport Aircraft.

TO: Director of Military Requirements.

1. Reference letter from the Chief of the Air Corps to the Air Adjutant General, on the above subject, dated February 28, 1942.

2. You are directed to delete requirements for armament from existing military characteristics for Aircraft, Low Performance Transport (Cargo).

3. You are authorized to omit consideration of installation of armament on all future transports.

For the Chief of the Air Staff:

R. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

AR 12 [illegible]
AAG Rec'd

Incls:
Ltr to AAG, 2/28 fm C/AC w/2 incls:
1-Qy memo for Gen. Echols fm AWPD
2-Qy ltr to C/AAF, 3/21 fm C/AC

Dispatched
MAR 13 1942
AAG

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-Insp.	Budget	Statistics	
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Air AG 452.1 (3-7)

452.1 (3-7)

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DOD Dir.
By [illegible] NARS, Date 10/5/76

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Armament for Transport Aircraft

FEB 28 1942

Air Adjutant General

1. In accordance with the attached copy of memorandum for General Echols from the Assistant Chief of Air Staff, A.W.P.D., approved by General Harmon, February 24, 1942, it is requested that a directive be issued to this office substantially as follows:

a. You are directed to delete requirements for armament from existing military characteristics for Aircraft, Low Performance Transport (Cargo).

b. You are authorized to omit consideration of installation of armament on all future transports.

For the Chief of the Air Corps

B. E. MEYERS
COLONEL, U.S.A.
EXEC., MAT DIV.

2 Enclosures
1-Cy memo for Gen. Echols fr Asst.Ch/AS, undated.
2-Cy ltr fr C/AC to C/AAF 2-21-41, "Military Characteristics of Aircraft"

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AAF/A-4
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DOD Dir.
5 Jan. & 15 June 1974
Letter, Sec. Def. 9/5/74
OPD

March 13, 1942.

SUBJECT: Armament for Transport Aircraft.

TO: Director of Military Requirements.

1. Reference letter from the Chief of the Air Corps to the Air Adjutant General, on the above subject, dated February 28, 1942.

2. You are directed to delete requirements for armament from existing military characteristics for Aircraft, Low Performance Transport (Cargo).

3. You are authorized to omit consideration of installation of armament on all future transports.

For the Chief of the Air Staff:

Incls:
Ltr To AAG,2/28 frm C/AC w/2 incls:
1-Cy memo for Gen. Echols frm AWPD
2-Cy ltr to C/AAF, 3/11 frm C/AC

E. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

mwb

Dispatched
MAR 13 1942
AAG

Return to Air Org

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DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1980 By [illegible] Date 10/15/76

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Air-452.1 1st Ind.

HEADQUARTERS EASTERN THEATRE OF OPERATIONS AND FIRST ARMY, Governors Island, N. Y. FEB 26 1942 TO: Commanding General, Field Forces, Army War College, Washington, D. C.

1. The request contained in basic communication is strongly approved.

2. Aircraft at present allotted to the Eastern Theatre of Operations is entirely inadequate to effectively carry out the missions assigned.

3. An excessive number of airplanes of certain types are continuously out of commission due to the inability to obtain spare parts. B-25 type airplanes have been grounded because of engine failures. Many light bombers manufactured for the British cannot be used for operations until conversions are made in armament installations so that American guns and depth charges can be carried.

FEB 27 '42 AM

For the Commanding General:

E. E. White

E. E. WHITE
MAJOR, A. G. D.,
ASST. ADJUTANT GENERAL.

RECEIVED
G.H.Q. U.S. ARMY
AG OFFICE

452.1 (2-20-42)

452.1-ETO-Avn 2nd Ind.

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D. C., February 28, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. This headquarters concurs in the assignment of all available B-18 type airplanes to the 1st Air Force, operating in the Eastern Theater of Operations. Prevalent icing conditions exist along the Northeastern Atlantic Coast where patrol flights are required at considerable distance off shore. It is therefore essential that aircraft flying these patrols be equipped with de-icers.

2. It is recommended that all B-18 airplanes now in the continental U.S. not assigned to either the Eastern Theater of Operations or the Western Defense Command be transferred to the First Air Force.

For the COMMANDING GENERAL:

Hq. Army Air Forces
MAR 4 19..
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CLYDE L. HYSSONG
Col., A.G.D.,
Adjutant General.

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Air AG 452.1 (929)

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DOD 5200.
By Libby LC; Date 6/15/76

AG2,1-2B-dcm (2-22-42) 2nd Ind.

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D. C., February 28, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. This headquarters concurs in the assignment of all available B-24 type airplanes to the 1st Air Force, operating in the Eastern Theater of Operations. Prevalent icing conditions exist along the Northeastern Atlantic Coast where patrol flights are required at considerable distances off shore. It is therefore essential that aircraft flying these patrols be equipped with de-icers.

2. It is recommended that all B-24 airplanes now in the continental U.S. not assigned to either the Eastern Theater of Operations or the Western Defense Command be transferred to the First Air Force.

For the COMMANDING GENERAL:

CLYDE L. HYSSONG
Col., A.G.D.,
Adjutant General.

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Ans as 452.1 (3-27)

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IN REPLY REFER TO: 452.1

HEADQUARTERS
AIR FORCES, EASTERN THEATRE OF OPERATIONS
and
FIRST AIR FORCE
OFFICE OF THE AIR FORCE COMMANDER
MITCHEL FIELD, NEW YORK

~~SECRET~~ HQ. FIRST A.F.
By authority of: CG
FEB 20 1942
INITIALS

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DOD Dirs. 5200.9 & 5200.10 June 1974
Auth: NND Date: 10/5/76

FEB 20 1942

SUBJECT: Airplanes.

THRU : Commanding General, Eastern Theatre of Operations and First Army, Governors Island, New York.

TO : Chief, Army Air Forces, Washington, D. C.

1. The present enemy submarine activity along the eastern coast of the United States is of such intensity that it cannot be adequately opposed by the small number of aircraft available to the Commanding General, Air Forces, Eastern Theatre of Operations.

2. All types of airplanes available to the Commanding General, Air Forces, Eastern Theatre of Operations which are at all adaptable have been used in search attack missions against these submarines. The most satisfactory airplane used has been the B-18 type. The relatively long range, slow cruising speed, navigation facilities and de-icing equipment peculiar to the B-18 type airplanes are desirable attributes for low altitude over-water flying necessary in the search for submarines. The bomb-bay of this type airplane is suitable for bombs or depth charges. The B-18 airplane has proven to be excellent in operations in Newfoundland and along the eastern coast of the United States.

3. It is urgently requested that all available B-18 type airplanes be immediately assigned to this Theatre of Operations.

For the Commanding General:

FEB 27 '42 AM
2123

H. B. SELDEN VEIL,
Lt. Col., A.G.D.,
Adjutant General.

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G. H. Q. U. S. ARMY
AG OFFICE

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DOD Dirs.
By [illegible] NARS, Date 10/5/76

AAF/A-3
DLP

AAF 542.1/3-3

February 26, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Allocation of Aircraft Equipped for Sea Search and Training of Required Crews.

The Secretary of War directs that AG 452.1 (2-26-42)MSC - 8-H dated January 27, 1942, subject as above, as amended by letter same file number and subject, dated January 24, 1942 be further amended as follows:

1. Change paragraph 1 to read:

1. Allocation of aircraft equipped for sea search is approved as follows:

Qty.	Type	Theater
7	LB-30	Hawaiian Department (see 2 a below)
8	LB-30	Panama Canal Department (see 2 b and 2 d below)
3	B-18	Alaska (see 2 c below)
1	B-18	
2	LB-30	Eastern Theatre of Operations (see 2 e below)
4	B-18A	
4	LB-30	U. S. Army Forces in Australia (see 2 f below)
6	B-18A	Western Defense Command (see 2 g below)
Total	35	

2. Change paragraph 2 d to read:

Crews for 4 LB-30 airplanes from Puerto Rico to Wright Field, Dayton Ohio; thence to Scott Field, Illinois; thence to Morrison Field, West Palm Beach, Florida, and Panama.

3. Change paragraph 4 to read:

This is a permanent change of station for crews and [illegible] listed due for transfer to Alaska, Australia and from Puerto Rico to

For the Chief of the Air Staff:

[illegible]
Colonel, Air Corps
Assistant Chief of the Air Staff A-3

MAR 3 1942

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Sec. Section
MAR 3 1942
Received

NOTED
Chief of the Air Staff
MAR 3 1942
NOTED-OFFICE CHIEF OF STAFF WTS

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(8) Aircraft 452.1 (527) (85) (2-26-42)

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[redacted]. The above action is in accordance with instructions from the Deputy Chief of Staff of Air, General Arnold.

ACTION TAKEN: Memo ltr., 3-4-42,
I To: Chief of the Army Air Forces,
The C.G., Air Force Combat Cmd.,
Eastern Theatre of Oper., W. Defense Command, Hawaiian Dept.,
Panama Canal Dept., and Puerto Rican Dept.

AE/mab - 1705

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AAF 452.1(9-2)

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DOD ltrs.
6 Jan. & 20 June 1972
By Lacey NC, Date 10/5/76

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AAF/AWPD
CAA/aca

2/25/42

FEB 28 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Revision of Pursuit Allocation Schedule.

I. Discussion.

1. Present allocations in pursuit aircraft are and will continue to prevent the Army Air Forces from gaining sufficient strength to satisfy present commitments and at the same time provide even a minimum degree of security to our own vital military and industrial establishments.

2. Our weakness in pursuit defenses will be dangerously acute if and when Japanese successes in the Far East Theater permit the employment of sizeable offensive forces against objectives vital to our own security and to our prosecution of the Pacific war. Current Japanese successes place this threat within the probable capabilities of the enemy in the very near future. If we find ourselves hopelessly deficient when this enemy capability materializes, results might well prove disastrous to our own future operations.

3. Our present weakness in defense of vital objectives is so acute that it appears to be demanded that present allocation schedules be reviewed and revised to provide timely minimum pursuit aircraft for our own immediate military needs provided such readjustment will not endanger operations or objectives of our Allies.

4. If the Army Air Forces are to be able to support any major or decisive operation either in support of a British offensive from England or from any other theater in 1942, a greater allocation of pursuit aircraft to the Army Air Forces is mandatory. This will be particularly true if Britain should elect to commit to the offensive large Army forces now established on the British Isles which in all probability constitute the balance of power of European surface forces. The requirement for committing these forces to early offensive action is becoming increasingly apparent with the adverse situation now developing in all theaters.

452.1 (326)

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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allocation schedules, the following pertinent data is submitted:

a. Production (estimated) 2/1 - 12/31/42:

(1) British		
Single Engine	7,633	
Two Engine	2,007	
TOTAL		9,640
(2) U.S. Army Air Forces		
Single Engine	7,215	
Two Engine	1,712	
TOTAL		8,927
GRAND TOTAL (U.S.-BR.)		18,567

b. Allocations:

British	13,496
U. S. Army Air Forces	4,146

c. Present Strength

British	6,170
U. S. Army Air Forces	1,790

d. Totals - December 31, 1942

British	19,666
U.S. Army Air Forces	5,936

6. It is recognized that the arithmetic disproportion represented in the above figures does not serve as a conclusive indication of the degree of unbalance in allocations. Actual as well as potential operations to be conducted and the relative military importance of these operations must be reasonably determined before an equitable and efficient schedule of commitments can be reached. However, it is held to be a prime military necessity that an appropriate degree of security for vital installations and operating bases - the security of which is vital to the conduct of war - must be initially provided for both Britain and America. Present allocations fall short of the objective for the U. S. Army Air Forces.

7. Present organizational strength of the R.A.F., calls for [illegible] COORDINATION Production

Chief of Staff [illegible] U.S. Army's further [illegible] forces, additional [illegible] of [illegible] assembly [illegible] these forces. Allocation schedules would indicate that Britain can and is creating pursuit reserves that cannot be justified until after American combat equipment requirements have been established. Britain appears, from figures available, to now have a numerical reserve of about [illegible]

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pursuit aircraft. This is believed to be unnecessarily high at this time, with the U. S. Army Air Forces so critically deficient in front line equipment.

8. The present pursuit expansion schedule of the U. S. Army Air Forces for 1942 will provide a questionable minimum for satisfying our planned commitments for 1942 which is already proving itself deficient in meeting military requirements. Estimated requirements in plane deliveries to meet this expansion and operating schedule are:

Operating planes for new units	1,400
Estimated attrition	1,680
Reserve (50%)	1,240
Observation, training and misc.	1,320
TOTAL	5,640

9. If allocation schedules are revised to provide the above requirements for the U. S. Army Air Forces, it will result in a reduction in British receipts from 13,496 to 12,002, or an average of 1,000 pursuit plan deliveries monthly. During this same period, receipts to the U. S. Army Air Forces will average 470 airplanes monthly.

10. It must be appreciated that it is not possible to plan for operations covering periods of a year and insure that emergency demands will be met unless provision is made for an ample reserve of both airplanes and units. Our expansion for 1942 provides for only a very weak cushion in reserve units to meet the ever expanding demands for local defenses on our lines of communication, and for special task forces being created.

II. Action Recommended.

1. That the schedule of allocations be revised to provide for the delivery of 5,640 pursuit aircraft to the Army Air Forces during the period February 1 - December 31, 1942.

2. That delivery schedule to the Army Air Forces be revised to insure that airplanes will be delivered to units according to the planned schedule of activation.

MAR 16 1942
AAG

For the Chief 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-Insp.	Budget	Statistics	
							219				

AAF-39

H. L. George
Col., Air Corps
Assistant Chief of the Air Staff, A-2

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452.1 (226)

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NND No.
By [illegible] NARS, Date 10/5/76

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February 27, 1942

MEMORANDUM TO GENERAL HARMON:

RECAPITULATION OF AFCC AIRCRAFT STATUS REPORT OF FEBRUARY 27, 1942

COMBAT UNITS

	Total	Grounded	% Grounded
Eastern	231	71	31%
Western	351	64	18%
AFCC	474	140	30%
Total	1056	275	26%

AIR SUPPORT UNITS

Eastern	175	37	21%
Western	91	26	29%
AFCC	168	27	16%
Total	434	90	54%

MAPPING & PHOTO

AFCC	27	9	33%

AIR BASE UNITS

Eastern	55	35	64%
Western	31	9	29%
AFCC	85	61	72%
Total	171	105	61%

SUB DEPOTS

Eastern	75	64	85%
Western	103	101	98%
AFCC	83	53	64%
Total	261	218	84%

22% of total Airplanes are in Air Base Units and Sub Depots.

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DOD Dir.
By [illegible] Date 10/5/76

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OUTSTANDING COMBAT UNITS

			Total	% Grounded
Eastern	45th Bomb. Grp.	A-20G, DB-7's, B-18M's	59	20%
Western	1st Pur. Grp.	P-38's	59	10%
AFCC	12th Bomb. Grp.	B-25's	12	25%

(Units enroute where status unknown are not considered for outstanding units.)

Nineteen (19) P-40E's being uncrated at Meridian Sub Depot.

Twenty-three (23) B-26's being prepared for shipment at Jackson Air Base.

Henry J. F. Miller,
Brig. Gen., U.S. Army,
Assistant for Supply & Main. Ser.

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CONFIDENTIAL

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DOD Dir.
By [illegible] Date 10/5/76

(Written 2-23-42)

AG/[illegible]-B

MEMORANDUM FOR THE ASSISTANT CHIEF.

Subject: Classification of Aircraft

The Secretary of War directs:

1. That the classification of the following aircraft be approved as set forth below, the core specific details of which are contained in the attached Authority for Change of Status of Equipment:

Model	Classification
XB-[illegible] Airplane, Pursuit, Interceptor, (Curtiss) One (1) Pratt & Whitney Engine	Experimental

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

By order of the Secretary of War:

For the Chief of the Air Staff:

1st Ind.
2-24-42, to
Subj.
AG/Sig-1703.

84 AGO
MAR 6 1942
Received

MAR 5 1942

NOTED OFFICE CHIEF OF STAFF

E. P. Curtis,
Lt. Col., Air Corps,
Assistant Secretary.

1 Encl.
S. W. Change Request,
File No. 68-[illegible]

MAR 6 42 PM

Eq. Army Air Forces
FEB 28 1942
AAG RECEIVED

MAR 6 1942

IN OUT

RECEIVED MISC. DIV. AGO
S. & C. SECTION

Coordinate thru: Operations Div.

To Mail & Record Room
Dir.
Asst.
FINANCE
INFORMATION
INSPECTION
MATERIEL
MEDICAL
PERSONNEL
PLANS
RESERVE
TRAIN. & OPER.
W. COM. AERO BD.

OVER THE STAFF

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OCS 452.1 (3-3-42)

Ltr. 45 452.1 (2-13-42)

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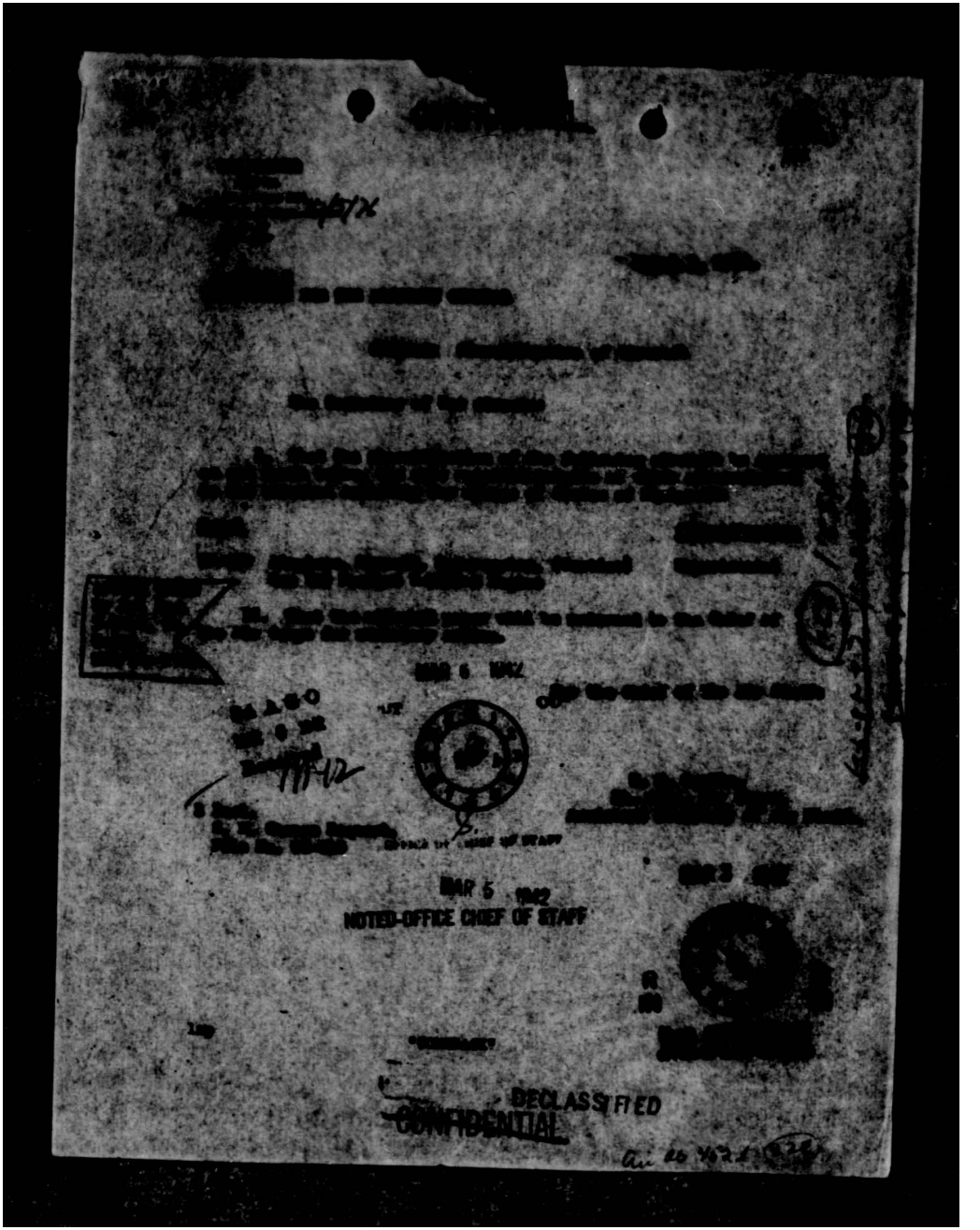

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AAF/A-3
TAL/jg
written 2/27/42

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DOD Dir
8 Jun. & 20 June 1974
By [illegible] NG Date 10/5/76

1st Ind.

WD HQ ARMY AIR FORCES, Washington, D. C. To: Commanding General, Air Force Combat Command, Bolling Field, D. C.

The Chief of the Air Corps has been directed to procure during 1942 a total of 800 single engine transports.

452.1 (323)

Hq. Army Air Forces
FEB [illegible]
AAG RECEIVED

Dispatched
MAR 3 1942
AAG

AIR STAFF COORDINATION							
C. of A. S.	SECRETARY	A. A. G.	A.		INSP.	BUDGET	STATISTICS
WJF							

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AAF 452.1 (323)

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By [illegible] NLD Date 1045/76
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(P-59).

FEB 11 1942

AGO 320.1

Airplanes for Base Groups, Air Base Squadrons and Transport Squadrons (S & H)

Chief, Army Air Forces,
Washington, D. C.

1. The Tables of Basic Allowances for Air Base Squadrons, Air Base Squadrons (reduced), Material Squadrons and Transport Squadrons (S & H) provide for single engine airplanes on the following basis:

	Airplanes
Air Base Squadron	3
Air Base Squadron (reduced)	1
Material Squadron	2
Transport Squadron (S & H)	6

2. These airplanes are required for the air transportation of engineering personnel and a limited amount of tools, spare parts, etc., from the airdrome of the air base group to the vicinity of a force landing or 'crash', for the purpose of making a preliminary survey of the damage. In transport squadrons (Cargo and Mail) they are used for the above enumerated purposes and also for smaller cargo loads and mail deliveries where it would be uneconomical to use a large multi-engine airplane. For this purpose an airplane is required with the characteristics which permit a landing and take-off over a 50-foot obstacle within approximately 1000 feet. This airplane should have a range of not less than 500 miles with 750 miles as desirable. Instrument and night flying equipment are not necessary.

3. It is understood that a number of airplanes of similar characteristics are being procured, and it is recommended that the airplanes for the Air Base, Material Squadrons and Transport Squadrons (S & H) Squadrons be of the same type. It is highly desirable that the types in the Theatre of Operations be reduced in order to simplify the maintenance and supply problems.

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AIR AG-7

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CENTRAL MAIL SECTION A.A.F.

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DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10/5/76

AGS 452.1, Hq AFCE, Continued.

The number of squadrons and airplanes required are tabulated below:

	No. of Sq. in U.S.	No. of Sq. to be established by [illegible]	Total Sq.	3-4 place Airplanes authorized per Sq.	Total 3-4 place airplanes authorized per Sq.
Air Base Sq.	34	38	72	3	216
Air Base Sq. (reduced)		19	19	1	19
Material Sq.	28	59	87	3	261
Transport Sq (C & M)	1	11	12	6	72
				Total.....	568

4. It is recommended that action be initiated to procure the following number of airplanes:

Single engine 3-4 place airplanes.....568.

For the Commanding General:

J. H. Hills,
Colonel, A.G.D.,
Adjutant General

708713 FEB 12 42
CENTRAL MAIL SECTION A.A.F.

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DOD Dirs.
6 Jan. & 30 June 1954
By Lean NC. Date 10/5/76
4103

written 2/26/42

FEB 28 1942

452.1 (320)

SUBJECT: Shipment of P-4 Airplanes.

TO: The Chief of the Air Corps.

1. It is directed that the first four P-4 airplanes be prepared for shipment at the Lockheed Factory. Outboard panels will be removed and crated - center section is to be deck-loaded. These airplanes will be shipped from Los Angeles.

By Command of Lieutenant General Arnold

R. C. LEWIS
Major, Air Corps
Assistant Air Adjutant General

Dispatched
FEB 28 1942
AAG

Del. Army Air Forces
FEB 20
AAG RECEIVED

Dir. of Plans

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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Air AG 452.1 (320)

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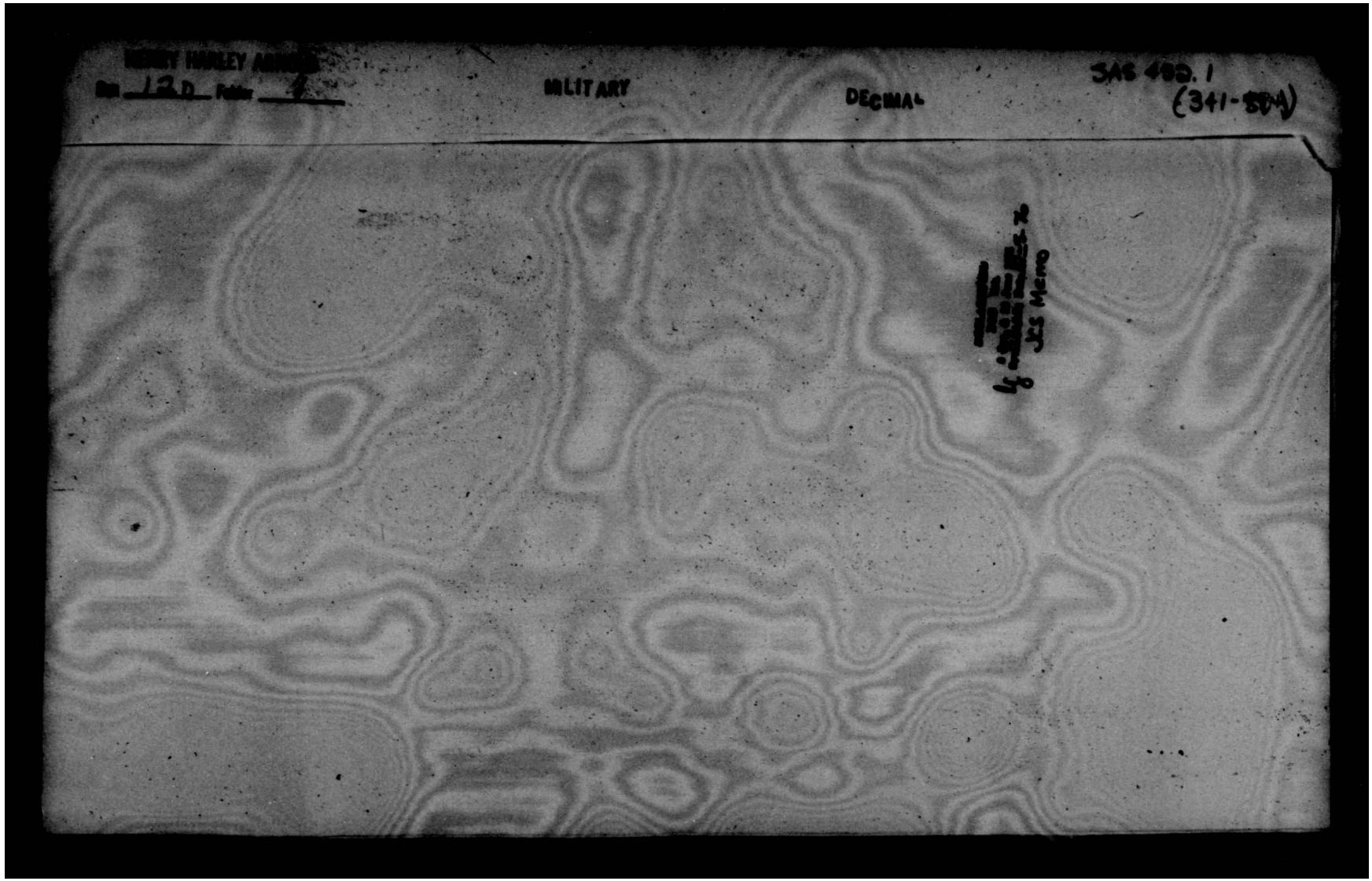

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9/5/76

452.1 (394)

HH/rrb

2. AFHQ AFHP 4/14 Referred as a matter pertaining to your office.

1 Incl. n/c.

H. H. H.
Asst. Air Att.

Dispatched
APR 15 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A-3 & O	A-1	A-2	A-3	A-4	A-MPD	A-Intn.	Budget	Miscellaneous	

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Air AG 452.1 (394)

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DOD Reg.
5 Jan. & 30 June 1976
By [illegible] LC. Date 10/15/76

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Visits by casual military aircraft to flying fields adjacent to major manufacturing facilities.

[redacted]:lf

1 AFDSF AFMAS 1942 4/10

1. It is requested that the following be published in a Headquarters, Army Air Forces Letter of Instructions, for the information of all concerned:

"All unnecessary visits by casual military aircraft to flying fields adjacent to major manufacturing facilities, unless they are on official orders in connection with duties that cannot be performed elsewhere, are prohibited."

Donald H. [redacted]
Brig. Gen., A.C.
Dir/AFDSF

1 Encl.
Ltr 3/21/42 w/3 inds.

Received 4-13-42 AGO

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Div AG 461.1 (Sec)

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WAR DEPARTMENT
AIR CORPS
Materiel Division
Western Procurement District

DECLASSIFIED
DOD Dir. 5 Nov. & 30 June 1954
By [illegible] NC, Date 10-5-76

Santa Monica, Calif.
March 21, 1942

Subject: Visits by Casual Military Aircraft

TO: Assistant Chief, Materiel Command
Wright Field, Dayton, Ohio

1. Based on directives from higher authority, every effort has been made in the Western Procurement District to disperse aircraft from flying fields at various manufacturing facilities to inland dispersion points, the purpose of this action being to limit to a minimum the number of aircraft at such facilities.

2. Even though all airplanes are dispersed immediately after they reach a flyable condition, there still remains a great number of incompleted airplanes on these fields adjacent to such facilities, by reason of the fact that much of the final assembly work is done in the open. The presence of casual aircraft greatly increases the existing pool of airplanes at these fields, which causes considerable criticism and comment by Government officials visiting this area. In addition thereto, the resultant mechanical service places a burden upon personnel engaged in production duties.

3. Listed below is a report covering the week of March 9 to 15, 1942, which is typical of the number of visiting casual military airplanes:

Douglas Aircraft Co., Inc., Santa Monica Clover Field	18
Consolidated Aircraft Corporation Lindbergh Field	29
Vultee Aircraft, Inc. Vultee Field	1
Lockheed-Vega Lockheed Air Terminal	34
North American Aviation, Inc. Douglas Aircraft Co., Inc., El Segundo Air Freight Terminal Los Angeles Airport	49

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Assistant Chief, Materiel Command
March 21, 1942

4. It is suggested that this condition be brought to the attention of the Commanding General of the Army Air Forces and that a directive be issued, prohibiting all unnecessary visits by casual military aircraft to flying fields adjacent to the major manufacturing facilities in this district, unless they are on official orders in connection with duties that cannot be performed elsewhere.

For the District Supervisor:

CHARLES W. STEINMETZ,
Colonel, Army Air Forces,
Technical Executive.

Subject: Visits by Casual Military Aircraft.

1st Ind.

War Department, Army Air Forces, Materiel Center, Wright Field, Dayton, Ohio, March 30, 1942. To: Commanding General, Materiel Command, Army Air Forces, Washington, D. C. Attention: Plant Protection and Labor Relations Section.

1. Forwarded for information and necessary action.

2. This condition is also known to exist in other Procurement Districts.

THOS. H. CHAPMAN,
Colonel, Air Corps,
Chief, Inspection Section.

By:

/s/ DeWitt P. Ottman, Maj.AC

For MAX G. DICE,
Major, Air Corps,
Chief, Air Plant Protection
Control, Inspection Section.

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DOD Dir.
10/3/76

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Subject: Visits by Casual Military Aircraft.

2nd Ind. AFAMC-12

War Department, Army Air Forces, Materiel Command, Washington, D. C. April 3, 1942. TO: Chief of the Air Staff.

1. Forwarded as a matter pertaining to your office.

H. S. WALESBY
Major, Air Corps
Chief, Labor Relations &
Plant Protection Section
Materiel Command

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Air AG 452.1 (394)

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DOD Dirs. 5 Jan. & 30 June 1974
By [illegible] NC, Date 10/5/76

APR 30 1942

MEMORANDUM FOR LT. GENERAL WILLIAM S. KNUDSEN:
Director of Production.

Subject: Aircraft Requirements for Army Air Forces.

1. For use in connection with priorities in production of munitions based on strategic considerations, lists of aircraft requirements are furnished you as follows:

Tab A. Aircraft Requirements for Army Air Forces, April 1, 1942 to March 31, 1943.

Tab B. Aircraft Requirements for Army Defense Aid, April 1, 1942 to March 31, 1943.

Tab C. Summary, Aircraft Requirements for Army Air Forces and Army Defense Aid, April 1, 1942 to March 31, 1943.

2. Priority of deliveries in the approximate number indicated by monthly requirements, are desired to achieve a balanced air force.

For the Commanding General, Army Air Forces:

Dispatched
APR 30 1942
AAG

H. F. Harmon
Major General, U.S.A.
Chief of the Air Staff

3 Incls.
Tabs A to C, incl.

1-5-2.1 (393)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible]	AFBOM.	AFAMC	Statistics	AFDMS	AFRGS

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DOD Dir.
5 Jun. & 30 June 1972
letter, Jul. Date 10/5/76
AFB

April 28, 1943

AIRCRAFT REQUIREMENTS FOR ARMY AIR FORCES

April 1, 1943 to March 31, 1943

1943	Bomb(H)	Bomb(M)	Bomb(L)	Pursuit	Medium	Transport	Trainers	Gliders
April	302	280	280	450	497	301	3,970	209
May	98	281	295	650	49	249	3,954	209
June	295	247	245	995	209	238	3,969	270
July	253	249	239	737	199	249	3,897	249
Aug.	249	225	297	691	241	221	3,795	221
Sept.	97	197	445	997	297	299	3,897	254
Oct.	309	266	289	3,979	295	221	3,852	295
Nov.	217	373	249	3,291	254	259	3,899	274
Dec.	445	79	301	795	299	299	695	249
1944 Jan.	691	458	245	3,899	295	245	795	254
Feb.	577	289	495	3,699	299	299	799	295
Mar.	695	695	545	3,695	695	245	795	695
Totals	4,295	3,699	3,695	13,995	3,895	3,977	26,795	3,195

Notes: Requirements for April 1943 include accumulated shortages to date.

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April 25, 1943

AIRCRAFT REQUIREMENTS FOR ARMY DEFENSE AID

April 1, 1943 to March 31, 1943

	Bomb(H)	Bomb(M)	Bomb(L)	Pursuit	Transport	Training
1943 Apr.	20	200	375	425	40	200
May	45	225	414	370	8	225
June	50	225	450	395	45	240
July	30	200	300	404	50	200
Aug.	44	200	450	340	50	245
Sept.	45	200	300	400	45	225
Oct.	75	215	405	400	45	400
Nov.	90	225	405	300	50	300
Dec.	111	250	500	400	44	345
1943 Jan.	250	300	450	500	250	300
Feb.	250	300	450	500	250	300
Mar.	250	300	450	500	250	300
Totals	997	2,960	4,950	5,444	899	3,740

Note: Defense aid requirements for 1943 estimated.

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April 25, 1945

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AIRCRAFT REQUIREMENTS FOR ARMY AIR FORCES
AND ARMY SERVICE AIR,
April 1, 1945 to March 31, 1946

	Bomb(H)	Bomb(M)	Bomb(L)	Fursuit	Medium	Transport	Trainers	Gliders
Army Air Forces	4,581	3,089	3,688	13,048	2,034	4,777	18,782	3,188
Army Service Air	582	2,550	4,570	2,444	600	600	3,246	600
Totals	5,163	5,639	8,258	15,492	2,634	5,376	22,028	3,188

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Priorities in Production of Munitions Based on Strategic Considerations.

3. AFAEP AFAAS 1942 4/25 AFAEP FEF/bk

The enclosed memorandum with attached list of aircraft requirements has been prepared in accordance with General Arnold's directive. Coordination has been effected with A-3, Asst. Director of War Organization and Movement, and the Materiel Command.

These lists were prepared from sources shown on the enclosed "Notes on Sources of Material" and are based on the latest available data. It is believed these requirements, if met, will permit the orderly activation of units and expansion of the Army Air Forces under the 115 and 284 Group programs.

L.A.S.
AFAEP

1 Encl. n/c
2 Encls added
Notes on Sources of Material
Ltr memo to Gen. Knudsen
w/3 incls.

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NOTES ON SOURCE OF MATERIAL

Army Air Forces

1. Figures taken from War Organization and Movement Chart based on JSSC No. 23 (Extended into 1943), April 4, 1942, except where otherwise noted below.

2. Requirements for April 1942 include accumulated shortages to date.

3. Reserve for months in 1943 increased to 50%, with the January increase spread over the first three months.

4. Transport figures computed on the basis of Col. O. A. Anderson's Tables for 1942 and 1943. Reserves for months in 1943 increased by 50% and 300 added to total by Col. O. A. Anderson spread over first three months of 1943.

5. Training figures taken from AFRIT Chart, 3/27/42, based on 55,000 pilot training program.

6. Liaison figures furnished by the Director of Ground-Air Support.

Army Defense Aid

1. Figures taken from Arnold-Portal Allocations (as Revised), except where otherwise noted below.

2. Requirements for 1943 estimated as above.

3. Training figures taken from WD-GS Defense Aid for 1942.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF. .....

SUBJECT: Priorities in Production of Munitions Based on Strategic Considerations.

NO.	FROM	TO	DATE	COMMENTS
3.	AFAEP	AFCAS	1942 4/25	AFAEP FRP/mt The enclosed memorandum with attached list of aircraft requirements has been prepared in accordance with General Arnold's directive. Coordination has been effected with A-3, A-4, Director of War Organization and Movement, and the Materiel Command. These lists were prepared from sources shown on the enclosed "Notes on Sources of Material" and are based on the latest available data. It is believed these requirements, if met, will permit the orderly activation of units and expansion of the Army Air Force under the 115 and 224 Group programs. H.A.C. AFAEP 1 Incl. n/c 2 Incls added Notes on Sources of Material Cy memo to Gen. Knudsen w/3 incls.

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DOD Dir. 5 yrs. & 30 June 1978
By [illegible] Date 10/4/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

SUBJECT: Priorities in Production of Munitions Based on Strategic Considerations.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 4/2	Note the attached. In this connection it is very desirable that you get over to General Knudsen right away a list of our "musts" insofar as airplanes are concerned for the next year. H. H. A. Incl: J.P.S. 20 (2nd Draft), cy. no. 7, 3/31/42, on Priorities in Production of Munitions Based on Strategic Considerations.
2	AFCAS	AFAEP	1942 4-3	MFH/hd 1. It is desired that you have prepared and transmitted to General Knudson, as early as possible, our list of requirements for aircraft up to April, 1943. General Knudson has indicated that if the priority deliveries are made available to him he can put the pressure on for the speed-up of production on these items. Coordinate your action with General Echols' office. MFH AFCAS Incl n/c

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AirAG 452.1 (393)

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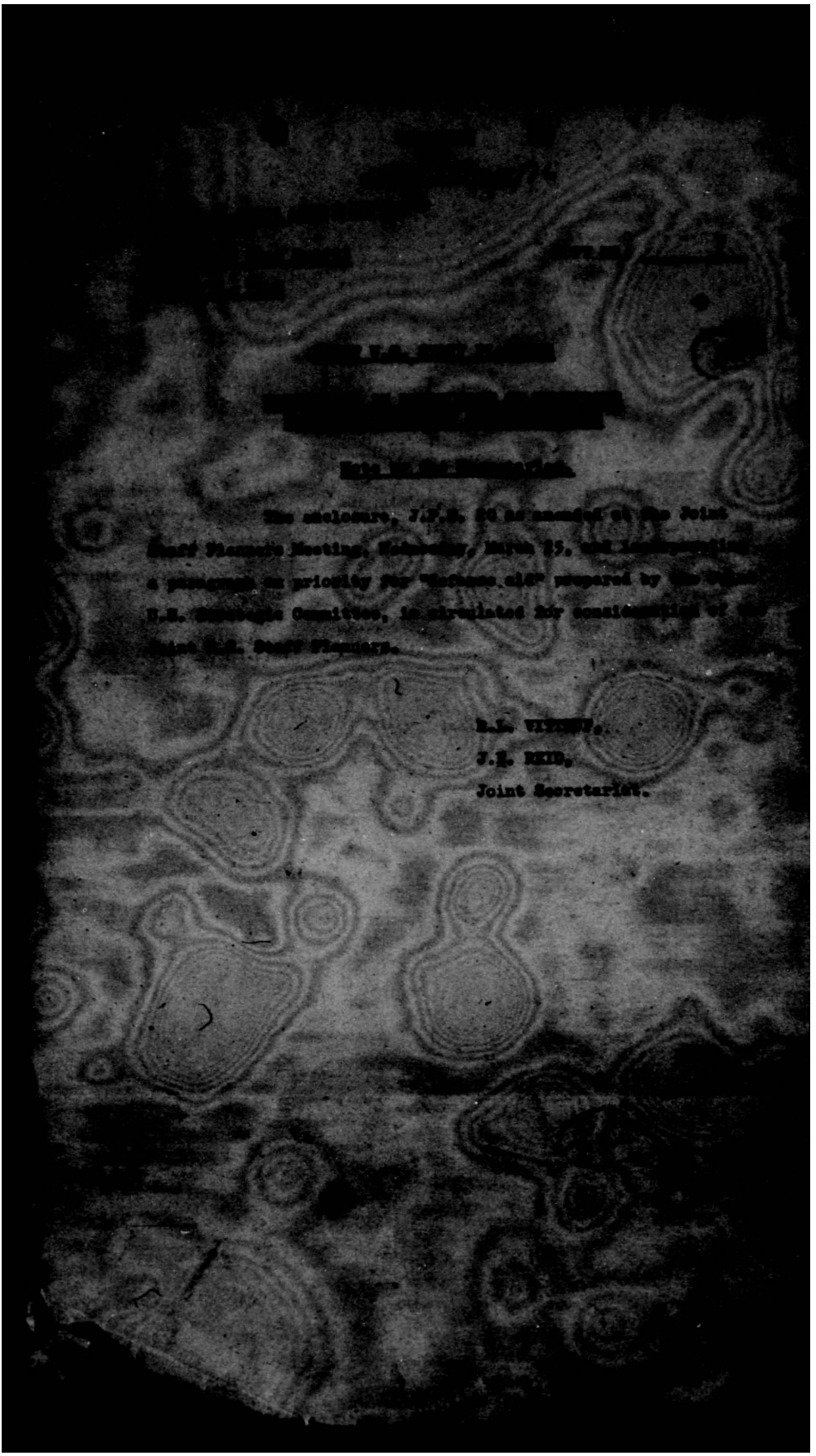

The enclosure, J.P.S. 50 as amended at the Joint Staff Planners Meeting, Wednesday, March 25, and incorporating a paragraph on priority for "Germany first" prepared by the U.S. Strategic Committee, is circulated for consideration at the Joint U.S. Staff Planners.

R.A. WILSON,
J.H. REID,
Joint Secretariat.

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ENCLOSURE

[redacted]
(First Partial Report)

1. For purposes of this report, war materials for U.S. forces will be placed in three general categories:

(a) Those needed for the defense of the continental U.S. (excluding Alaska).

(b) Those needed for use at sea, in areas outside continental U.S., and in outposts on the lines of communications leading to these areas.

(c) Those needed for training.

The requirements for forces assigned to the first category can be determined directly. The requirements for forces assigned to the second category are definitely limited by the general shortage of shipping. The magnitude of the needs in the third category is determined by the size of the forces in the first and second categories.

2. A logical approach to the problem of determining needs for forces to be operated in overseas positions, and thereby determining the extent to which their equipment and supplies should be given priority, appears to be as follows:

(a) Determine the tonnage available to the United States for war purposes after minimum essential requirements for civilian purposes have been deducted.

(b) After a review of the requests of other countries for defense aid to ensure that they are in consonance with the agreed grand strategy of the United Nations, determine the tonnage which the United States must make available to continue the flow of defense aid materials.

(c) After allowing for losses, repairs, and alterations, determine the land, sea, and air forces which can be moved to and maintained in the theaters contemplated by basic strategy, in terms of the numbers and types of major units needed in those theaters to implement basic strategy.

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[redacted]

(1) Army Air Forces

Major Units	Groups	Striking Strength	Reserve and Replacements	Total
Bomb (H)	34	1340	2216	3556
Bomb (M)	12	684	1286	1970
Bomb (L)	10	570	1357	1927
Pursuit	21	2520	3402	5922
Observation	15	1125	1350	2475
Troop Carrier	10	750	900	1650
Hospital	2	150	180	330
	115	7139	12,691	19,830
Training		14,861	4,308	19,169
		21,984	16,985	38,969

Total approximately 996,000 men and 39,738 aircraft.

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	Operating Aircraft	Reserves and Replacements	Total
Fighters	930	256	1,186
Scout Bombers	1,005	240	1,245
Torpedo Bombers	288	88	376
Patrol Observation	720	168	888
Utility Planes (4-eng.)	134	6	140
Utility Planes (2-eng.)	240	57	297
Transport-Utility	344	18	362
Miscellaneous-Utility	277	24	301
Training	1,581	422	2,003
(Including Combat types)	5,922	1,282	10,755

(b) Naval Program: The 1942 Naval program, exclusive of Naval aircraft and losses is:

(1) Naval Personnel - Approximately 700,000 men, naval aviation personnel included.

(2) Coast Guard - Designated vessels and approximately 75,000 men.

(3) Marine Corps -

F.M.F., exclusive of Aviation and Defense Battalions, 2 divisions plus attached units	50,422
Aviation (2 wings) F.M.F.	29,465
12 Defense Battalions	12,[illegible]
6 Sep. Battalions	3,[illegible]
Other duty including afloat, naval activities in [illegible], other aviation, foreign duty, exclusive of F.M.F., under training, non-available	[illegible],444
Total	146,500

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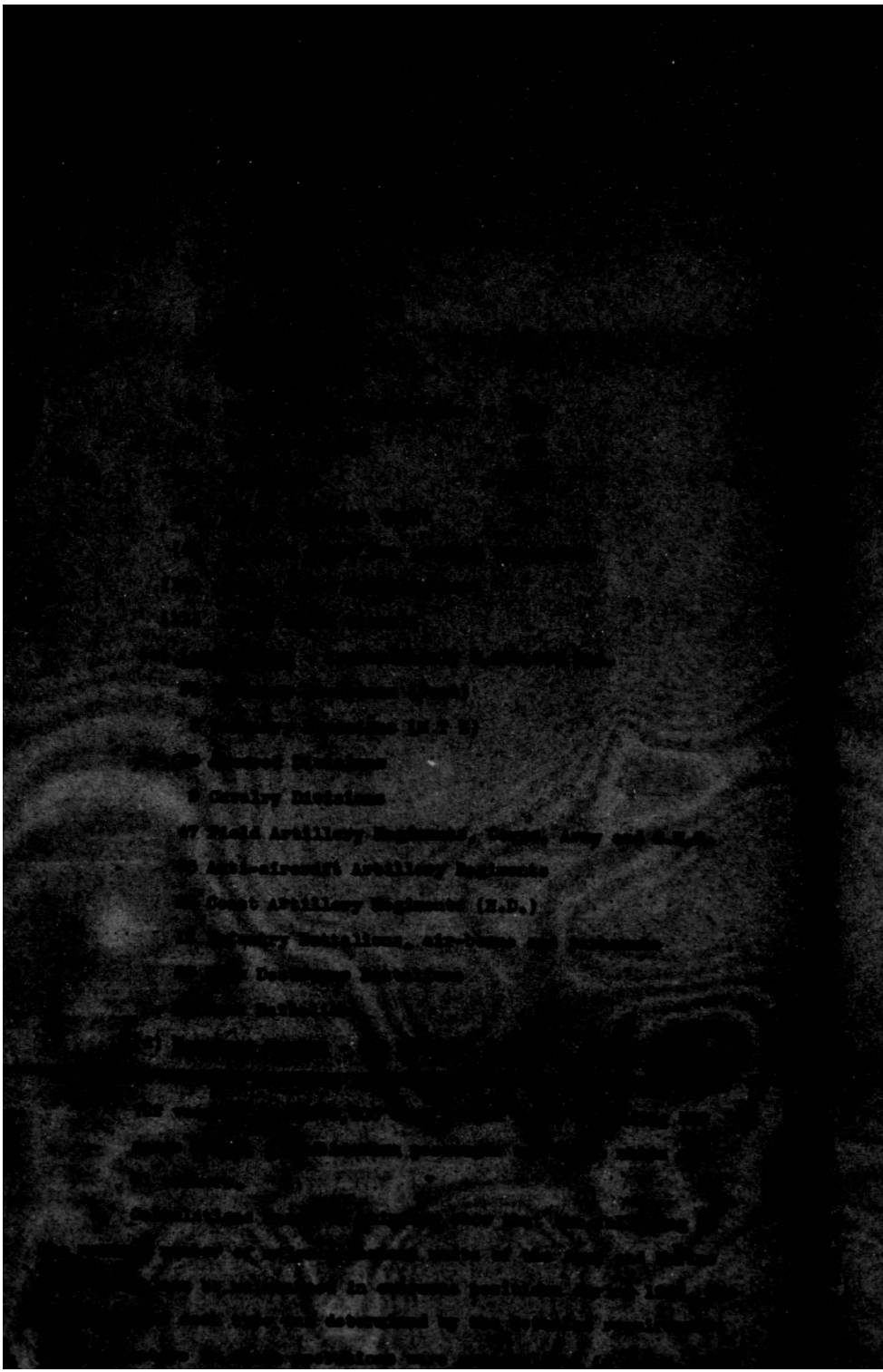

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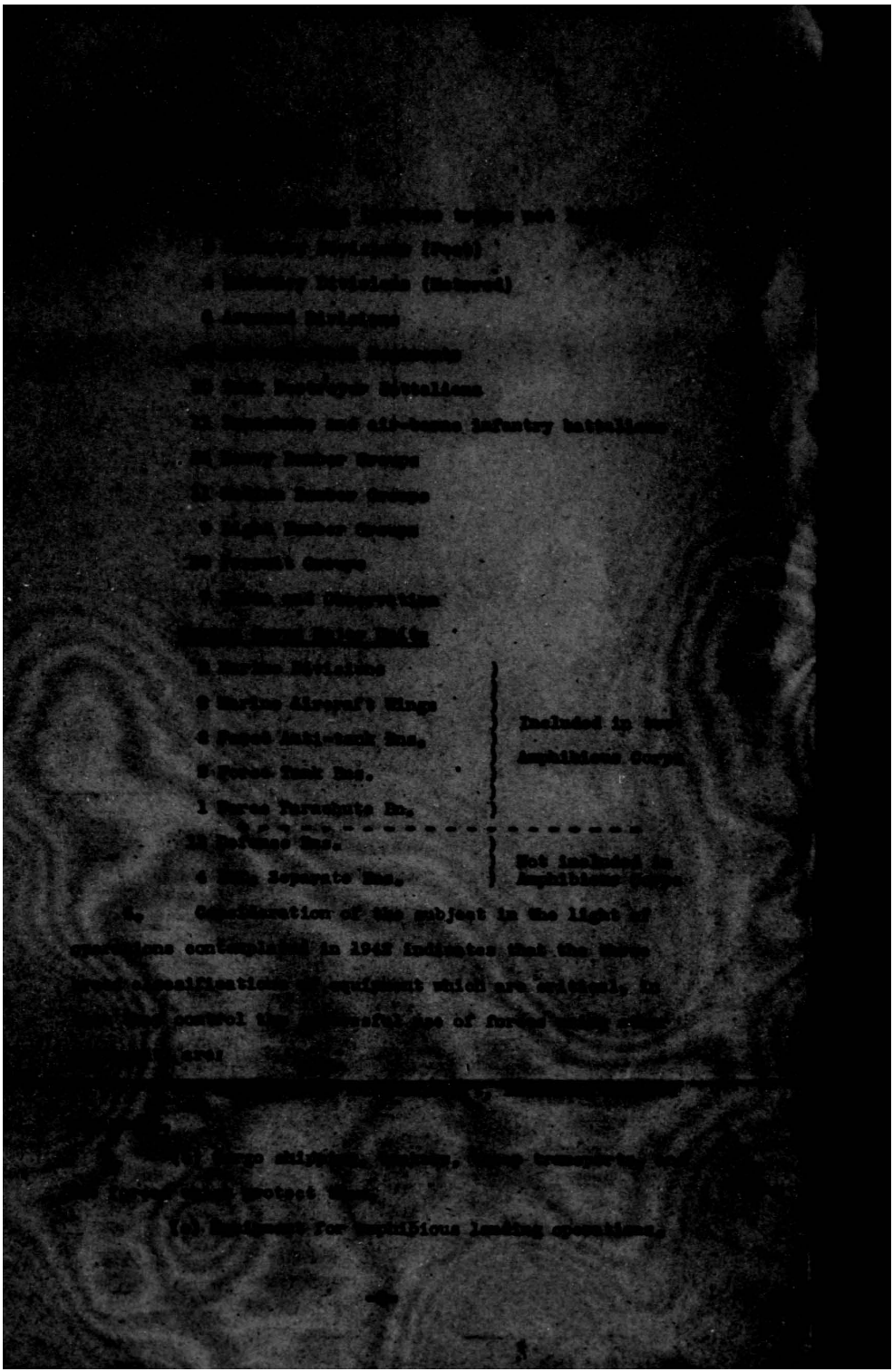

Included in Amphibious Corps

Not included in Amphibious Corps

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7. It is recommended that existing priorities directives be amended so as to insure the production during the remainder of 1942 of the following material:

(a) Equipment for the Army and Navy air forces shown in paragraph 4 (a).

(b) Complete equipment for the 66 anti-aircraft artillery regiments listed in paragraph 4.

(c) Naval vessels of the 1942 naval program.

(d) Special equipment for two Amphibious Corps of 52,000 men each, (these units are included in paragraph 5) including combat loaded transports, and other transports, cargo ships and small craft for amphibious landing operations.

(e) Sufficient ships and small craft of appropriate types for landing one armored division on a hostile shore.

(f) Equipment for the forces which can be operated overseas during 1942, as listed in paragraph 5 and not included in the preceeding sub-paragraphs.

(g) Equipment essential for the training of the remainder of the major combatant units of the land forces listed in paragraph 4.

(h) Cargo shipping, tankers and troop transports of the 1942 program.

(i) Material essential to the operation, repair, maintenance, alteration and armament of the foregoing, including ammunition and supplies.

8. It is further recommended that the existing priorities directive be amended so as to ensure also, during the remainder of 1942, the production of the material needed to permit, without prejudice to the United States requirements listed above, the assignment of munitions to other nations as defense aid in the quantities required to sustain their operations in critical theaters under the principles recently approved by the Combined Chiefs of Staff in C.C.S. 50/2.

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Priorities in Production of Munitions Based on Strategic Considerations.

3. AFAEP AFLAS 2042 4/25 AFAEP 702/44

The enclosed memorandum with attached list of aircraft requirements has been prepared for concurrence with General Arnold's directive. Coordination has been effected with A-3, A-4, Director of War Organization and Movement, and the Material Command.

These lists were prepared from sources shown on the enclosed "Notes on Sources of Material" and are based on the latest available data. It is believed these requirements, if met, will permit the orderly activation of units and expansion of the Army Air Forces under the 115 and 204 Group programs.

H.A.G.
AFAEP

1 Incl. w/c
2 Incls added
Notes on Sources of Material
Cy same to Gen. Hinkson
w/1 incls.

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2 AFCAS AFAMP 1942
4-3

MFH/hd

1. It is desired that you have prepared and transmitted to General Knudsen, as early as possible, our list of requirements for aircraft up to April, 1943. General Knudsen has indicated that if the priority deficiencies are made available to him he can put the pressure on for the speed-up of production on these items. Coordinate your action with General Echols' office.

Dispatched
APR 8 1942
AAG

Incl n/c

MFH
AFCAS

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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APR 7 1942

APR 9 1942

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E.O. 11652 & 20 June 1974
By [illegible] NCS, Date 10/5/76

/AFAMP

Instructions Affecting Second & Third Air Forces

TO: GNOPM

Dispatched
APR 7 1942
AAG

X Information

APR 1942
AAG Received

AFAMP
JTK/ls

1. There is no written instructions covering this subject in this Division.

2. Verbal agreement only between the various Commanders concerned to give all available assistance from 2nd and 3rd Air Force to Easter and Western Defense Command in case of emergency.

For the Commanding General, Army Air Forces:

Incl.
Disp. Form fm.
WPD to C/AAF

d. 4/3/[illegible] 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	
							H. A. Craig Colonel, G. S. C. Assistant Chief of the Air Staff, Plans				

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GPS 380 (Jan 42)
(Jan 42)

APG 7 1942
Date
Initials

Instructions Affecting Second & Third Air Forces. April 5, 1942.

Chief of Army Air Forces

1. It is understood that the Second and Third Air Forces are cooperating with the Eastern and Western Defense Commands, respectively, in holding aircraft on the alert or making it available upon call to the Theater or Defense Commanders.

2. It is requested that the Operations Division be provided with copies of all instructions under which the Second and Third Air Forces are operating with respect to their cooperating with Eastern and Western Defense Commands.

Hq. Army Air Forces
Apr 8 1942
AAG RECEIVED

ST. CLAIR STREET,
Brigadier General,
Chief, Theater Group, WDGS, GPS

To accompany original

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Air Ops 452.1 (392)

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DOD Dir
By [illegible] 9/5/76

452.1 (310)

March 30, 1942

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

Subject: Reduction in Development of All Types of Combat Airplanes.

1. The charts entitled "Development and Potential Combatants vs. Transports" (1) Bomber, (2) Army (3) Navies and (4) Night Reconnaissance and Combat Airplanes, all prepared to conform to the information supplied in your memorandum of March 26, 1942, subject: "Reduction in Development of Combat Airplanes" (copy attached), are returned in the preliminary examination form with comments, in order to your memorandum dated March 26 in connection with the discussion of all other combat types to also reduced. Standard data on bombing airplanes and night bombardment types has been prepared and is attached hereto.

2. Reviewing carefully the revised three year program to produce the airplanes pertaining to G-4 Division in the month to be considered as available to meet the requirements of combat units in that time period. The long term bomber program, unfavorable as it was, was adopted in preference to a short term program which would not have produced as many airplanes, and in addition to accomplish the long term program we made an additional change by eliminating production items requirements by the Navy.

3. Based on existing estimated requirements and conditions, it is apparent from the attached charts that the army can reduce its combat airplanes by a combined average of approximately 40 per cent of the original program for the combined bombing types during the remaining months of calendar 1942. Immediate approval action is requested.

4. The present 5 program a reduction in bombardment airplanes of an average of 50% (airplanes 4 month (as attached in Item 2 thereof entitled "Bomber chart") for the period April-December, 1942. It is recommended that this average monthly reduction in bombardment airplanes also be applied to the production program for the period of 1943. In short, increased requirements in bombardment should be met by the same percentage reduction in requirements as the British have made from the 200 pursuit plane program down.

(Continued on next page)

DISTRIBUTION:
Chief of Staff
General ARNOLD

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5. In the instance of heavy bombardment, I propose that the War Department recommend to the Munitions Assignment Board that, effective April 1, 1943, all heavy bomber production from U. S. sources be made available to the Army Air Forces until shipping shortages in Army Air Force organizations are eliminated and a minimum reserve replacement of 200 airplanes be met (enclosed sheet for details).

6. In regard to medium bombardment, a reduction in monthly rate of new airplanes of 48 airplanes per month (enclosed sheet for detailed schedule) for the period April-December, 1943, is recommended. Again it is recommended that this reduction in availables results from delay in completion of construction in the theaters beyond June, 1943.

7. Finally, for light bombardment, I propose a reduction in airplane-mix availables of 267 airplanes per month for the period April-December, 1943.

8. In supplying requirements of airplanes of all types for any one theater, an overbalancing, long bombardment lapse is thought, although in particular, unexpectedly high attrition rates in other theaters and other contingencies, may have the requirements of our allowed bombing with for medium which type aircraft have included. There is considerations, however overbalanced, make it practicable that the entire question of flexible availables be reviewed with a view to making them flexibility dynamic. In separate figures under on the reserve of airplanes now in the hands of the British that all available information indicates that this reserve is not less than 2000 and in the case of some types, considerably higher. It is to be noted that reserve requirements included in the attached figures have been computed on a basis of 200, an extremely modest figure as compared to that which the British consider essential. Further, that each of our production now flowing to the British is being used to replace the British reserves. The establishment of a reserve of airplanes as contemplated herein will operate merely to prevent retardation of the schedule for activation of all units but will not accelerate that schedule.

9. The problem presented herewith is of the utmost urgency immediate and determined action is essential. Such additional data

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[redacted]

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

[redacted] filed with Central Files Copy

Dispatched - delivd. by Gen. Arnold

MAR 31 1942

AAG

Copy to C/S, Gen. Arnold; Central Files

& C/B returned to A F Rm.

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DOD Dirs.
E.O. Date 10/5/76

[redacted]

March 25, 1950.

[redacted]

Subject: Selection in consultant of yarmuth planes.

1. To reduce all photographic hazards to local flash could be only,

a. Estimate (conservatively) attrition in each of:

[redacted]

b. Plot also total amounts of incendiaries planned (by type available) to bring all above to necessary strength.

c. Plot also rate of planned extraction of 27 yarmuth groups, by months.

d. Plot also estimated production by month,

[redacted]

e. And total explosives by month,

[redacted]

2. This will enable recommendation to Washington based on basis of these planes.

[redacted]

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOD Dir.
10/5/76

February 18, 1942.

MEMORANDUM FOR THE SECRETARY OF THE AIR STAFF.

Subject: ASV Equipped Airplanes.

General Arnold sent for Colonel DeArmond, Chief of the Radar Division, Communications Section, regarding the status of ASV installations in aircraft, and directed that a memorandum to the Assistant Secretary of War for Air on the ASV situation be prepared for his signature. A copy of this report is attached.

A. W. MARINER
Colonel, Air Corps
Director of Communications.

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DOD Dir. 5 Jan. & 30 June 1974
By Library LC. Date 10/15/76

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR.

Subject: ASV Equipped Airplanes.

1. With reference to your memorandum on the above subject, dated February 17, 1942, the following is a complete summary of the ASV situation as of this date:

a. The following is the allocation of aircraft to be immediately equipped with ASV:

Panama Canal Department	4 LB-30's
Puerto Rican Department	4 LB-30's
Hawaiian Department	5 LB-30's
Alaskan Department	3 LB-30's
	1 B-17E
U.S. Forces in Australia	4 LB-30's
Western Defense Command	6 B-18A-1's
Eastern Theatre of Operations	4 B-18A-1's
	2 LB-30's
Total	10 B-18A-1's
	22 LB-30's
	1 B-17E

b. The ten (10) B-18A-1 airplanes are being equipped with the American ASV-10 equipment. One B-18A-1 is at the Boston Municipal Airport completely equipped and awaiting flight tests. One B-18A-1 is now being equipped with plexiglass noses and Group A parts at Wright Field and will go to Boston the latter part of this week for installation of Group B parts and training of crews. Four B-18A-1 airplanes have been ordered to the San Antonio Air Depot on February 16, 1942, where they will be equipped with plexiglass noses and Group A parts. It is estimated that it will take approximately eight days for this work. Four additional B-18A-1's are ordered to the San Antonio Air Depot on February 25, 1942, and

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JEH/hg

Memo. for The Assistant Secretary of War for Air.
Subject: ASV Equipped Airplanes.

will take approximately eight days to complete installation of pinnacle masts and Group A parts. Upon completion of work at the San Antonio Air Depot, these airplanes have been ordered to proceed to the Radiation Laboratory, Boston Municipal Airport, for installation of Group B parts and training of crews. (Major Mr. Carson of the Radiation Laboratory states that it will take approximately three weeks to complete installation and train crews after arrival of airplanes).

2. The twenty-two (22) LB-30 airplanes and the one (1) B-24D airplane are being equipped with the British ASV Mark II. Installation on the first airplane has been completed, and the next two airplanes are now being equipped at Patterson Field. These three airplanes are being winterized for Alaskan service and the second and third items will be completed on approximately February 25, 1942. The balance of the airplanes will then be equipped at Patterson Field at the rate of three (3) airplanes every four (4) days. Upon completion of installation, these airplanes are being ordered to the A. C. Technical School (Radar), at West Palm Beach, Florida, for the training of crews. Colonel Bryan, in charge of this training, states that the crews can be trained and the airplanes made available for transfer to their theatres of operation in not to exceed four weeks after arrival of airplanes and crews.

3. Aircraft Radio Laboratory, Material Division, Wright Field, reports this date that thirty (30) SCR-521's (Canadian manufactured ASV Mark II) have been accepted by the inspectors at the Canadian plant. Fifteen (15) of these sets are being assigned to the A. C. Technical School (Radar), West Palm Beach, Florida, for the training of personnel, and the balance of fifteen (15) are available for installation.

4. Following the first three LB-30's which are being winterized for Alaskan use, first priority has been given to the installation of the four (4) LB-30's assigned to the Panama Canal Department and second priority to the four (4) assigned to the Puerto Rican Department.

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Chief of the Army Air Forces.

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DOD Dir. 5200.10 & 20 June 1974
By: [illegible] NSC Date: 10/5/76

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Air Units for Middle and/or Near East.

1. Following is a brief summary of airplane and unit status of units of the Army Air Forces from which reinforcements might be sent to the Middle or Near East:

a. Pursuit

(1) Present Status

		Planes	Type	Shortage
50th Pursuit Group	Key Field	55	P-40	-25
20th Pursuit Group	Wilmington	36	Mixed	-44
52nd Pursuit Group	Florence	29	P-39	-51
31st Pursuit Group	New Orleans	20	Mixed	-60
54th Pursuit Group	Baton Rouge	26	P-40	-54
58th Pursuit Group	Tallahassee	4		-76

(2) Deliveries (estimated) to Army Air Forces

	March 19-31	April	May
P-39F	36	-	-
P-39J	1	-	-
P-39K	-	-	30
P-39D-1	-	-	156
P-40F	-	25	50
P-40K-1	49	26	34

b. Medium Bombardment

(1) Present Status:

		Planes	Shortage
13th Bomb. Gp. (M)	Mitchell	14	-43
41st Bomb. Gp. (M)	Hamilton	33	-24
42nd Bomb. Gp. (M)	Portland	15	-42
12th Bomb. Gp. (M)	Esler	9	-48
17th Bomb. Gp. (M)	Columbia	37	-20
21st Bomb. Gp. (M)	Jackson	13	-44

(2) Deliveries (estimated).

March	30 planes
April	46 planes
May	93 planes

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec. Air Staff	A.C.S.	A-1	A-2	A-3	A-4	A-5	AWPD	A. Insp.	Budget	Statistics	

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Written 3/23/42

g. Light Bombardment

(1) Present Status

		Planes	Shortage
45th Bomb. Gp. (H)	Grenier	47	-10
303d Bomb. Gp. (L)	Salt Lake	0	-57
304th Bomb. Gp. (L)	" "	0	-57
47th Bomb. Gp. (L)	Will Rogers	41	-16
44th Bomb. Gp.(L)	Barksdale	22	-35
48th Bomb. Gp. (L)	Savannah	55	- 2
84th Bomb. Gp. (L)	Savannah	2	-55

(2) Deliveries (estimated).

March	20 planes
April	28 "
May	17 "

g. Depots-Repair or alteration status.

Pursuit	124 planes
Medium bombers	53 "
Light Bomber	75 "

2. The above delivery estimates will fall far short of attritional losses in the case of pursuit and will provide little if any increase in operational strength for medium and light bombardment.

3. Our attritional losses in pursuit can be reasonably expected to exceed 100 airplanes monthly for the next three months.

4. If our expansion is to be met to a reasonable degree it is mandatory that requirements for operational training units be met without further delay. We are doing our best to get these units equipped and operating now.

5. The airplane equipment we now have in medium and light bombardment units plus deliveries which we can expect in the next two months will not satisfy our minimum requirements for O.T.U. purposes.

6. It will not be probable that we shall be able to plan suitable reserves for any of our units in combat for some months to come.

7. The decline in actual deliveries to date and estimated deliveries for the next three months will retard the date on which it had been expected to have units available for the United Kingdom. It now appears that [illegible] will be the earliest date on which [illegible] available.

HEADQUARTERS ARMY AIR FORCES COORDINATION

Chief of Staff	Secy Air Staff	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics
	A.A.G.								

8. None of our pursuit groups have been processed in an O.T.U. for operations in Britain. If, however, it should become desirable to divert one of these groups to Cairo this training would not be so important.

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9. Our medium and light bomber units are also deficient in operational training, which we are overcoming as rapidly as possible.

10. From the above summary of the Army Air Forces status in the classes of pursuit and light and medium bombardment, it is apparent that we shall not be able to send airplanes of these types to the Middle or Near East in the immediate future.

11. It appears that the only available source for such immediate reinforcements here must come from deliveries allocated to Britain.

12. It appears that existing and near future shortages in types needed for this theater would indicate that a strong effort should be made without delay to restore the high number of aircraft in this area now out of commission to an operational status. If supervisory specialists from this country will facilitate this restoration, this country should provide them without delay.

NOTE: It is understood that considerable difficulty is being experienced in the Near East in effecting quick repairs because of the absence of parts lists with shipping crates and an available parts list catalog. Britain is now preparing a parts catalog for American type aircraft. However, until this publication is made available to mechanics our catalogs must be used if any efficiency is to be achieved in repairing American aircraft in this theater. Latest reports indicate that there are some 770* pursuit airplanes now out of commission. The restoration of a reasonable percentage of these planes to operational status will go far toward relieving the existing demand for reinforcements.

*Airplanes now in the Palestine-Sudan area are:

Total (all types), - 2077 planes
Serviceable, - 883 "

For the Chief of the Air Staff:

H. A. CRAIG,
Colonel, A.A.G.
Assistant Chief of Air Staff, Plans.

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.	Plans. Budget	Statistics	
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HEADQUARTERS
ARMY AIR FORCES

DATE _____

TO: _____ Correspondence Symbols

Commanding General, Army Air Forces	AFACG
Chief of the Air Staff	AFCAS
Deputy Chief of the Air Staff	AFDAS
A-1, Asst. C. of A/S	AFAAP
A-2, Asst. C. of A/S	AFABI
A-3, Asst. C. of A/S	AFACT
A-4, Asst. C. of A/S	AFADS
Plans, Asst. C. of A/S	AFAEP
The Air Inspector	AFTAI
Director of Intelligence Service	AFDIS
Director of Military Requirements	AFDMR
Director of Air Defense	AFRAD
Director of Bombardment	AFRDB
Director of Ground-Air Support	AFRGS
Director of Base Services	AFRBS
Director of War Orgn.& Movement	AFROM
Director of Individual Training	AFRIT
Director of Technical Services	AFDTS
Director of Communications	AFTSC
Director of Weather	AFTSW
Director of Traffic Control & Reg.	AFTST
Director of Photo., Maps & Charts	AFTSP
Director of Technical Inspection	AFTSI
Public Relations Officer	AFPRO
Director of Personnel	AFDOP
Military Personnel	AFPMP
Civilian Personnel	AFPCP
The Air Surgeon	AFTAS
The Air Judge Advocate	AFAJA
The Budget Officer	AFTBO
The Fiscal Officer	AFBFO
Director of Management Control	AFDMC
Adjutant General, AAF	AFMAG
Director of Orgn. Planning	AFMOP
Director of Statistical Planning	AFMSP
Director of Legislative Planning	AFMLP
Flying Training Command	AFFTC
Materiel Command	AFAMC
Air Service Command	AFASC
Ferry Command	AFAFC
Technical Training Command	AFTTC
_____ Air Force	-

For Gen Arnold.
Gen Harmon has noted.

X-398, AF

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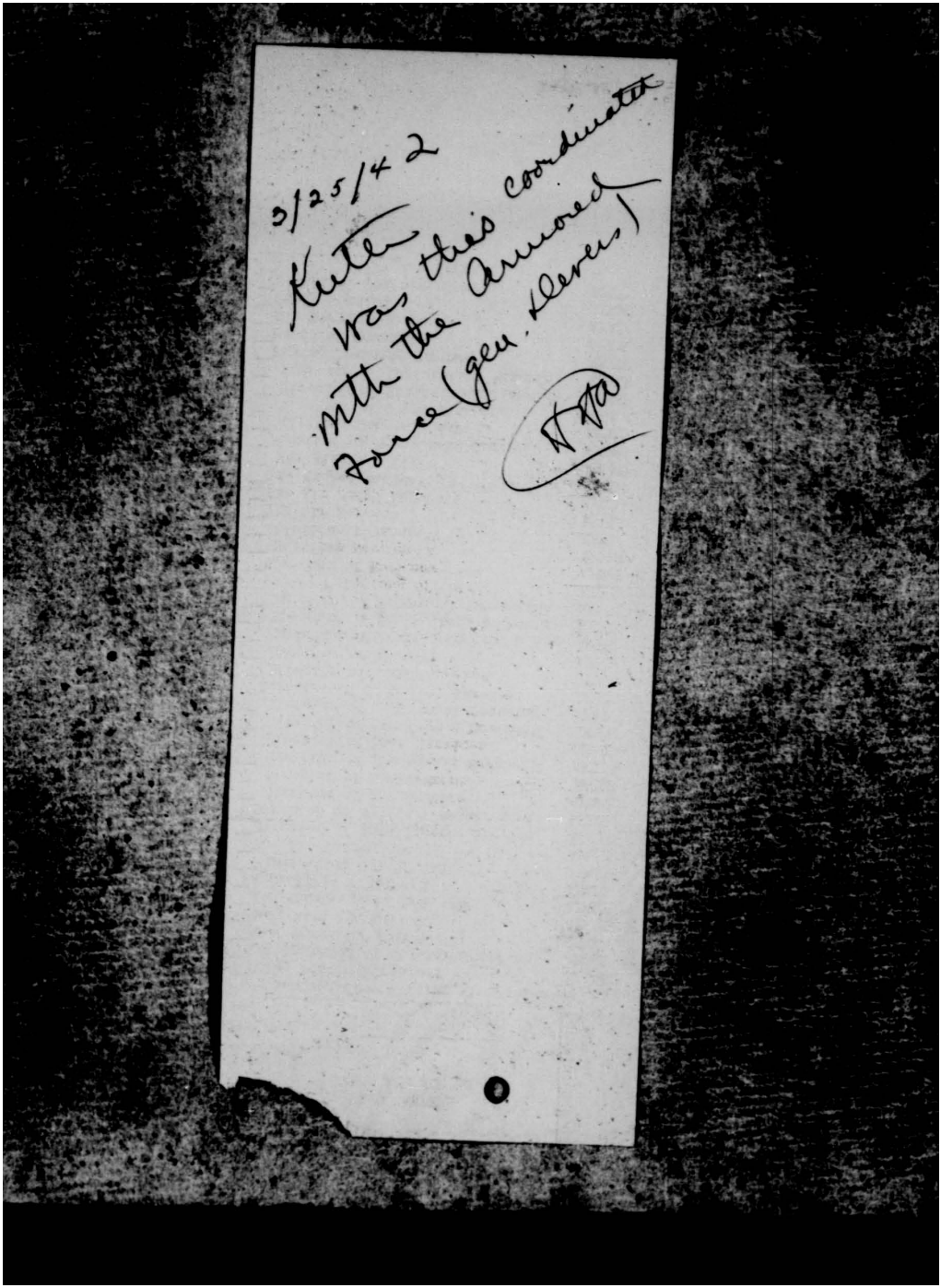

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD Dir. 5200.10
By [illegible] NARA, Date 10/5/76

March 22, 1942

SUBJECT: Report on Observation Airplanes.

TO: The Commanding General, Army Air Forces

In accordance with your verbal directive to examine into the observation airplane situation, I have had the Director of Ground Air Support prepare the following report on the present status of the situation and I concur in the conclusions and proposed action therein:

"1. No operational observation airplane exists that should be put into action now.

"2. It is believed that observation airplanes should be a converted combat type rather than a specially designed type. Several reasons exist for this conclusion, namely:

a. No specially designed observation airplane is in design or production.

b. Only the best combat types can exist in the face of hostile air power of any proportions.

c. Economy in production and maintenance is effected by utilizing combat types.

d. Economy in airdrome, personnel and supplies is effected. To maintain airplanes which can observe only and cannot join in offensive action is not believed warranted by the results to be obtained.

e. The old idea of observation by leisurely surveillance has been proven unsound. Present requirements must be met by specific missions of spot visual and photographic reconnaissance, in addition to the command, liaison and artillery adjustments to be performed by the liaison type airplane.

"3. Observation - (exclusive of liaison type) should then be assigned reconnaissance as a primary mission and attack

Air AG 452.1 (3-11-42)

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as a secondary mission. Much information will be obtained from combat aviation but the ground force must have an instrument for the specific use of the ground commander in furtherance thereof.

" 4. The method of conversion of the combat airplane to observation type should be as simple as possible to do the job. This conversion should include provisions for photography and a long range radio set.

" 5. After study of types and production schedules, it is proposed that two types be designated for conversion; the A-20, for a bi-motored plane, and the P-39 for the single-seater type. Both will have speed, striking power, and can be converted easily. Large quantities are on order which will assure maintenance and economy of operation.

" 6. A study of mock-up arrangements is now being made, after which definite instructions for conversion will be issued.

" 7. A study of priorities is being made with a view to establishing higher priorities on this equipment for certain observation units. Priorities as given in AG letter of March 8, 1942, are not believed sound insofar as Observation Squadrons are concerned. For instance, the 1st Armored Division has a priority of A-4.1, but the 12th Squadron which has worked with this Division has a priority of C-6."

Muir S. Fairchild

MUIR S. FAIRCHILD,
Brigadier General, U.S.A.,
Director of Military Requirements.

Hq. Army Air Forces
MAR 22 19[illegible]
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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1950 By [illegible] NLC, Date 10/5/76

March 21, 1942.

SUBJECT: Report on Observation Airplanes.

TO: The Commanding General, Army Air Forces.

In compliance with verbal directive, Director of Military Requirements, the following report is submitted:

1. No operational observation airplane exists that should be put into action now.

2. It is believed that observation airplanes should be a converted combat type rather than a specially designed type. Several reasons exists for this conclusion, namely:

a. No specially designed observation airplane is in design or production.

b. Only the best combat types can exist in the face of hostile air power of any proportions.

c. Economy in production and maintenance is effected by utilizing combat types.

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secondary mission. Much information will be obtained from combat aviation but the ground force must have an instrument for the specific use of the ground commander in furtherance thereof.

4. The method of conversion of the combat airplane to observation type should be as simple as possible to do the job. This conversion should include provisions for photography and a long range radio set.

5. After study of types and production schedules, it is proposed ~~recommended~~ that two types be designated for conversion; the A-20, for a bi-motored plane, and the P-39 for the single-seater type. Both will have speed, striking power, and can be converted easily. Large quantities are on order which will assure maintenance and economy of operation.

6. A study of mock-up arrangements is now being made, after which definite instructions for conversion will be issued.

7. A study of priorities is being made with a view to establishing higher priorities on this equipment for certain observation units. Priorities as given in AG letter of March 8, 1942, are not believed sound insofar as Observation Squadrons are concerned. For instance, the 1st Armored Division has a priority of A-4.1, but the 12th Squadron which has worked with this Division has a priority of C-6.

D. M. SCHLATTER,
Col. Air Corps,
AFRQS

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1979
By Letter of 10/5/76
9/B

March 18, 1942.

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

Dr. L. A. Hyndridge
Radiation Laboratory
Building No. 24 - M.I.T.
Cambridge, Massachusetts.

Dear Dr. Hyndridge:

Your letter to General Bradley has been forwarded to this office through the usual channels. With reference to the proposals made in Par. 2 of this letter, the following steps have been taken in anticipation of the maintenance difficulties likely to be experienced with the A29 equipment:

(1) Orders have been issued by the Western Defense Command authorizing the Air Corps Liaison Officer at the Radiation Laboratory to send the West Coast airplanes to such places and in such numbers as may be required for the accomplishment of the training program.

(2) Upon completion of the training program, on or about April 6, 1942, these airplanes will return to their home stations in order that the crews may pack their belongings, settle up their personal affairs and make arrangements for permanent change of station. After this brief delay all of the West Coast airplanes will be ordered to Hamilton Field, this being the maintenance and operating base designated by the Western Defense Command in lieu of Sacramento.

(3) The Western Defense Command operational people have been advised of the capabilities and limitations of this equipment in order that plans may be made for the most effective tactical use of these airplanes.

In the interests of expediency, future correspondence concerning this project should be addressed directly to this office.

Very truly yours,

Dispatched
MAR 19 1942
AAG

Hq. Army Air Forces
MAR 19
AAG RECEIVED

A. W. MARRIOTT,
Colonel, Air Corps,
Director of Communications.

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Ltr. to C.G., 4th Air Force - 3/16/42.
Subject: ASV Equipped B-18-B Airplanes.

3. This equipment will detect all surfaced submarines within a range of 7 miles, ranges up to 15 miles being possible on large submarines lying broadside to the direction of search.

For the Commanding General, Army Air Forces:

A. W. MARNINGS,
Colonel, Air Corps,
Director of Communications.

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Plans AS
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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NSC, Date 10/5/76

9/14

March 18, 1942.

SUBJECT: ASV Equipped B-18-B Airplanes.

TO: Commanding General,
4th Air Force,
120 Montgomery Street,
San Francisco, California.

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

1. This confirms telephone conversation between Colonel Ramey of the Fourth Air Force and Colonel Beigmand of the Radar Division, Directorate of Communications, Hq., Army Air Forces, on March 17, 1942. Colonel Ramey stated that orders were being issued authorizing the six (6) crews of the B-18-B's (B-18-B is the designation for B-18-A airplanes that have been specially equipped for ASV 10 cm. equipment), to proceed to such places as are necessary to accomplish the training schedule and that a delay of thirty (30) days would be authorized at such places, and upon completion of this training to return to their home stations.

2. Due to the shortage of test equipment, the six (6) B-18-B's allotted to the Western Defense Command will be held in the East until approximately April 6, 1942, at which time test equipment would be available for the Western Defense Command.

3. Colonel Ramey stated that upon the return of the B-18-B airplanes to their home stations on about April 6, 1942, these airplanes and crews would be ordered to Hamilton Field, and that Hamilton Field would be designated as the operating base for ASV equipped airplanes in lieu of Sacramento previously designated.

4. In order that plans may be made for the most effective tactical use of these specially equipped airplanes, the following is a brief summary of the search capabilities of this equipment:

a. These airplanes can locate large vessels to a distance of 30 miles ahead and to either side giving a sweep coverage of 60 miles.

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A 4 AS
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WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date. 12/10/44....

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
___Medical Section
___Public Relations Section
___Statistics Section
___Inspector, Army Air Forces
___Adjutant General, Army Air Forces
___A.F. Files

Thus was a deal Buck?

File in ours

E. P. CURTIS,
Major, Air Corps,
Secretary of the Air Staff.

AAF-217

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1994
By [illegible] LC, Date 10/5/76

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

Subject: Availability of Seaplane in Connection with South Pacific Ferry Route.

1. It is essential that adequate air transportation be made available for personnel, lengthy dispatches and plans in connection with prosecution of work on the airways project in Fiji Islands and New Caledonia. Minimum landing facilities for land planes will be available about January 15th. In the meantime, there is no possibility of providing adequate air transportation except through the use of a Navy seaplane of the PBY or similar type.

2. The Commanding General of the Hawaiian Department has, without success, attempted to secure the services of the PBY airplane from the Commandant, 14th Naval District. This request was denied by the Commanding Chief of Fleet on the grounds that no Navy plane could be spared for this purpose. I am sure that you appreciate the importance of the speedy completion of this South Pacific ferry route.

3. It is requested that the Navy Department take the necessary action to make available for the use of the Commanding General of the Hawaiian Department a PBY or similar airplane, together with necessary crew for use between now and January 15th or until such time as minimum facilities are available along this South Pacific ferry route.

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Mil Pers
Civ Pers
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Inspec.
Budget
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Mgmt Con
Adj. Gen
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat C.
A. S. C.
P. C.

SUBJECT: ASV Equipped Planes for Western Defense Command.

2nd End.

War Department, Headquarters Army Air Forces, Washington, D. C., March 18, 1943 - To: Commanding General, Air Forces, Eastern Theater of Operations and First Air Force, Mitchel Field, N. Y.

1. Reference Par. 7, basic communication. Signal Corps personnel will not be required for ground maintenance of this radio equipment. Ground maintenance will be accomplished by Air Corps personnel now being trained at the Radiation Laboratory in Boston.

2. Reference Par. 9, basic communication. The following actions have been initiated in anticipation of the maintenance difficulties likely to be encountered with this equipment:

a. Orders are issuing from the Western Defense Command, authorizing the six (6) ASV equipped airplanes from that Command to proceed to such places as are necessary to accomplish the training schedule with a thirty (30) day delay at those places.

b. Upon completion of the training program, the Western Defense Command airplanes will return to their home stations.

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2nd Ind. to C.G., Air Forces, E.T.O., and First Air Force, Mitchel Field, 3/16/42.

and will then be immediately ordered to Hamilton Field, this being the maintenance and operating base designated on the West Coast.

2. Plans for the most effectual operational employment of this special equipment are now being formulated by the Eastern Defense Command.

For the Commanding General, Army Air Forces:

A. W. KILBOURNE,
Colonel, Air Corps,
Director of Communications.

Dispatched
MAR 19 1942
AAG

Hq. Army Air Forces
MAR 19 1942
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452.9 1st Ind.

HQ AIR FORCES E.T.O. AND FIRST AIR FORCE, Mitchel Field, N.Y. MAR 14 1942
TO: Commanding General, Army Air Forces, Washington, D. C.

1. Inviting attention to the basic communication.

2. The proposals contained in paragraph 2, are concurred in. These headquarters have not been advised with regards to the requirements for Signal Corps personnel mentioned in paragraph 7.

For the Commanding General,

H. B. SEPULVEDA,
Lt. Col., A.G.D.,
Adjutant General.

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AGAAF/1864
Air AG 452.1 (3-9)

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RADIATION LABORATORY
M. I. T.
Cambridge, Massachusetts

DECLASSIFIED
DOD Dir
By [illegible] 10 Nov 1995
9/5/96

March 12, 1942.

Major General Follett Bradley
First Air Force Command
Mitchell Field
Long Island, New York.

Personal

Dear General Bradley:

I want to take advantage of the personal contact so pleasantly established by your recent visit to the Radiation Laboratory at M.I.T. to outline to you some items connected with the project under way here of equipping B-18 planes with 10-cm ASV equipment for immediate use in coastal patrol. Most of these items are for your own personal information and are in confirmation of our conversation the other day. Others, however, involve questions having to do with the command under which these planes will operate, and bring questions on which you may be able to give use some assistance.

1. The plans has been from the start to equip ten planes, of which approximately one half would be stationed at a single base on the Atlantic Cost, and the other half at a single base on the Pacific Coast. We are not sure, however, that the combat command officers on the two coasts have made their plans in accordance with this proposal.

2. The Radiation Laboratory is planning to equip each base station (one on each coast) with complete test servicing and maintenance equipment. Since the equipments being installed in the planes are of an experimental nature the maintenance problem is one which will require careful attention. It is, therefore, quite necessary if the equipment is to be of use, that it be maintained at a base station where maintenance service and equipment is available.

3. The first plane with complete equipment and crew will leave Boston on Friday, March 13, for Langley Field, This plane originally came from Langley Field and, it is our understanding, is to be rebased there. The second plane, also originally from Langley Field, will go again to Langley Field fully equipped on Monday, March 16. These planes can go into immediate service from that base.

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MASSACHUSETTS INSTITUTE OF TECHNOLOGY
RADIATION LABORATORY
SHEET NO. 2 to Major General Bradley

March 12, 1942

4. Members of our Laboratory left for Langley Field today to make preliminary arrangements for setting up the maintenance laboratory. They will proceed at once with the equipping of this maintenance station at Langley Field.

5. The succeeding planes will be equipped and will leave Boston at the rate of about two or three a week until all ten have been completed on or about April 6th.

6. Four out of the total of ten planes came originally from Langley Field, and apparently have orders to return to Langley Field. We assume that these four planes will constitute the Atlantic squadron, and will be based at Langley Field.

7. We are depending upon the Air Forces to see that the necessary Signal Corps personnel, if required, are available to take care of ground maintenance of the radio equipment.

8. We are concerned about the six planes which are not designated to go to Langley Field. A complete list of the planes and their numbers, and original base stations is attached in approximate order in which they will be equipped. As far as the present crews of these planes know, they are to return to their original bases. You will see at once that except for the four Langley Field planes, the others have come from bases throughout the West but none from a base right on the Pacific Coast from which coastal patrols would operate. If these planes return to their original bases we fear that they will be of no use, or will not be used in coastal patrol work. Furthermore, they will be scattered all over the Western part of the United States, and the maintenance problem will be hopeless.

9. We should like to propose, and we hope you can be of help in having this proposal adopted and the necessary orders issued if you agree, the following:

(a) That all of the planes when they leave Boston go directly to Langley Field for an initial period of practice patrol work. The maintenance station will be set up at Langley Field to make sure these planes are properly serviced.

(b) That after all ten planes have arrived at Langley Field, and the maintenance station been set up there, a group of the planes be transferred to a single Pacific Coast Station, at which an additional station will be set up.

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(c) That the orders now out that the planes return to their own former bases be cancelled, and orders issued to report temporarily to Langley Field for redistribution from there to a single Pacific Coast location. Plans for the Pacific Coast operations should be under way and worked out immediately.

I am sorry to trouble you with this matter, but we are, of course, most anxious to see that the equipment we are putting in these planes at considerable expense and trouble, becomes immediately tactically useful, and that the equipment stay in reliable service. We believe that you are possibly in a position to see that the proper combat plans are made so that this becomes possible.

Very truly yours,

S/ L. A. DuBridge
L. A. DuBridge
Director.

LAD/b

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March 12, 1942.

B-18 Planes Assigned for Installation of ASW-10 Equipment
Listed in Order of their Probable Completion

Order Number	Serial Number	Original Base
1	37517	Langley Field
2	37593	Langley Field
3	38589	Sacramento, Cal.
4	37574	Barksdale, La.
5	37538	Langley Field
6	37470	Langley Field
7	38588	Bakersfield, Cal.
8	37561	Sacramento, Cal.
9	38590	Muroc, Cal.
10	38606	Tucson, Arizona

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DOD Dir
5 par. 5 30 June 1974
By NSC, WC Date 10/5/76

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SUBJECT: OTU Heavy Bombardment Program.

3AF 320.2 (3-11-42) O.T.U. 1st Ind. F-11-C)

HEADQUARTERS 3RD AIR FORCE, Tampa, Florida. MAR 18 1942
TO: Commanding General Army Air Forces, Washington, D. C.

The recommendation contained in paragraph 3 basic is approved.

For the Commanding General:

/S/ H. M. Jones
H. M. JONES
Lieut. Colonel, A. G. D.
Adjutant General

2nd Ind. SSJr/cb

War Department, Headquarters, Army Air Forces, Washington, D. C.,
MAR 21 1942 To: Commanding General, 3rd Air Force, Tampa, Florida.

1. According to the latest report of the Air Service Command, the entire situation in the supply of parts for airplanes at Barksdale Field has been somewhat alleviated and every effort is being made to correct the situation.

2. With regard to priority on B-24D airplanes for Barksdale, the present schedule of the Directorate of War Organization and Movement indicates that the 44th Bombardment group will have a total of 30 on hand by March 31st, the 90th Bombardment group will have 16 [illegible] in April, and the 93d Bombardment group will have some 6[illegible] may but a total of 30 by the end of June. The records show that Barksdale has been given a very high priority on these airplanes.

MAR 21 942 By command of Lieutenant General ARNOLD:
AAG Received
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MAR 23 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	[illegible]	[illegible]	[illegible]	Statistics	
Ltr. fr. Hq. 3d Fld. 3/11/42. to 3rd. Air Force w/mtr.											

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] I.C. Date 10/5/76

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] I.C. Date 10/5/76

HEADQUARTERS THIRD BOMBER COMMAND
ARMY AIR BASE MACDILL FIELD
Tampa, Florida

In Reply
Refer To:
320.2

11 March 1942

SUBJECT: OTU Heavy Bombardment Program

TO : Commanding General, 3d Air Force, Tampa, Florida

1. Flying training at Barksdale Field has practically come to a standstill due to the shortage of airplanes. On March 1 a total of 16 were assigned to the two groups. On March 10, because of exchange of B-24D's for LB-30's, this number had only increased to 17. Of these, 8.6 per day, on an average, have been out of commission, due to lack of spare parts. In the 90th Bombardment Group, this has permitted an average of only 40 minutes flying per pilot per day.

2. Requisition for spare parts was submitted to sub depot, Barksdale Field, February 28, with follow-up by this headquarters to Air Service Area Command, MacDill Field, March 2.

3. Recommend action to accelerate delivery of spare parts and that effort be made to obtain higher priority for Barksdale on B-24D deliveries.

JAMES P HODGES
Colonel, Air Corps
Commanding

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DOD Dir
E.O. Dated 6/5/76

2nd Ind.

War Department, Headquarters Army Air Forces, Washington, D. C., March 19, 1942 - To Chief Signal Officer.

1. Reference basic communication and 1st Indorsement thereto, You are advised that in response to request dated January 16, [illegible], file: A19.44 ENV. (R-7), subject: Airplane and Pilot for Flight [illegible] signed General Olmstead, the Air Corps Ferrying Command has verbally advised that one (1) airplane type G-44 (Grumman Amphibian) having the C.A.A. Serial No. NC-57287, has been assigned to the Signal Corps.

2. In compliance with the Directive of the Chief of the Army Air Forces, YI-1018, copy of which was furnished the Chief Signal Officer, has been issued to the Material Division, Wright Field, directing that they hire civilian pilots who are authorized, as indicated in Technical Instructions, to fly airplanes on test flights for the Aircraft Radio Laboratory, Wright Field, and the Signal Corps Laboratory at Fort Monmouth.

3. In view of this situation, it is recommended that your office take necessary action to procure a pilot in accordance with the above Directive, and to contact the Commanding General of the Air Corps Ferrying Command relative to details of turning over the Grumman Amphibian for necessary test flights.

For the Commanding General, Army Air Forces:

A. W. MARINER,
Colonel, Air Corps,
Director of Communications.

Hq. Army Air Forces
MAR 19 1942
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OCSigO 413.44 (SR-595)
(3-7-42) 1st Indorsement S-6

War Department, OCSigO, Washington, D. C. March 14, 1942. To: Chief of Army Air Forces.

1. Attention is invited to paragraph 2 of the basic letter. Inquiry by telephone to the Director, Aircraft Radio Laboratory at Wright Field, indicates that he will not have Aircraft available for the purpose of making these tests due to the nature of this equipment which bears the highest possible security rating. It is not desired to install IFF equipment in aircraft either Civilian or CAA which is not under the complete control of the Army.

2. Request that action be initiated by your office to make an airplane available for the purpose of these tests. Arrangements should be made of such a nature so that when the exact dates that the aircraft is needed are known, that the installation of the IFF equipment in the aircraft and the assignment to the test work can be made with the least possible delay. It is impracticable at this time to give firm information as to when this aircraft will be desired due to the inability of manufacturers to furnish firm information as to the earliest practicable date on which the equipment will be submitted for test. The Navy Department has advised informally that they will loan the Army the Mark II N IFF equipment for installation in an Army aircraft but that they are unable to make arrangements to provide an aircraft for the purpose of these tests.

3. It is requested that you advise this office at the earliest practicable date as to the action you propose to take on this request.

For the Chief Signal Officer:

Hq. Army Air Forces
MAR 15 1942
AAG Received

Tom C. Rives,
Colonel, Signal Corps

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DOD Dir
By Authority of Chief Signal Officer
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Date_____Initials_____
WAR DEPARTMENT

FM(SCRL)Proj. S-38.1

SIGNAL CORPS RADAR LABORATORY
BELMAR, NEW JERSEY

March 7, 1942

SUBJECT: Flight Tests of British Mark III IFF Equipment.

TO: Chief Signal Officer (M-6), War Dept., Washington, D. C.

1. Pursuant to verbal directives of your office, active steps are being taken to secure the immediate procurement of thirty Mark III IFF ground equipments suitable for use with the Radio Set SCR-270 or SCR-271; this equipment to bespecifically designed to enable it to respond to Mark II Navy type airborne equipment.

2. It is believed that a preliminary test of such ground system will take place in approximately two weeks from this date. In order for this test to properly demonstrate the suitability of this equipment for the purpose for which it is being procured, it is necessary that an aircraft equipped with Mark II Navy type air-borne equipment be available under the control of the Commanding Officer of Signal Corps Radar Laboratory to fly such courses as he may consider necessary for a period of not less than one week.

3. It is requested that the necessary steps be taken to insure the availability of such an airplane. The exact date of the beginning of tests will be furnished as soon as it can be determined.

/s/ R. V. D. CORPUT, Jr.
R. V. D. CORPUT, Jr.
Lieut. Colonel, Signal Corps
Commanding

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1st Ind. to Chief Signal Officer, 3/11/42.

3. In view of this situation, it is recommended that your office take necessary action to arrange a pilot in accordance with above directive, and to contact the Commanding General, Air Corps Ferrying Command relative to details of training with the Grumman Amphibian for necessary type flights.

For the Commanding General, Army Air Forces:

A. H. [illegible],
Colonel, Air Corps,
Director of Communications.

Dispatched
MAR 20 1942
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Hq. Army Air Forces
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SUBJECT: Aircraft for Radar Acceptance Tests.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C., March 19, 1942 - To Chief Signal Officer.

1. Reference basic communication. You are advised that in response to request dated January 16, 1942, files AI3.44 RDV. (R-9) subject: Airplane and Pilot for Flight Test, signed General Olmstead, the Air Corps Ferrying Command has verbally advised that one (1) airplane type G-44 (Grumman Amphibian) having the C.A.A. Serial No. NC-37283, has been assigned to the Signal Corps.

2. In compliance with the Directive of the Chief of the Army Air Forces, T16880, copy of which was furnished the Chief Signal Officer, has been issued to the Materiel Division, Wright Field, directing that they hire civilian pilots who are authorized, as indicated in Technical Instructions, to fly airplanes on test flights for the Aircraft Radio Laboratory, Wright Field, and the Signal Corps Laboratory at Fort Monmouth.

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A 2 AS
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A 3 AS
A 4 AS
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WAR DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON

Aircraft for Radar Acceptance Tests

March 12, 1942

Chief of Army Air Forces
Washington, D.C.

1. The specifications for certain aircraft detection equipment call for the successful bidder to furnish aircraft meeting a certain specification to be used for acceptance tests. The airplane specified must be capable of a speed of 200 miles per hour or better, and must be an all-metal plane of not less than 70 foot wing spread. This corresponds roughly to the commercial medium transport type.

2. The Westinghouse Electric & Manufacturing Company and the Western Electric Company are the successful bidders for this aircraft detection equipment. These firms have raised the following points:

a. To guarantee having a suitable airplane available at the proper time it appears necessary to procure such an airplane immediately, if it is at all possible to obtain an airplane.

b. If such an airplane can be procured it will be necessary to maintain it in an idle condition from the time of its delivery to the beginning of the acceptance tests. (Approximately 6 months from this date.)

c. It appears doubtful as to whether or not these firms will be permitted to fly this airplane over the test courses which are in the vicinity of New York Harbor.

3. There appear to be two alternatives:

a. Permit, and if necessary, assist the manufacturer in procuring the necessary airplane for acceptance tests, and furnish the manufacturer with necessary clearances, at the proper time, to permit the flying of this airplane in the vicinity of New York Harbor, or

b. Waive this portion of the specification and, through the cooperation of the Air Corps, furnish the necessary airplane for acceptance tests at the proper time.

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Letter to Chief Army Air Forces
March 12, 1942

4. It is estimated that the subject airplane will be required for a period of approximately three months.

5. Your comments and recommendations in this matter are requested in order that the manufacturers may be properly advised.

For the Chief Signal Officer:

Edgar R. Collum
Brigadier General, U. S. Army
Chief of Supply Service

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JOINT AIRCRAFT COMMITTEE
Washington, D. C.

March 12, 1942

MEMORANDUM TO: Commanding General
Army Air Forces

SUBJECT: Case No. 2031, Changes in Vega L-37 (B-34) Ventura Production Schedule Appearing in Report S-I

Transmitted herewith is a copy of subject case which was approved by the Joint Aircraft Committee on March 7, 1942.

S. F. CHRISTY
Lieut. (jg) USNR
Assistant Recorder

Incl.:
Case #2031

noted

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DOD Dir.
E.O. 12958 Sec. 3.6
By [illegible] NLC, Date 10/5/X
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Case No. 2031

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

March 6, 1942

MEMORANDUM FOR: Joint Aircraft Committee.

SUBJECT: Vega L-37, B-34, Ventura Production Schedule.

1. War Production Board Aircraft Report 8-I shows the following Ventura production schedule which would interfere with B-17 production:

	1942										1943			
Ventura	M	A	M	J	J	A	S	O	N	D	J	F	M	A
L-37, B-34	~~30~~	~~50~~	~~60~~	~~70~~	~~70~~	~~70~~	~~70~~	~~70~~	~~70~~	~~70~~	~~70~~	~~70~~	~~30~~	
B-17				1	1	2	3	4	8	12	17	25	32	37

2. The Air Corps and the Vega Company feel that they can meet the following Ventura production schedule which would not interfere with B-17 production if materials are made available:

	1942										1943			
Ventura	M	A	M	J	J	A	S	O	N	D	J	F	M	A
L-37, B-34	~~30~~	~~36~~	~~82~~	~~93~~	~~104~~	~~104~~	~~104~~	~~104~~	~~95~~					

Engines are available to support the above schedule. Vega delivered 36 L-37's in February, 1942, as against a February estimate of 24 in 8-I.

3. It is requested that the Joint Aircraft Committee approve the above accelerated L-37, B-34 production schedule and instruct the War Production Board to allocate materials to support this schedule.

(Signed)

O. P. ECHOLS
Major Gen., U.S.A.
Assistant for Procurement Services.

APPROVED BY JOINT AIRCRAFT COMMITTEE
ON 3-7-42 DECLASSIFIED

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DOD Wts.
E.O. 12356, Sec. 3.3 & 3.6 (b)(1), (b)(2), (b)(3), (b)(4), (b)(5), (b)(6), (b)(7), (b)(8), (b)(9)
By [illegible] NLD, Date 10/5/96

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 13, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Status of Pursuit Aircraft in the Western Defense Command

I. The following report on the status of combat pursuit aviation in the Western Defense Command is submitted for your information:

1. There are a total of two-hundred two (202) pursuit airplanes in the Western Defense Command now available for combat. These two-hundred two (202) airplanes are located as follows:

a. Sixty-four (64) in the Seattle area.
(1) Thirty-two (32) P-43's
(2) Thirty-two (32) P-38's

b. Fifty-nine (59) pursuit airplanes in the San Francisco area.
(1) Twenty-one (21) P-66's
(2) Thirty-eight (38) P-38's (OB's & CR's in SF area in connection with this movement)

c. Seventy-nine (79) pursuit airplanes in the Los Angeles-San Diego area.
(1) Sixty-two (62) P-38's
(2) Seventeen (17) P-43's

II. The total number of pursuit aircraft assigned to the Western Defense Command is three-hundred twenty-eight (328). Of these three-hundred twenty-eight (328); two-hundred two (202) are ready for combat, eight (8) will fly, but are not ready for combat, and one-hundred thirteen (113) are out of commission being prepared for combat—total three-hundred twenty-eight (328).

Noted. [signature]

GORDON P. SAVILLE,
Lt. Col., Air Corps,
Director of Air Defense.

AG 452.1 (363)

FOR DEFENSE BUY UNITED STATES DEFENSE BONDS AND STAMPS

Army [illegible]
MAR 13 1942
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Date 10/5/76

MAR 16 1942

452.1 (36)

Dispatched
MAR 16 1942
AAG

H. H. Arnold
Lieutenant General, U.S.A.
Chief of the Army Air Forces

By

MAR 13 1942
AAG Receipt

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Initial Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-Div'd	A-Comp.	Budget	Distribution	

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Par. 4 & 10 Items NN1
By [illegible] NC, Date 10/5/76

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WAR DEPARTMENT
OFFICE OF CHIEF OF AIR CORPS
Washington

Feb. 1, 1942

Subject: Study re Possibility of Keeping the P-40 Series in Production by Switch Over to the Rolls Royce Merlin-61 or Stepped-up Allison

To: Chief of Army Air Forces

1. Detailed studies submitted by Wright Field substantiate the brief preliminary report, submitted January 17, 1942, and indicate definitely that the P-40 series cannot feasibly accommodate the present Rolls Royce Merlin-61 or the proposed stepped-up Allison engines without major modification to the aircraft design.

2. In tackling this problem the Material Division analyzed the following factors:

a. Increased horsepower or increased altitude ratings demand additional cooling, perhaps an entirely different arrangement of the cooling system, the radiators, the inter-coolers, [illegible].

b. Could space be made available to accommodate the new engine installation together with its revised radiation system within the aerodynamic contours of the airframe? If not, how extensive would the modification be?

c. What would all the added weight of the engine, cooling system, propeller, etc., do to the balance characteristics of the airplane? Would the new center of gravity position be satisfactory for good flying, landing, and and take-off characteristics?

d. What would be the effect of the increased weight and increased weight and increased velocity on the structural integrity of the airplane? Would the structure of the wings, the tail surfaces, the engine mount, the landing gear, etc., have to be "beefed up", or would it still be usable with certain flight restrictions imposed?

e. After all of the above have been adjusted satisfactorily, what actual performance gains can be expected? Are these gains worth the engineering and production time lost in making these extensive modifications?

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3. The key to the entire problem is a question of weight and balance. In both installations, a mere engine substitution is precluded by balance requirements. The center of gravity moves too far forward. To try to keep the center of gravity as it now is means cutting back into the wing with the attendant complete revamping of the airplane. Even if this were to be accomplished the additional weight brings down the factors and imposes flight restrictions which combat personnel would not tolerate. The relatively small increases in high speed do not begin to compensate for the restricted maneuvering capabilities and flight limitations together with the production change-over problems imposed by the engine substitution.

4. Detailed structural and weight data are available in this office, if desired.

5. It is recommended that no further consideration be given to the modification and re-design of the P-40 series to permit installation of the Rolls Royce Merlin-61 or the larger Allison engine.

For the Chief of the Air Corps

/s/ O.P. Echols
Oliver P. Echols
Brig. Gen. Air Corps
Chief Mat. Div.

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E.O. 12356, Sec. 3.3
NSC Memo, 11/24/98
By [illegible] NARA, Date 10/5/98

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MAR 16 1942

[redacted]

H. H. Arnold
Lieutenant General, U.S.A.
Chief of the Army Air Forces

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1st Ind.

Headquarters Army Air Forces, Washington, D.C.
To: Materiel Command. MAR 21 1942

1. Classification of confidential for Phase 1 of directive AS 275 dated February 5, 1942, is approved.

For the Chief of the Air Staff:

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DOD Dirs
§ Jan. & 20 June 1974
By Coley, OC, Date 10/5/76

H.A. Craig,
Colonel, G.S.C.,
Assistant Chief of Air Staff, Plans.

MAR 28 1942
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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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3 Jan. & 30 June 1974
By [illegible] J.C. Date 10/5/76

MAR 11 1942

Air Refueling Studies

Chief of the Army Air Forces

1. Reference letter February 5, 1942 to the Chief of Air Corps, Subject: "Air Refueling of Heavy Bombardment Aircraft," copy attached, it is requested that authority be granted to continue the studies directed under Phase I under confidential rather than secret classification.

2. Action taken subsequent to receipt of attached secret letter has indicated that engineering studies and, in particular, the procurement of a complete set of refueling equipment from Canada will be unduly delayed if secret classification is insisted upon. Inasmuch as this basic problem is not new, it is believed that confidential classification will adequately safeguard this project.

F. I. ORDWAY, JR.
Major, Air Corps
Assistant Executive

1 Encl.
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DOD Dir. 5200.9 Sept. 27, 1980
By [illegible] NARS, Date 10/5/76

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AG 413
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Page 1

A.A.F. MEMORANDUM
NO. 43-10

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, MARCH 7, 1942.

RADAR AND IFF - CLASSIFICATION AND INSTRUCTIONS FOR SAFEGUARDING

(This memorandum supersedes A.A.F. Memorandum No. 43-10, February 19, 1942.)

1. Previous instructions in conflict with these instructions are rescinded.

2. The following definitions will apply for the purposes of these instructions:

a. RADAR (radio detection and ranging equipment) - [illegible] equipment which transmits radio energy and receives a reflected component of this same energy from the target. The time interval between transmission and reception of this energy is measured and translated into ranges. Direction is also usually obtained.

b. [illegible] - The process of determining by methods other than visual whether an object is friendly or not.

c. IFF (Identification, Friend or Foe) - Applied to systems or equipment used for "identification" of objects detected by RADAR.

d. [illegible] - A transmitter used specifically in an IFF system to challenge objects detected by RADAR.

e. [illegible] - The unit of the IFF system which receives the challenge and automatically transmits the reply.

f. [illegible] - A receiver used specifically in an IFF system to receive the reply to a challenge.

3. The detailed security classification of RADAR and IFF is as follows: (Information is especially directed to paragraph 14 and Section V, AR 380-5)

a. [illegible]

(1) Experimental and developmental RADAR and IFF.

Original draft sent to Reproduction Unit 3-7-42

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b. CONFIDENTIAL -

(1) Coded buying dicta.

(2) The design, construction, operating frequencies and operating features of production models of transmitters, receivers and indicators.

(3) Data concerning performance, such as ranges obtained, range and bearing accuracy, etc.

(4) Information concerning distribution of equipment.

(5) Instruction books and maintenance manuals, except operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(6) Contracts for production equipment and correspondence relating thereto.

c. RESTRICTED -

(1) Details concerning power supply equipment, external wiring to the various units, and the external details of exposed portions of antennae and antenna mounts.

(2) Operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(3) Shipping instructions.

(4) Information and plans covering arrangement of equipment in spaces designated to receive RADAR or IFF equipment.

d. UNCLASSIFIED -

(1) Component parts of equipment such as capacitors, resistors, inductances which by their nature do not on their face disclose evidence of their association with RADAR or IFF.

(2) Orders to personnel detailed for RADAR and IFF.

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4. Coded keying discs for transponders and RADAR and IFF instruction books, operating and maintenance manuals covering subject equipment will be assigned short titles (CSP's) and will be stored in accordance with paragraph 20, AR 380-5.

5. The following instructions covering safeguarding and transportation of RADAR and IFF will be observed:

a. (1) TRANSPONDERS, when installed in planes, shall be equipped with destructors which are connected to firing circuits, in all situations except as provided in subsection (3) of this subparagraph.

(2) Airborne RADAR and TRANSPONDERS may be transported by military planes; when so transported over unfriendly territory, all TRANSPONDERS shall be equipped with destructors which are connected to firing circuits.

(3) The equipment may be left in planes in guarded hangars or in other locations which are guarded by military or naval personnel; TRANSPONDERS not equipped with destructors connected to firing circuits may remain installed in such planes only when provision is made for the installation of connected destructors prior to flight. Keying discs must be removed from planes which are left in locations guarded by other than military or naval personnel and stored in accordance with paragraph 20, AR 380-5, or kept in personal custody of the senior officer present.

b. Under ordinary conditions, instruction books, drawings, prints, or correspondence classified as CONFIDENTIAL or SECRET covering RADAR or IFF are not to be carried in planes or transported by air on operational assignments. Such instruction books, drawings, prints or correspondence may be sent by registered mail (including registered air mail) within the continental limits of the United States; and may be transported by air outside the continental limits in the custody of an officer courier provided that the flight is not over unfriendly territory, unless otherwise authorized by Chief of the Army Air Forces.

c. Commanding officers will instruct all personnel responsible for or involved in the operation or maintenance of this equipment in the procedure for safeguarding it and for its destruction in event of possible compromise. Commanding officers of aircraft units will instruct pilots in the procedure for safeguarding this equipment in event of forced landing in friendly territory and for its destruction in event of forced landings in unfriendly territory.

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6. The following notice shall be kept posted in aircraft carrying RADAR SCR XXX equipment, attached in a secure manner to the outside of the front cover of Form No. 1: "This aircraft contains classified equipment. See instructions contained in AAF Memorandum No. 43-15, March 7, 1943."

7. These instructions will be read to personnel of affected units by the commanding officer of such units in person.

By command of Lieutenant General ARNOLD:

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

OFFICIAL:

WILLIAM E. BEIR,
Colonel, A.G.D.,
Air Adjutant General.

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WAR DEPARTMENT
Headquarters Army Air [redacted]ces
Washington

3/17/42 194

MEMORANDUM for:

Colonel Downing
Secretary of the Air Staff

No approval —

As the instructions for the publication of A.A.F. Memorandums do not provide for the issuance of changes thereto, I have had the whole subject rewritten and propose to republish it as a new memorandum.

H. H. HEWITT,
Captain, A. G. D.,
Assistant Air Adjutant General.

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DOD Dir.
8 Jan. & 20 June 1958
By [illegible] OC, Dun 5476
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. 137

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

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SUBJECT: Publication of Changes No. 1 to AAF Memorandum 43-10.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/OCMO	AAF/AAG Hq. Army Air MAR 3 1942 AAG Received	1942 3/3	It is requested that the attached Changes No. 1 to the subject instructions be promulgated immediately. 1 Incl. Draft Changes No. 1 AAF Memo.42-10 A. W. M. Dir. Comm.

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

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DOD Dir. 5 Jan. & 53 June 1974
By Cates, NARS, Date 10/5/76

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CHANGES NO. 1

AAF MEMORANDUM
NO. 42-10

HEADQUARTERS ARMY AIR FORCES
WASHINGTON, MARCH 3, 1942

Subject: RADAR and IFF - Classification and Instructions for Safeguarding --- Changes No. 1.

The following changes in AAF Memorandum 42-10, February 19, 1942, are hereby adopted effective immediately:

Paragraph 5 a. of the subject instructions is hereby amended to read as follows:

5 a (1) TRANSPONDORS, when installed in planes, shall be equipped with destructors which are connected to firing circuits, in all situations except as provided in subsection (3) of this sub-paragraph.

(2) Airborne RADAR and TRANSPONDORS may be transported by military planes; when so transported over unfriendly territory, all TRANSPONDORS shall be equipped with destructors which are connected to firing circuits.

(3) The equipment may be left in planes in guarded hangers or in other locations which are guarded by military or naval personnel; TRANSPONDORS not equipped with destructors connected to firing circuits may remain installed in such planes only when provision is made for the installation of connected destructors prior to flight. Keying discs must be removed from planes which are left in locations guarded by other than military or naval personnel and stored in accordance with paragraph 20, AR 380-5, or kept in personal custody of the senior officer present.

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A.A.F. MEMORANDUM)
NO. 42-10)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, February 19, 1942.

RADAR AND IFF - CLASSIFICATION AND INSTRUCTIONS FOR SAFEGUARDING.

1. Previous instructions in conflict with these instructions are rescinded.

2. The following definitions will apply for the purposes of these instructions:

a. RADAR (radio detection and ranging equipment) - Electrical equipment which transmits radio energy and receives a reflected component of this same energy from the target. The time interval between transmission and reception of such energy is measured and translated into range. Direction is also usually obtained.

b. IDENTIFICATION - The process of determining by methods other than visual whether an object is friendly or not.

c. IFF (Identification, Friend or Foe) - Applied to systems or equipment used for "identification" of objects detected by RADAR.

d. INTERROGATOR - A transmitter used specifically in an IFF system to challenge objects detected by RADAR.

e. TRANSPONDOR - The unit of the IFF system which receives the challenge and automatically transmits the reply.

f. RESPONSOR - A receiver used specifically in an IFF system to receive the reply to a challenge.

3. The detailed security classification of RADAR and IFF is as follows: (Attention is especially directed to paragraph 14 and Section V, AR 380-5)

a. SECRET

(1) Experimental and developmental RADAR and IFF.

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b. CONFIDENTIAL -

(1) Coded keying discs.

(2) The design, construction, operating frequencies and operating features of production models of transmitters, receivers and indicators.

(3) Data concerning performance, such as ranges obtained, range and bearing accuracy, etc.

(4) Information concerning distribution of equipment.

(5) Instruction books and maintenance manuals, except operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(6) Contracts for production equipment and correspondence relating thereto.

c. RESTRICTED -

(1) Details concerning power supply equipment, external wiring to the various units, and the external details of exposed portions of antennas and antenna mounts.

(2) Operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(3) Shipping instructions.

(4) Information and plans covering arrangement of equipment in spaces designated to receive RADAR or IFF equipment.

d. NON-CLASSIFIED -

(1) Component parts of equipment such as capacitors, resistors, inductances which by their nature do not on their face disclose evidence of their association with RADAR or IFF.

(2) Orders to personnel detailed for RADAR and IFF.

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4. Coded keying discs for transpondors and RADAR and IFF instruction books, operating and maintenance manuals covering subject equipment will be assigned short titles (CSP's) and will be stored in accordance with paragraph 20, AR 380-5.

5. The following instructions covering safeguarding and transportation of RADAR and IFF will be observed:

a. (1) TRANSPONDORS, when installed in planes, shall always be equipped with destructors which are connected to firing circuits.

(2) Airbone RADAR and TRANSPONDORS may be transported by military planes; when so transported over unfriendly territory, all TRANSPONDORS shall be equipped with destructors which are connected to firing circuits.

(3) The equipment may be left in planes in guarded hangars or in other locations which are guarded by military or naval personnel. Keying discs must be removed from planes which are left in locations guarded by other than military or naval personnel and stored in accordance with paragraph 20, AR 380-5, or kept in personal custody of the senior officer present.

b. Under ordinary conditions, instruction books, drawings, prints, or correspondence classified as CONFIDENTIAL or SECRET covering RADAR or IFF are not to be carried in planes or transported by air on operational assignments. Such instruction books, drawings, prints or correspondence may be sent by registered mail (including registered air mail) within the continental limits of the United States; and may be transported by air outside the continental limits in the custody of an officer courier provided that the flight is not over unfriendly territory unless otherwise authorized by Chief of the Army Air Forces.

c. Commanding officers will instruct all personnel responsible for or involved in the operation or maintenance of this equipment in the procedure for safeguarding it and for its destruction in event of possible compromise. Commanding officers of aircraft units will instruct pilots in the procedure for safeguarding this equipment in event of forced landing in friendly territory and for its destruction in event of forced landings in unfriendly territory.

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DOD Dir. 5200.9 and 10 June 1988
Authority: E.O. Date: 10/4/76
9/16

March 10, 1942.

Dr. L. A. DuBridge
Building No. 24
M. I. T.
Cambridge, Massachusetts.

Dear Dr. DuBridge:

The inclosed papers are for the attention of Dr. Tom Ramsey.

For the Commanding General, Army Air Forces:

A. W. MARRINER,
Colonel, A. C.,
Director of Communications.

Dispatched
MAR 11 1942
AAG

Encls.
1-Ltr. Hq. AAF to C.G., Field Forces 3/24/42 w/ 1st Ind. (2 copies)
2-AAF Memo. No. 43-30 3/3/42 (6 copies)

Hq. Army Air Forces
MAR 11
AAG RECEIVED

452.1 (358)

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

AAF 39

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Ltr AG 452.1 (358) 18

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DOD Rts
Sec. 3 & 20 June 1974
AG. Doc 1045/76

AAF/Comm
AMM/hg

February 24, 1942

SUBJECT: ASV Equipped Airplanes for Anti-submarine Patrol.

TO: Commanding General,
Field Forces, U. S. Army
Army War College
Washington, D. C.

1. To provide immediate means for anti-submarine and surface vessel patrol of the coastal waters of the United States, six (6) B-18-A airplanes from the Western Defense Command and four (4) B-18-A airplanes from the Eastern Theatre of Operations are being equipped with Radiation Laboratory ASV-10 Sea Search equipment. It is expected that the first airplane will be ready for service on March 16, 1942, and that all ten airplanes will be in service on or about April 1, 1942.

2. These ASV equipments are not production models, but are laboratory sets that have been modified by the Radiation Laboratory to furnish the earliest possible answer to the urgent need for sea search equipment. In view of the fact that these sets were not engineered for rigorous service use and have not been subjected to the usual service tests, it is essential that adequate maintenance facilities be provided to insure satisfactory operation of this equipment.

3. The Radiation Laboratory will supply necessary test equipment and tools to equip one maintenance shop on the East Coast and one maintenance shop on the West Coast. Equipment for the first shop will be available on March 20, 1942; for the second shop on April 15, 1942. One representative from the Radiation Laboratory will be sent to each of the stations designated to supervise equipping the shop and to instruct Air Corps personnel in maintenance and operation.

4. It is requested that the Commanding General of the Western Defense Command and the Commanding General of the Eastern Theatre of Operations each be instructed to designate one operating base for the B-18-A airplanes equipped with the Radiation Laboratory ASV-10 equipment, and that this Headquarters be informed of the bases so designated in order that arrangements can be made for Radiation Laboratory representatives to visit

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DOD Dirs. 5 Jan & 20 June 1971
By C. D. Smith, NARS, Date 10/5/76
9/B

Ltr. to Commanding General, G.H.Q.
Subject: ASV Equipped Airplanes for Anti-submarine Patrol.

the bases and take steps to establish maintenance shops.

5. In view of the limited maintenance facilities that will be available, it is recommended that the subject airplanes in each Theatre of Operations be stationed on the same base.

FOR THE CHIEF OF THE ARMY AIR FORCES:

/s/ John B. Cooley,
Lt. Col., A.G.D.,
Assistant Air Adjutant General

452.1-WDC-Avn
(2-24-42)

1st Ind.

GENERAL HEADQUARTERS, U.S.ARMY, Army War College, Washington, D. C.
February 26, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. The Headquarters of the First and Fourth Air Forces have been contacted by telephone reference the location of the Radiation Laboratory Maintenance Shops for ASV-10 equipment. Both of these Headquarters stated that due to the necessity for using airplanes equipped with this detector device over extensive areas of the coast line, it would not be practicable to locate all the planes equipped with this detector device at one station. The Headquarters of the First Air Force (Colonel Glenn) recommended that the maintenance shop on the East Coast be located at Langley Field, Va. The Headquarters of the Fourth Air Force (Colonel Ramey) recommended that the maintenance shop for the West Coast be located at the Sacramento Air Depot.

2. These two places will provide central locations where airplanes using this equipment can be flown into for necessary repairs from any part of the theater. This Headquarters concurs in the location of these maintenance shops at Langley Field, Va., and the Sacramento Air Depot, Sacramento, California.

FOR THE COMMANDING GENERAL:

/s/ J. W. Ramey,
Lt. Col., A.G.D.,
Assistant Adjutant General.

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DOD Dir. 5 200.9 date 10/5/76
By [illegible] Auth: DOD Dir 5200.10
of 2

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CHANGE NO. 1

HEADQUARTERS ARMY AIR FORCES
WASHINGTON, MARCH 3, 1942

AAF MEMORANDUM
NO. 42-10

Subject: RADAR and IFF - Classification and Instructions for Safeguarding ---Changes No. 1.

The following changes in AAF Memorandum 42-10, February 19, 1942, are hereby adopted effective immediately:

Paragraph 5 a. of the subject instructions is hereby amended to read as follows:

5 a (1) TRANSPONDORS, when installed in planes, shall be equipped with destructors which are connected to firing circuits, in all situations except as provided in subsection (3) of this sub-paragraph.

(2) Airborne RADAR and TRANSPONDORS may be transported by military planes; when so transported over unfriendly territory, all TRANSPONDORS shall be equipped with destructors which are connected to firing circuits.

(3) The equipment may be left in planes in guarded hangars or in other locations which are guarded by military or naval personnel; TRANSPONDORS not equipped with destructors connected to firing circuits may remain installed in such planes only when provision is made for the installation of connected destructors prior to flight. Keying discs must be removed from planes which are left in locations guarded by other than military or naval personnel and stored in accordance with paragraph 20, AR 380-5, or kept in personal custody of the senior officer present.

Send #2

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DOD Dir. 5 200.9 and Joint AR 1 Dec. 1964
by letter, WC, Dtd 1945/76

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42-10
4 Pages
Page 1

A.A.F. MEMORANDUM)
NO. 42-10)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, February 19, 1942.

RADAR AND IFF - CLASSIFICATION AND INSTRUCTIONS FOR SAFEGUARDING.

1. Previous instructions in conflict with these instructions are rescinded.

2. The following definitions will apply for the purposes of these instructions:

a. RADAR (radio detection and ranging equipment) - Electrical equipment which transmits radio energy and receives a reflected component of this same energy from the target. The time interval between transmission and reception of such energy is measured and translated into range. Direction is also usually obtained.

b. IDENTIFICATION - The process of determining by methods other than visual whether an object is friendly or not.

c. IFF (Identification, Friend or Foe) - Applied to systems or equipment used for "identification" of objects detected by RADAR.

d. INTERROGATOR - A transmitter used specifically in an IFF system to challenge objects detected by RADAR.

e. TRANSPONDOR - The unit of the IFF system which receives the challenge and automatically transmits the reply.

f. RESPONSOR - A receiver used specifically in an IFF system to receive the reply to a challenge.

3. The detailed security classification of RADAR and IFF is as follows: (Attention is especially directed to paragraph 14 and Section V, AR 380-5)

a. SECRET

(1) Experimental and developmental RADAR and IFF.

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AAF-689

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b. CONFIDENTIAL -

(1) Coded keying discs.

(2) The design, construction, operating frequencies and operating features of production models of transmitters, receivers and indicators.

(3) Data concerning performance, such as ranges obtained, range and bearing accuracy, etc.

(4) Information concerning distribution of equipment.

(5) Instruction books and maintenance manuals, except operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(6) Contracts for production equipment and correspondence relating thereto.

c. RESTRICTED -

(1) Details concerning power supply equipment, external wiring to the various units, and the external details of exposed portions of antennas and antenna mounts.

(2) Operating manuals and installation instructions, drawings, etc., which do not disclose information on the internal construction, design principles and tactical operating features of the equipment.

(3) Shipping instructions.

(4) Information and plans covering arrangement of equipment in spaces designated to receive RADAR or IFF equipment.

d. NON-CLASSIFIED.-

(1) Component parts of equipment such as capacitors, resistors, inductances which by their nature do not on their face disclose evidence of their association with RADAR or IFF.

(2) Orders to personnel detailed for RADAR and IFF.

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4. Coded keying discs for transpondors and RADAR and IFF instruction books, operating and maintenance manuals covering subject equipment will be assigned short titles (CSP's) and will be stored in accordance with paragraph 20, AR 380-5.

5. The following instructions covering safeguarding and transportation of RADAR and IFF will be observed:

a. (1) TRANSPONDORS, when installed in planes, shall always be equipped with destructors which are connected to firing circuits.

(2) Airborne RADAR and TRANSPONDORS may be transported by military planes; when so transported over unfriendly territory, all TRANSPONDORS shall be equipped with destructors which are connected to firing circuits.

(3) The equipment may be left in planes in guarded hangars or in other locations which are guarded by military or naval personnel. Keying discs must be removed from planes which are left in locations guarded by other than military or naval personnel and stored in accordance with paragraph 20, AR 380-5, or kept in personal custody of the senior officer present.

b. Under ordinary conditions, instruction books, drawings, prints, or correspondence classified as CONFIDENTIAL or SECRET covering RADAR or IFF are not to be carried in planes or transported by air on operational assignments. Such instruction books, drawings, prints or correspondence may be sent by registered mail (including registered air mail) within the continental limits of the United States; and may be transported by air outside the continental limits in the custody of an officer courier provided that the flight is not over unfriendly territory unless otherwise authorized by Chief of the Army Air Forces.

c. Commanding officers will instruct all personnel responsible for or involved in the operation or maintenance of this equipment in the procedure for safeguarding it and for its destruction in event of possible compromise. Commanding officers of aircraft units will instruct pilots in the procedure for safeguarding this equipment in event of forced landing in friendly territory and for its destruction in event of forced landings in unfriendly territory.

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6. The following notice shall be kept posted in aircraft carrying RADAR or IFF equipment, attached in a secure manner to the outside of the front cover of Form No. 1: "This aircraft contains classified equipment. See instructions contained in AAF Memorandum No. 42-10, February 19, 1942."

7. These instructions will be read to personnel of affected units by the commanding officer of such units in person.

By command of Lieutenant General ARNOLD:

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

OFFICIAL:

WILLIAM W. DICK,
Colonel, A. G. D.,
Air Adjutant General.

DISTRIBUTION:
"A"

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ABM/hg

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DOD Dir. 5 200.9 and AR 380-5
By C&R, NARS, Date 10/5/76

March 10, 1942.

Dr. L. A. DuBridge
Building No. 24
M. I. T.
Cambridge, Massachusetts.

Dear Dr. DuBridge:

The inclosed papers are for the attention of Dr. Tom Sumner.

For the Commanding General, Army Air Forces:

A. W. MARINER,
Colonel, A. C.,
Director of Communications.

Incls.
1-Ltr. Hq. AAF to C.G., Field Forces 2/24/42 w/ 1st Ind. (2 copies)
2-AAF Memo, No. 45-40 3/3/42 (6 copies)

Dispatched
MAR 11 1942
AAG

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~~SECRET~~ Return to Communications

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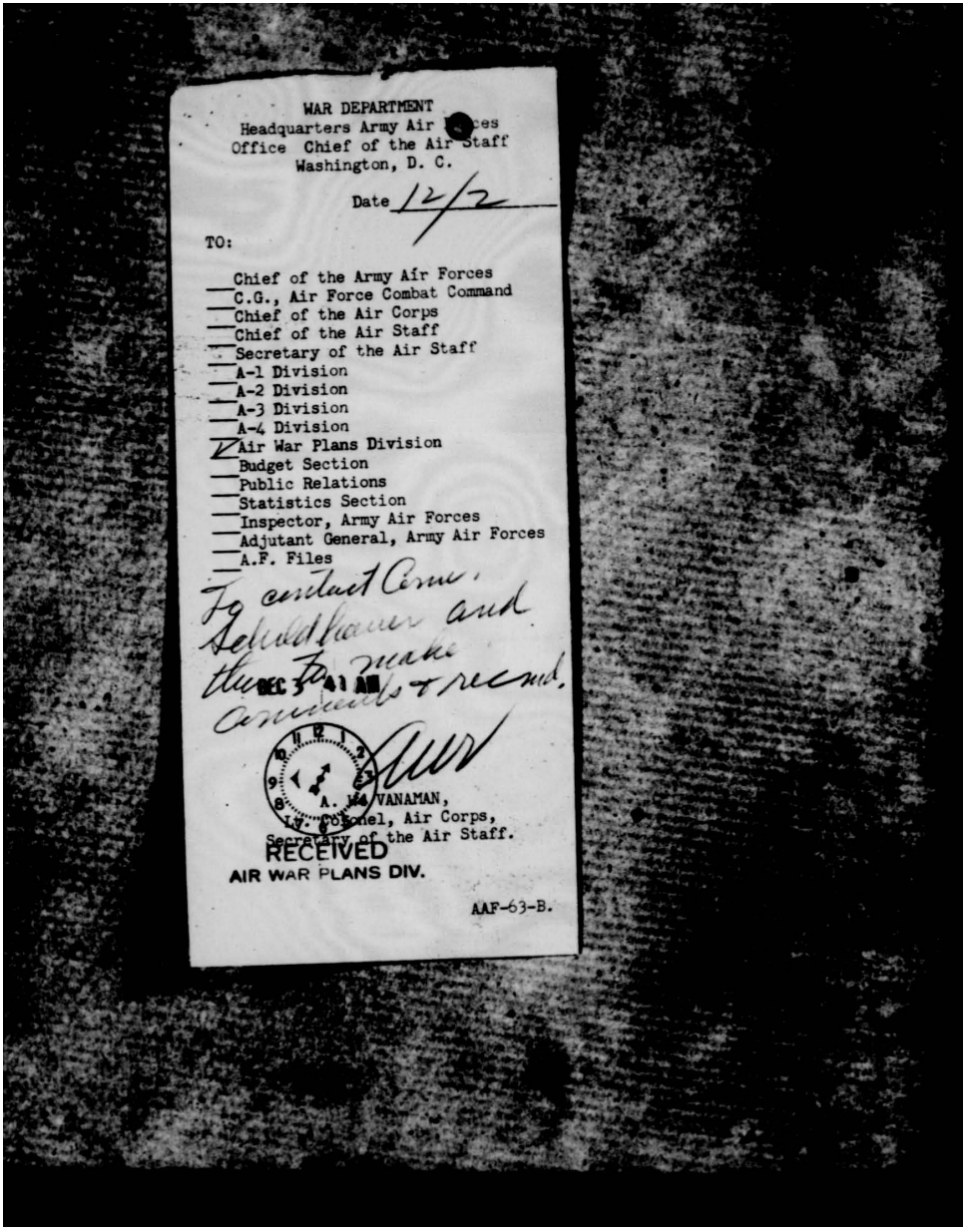

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date 12/2

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
V Air War Plans Division
___ Budget Section
___ Public Relations
___ Statistics Section
___ Inspector, Army Air Forces
___ Adjutant General, Army Air Forces
___ A.F. Files

To contact Cerne, Goldthwaite and them to make comments & recmd.

DEC 3 1941 AM

A. H. VANAMAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

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AIR WAR PLANS DIV.

AAF-63-B.

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DOD ltrs.
5 Jan. & 20 June 1974
By: Cal NC: Date 9/15/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ DECLASSIFIED (To be handled with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Navy Preparing Ferry Service.

NO.	FROM	TO	DATE	DATA
1	General Arnold	General Spaatz	1941 12/1	It has been learned that the Navy are preparing a Ferry Service which will be extended to all points where Navy bases are located. For this purpose, they are securing large four-engine flying boats. Believe very advisable that somebody get in contact with Commander Schildhauer to determine just what the Navy's plans are and see wherein we might be able to use their service and wherein they might be able to use our service.
				AAF/A-WPD KNW-jaa
2	AAF A-WPD	General Spaatz	1941 12/9	Commander Schildhauer, Navy Department, was contacted with respect to the proposed Ferry Service. He instructed that the Navy Department was ~~~~ up a schedule for a supply and personnel transport service for bases in the United States with an extension through the Carribean bases, South America and Africa. Plans have not progressed sufficiently to furnish any definite information for ~~the~~ ~~last~~ two weeks. This division will again take up the matter at the end of that time and advise you.
				HLG C/A-WPD
3	AAF A-WPD	AAF C/AS	1942 3/9	AAF/A-WPD FLF/egh Commander Schildauer has informed this Division that data as to Navy Ferry Service is now being furnished direct to Ferry Command. 1 Incl. H.A.C. AC/A-WPD

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AIR WAR PLANS DIV.

MAR 1942

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AWPD 12-3-41

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Lt Col Jan
3105

From: HAWAII
12-Feb-

DECLASSIFIED
DOD Dir.
By [illegible] NSC Date 10/5/76

FERRY SERVICE ESTABLISHED BETWEEN PEARL AND AUSTRALIA FOR LIGHT FREIGHT AND PASSENGERS BY ORIGINATOR USING ONE CORONADO AND ONE FOUR ENGINED XPBS HEREAFTER CALLED A BRIDGEPORT X TRIPS WILL BE MADE AS PRACTICABLE X PROPOSED ROUTE VIA CANTON SUVA NOUMEA AND TOWNSVILLE X COMSOWESTPAC REQUESTED DESIGNATE ROUTE BEYOND TOWNSVILLE INFORM ORIGINATOR ARRIVALS TO AND FROM THE EAST

Commander Southwestpacif.

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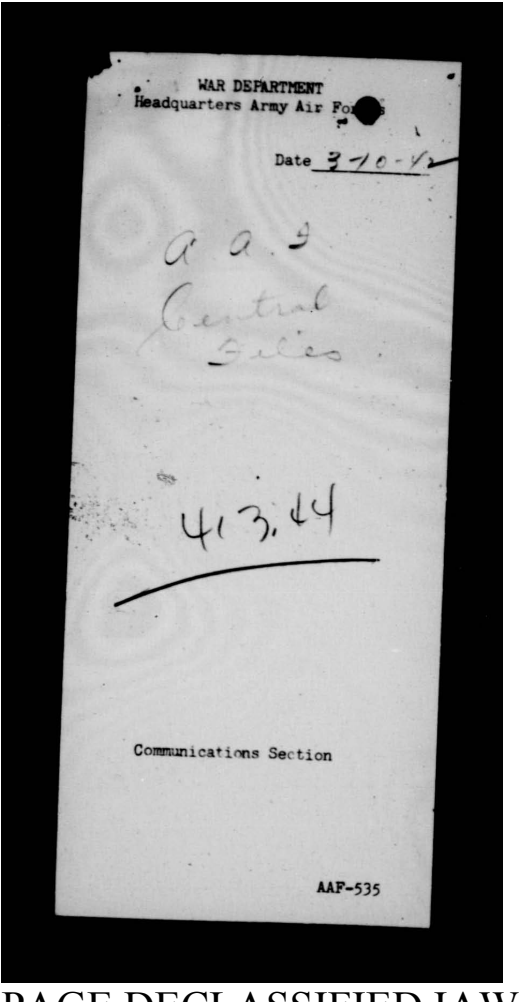

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INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

DECLASSIFIED
DOD Dir. 5 Nov. & 30 June 1995
By C.C. Date 10/5/76

Wright Field, Dayton, Ohio
Date February 19, 1942

TO: Lt. Colonel Donald Fritch, A. C.
Office, Chief Material Division
OCAC, Washington, D. C.

SUBJECT: Installation of Sea Search Equipment.

1. Attached is an informal report dated February 18, 1942, to General Kenney giving the status of the work now being accomplished on the installation of ASV Sea Search equipment on some 33 airplanes. While the responsibility is largely on the Air Service Command for the completion of this project, the Air Service Command do need certain help from Washington to break up the bottle necks confronting them in the completion of this work, and this report is being forwarded on to you by Lt. Colonel P. W. Timberlake for such action as your office may be able to take in Washington.

2. This work is being held up mainly due to the shortage of airplanes. Colonel Lynn now has only 3 LB-30 airplanes at Patterson Field, and he will be finished with these three by Saturday, February 21st, and they will be on their way to Boston and he will be unable to accomplish any other work until he gets additional airplanes. It is our understanding that one airplane is enroute from Middletown, one enroute from Tucson, and four more have been ordered in here from Bangor, Maine. These airplanes, together with any others scattered around the country, are not being moved probably for the reason that the Ferry Command is busily engaged in moving some 200 A-20C airplanes to Newark, New Jersey.

3. Now we have about ten complete crews from the Combat Command sitting around over here at Patterson Field doing nothing. These crews have already gone beyond their normal 15-day extension of time granted to them in orders from their local headquarters. If someone will tell us the exact station where these LB-30 airplanes are located and grant us authority to use these ten crews for ferrying purposes, it would accomplish two things. One, we would get the airplanes here. Secondly, the Combat Crews would have a break in their stay here and would be able to start in on another 15-day time interval when they return. In addition to the above six airplanes, arrangements should be made to get one airplane per day thereafter, starting on or about February 25th.

4. Colonel Lynn needs something in writing establishing the priority as to what stations should be equipped first with their completed airplanes. We are planning on giving the first four airplanes to the crews from Panama, but we have no priority established on the remaining airplanes. Lacking this

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INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By C. Ogilvie, Date 1/25/76
CNS

- 2 -

Wright Field, Dayton, Ohio
Date February 19, 1942

TO: Colonel Fritch

SUBJECT: Installation of Sea Search Equipment

priority, we plan to give the next four airplanes to the crews from Trinidad unless notified to the contrary, as Trinidad seems to be a point of intense submarine activity at the moment.

5. We can apparently get no action out of the Western Defense Command by repeated requests for B-18 airplanes, and a request for crew for the one B-17E. We sent a follow-up message to the Western Defense Command, that is, to furnish one crew for a B-17E now ready at Wright Field, and, secondly, to furnish 6 B-18As to San Antonio Air Depot. In both cases we requested acknowledgement of the message and report of the action taken. Approximately six days have elapsed, and no acknowledgement has yet been received from the Western Defense Command. Perhaps something can be done to break that apparent bottle neck.

6. These matters have all been discussed between Lt. Colonel Yeager, Lt. Colonel Doubleday, Lt. Colonel Lynn, with Colonel Marriner and Lt. Colonel DeArmond in Washington, and perhaps they are taking care of the situation. However, no visual results of any action taken is apparent from an examination of the progress of the proejct by this office, and therefore this report is being rendered to you for such assistance as your office may be able to render.

T. A. SIMS
Lt. Colonel, Air Corps
Asst. Technical Executive

Incl.
IOM to Gen. Kenney
fr Col. Sims 2-18-42

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DOD Dirs.
5 Jan. & 30 June 1954
By C.A. Brown, CO. Date 10/5/76

~~CONFIDENTIAL~~

DECLASSIFIED
1st Ind.

HQ, Army Air Forces, Washington, D. C., March 10, 1942. To: Chief of Engineers, Washington, D. C.

1. Approved.

2. This mission is being assigned to the First Mapping Group. The Commanding Officer of the First Mapping Group is authorized to coordinate this mission with your office.

3. It is noted that there is no provision for funds contained in the basic communication. Information is requested regarding the availability of funds for this project. The mission is being assigned to the First Photographic Group for performance in order that no time will be lost. When funds are made available, it is requested that you inform the Commanding Officer, First Photographic Group, regarding the procurement authorities.

HENRY V. HAIR
Lt. Col., A. C.
Director of Photography, Maps and Charts

MWK:bbm

SUBJECT: Assignment of Photographic Airplane to Officer in Charge, International Highway Construction.

452.1 (355)

Dispatched
MAR 11 1942
AAG

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.	Budget	Statistics	AFTSP
	MAR 1942										

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DOD Dir. 5 Jan. 6.20 June 1974
By [illegible] NLC, Date 04/16/96

March 10, 1942

SUBJECT: Assignment of Photographic Airplane to Officer in Charge, International Highway Construction.

TO: Commanding Officer
First Photographic Group
Bolling Field, D. C.

1. The following letter, dated March 8, 1942, is quoted for your information:

"1. It is requested that one photographic airplane with pilot, photographer and processing crew be assigned to the Officer in Charge, International Highway construction, to operate from Fort Nelson, British Columbia, for a period of about six weeks beginning March 20, 1942.

"2. The immediate task of the forces to be stationed at Fort Nelson is the location and construction of that portion of the International Highway between Fort Nelson and Watson Lake. Existing information of the terrain in this section is not adequate to establish the general location of the highway, particularly that portion between Fort Nelson and Liard River, and the Liard Crossing. Photographs of this area taken as early as flying conditions permit will eliminate long delays incident to ground reconnaissance and will allow the construction unit to proceed with the greatest expedition. The presence of snow on the ground at this time will not seriously affect the value of the photographs for this purpose.

"3. In order that ultimate routes may be examined as rapidly as photographed, the photographic crew should operate from the Force Headquarters and should be capable of processing the film and preparing single contact prints for immediate study. An airplane capable of high altitude performance is not necessary. Photography with a single wide angle lens camera from altitudes 15,000 to 20,000 feet will be entirely satisfactory.

"4. In view of the necessity of inaugurating the actual construction of the highway at the earliest possible date, it is requested that the assignment of the photographic plane be ordered [illegible] location to

Chief of Staff	Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
		"For the Chief of [illegible]:					*/s/ G. L. Stephenson			
								G. L. Stephenson		
								Brigadier General		
								"Assistant to the Chief of Staff."		

MAR [illegible], 1942
AG Received

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DOD Dir.
By [illegible] NLC, Date 9/5/76

~~CONFIDENTIAL~~
DECLASSIFIED

Commanding Officer,
First Photographic Group,

March 10, 1942

2. It is directed that you provide this service for the Corps of Engineers. You are authorized to establish sufficient base laboratory equipment in the vicinity of Fort Belvoir or Fort Fringle Beach to handle this project. This laboratory force should be so arranged that they can establish a base laboratory for future operations of the Second Photographic Squadron on reconnaissance charting missions in this territory.

3. Procurement authorities have been requested from the Chief of Engineers. You are authorized to make arrangements with the Map Section, Army Air Forces, and the Chief of Engineers regarding the procurement authorities for this project.

By command of Lieutenant General ARNOLD:

HERBERT M. KAHN
Lt. Col., A. C.
Director of Photography, Maps and Charts

MWK:bbm

Dispatched
MAR 11 1942
AAG

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-Insp.	Budget	Statistics	

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
DOD Dirs.
E.O. 12958, Sec. 3.6
By NARA, Date 10/5/06

MAR 6 1942

MEMORANDUM FOR: Air Staff, A-2

SUBJECT: Transmission of Report to American Embassy, London

1. In accordance with cablegram AC-4, dated February 27, 1942, there is attached one copy of HM-80 as of January 31, 1942 for distribution to General Chaney, American Embassy, London.

For the Chief of the Air Corps

MAR 7 '42 AM

RECEIVED
FOR LIAISON SEC., OCA

F. L. ANDREWS, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

1 Incl.
Subj. Rpt.

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DOD Dir. 5 200.9 & AS June 1985
By G Day, NARA, Date 10/5/76

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: Daily Statistical Reports.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Miller	1942 3/10	In statistical reports submitted to me daily indicating status of equipment in the Army Air Forces it is noted that the one submitted this date contains the following:

Airplane	In Commission	Out of Commission
B-17 ✓	50	40
B-24 ✓	8	8
B-26	2	23
A-20 ✓	9	8
A-20C ✓	48	44
P-39 ✓	41	56
P-40 ✓	84	68

The above figures apply to the Air Force Combat Command Units.

Will you at your earliest possible moment submit to me a report stating why this condition exists in each particular case and what steps you are taking to remedy it?

(352)

2	General Miller	General Arnold	3/11	Attention is invited to the attached report. H.J.F.M.

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

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Auth NND 945214 (352)

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March 14th, 1942.

STATUS AIRCRAFT WITH ARMY AIR FORCES

COMBAT UNITS

		IN	OUT
B-17		65	12
B-24		14	6
LB-30	(At Barksdale)	6	0
B-26		0	23

19 at Jackson being prepared overseas; 4 wrecks.

A-20-A		6	8
A-20-C		45	49

40 of these airplanes are Will Rogers with cracked exhaust stacks. Experimental engineering is designing a new stack, and we have personnel in San Antonio Air Depot and the maintenance officer from Wright Field who are attempting to make temporary repairs. However, it is doubtful whether we can keep these airplanes in commission until such time as the new designed stack is received.

P-39		62	32

The majority of the P-39's out of commission are located at Wilmington, Florence and Myrtle Beach. An officer from the Air Service Command is proceeding to these stations and will remain there on temporary duty in an attempt to help out on the maintenance at these stations.

P-40		158	49

We have had since last Monday one officer from the Maintenance Command on temporary duty at each of the 4 engine bomber training stations, and it is believed that this situation is well in hand.

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By [illegible] Date 10/5/72

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Subject: Parasite Protection for Long Range Bombers.

4th Ind. (AAF AG)

HQ ARMY AIR FORCES, Washington, D. C. March 9, 1942.
TO: Commanding General, Materiel Command.

For Consideration.

By command of Lieutenant General ARNOLD:

JAMES H. BURNS
Lt. Col., A.G.D.
Assistant Adjutant General, A.A.F.

1 Incl. n/c

4521.1 (346)

Dispatched
MAR. 10 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-MPD	A-Insp.	Budget	Statistics	

AAF-39

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By [illegible] Date [illegible]
Ref [illegible] Date Issued 10/5/76

AGC 4SE.1 (3-14-42) 3rd Ind. (3-46)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C., MAR 7 - 1942
TO: Chief of the Army Air Forces, Washington, D. C.

Forwarded.

By the Commanding General:

T. A. FITZPATRICK
Lt. Colonel, A.G.D.,
Asst. Adjutant General

1 Incl.
No change.

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Air US 452.1 (3-46)

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OFFICE OF THE CHIEF OF THE A.A.F.

ROUTING AND RECORD SHEET

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

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Tally No. _____

Subject: Reinforcements for the Eastern Theater.

NO.	FROM	TO	DATE	COMMENTS
1.	War Org. & Movement	Ch. of Staff AAF	3-10 1942	1. The action recommended in Section II of the attached memorandum for the Chief of Staff, has been effected by orders issuing from the Director of War Organization and Movement, as of March 8, 1942. O.C.F. Col., A.C. Dir.W.O.&M. 1 Attach. AAF370.5-13)

Noted.

Noted.

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D-0071, AC. Reg. 8/1/42

AG 452.1 (3-10-42)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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NND 76
By [illegible] NARS, Date 10/15/76

March 5, 1942

AAF 370.5-15

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Reinforcements for the Eastern Theater.

I. Discussion.

1. The increased number of successful submarine attacks along the Eastern Coast of the United States makes it advisable to reinforce the air defenses of the Eastern Theater of Operations. It is believed that a minimum of twenty-four (24) airplanes suitable for anti-submarine patrol should be furnished. This reinforcement should be accomplished with the least interference to current training and necessary defenses in other sections of the United States. An examination of the available airplanes for this coastal defense indicates that airplanes should be withdrawn from locations and consist of the types and quantities indicated below:

a. 8 B-18A's from the 4th Air Force (Tab "A" indicates the airplanes still remaining in the units after the recommended airplanes are withdrawn.)

b. 2 B-18's from the 3rd Air Support Command (Unit being inactivated.)

c. 1 B-18 from the 6th Air Base Squadron (Leaving one B-18A.)

II Total

2. In order to obtain the thirteen (13) additional airplanes required, the B-25's now in the 17th Bombardment Group are considered most suitable and available. This Group at present is assigned to Task Force Gymnast and is in its concentration area at Columbia, South Carolina. Another special Task Force assignment has already temporarily reduced the number of airplanes available

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to this Group to approximately thirty (30). Of this number, thirteen (13) should be made available to the Commanding General, Eastern Theater of Operations each 24-hour period. The Group should remain under the control of the 3rd Air Force in order that the remaining airplanes in this Group can accomplish the required gunnery and bombardment training under the supervision of the Air Force and Group Commanders concerned. The thirteen (13) airplanes and crews should be rotated at specified periods.

II. Action Recommended.

The Secretary of War directs that:

(1) Eight (8) B-18A's be transferred from the 4th Air Force to the Eastern Theater of Operations.

(2) Two (2) B-18's be transferred from the 3rd Air Support Command to the Eastern Theater of Operations.

(3) One (1) B-18 be transferred from the 6th Air Base Squadron to the Eastern Theater of Operations.

(4) Thirteen (13) B-25's from the 17th Bombardment Group (M) be made available to the Commanding General, Eastern Theater of Operations, each 24-hour period.

(5) These thirteen (13) airplanes to be rotated within those available to the Group Commander, 17th Bombardment Group (M).

(6) These papers to be returned to the Chief of the Army Air Forces when approved.

MAR 6 - 1942

III. Concurrences.

A.C. of S., WPD (Rue) MAR 5 1942

For the Chief of the Air Staff,

H. S. VANDENBERG,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3

APPROVED
By Order of the Secretary of War
G.C. MARSHALL
Chief of Staff
By W. T. SEXTON
Lt. Col., G.S.C., Asst. Sec. W.D.G.S.

Incls.
Tabs "A"

NOTED - CHIEF OF STAFF

AAG/1469

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E.O. Sec.
By [illegible] NARS, Date 10/5/76

TAB "A"

Airplanes remaining in units of the Western Theater from which 8 B-18's are Withdrawn

3 B-18's from 41st Bombardment Group which will leave 39 B-29's and 2 B-18's.

4 B-18's from the 6th Reconnaissance Squadron which will leave 12 A-29's and 7 B-18's.

1 B-18 from the 42nd Bombardment Group which will leave 25 A-29's and 5 B-18's.

8 Total to be withdrawn.

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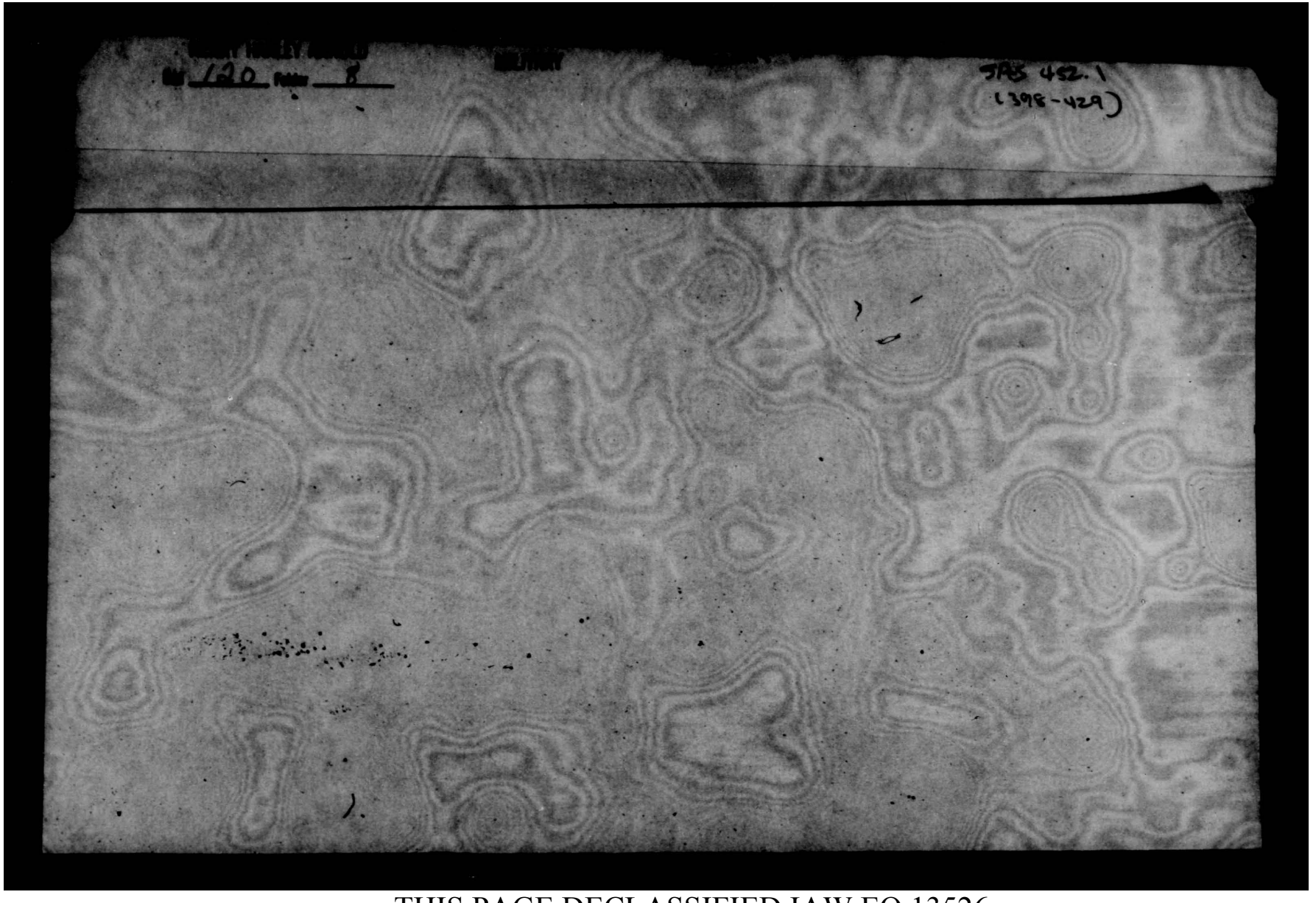

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JUN 5 - 1942

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DOD Dir 5
By Cliford LC, Date 10/25/96

SUBJECT: Aircraft Requirements for Army Air Forces.

TO : Lieutenant General Millard F. Harmon, Director of Production.

1. For use in connection with priorities in production of munitions based on strategic considerations, blocks of aircraft requirements are furnished you as follows:

Tab A. Aircraft Requirements for Army Air Forces, April 1, 1942 to March 31, 1943.

Tab B. Aircraft Requirements for Army Defense Aid, April 1, 1942 to March 31, 1943.

Tab C. Production Estimates (Of Initial Objective), April 1, 1942 to March 31, 1943.

Tab D. Supplies Requirements vs Production, April 1, 1942 to March 31, 1943.

2. Priorities of deliveries in the approximate number indicated by monthly requirements are desired to achieve a balanced air force.

For the Commanding General, Army Air Forces:

4452.1 (420)

JUN 5 1942
AAG

File 6/7/42

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

4 Incls.

Chief of Staff	Secy	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Surv.			

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Original

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AIRCRAFT REQUIREMENTS FOR ARMY AIR FORCES

April 1, 1942 to March 31, 1943.

1942	Bomb(H)	Bomb(M)	Bomb(L)	Pursuit	Medium	Transport	Trainers	Gliders
Apr.	660	732	897	2092	___	129	2920	___
May	288	296	479	1233	___	137	1639	16
June	276	296	388	1238	1143	197	1632	982
July	296	284	279	749	896	284	1298	1224
Aug.	262	241	321	278	290	222	1523	1900
Sept.	272	288	299	1211	328	239	1449	___
Oct.	284	277	299	360	388	286	1549	___
Nov.	388	459	488	1886	326	281	699	___
Dec. 1942	297	326	345	1278	289	213	291	___
Jan.	448	448	574	2137	___	282	385	___
Feb.	284	266	463	2232	___	295	921	___
Mar.	482	288	482	2287	___	284	1286	___
Totals	4588	4702	6488	27138	3833	2249	19984	3324

Note: Requirements for April 1943 include accumulated shortages to that date.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION											
Chief [illegible]	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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AIRCRAFT REQUIREMENTS FOR ARMY DEFENSE AID

April 1, 1942 to March 31, 1943.

		Bomb(H)	Bomb(M)	Bomb(L)	Pursuit	Medium	Transport	Trainers
1942	Apr.	20	208	305	425	29	32	278
	May	45	208	314	378	—	8	277
	June	50	208	425	444	—	32	283
	July	29	209	350	484	—	47	243
	Aug.	64	209	422	540	—	48	340
	Sept.	43	209	378	480	8	23	339
	Oct.	73	216	449	430	20	52	300
	Nov.	98	226	434	370	9	43	365
	Dec.	222	122	226	430	—	94	328
1943	Jan.	250	300	400	500	—	150	350
	Feb.	150	300	400	500	—	150	350
	Mar.	150	300	400	500	—	150	350
Totals		967	2960	4773	5826	795	976	3977

Note: Defense aid requirements for 1943 estimated.

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
		A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics	

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*PRODUCTION ESTIMATES, (U-S Initial Objective)

April 1, 1942 to March 31, 1943

1942	Bomb(H)	Bomb(M)	Bomb(L)	Pursuit	Medium	Transport	Trainers	Gliders
Apr.	245	282	387	823	496	75	1239	5
May	183	255	393	836	439	92	1241	20
June	204	243	445	822	371	129	1149	22
July	288	389	434	834	13	154	1699	51
Aug.	299	439	662	874	26	160	1821	265
Sept.	296	446	482	972	48	262	1587	221
Oct.	346	463	560	1834	70	297	1469	359
Nov.	359	489	506	1397	87	269	1681	479
Dec.	452	437	530	1397	201	228	1689	578
1943 Jan.	492	447	560	1344	265	250	1897	646
Feb.	521	491	524	1366	268	256	2087	789
Mar.	484	538	553	1344	118	288	2028	591
Totals	4297	4897	6336	13651	2715	2248	27086	3976

*Army engineers only. These figures allow no time lag between production and delivery and should be reduced by approximately 2½ to indicate readiness for combat.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
[illegible]	[illegible]	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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April 1, 1943 to March 31, 1943

	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Bomb(H)	4,588	987	5,489	4,897	2,488
Bomb(M)	4,708	2,850	7,558	4,897	2,574
Bomb (L)	4,685	4,973	9,599	4,926	3,673
Pursuit	27,138	5,532	32,670	23,681	9,989
Misbom	3,489	56	3,489	3,725	2,574
Transport	2,249	796	3,045	2,148	897
Bombers	15,984	3,977	20,961	27,836	2,689
Gliders	3,324	———	3,324	3,978*	———

*These figures, over a period of 12 months, exceed requirements. However, production estimates to August 31, 1943, total only 284, requiring 3,139 additional by that date.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

[redacted]	[redacted]	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Surg.	Budget	Statistics	

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DOD Dir. 5 200.10 Date 10/5/76
By [redacted]

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF . . . . . .

SUBJECT: Aircraft Requirements - 1942-1943.

NO.	FROM	TO	DATE	COMMENTS
4.	AFCAS	AFAEP Atten: Colonel Anderson	1942 5-14	MPH/hd 1. This has reference to the letter written to General Knudson in regard to airplane requirements to March 31, 1943. It is desired that you prepare another letter to be given to General Knudson in substitution of the one we previously sent him and coordinate the data with Vandenberg's studies. Further coordination should be had with the Materiel Command (General Meyers) in order that the requirements may be stated in production terms. Incl: n/c M.F.H. AFCAS
5.	AFAEP	AFCAS	1942 6/1	FRP-mlf 1. The enclosed letter with attached revised list of aircraft requirements has been prepared to be given to General Knudsen, Coordination has been effected with A-3 and the Materiel Command. 2. Data was obtained from sources shown on the enclosed "Notes on Sources of Materiel" and are based on latest available data. Hq. Army Air Forces JUN 4 1942 AAG Received 1 Incl: N/C 2 Incls: added. Notes on Sources of Materiel Letter to Gen. Knudsen w/4 incls. H. A. C. C/AFAEP

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DOD Dir. 5 Jan. & 29 June 1974
By [illegible] NLC, Date 10/5/76

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HEADQUARTERS [illegible] FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF. . . . . .

SUBJECT: Aircraft Requirements - 1942-1943

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	AFAEP Attn: Colonel Anderson	1942 5-5	You prepared recently a report for General Knudsen concerning our requirements for aircraft during 1942-1943. I believe this went to April, 1943. Let me know how this ties in with production estimates as covered in S-T and with Vandenberg's study recently submitted to the Commanding General, Army Air Forces and the Chief of Staff. Please expedite as Gen. H. wants this info. prior to talking to Knudsen. H. H. H

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By [illegible] NARS, Date 12/5/74
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Subject: Aircraft Requirements - 1943-1944.

5. AFAEP AFOAS 1942
4/2

FEP-mlf

1. The enclosed letter with attached revised list of aircraft requirements has been prepared to be given to General Hinkley. Coordination has been effected with A-3 and the Materiel Command.

2. Data was obtained from sources shown on the enclosed "Status on Sources of Materiel" and are based on latest available data.

1 Incls: 2/c
2 Incls: added.
Status on Sources of Materiel.
Letter to Gen. Hinkley

E. A. C.
C/AFAEP

Initials	Date	A. A. G.	A-1	A-2	A-3	AFAEP	A-WPD	A-Surg.	Budget	Statistics	
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WAR DEPARTMENT

WASHINGTON

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Aircraft Requirements - 1942-1943.

1. As directed by General Harmon, comparisons with the list of aircraft requirements recently prepared by this Division for General Knudsen are furnished for your information as follows:

a. Comparison with production estimates as covered in S-I (Initial objective), WPD, January 31, 1942.

	Requirements for Gen. Knudsen			Production Estimates, S-I
	Army Air Forces	Army Defense Aid	Totals	Army Cognisance, only
Bomb (H)	4,281	967	5,248	3,887
Bomb (M)	3,023	2,560	5,583	4,756
Bomb (L)	3,608	4,750	8,358	8,005
Pursuit	13,068	5,444	18,512	12,054
Liaison	2,034	----	2,034	2,808
Transport	2,777	899	3,676	1,858
Trainers	18,782	3,748	22,530	17,684

b. Comparison with requirements shown in study submitted by Colonel Vandenberg, A-3, (Air Force Distribution and Expansion Vs. Resources, April 16, 1942).

	Requirements for Gen. Knudsen	Col. Vandenberg's Study *
	Army Air Forces, only	Army Air Forces, only
Bomb (H)	4,281	4,502
Bomb (M)	3,023	4,701
Bomb (L)	3,608	4,626
Pursuit	13,068	17,138

Note: Period covered in both comparisons: April 1, 1942 to March 31, 1943.

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* Increases in this study are due to a slightly higher rate of attrition in some instances, but chiefly to the "Ready Reserve", which has been included, ranging from 0 to 150%. The number of units also vary slightly. Following breakdown shows where differences occur:

Requirements for Gen. Knudsen			Col. Vandenberg's Study
Bombardment (H)			
Attrition	1,442	Increased to	1,912
Unit Equip.	2,166	Decreased to	1,898
Ready Reserve	----	Increased to	684
Depot Reserve	1,082	Decreased to	464
No. of Units	34 Gps. ⁄ 1 Sq.	Decreased to	29 Gps. ⁄ 2 Sqs.
Other Planes	420	Increased to	535
Bombardment (M)			
Attrition	1,166	Increased to	1,809
Unit Equip.	1,521	Increased to	2,044
Ready Reserve	----	Increased to	795
Depot Reserve	688	Decreased to	465
No. of Units	13 Gps. ⁄ 3 Sqs	Increased to	16 Gps. ⁄ 9 Sqs ⁄ 2 Fls.
Other Planes	484	Increased to	652
Bombardment (L)			
Attrition	1,142	Increased to	1,632
Unit Equip.	2,128	Decreased to	2,120
Ready Reserve	----	Increased to	993
Depot Reserve	880	Decreased to	486
No. of units	13 Gps ⁄ 2 Sqs	Increased to	14 Gps ⁄ 1 Sq.
Other Planes	1,390	Decreased to	1,195
Pursuit			
Attrition	4,825	Increased to	4,833
Unit Equip.	7,099	Decreased to	6,937
Ready Reserve	----	Increased to	5,934
Depot Reserve	3,322	Decreased to	1,576
No. of units	36 Gps ⁄ 10 Sqs	Decreased to	34 Gps ⁄ 5 Sqs ⁄ 2 Fls
Other Planes	2,897	Decreased to	2,810

For the Chief of the Air Staff:

/s/ H. A. Craig

H. A. Craig
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans

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NOTES ON SOURCE OF MATERIAL

Army Air Forces

1. Bombardment, heavy, medium, and light and pursuit figures obtained from study submitted by Colonel Vandenberg, A-3 (Air Force Distribution and Expansion vs Resources, April 16, 1942).

2. Liaison figures obtained from A-4, Flying Training Command and Ground-Air Support. Not yet projected into 1943.

3. Transport figures obtained from Ferry Command, Air Service Command, Flying Training Command, Ground-Air Support, and Air Surgeon. Data from Ground-Air Support is based upon estimated flow to meet overall requirements for Air Transport Groups since breakdown is not at present available from the Air Transport Command.

4. Training figures obtained from Flying Training Command chart on Airplane Requirements, dated May 21, 1942.

5. Glider figures for Air Transport Groups, based upon estimated flow to meet overall requirements since breakdown has not yet been made. Glider figures for training obtained from Flying Training Command. Not projected beyond August.

Army Defense Aid

1. Figures taken from Arnold-Portal Allocations (as Revised) vs. Actual and Estimated Deliveries, 1942 (as of April 30, 1942) except where otherwise noted below.

2. Requirements for 1943 estimated as shown.

3. Training figures for 1942 taken from RM-80 Defense Aid. (As of April 30, 1942.

4. Liaison figures for Army Defense Aid cover communication types only i.e. C-43's & C-61's.

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Production Estimates

1. Figures taken from Initial Objective Production Estimates in Aircraft Report S-J, April 15, 1942, Army cognizance only.

2. Figures allow no time lag between production and delivery.

3. Liaison figures include both liaison and communication types.

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NND No.
By [illegible] NARS, Date 12-28-76
945/76

SUBJECT: Aircraft Requirements - 1942-1943.

AFMSP
WDB-blg

3. AFMSP AFCAS 5/9 Revised memorandum for General Arnold with information requested inclosed.

1 Encl.-Memo to Gen. Arnold, dtd. subj.

H.A.C.
AFMSP

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

		A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Packer	Contingent	

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DECLASSIFIED DOD Dir. 5 Jan. & 28 June 1971 By alg NLC, Date 10/5/76

9/8

June 15, 1942

Mr. V. E. Clark
1087 Corsica Drive
Pacific Palisades
California

Dear Clancy:

Your letter reached me just before I left for England which accounts for the delay in answering it.

It may interest you to know that we are now conducting an experiment to determine to just what extent it will be possible to utilize a second wing on our nacelle planes for the purpose of extending the range of aircraft. As you indicated in your letter, there undoubtedly will be serious problems that must be overcome in attaching, temporarily, a top wing to one of our pursuit type aircraft for the purpose of increasing gasoline capacity and, therefore, extending the ferrying range of the aircraft. However, if delivery of the aircraft to our far-flung fronts can be accomplished in this manner, thereby saving shipping space for other purposes, there is no reasonable effort that the Army Air Forces will not expend to make the idea practicable.

Thanks for letting me have your ideas in this connection. I will see that you are kept advised as to the progress of the project.

Sincerely yours,

Dispatched by Registered Air Mail
JUN 17 1942
AAG

Sgd. H. H. Arnold

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

Copy for Gen. Arnold

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Gen 452.1 (428)

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5 Jan. & 30 June 1972
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May 5, 1942

MEMORANDUM FOR THE AIR TRANSPORT COMMAND:

Subject: DC-3 Aircraft and Personnel from Domestic Airlines.

1. Attached for your information and guidance, herewith is a copy of a memorandum addressed to the Military Director of Civil Aviation.

2. It is directed that:

a. By contract, as necessary, with the Air Service Command and the Military Director of Civil Aviation, you insure the prompt transfer of the fifty cargo aircraft DC-3's mentioned in the attached memorandum, to your control. You will take the necessary action to immediately start equipping these aircraft for long range overseas operations and for operation with parachute troops and gliders. As these airplanes are completed, they will be sent to Patterson Field and placed in sealed storage, subject only to release by the Commanding General, Army Air Forces.

b. Fifty airline crews, including one first pilot and one second pilot, are to be made available to your command, as indicated in the attached memorandum. This matter will be fully coordinated with the Military Director of Civil Aviation.

452.1 (425) D

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

Dispatched
MAY 7 1942

Incls: AAG
Cy of memo to the Mil.

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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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NCD, Date 10/5/76

May 5, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FERRY COMMAND:

Subject: DC-3 Aircraft and Personnel from Domestic Airlines.

1. Attached hereto for your information, necessary action and coordination, is a memorandum to the Military Director of Civil Aviation.

2. You will take the necessary action in coordination with the office of the Military Director of Civil Aviation to secure, under such schedule as you may arrange, fifty airline crews, each crew consisting of one first pilot and one second pilot. These are to be secured from the domestic air carriers and assigned to your command and are to be utilized for the operation of the Transatlantic and Transpacific services. They will also be utilized to the extent possible for the militarization of services now operated by your Command under contract with private corporations.

3. You will coordinate with the Military Director of Civil Aviation and with Air Forces Service Command in the readjustment of air carrier activities as designated by this procedure.

452.1 (4-23) C

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

File 8-17-42

Dispatched
MAY 7 1942
AAG

Incls:

[illegible] to the Mil. Director of Civil Aviation.

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 Dirs
By: [illegible] LC, Date 10/5/76

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May 5, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICE COMMAND:

Subject: DC-3 Aircraft and Personnel from Domestic Airlines.

1. Attached hereto is a memorandum to the Military Director of Civil Aviation. It is furnished for your information and necessary action in coordination with that office.

2. You will coordinate with the Military Director of Civil Aviation in regard to the transfer of fifty cargo aircraft of the DC-3 type, now operating for you under contract to the Air Transport Command.

3. You will coordinate with the Military Director of Civil Aviation as to the adjustments to be accomplished in air carrier service, whereby Douglas DC-2's, Lockheed 10's and 18's, Boeing 247's and 247D's will be made available to you as immediate partial replacement for the withdrawal of the fifty DC-3's. You are authorized to purchase all aircraft of this type in domestic air carrier operation, to lease such aircraft from the air carriers, and to make contracts for the operation by the air carriers of such aircraft - to be operated under your direction.

452.1 (4-25-42) B

Dispatched
MAY 7 1942
AAG

5/7/42

H. F. ARNOLD,
Major General, U. S. A.,
Chief of the Air Staff.

Encl:

Cy of memo for Sec. War - AIR FORCE - COORDINATION												
Chief of Staff	Dep. Civil Aviation Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics		

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DOD Dirs
8 Jan. & 20 June 1979
By Cdr USN, DC, Dept 10/5/76

May 5, 1942

MEMORANDUM FOR THE MILITARY DIRECTOR OF CIVIL AVIATION:

Subject: DC-3 Aircraft and Personnel from Domestic Airlines.

1. It is directed that fifty cargo aircraft of the DC-3 type, with necessary spares, now being operated by the domestic air carriers, under contract with the War Department, for the Air Service Command be procured by the Army Air Forces and be assigned to the Air Transport Command.

2. That fifty airline crews (each crew consisting of one first pilot and one second pilot) be secured from the domestic air carriers and assigned to the Air Forces Ferry Command. These crews will be utilized for the operation of the Transatlantic and Transpacific services to be operated by Air Forces Ferry Command and, to the extent possible, for the militarization of services now operated by the Ferry Command under contract with private corporations.

3. That fifty airline crews consisting of one first pilot and one second pilot, be secured and be assigned to the Air Transport Command.

4. That arrangements be consummated providing that all aircraft now in domestic air carrier service of the following types: Douglas DC-2, Lockheed 10 and 18, Boeing 247 and 247D be considered with a view to their being made available for the Air Service Command. It is desired that you take the necessary action to accomplish the above without delay with the understanding that Air Service Command is authorized to purchase, lease, or operate by contract, in order to accomplish the desired purpose. The above matters should be coordinated with both Air Service Command and Air Transport Command. Arrangements as to the withdrawal of crews in the numbers desired and at the time desired will be made with Ferry Command.

452.1 (425)

Dispatched
MAY 7 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	[illegible]	Inspr.	Budget	Sea-plane
						Major General, U. S. A., Chief of the Air Staff.				

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Air AG 452.1 (425)

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Status of Current Project 157 as of May 27, 1942

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DOD ltrs
8 Jan. & 20 June 1974
by CAD, J.C. Date 10/5/74

RD/hk

1. CAS ZOM 1942 5/28

1. Please note General Harmon's comments and questions on the attached.

R.C.W.B.
S/AS

Incl:
Status of Current Project
157 as of May 27, 1942

452.1 (424) DC

DISPATCHED
MAY 28 1942
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file ci 5/28/42

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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	Services	

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Air Staff 452.1 (424) DC

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DOD Dir. 5200.9 Sec. 1.C. Date 10/5/76

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STATUS OF PROJECT 198

as of May 18, 1942

B-17's

Aircraft:
1 at New Caledonia
2 at Fiji
2 at Hawaii
2 at Hamilton Field
6 at SAD
3 enroute to SAD

Personnel:
1st Prov. Bomb. Sq. activated at SAD for Fiji
3 crews to be furnished by 2 AF
5 crews to be furnished by 3 AF
2nd Prov. Bomb. Sq. activated at SAD for New Caledonia
1 crew to be furnished by 3 AF
2 crews to be furnished by 1st AF (except 2 Bombardiers from 2 AF)
5 crews for aircraft at Hawaii and beyond under control of Hawaii Command

B-26's

Aircraft:
8 completed and in hands of 38th Bomb. Gp. at Patterson
14 at FAD for installation of tanks, etc.
6 to arrive FAD from Baltimore today (includes 2 spares)
(Guns, auxiliary power plant, etc., will be shipped by air ferry to HAD for installation)

Personnel:
2 squadrons of 38th Bomb. Gp. (M) now at FAD.
Extra personnel proceeding by air ferry.

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DOD Dir.
E.O. 12356, Sec. 3.3
NSC Memo, 11/24/98
By DTIC Date 10/5/14

Status of Current Project

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RB/hk

1. AFRAS General 1942 For your information.
Eq. Army A... Angold 6/5

M.F.H.
C/AS

Encl: 1

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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	Sci-ence	

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MUNITIONS ASSIGNMENTS COMMITTEE

(AIR)

Washington

CASE NO. 52

May 2, 1942.

MEMORANDUM FOR BRIGADIER GENERAL B. E. MEYERS

SUBJECT: Change in Allocation of 15 C-54 (DC-4) Airplanes from the British to the U. S. Army Air Forces.

1. On May 1, 1942 the Munitions Assignments Committee (Air) deferred the request of the Commanding General, Material Command for the reallocation to the U. S. Army Air Forces of 15 C-54 (DC-4) airplanes now allocated for delivery to the British. This request was deferred pending the recommendations of the special Arnold-Towers-Brill Committee on 1942 Airplane Assignments.

2. If at any time in the future, it is the desire of the Commanding General, Material Command to reopen this case, it is requested that the Secretary, Munitions Assignments Committee (Air) be so notified.

For the Chairman, Munitions Assignments Committee (Air):

/s/ J. A. SAALFIELD

J. A. SAALFIELD
Captain, A. C.
Asst. Secretary

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DOD Rtr. 8 Jan. & 30 June 1976
By CRD NARS, Date 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

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

Tally No. AAF _____

SUBJECT: Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Kuter	1942 5/6	Note corrections on the attached.
Incl:	Memo for Gen. Arnold from Gen. Kuter, 5/2/42 re above subj.			
2.	AFDAS	FILES	1942 5/7	1. Corrections furnished AFACT, AFAEP, AFDMR, AFRGS, AFRBS, Gen. Spaatz, Col. Borum. Also AFAFC plus a copy of the original memo. 2. File. R.C.W.B. S/AS

File
5/7/42

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E.O. 12958, Sec. 3.5 NSC Memo, 11/24/98
By ab NARA, Date 10/15/96

2. AFDAS FILES 1942 S/7

1. Corrections furnished AFAGF, AFAEF, AFEGE, AFEGE, AFEGE, Gen. Spaatz, Col. Dorn. Also AFAPC plus a copy of the original memo.

2. File.

R.C.W.B.
S/AS

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED
E.O. Sec. 3 of 12 June 1972
By NARS, Date 10/5/76

May 1, 1942

MEMORANDUM FOR GENERAL ARNOLD.

Transport Airplanes

1. In conference with the Commanding Officer, Transport Command on April 30, 1942, it was determined that the number of transports now allocated to the Transport Command prohibits meeting all directives and all desirable requirements in the numbers and on the dates that have previously been indicated.

2. In order to properly correlate the requirements on the Transport Commander with the means being made available to him the following priorities were announced:

a. Responsibility that there shall be 200 transports trained, equipped and organized for combat operations by August 15, 1942.

b. That there be provided the number of transports essential to permit the movement of the initial units in the Bolero plan late in May, 1942.

c. That transport airplanes manned by operating crews be provided to meet the transport requirements of the Asmara Depot in Eritrea, in the numbers and on the dates indicated below:

1 Airplane - May, 1942
3 Initial Airplanes - June, 1942
3 Additional Airplanes - July, 1942
3 Additional Airplanes - August, 1942
3 Additional Airplanes- September, 1942

Note: The provision of additional airplanes after June, 1942, will not exceed the numbers indicated and will be scaled down if the progress in establishing the depot at Asmara does not warrant the provision of the transports indicated. The decision in this case to be made by the Assistant Chief of Air Staff, A-4 on the recommendations of the Commander concerned. If the completion of this depot proceeds at the rate now anticipated the complete personnel of one transport squadron (less the flying elements appropriate to the number of transport airplanes which will not yet have joined the squadron) will move to Asmara July, 1942.

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3. Training with Airborne Troops either in the United States or in the Bolero Theater.

3. The requirement that 200 transports be prepared by August 15 includes within it the movement of the maximum number consistent with the fourth priority responsibility into the theater prior to that date.

4. The Commanding Officer, Transport Command was instructed to prepare his proposed allocation of transport airplanes in general accord with the priorities indicated for the approval of the Commanding General, Army Air Forces.

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

Copies to: AFACT, AFAEP, AFDMR, AFRGS, AFRBS, Gen. Spaatz, Col. Borum.

AFC

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DOD Dirs.
E.O. 12356, Sec. 3.3
By [illegible] NLC, Date 10/5/96

9/18

The Honorable,

The Secretary of the Navy.

Dear Mr. Secretary:

Reference is made to your letter of April 23, 1942, (Serial 03739 (SC) A16-2),

Your proposal to substitute long range aircraft has been reconsidered. Full consideration and weight has been given to the information contained in the above reference, but it has been determined that the needs of the Army Air Forces for airplanes in connection with current operations is so great there is no immediate prospect of replacing B-24A boats with PB-4Y's on the South Atlantic route.

Sincerely yours,

mhh-hmh
Dispatched to OCS
MAY 4 1942
AAG

Secretary of War.

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COPY FOR: GEN. MOORE

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THE SECRETARY OF THE NAVY

WASHINGTON

Serial 61730
(SS) A22-6

April 23, 1942

Dear

In reference to your letter of April 11, relative to the reallocation of long range aircraft, I wish to clarify the position of Pan American Airways as set forth in the second paragraph of your letter.

The second paragraph of my letter of March 17 stated the conditions on which the three (3) Army Boeing 314 flying boats could be released - namely, provided that three (3) long range transport land planes of DC-4 type could be allocated to this service. Pan American Airways has furnished the Navy Department with the following comparison of various performances and suppositions.

	3-DC-4's based in Natal	4-B-314's based in Natal	4-B-314's based in New York
Number of round trips per month	38.88	29.57	21.45
Number of hours flown per month (each aircraft)	287.8	285.13*	313*
Number of passengers carried monthly	2,832	2,364.8	1,731
Cargo carried monthly (pounds)	186,624	61,808	69,888

* Indicates shuttle planes only. B-314 assigned to Leopoldville service flies 287: 88 hours monthly.

As indicated above, the advantage of using DC-4's in lieu of B-314s's for the South Atlantic operation causes the Navy Department to request a reconsideration of the substance of your letter

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SWPT CONFIDENTIAL April 28, 1942.

with a view to the allocation of three (3) B5-4 airplanes to replace the three (3) Boeing Sikh flying boats in order that these boats can be released for service in the Pacific.

Respectfully,

s/ Frank Knox

The Honorable,

The Secretary of War

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DOD Dirs
8 Jan. & 20 June 1974
By: [illegible] NC, Date: 10/5/76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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Tally No. AAF . . . . . .

SUBJECT: Shortage of Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS	AFDAS ISK:cmc
1.	AFDAS	1) AFACT 2) AFROM (Att:Col. McCoy and Maj. Dick)	1942 4/25	1. In connection with a shortage of transport airplanes and proposed reallocations thereof, two papers have been prepared by General Arnold in the past two days. Another paper is being prepared by Mr. Lovett this date which will transmit substantially that same information to the Secretary of War but which will probably include additional information to the effect that our anticipated shortages in transports will not be as acute as the figures indicate because there is a number in the vicinity of 200 transports being manufactured this year for delivery to commercial operators which have not been included in previous data. 2. The foregoing is forwarded for your general information in connection with this subject. L.S.K. AFDAS	
2.	AFROM (E-10:mf)	AFDAS	5/2	Noted. O. S. F. Col., Air Corps Dir., W., O., & M.	

ARMY AIR FORCES
W.D. & M.
1942 APR 30 PM 4 36

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WJF 4/30/42

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DOD Dirs.
By: [illegible] Date: 10/5/76

APR 22 1942

MEMORANDUM FOR THE SECRETARY OF WAR:

SUBJECT: ASW Equipped Airplanes.

1. The following information is provided concerning the distribution of ASW equipped land-based airplanes in Panama, on the East Coast and on the West Coast:

PANAMA.

20 ASW equipped LB-30's are now in operation in Panama.

2 ASW equipped LB-30's are at West Palm Beach today and will depart for Panama after the completion of relatively minor modifications in connection with the operation of the airplanes.

TOTAL: 22 ASW equipped airplanes in or enroute to Panama.

EAST COAST.

20 ASW equipped B-18's are now based on the East Coast.

3 ASW equipped LB-30's are at West Palm Beach; will move to the East Coast and be available for operations today, April 22nd, or April 23rd, 1942.

2 LB-30 airplanes are undergoing installation of ASW equipment at Wright Field, Dayton, Ohio, at this time and will be moved to the East Coast ready for operations there on Sunday, April 26th or on April 27th, 1942.

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[illegible] 15 AAF equipped airplanes will be in operation on the West Coast in the immediate future.

Attention is invited to the fact that the five AAF equipped B-24 airplanes, referred to heretofore, which were originally destined for Hawaii. Their movement to the West Coast will leave Hawaii without AAF equipped airplanes.

~~SECRET~~

1. AAF equipped B-24 is now on the West Coast.

2. [illegible] airplanes are on the West Coast. General [illegible] has been requested to move nine of these airplanes to the Sacramento Air Depot at a rate of one per day, beginning April 20th, for installation of AAF equipment at that Depot. If General Devitt agrees to this procedure, these nine B-24 airplanes will have AAF installations completed and will be available for operations on the West Coast on Thursday, May 21, 1942.

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

Dispatched
APR 23 1942
AAG

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By [illegible], AC, Date 10/15/76

SECRET HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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Tally No. AAF . . . .

SUBJECT: Mr. Kettering's "Flying Bug"

continued

NO.	FROM	TO	DATE	COMMENTS
4 cont	AFDMR	AFACG	4/16	it will be another month before sufficient information will be available upon which to base a sound decision, and it may take as long as three months to evaluate all of these complicated factors in the form of a proper staff study. M.S.F. Dir.Mil.Req.
	Hq. Army Air Forces APR 1942 AAG RECEIVED			
5.	AFDAS	AFMAG	1942 4/25	L.S.K.:pfp 1. Noted by General Arnold. 2. To AFMAG to file. H.H.A.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF . . .

SUBJECT: Mr. Kettering's "Flying Bug"

NO.	FROM	TO	DATE	COMMENTS	AFRDB ARM/ns
4	AFDMR	AFACG	1942 4-16	1. A Kettering Bug is a small airplane without landing gear and designed to be launched from a catapult or a heavy carriage which does not leave the runway or the track upon which it accelerates to take-off speed. It can be controlled either by preset automatic controls or by remote radio control. It is powered with an 8-cylinder 2-cycle 200 horsepower liquid cooled engine of simple, rugged and apparently successful design. The airframe is made of simple angle or channel sections and covered with fabric with a view to mass production. 2. Several models have been built and actually flown from improvised catapult methods or from the top of a specially built automobile. The flights have had various degrees of success and most of the trouble has been with the launching and automatic control equipment. 3. As a simple carrier of the bomb and control equipment, the Bug performs very well. It has a maximum speed of about 200 miles per hour, should cruise about 400 miles and be able to carry a 500 lb. bomb or the equivalent load in addition to the control equipment. 4. No practical operational method of launching the Bug has been built or demonstrated. This in itself is a problem of some magnitude both from the standpoint of development and actual use in the field. 5. Originally the Bug was conceived as a long-range artillery shell controlled by preset data controls; that is, it should take off, climb to a preset altitude, fly on a preset course and at a preset range, dive into the target. Its guaranteed accuracy is one-half mile in 50 miles providing accurate meteorological data is available. At a range of 400 miles with uncertain meteorological forecasting, the error can be expected	

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF . . . . .

SUBJECT: Mr. Kettering's "Flying Bug"

NO.	FROM	TO	DATE	COMMENTS
4 cont	AFDMR	AFACG	4/16	to be as large as 20 miles. Since it flies straight at altitudes within AA gun range, it is expected that a good percentage of them will be shot down in well defended theaters. Actually the Bug has never successfully flown on any one of the three preset data controls; namely, altitude control, range control and directional control. 6. None of the so-called target seeking or homing devices have been developed to the point of successful demonstration in flight. Controls using heat, light, sound, and radar transmissions have been partially developed in the laboratory and some or all of them may eventually prove successful. It is believed that it will be at least six months before a successful flight model can be developed, and it may be a year before such a control will be ready for standardization for production. It is believed that the production of the Bug engine is a matter far simpler than production of the very complicated target seeking devices or even of the more proven radio and television controls. 7. A radio controlled version is under development and should be very much more accurate than the preset data model. This will require a control airplane of similar performance and twice the range to fly the Bug into the target. It is not believed that visual control of the trajectory of the Bug will be successful. A method has been developed using a television transmitter on the bomb and a receiver in the control airplane which has been demonstrated by the Navy and promises a high degree of accuracy. This installation has not been tested on the Bug, but should prove successful. Providing production orders are given at once, it is not expected that the television industry will be tooled up to a production of more than 250 sets a month prior to January or February, 1943. This is a much

(Do not [illegible])

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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Tally No. AAF . . . .

SUBJECT: Mr. Kettering's "Flying Bug"

NO.	FROM	TO	DATE	COMMENTS
4 cont.	AFDMR	AFACG	4/16	more modest production rate than Mr. Kettering visualizes for his Bug production program, and at the present time half of this television production will be allocated to the Navy. This radio control version with television should also use the three axis stabilization control which is at present nearing standardization. Three axis control has not been tested on the Bug, but no difficulty is anticipated for this installation. 8. The value of indiscriminate area bombing has not been proved and there is considerable evidence to show that its results may be harmful from the standpoint of stiffened moral resistance of the victims. It is, therefore, recommended that there be no military requirement for the preset data controlled type of controllable bomb. 9. In view of the high degree of skill necessary to maintain and operate radio controlled bombs, storage space, control airplanes, special airdrome facilities and operating squadrons necessary, it is believed that a flying bomb as small as 500 pounds with a limited range of 400 miles is very inadequate. 10. It is understood that Mr. Kettering proposes to build a double Bug which is really two single Bugs built together which will have a range of 1,000 miles carrying a 2,000 pound bomb. It is believed that the double Bug would be the minimum size which would be efficient against the type of targets which are important enough to warrant the trouble and expense of radio controlled bombs. 11. Since so many phases of the powered bomb are still in the development stage, and in view of the large training, operational and shipping program which a decisive offensive will require, it is believed

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DOD Dirs. 5 Jan. & 30 June 1974
By OSD/WHS/ISFD/RD, Date 10/5/76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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302

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

File No. .....

Tally No. AAF .....

SUBJECT: Mr. Kettering's "Flying Bug"

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 4/7	Mr. Kettering states that his "Flying Bug" has been perfected as a carrier which has a range of about 400 miles and can carry a load of 500 lbs. of explosive at a speed of about 200 miles an hour. — small load? Mr. Kettering further states that the problem now is one of securing necessary facilities for manufacturing engines in quantity and it will take about 9 months to get the necessary facilities, jigs, dies, fixtures, etc., prior to quantity production. He also stated that during that 9 months all the refinements for homing devices, whether thermal, light, or some other type, can be developed easily within a period of 3 to 4 months. Prior to my making decision as to the next step, will you have the above verified for me. H.H.A.
2	C/AS	AFDMR		For immediate report from that Div. Status of development K's statements Practicability etc. H.
3	AFDMR	AFRDB	4/9/	Please have complete report prepared & I want to see it as soon as possible. HHA

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AR 0452.1 (403)

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DOD Dirs.
8 Jan. & 30 June 1976
By Celeste UC. Date 10/15/76
NARS

April 24, 1942.

452.1 (408)

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Dive Bomber Production for 1942-43.

1. It is directed that you initiate a conversion project to convert the A-36 to a dive bomber type of airplane with a view toward supporting dive bomber production during [redacted] and that the necessary action be taken immediately to initiate production of dive bombers during [redacted] over the present contemplated A-36 to A-36A.

By command of Lieutenant General ARNOLD:

T. J. HANLEY, Jr.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

H.

Copy for: AFRAP
AFRAC
AFRST
AFRDP
Munitions Assignments Committee
Colonel J. T. York
AFDMR

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Copy for Munitions Assignment Committee.
AG 452.1 (408)

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Subject: Improvements for B-17 Bombers.

DECLASSIFIED
000 Hrs
E.O. 12958, Sec. 3.6 & 3.10 June 2009
By [illegible] NARA, Date: 10/5/76

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
Ins Pr
Tech S
Comm
Weather
Traffic
Photo M&C
Tech Insp
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DOD ltrs.
8 Jan. & 20 June 1996
By Cpt, HQ, Date 10/5/96

Improvements for B-17 Bombers.

AFRIT AFRIB 3-21

AFRIT LSS:bjb

Ltd.

3. Radio Operators, etc.

a. The personnel scheduled for instruction in the Gunnery Schools includes radio operators and aerial engineers. To date the demands of the Air Forces have been so great that radio operators and aerial engineers have been sent direct to the Air Force upon completion of the [illegible] of their specialized training. It appears that this condition will continue throughout this year. They will be trained, however, in aerial gunnery as rapidly as the Air Force will permit their retention in the schools for this purpose. The need for qualified personnel for training as machine gunners in the past has been supplemented under the requirements of specialized training prior to taking a course in machine gunnery. This may be overcome by training directly to the schools personnel strictly for [illegible] training as engineers, radio operators, etc. Upon [illegible] for this action by the type Directors in the numbers required, the personnel will be trained insofar as facilities permit. A rating for qualified machine gunners is impractical within itself, based upon the technical requirements now existing for the specialized personnel [illegible]

The Flying Training Command has requested instructions to draft a suitable badge to designate qualifications for an aerial gunner. It is improper to utilize the old observers insignia for this office.

L. S. S.
Col., Air Corps
Dir. of Individual Training

A 1 AS
A 2 AS
Intel S
A 3 AS
A 4 AS
Plans AS
Insp AS
Tel Req
A Ref
Budget
Fiscal
Mgmt Con
Ad; Gen
Org Pl
Stat Pl
Leg Pl
Mar C
A S C
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W-6934,AF

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DOD Dir. 5 (d) June 1985
By Cebe, NARA, Date 10/5/96

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Improvements for B-17 Bombers.

3. AFDRB AFTMR 1942 4-5

1. B-17 gun installation. — The following action has been taken:

a. Nose guns.

(1) That present B-17's are being equipped with three flexible .30 caliber guns.

(2) Production B-17's are being equipped with two flexible .50 caliber guns as quickly as possible.

(3) A power turret or two power controlled .50 caliber guns will be furnished for this position as soon as they can be designed and installed without interference with the production schedule.

b. Other. — Side and top radio guns are retained for the present.

2. Ammunition. — Increasing the proportion of tracer cartridges is not considered a correct solution and is in any event impossible at the present time because of a shortage of tracer ammunition.

F.L.A.
Dep. Dir.
Bombardment.

HRH:jm

4 AFTMR AFADS 4/10 1. Gen.Arnold's copy of the attached telegram had on it "A-4 to supervise securing necessary equipment for necessary action. HHH". It is not known what action A-4 has taken in connection with the attached telegram.

2. A reply was made by the AAG. It is not believed that any further reply need be made. Action is being taken, as the attached items 2 and 3 will indicate.

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DOD Dir.
5 Jun. & 30 June 1954
By [illegible] NC, Date 1975/76

Improvements for B-17 Bombers

4 AFTER AFARS 4/10 to correct the deficiencies noted in the attached cable. cont.

3. With particular reference to the last paragraph of the cable--a flying rating for qualified machine gunners is not practical within itself based upon the technical requirements now existing for the specialized personnel concerned. A suitable badge to designate qualifications as an aerial gunner is in process of development. It is considered improper to utilize the observers insignia for such qualification.

M. S. F.
Brig.Gen., A.C.,
Director of Military Requirements

Incl.n/c

A 1/AS
A 2/AS
Intel S
A 3/AS
A 4/AS
Plans/AS
Insp/AS
Mil Req
A M/S
Comb
Ord
Gen S
Gen Sup
Gen Insp
Gen S
Comm
Weather
Traffic
Photo Mil
Pub Rel
Dir Pers
Mil Pers
Civ Pers
Surg
Advoc
Budget
Fiscal
Mgmt Cos
Adj Gen
Org Pl
Stat Pl
Log Pl
Mat C
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DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] I.C. Date 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

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

SUBJECT: Compilation of Airplane Strength of All Nations at War.

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFACT AFDMR AFMSP IN TURN	1942 4-16	AFDAS LSK:cmc This Secret paper is forwarded to note and return. While this is for your confidential information, it appears probable to me that we will be called upon for data computed in a manner similar to the British computation referred to therein. L.S.K. AFDAS 1 Incl: Cy. Secret Memo to Gen. Eisenhower, Subj, as above, /s/ MMB, dated 4-14-42.
2	AFDMR	AFDAS	4-20	AFDMR MMB:el 1. Noted. 2. Captain Thornton informs us that statistics being compiled by them will present to the combined Chiefs of Staff a picture based on a true comparison. M.M.B. Dir.Mil.Req.
3.	AFDAS	AFMAG	1942 4-22	AFDAS LSK:cmc Noted and forwarded to you for file. Incl. n/c L.S.K. AFDAS

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DOD Dir. 5 & 20 June 1974
By LeBey Lt. Col. Date 10/5/76

April 14, 1942

MEMORANDUM FOR GENERAL KIRKPATRICK:

Subject: Compilation of Airplane Strength of All Nations at War.

In connection with the charts showing the compilation of airplane strength of all nations at war, I discussed this matter with the President this date and impressed upon him the necessity of taking the figures therein merely as an indication of the exact status of airplanes rather than as a 100% correct picture.

As an example, I explained to him the difference in the way in which the British account for their combat airplanes compared with our method. I explained to him that we included all of our combat airplanes as available for possible operation no matter where they may be, whereas the British do not include in their combat airplanes any of those used for operational training. I cannot understand this because we know that during the blitz on England, the British did use their operational training airplanes and will in case they are blitzed again.

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

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COPY FOR GENERAL KUTER

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Gen AG 452.1 (406)

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DOD Dirs. 5 Jan. & 29 June 1954
By CAS Ltr. Date 10/15/74
AFB

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Reallocation of Combat Types

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 4/13	Note the attached. This indicates quite plainly that the Secretary of War is doing everything possible in order to get a reallocation of combat types so that we can build up Air Force Combat Units.
Incl:	Cpy of ltr to the Pres. frm. Sec. War, 4/12/42 re above subj.			H.H.A.
	C/AS	AFDMR	4/14	This should be a definite aid in converting opinion in our own family. Please show to Vandenberg & return to me. H.
	AFDMR	AFACT	4/15	Col. Vandenberg. Noted.
4	AFACT	AFCAS	4-17	HSV:meb Noted. HSV C/AFACT Incl. No change
5.	Gen. Harmon	Gen. Arnold	4/18	Noted. The attached has been noted by Director of Military Requirements and A-3. M. F. H. C/AS
6.	Gen Arnold	AAF	4/20	Noted DECLASSIFIED ~~SECRET~~

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DOD Dir.
5 Jun. & 30 June 1954
By [illegible], LC; Date 10/5/76

8.	Gen. Harmon	Gen. Arnold	4/18	Noted. The attached has been noted by Director of Military Requirements and A-3.

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April 12, 1918.

Dear Mr. President:

For some time I have been carefully considering the question of the development of our Air Force. I have come to the conclusion that a complete reorientation of our thought towards it is necessary if we are to carry out our present general strategic objective.

It is no longer a question of merely trimming off future diversions. That would not suffice. We must use our coming increase of production primarily for the purpose of establishing as quickly as possible a powerful American Air Force.

We are no longer a mere arsenal for other nations. We are ourselves in desperate danger. Nothing but our own power will suffice to meet that danger.

Fortunately our production of most other munitions will permit us to continue our present rate of allocation to other nations. This is not true as to our airplane production. In respect to airplanes, there must be a complete redistribution of production in which we shall obtain a very much larger percentage than now.

I.

[redacted]

1. Never before have we faced such a widely dispersed necessity for American military forces. No other war in which we have been engaged has approached this in the number and spread of the theatres

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where our power must be exerted. Never before have we faced the necessity of quick action in so many widely separated localities.

2. Air power is both a defensive and offensive weapon.

a. We are using it today to supplement or replace our Navy in the following vital key points of defense:

Panama and the Caribbean.

Hawaii (where it is at present the chief defense).

The west coast where it is the chief defensive power today.

The east coast where it is the chief warning weapon of submarine activities today.

b. We are proposing to use it as the beginning of our offensive next summer to help Russia.

3. Thus in all of our primary activities today, air is a more prominent factor than either the Navy or the ground forces.

4. In the most vital secondary theatres it is also most important.

a. In the present emergency in India and the mid-East our air forces are the only forces which can render efficient aid to stop the Japanese attack and to assist the Chinese and British forces.

b. In the important though less vital theatre of Australia it is being eminently sought, although there Australia alone is probably safe without much further assistance.

c. Even in the proposed limited naval offenses in the South Pacific the Navy is pressing for the assistance of our air forces to facilitate the proposed naval advances.

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II.

1. In the face of all these requirements today we are running into a coming shortage of over 9000 planes for the American Air Forces as of December 31, 1942, if we carry out our present commitments. This was shown by the memorandum of General Arnold of April 8, 1942, which I left with you on Thursday last.

2. This is not an exaggerated shortage. The proposed first line program of our Air Forces for December 31, 1942, of 9968 tactical aircraft is modest compared with the air forces of the enemies we shall face. Germany has 11,000 such first line planes; Japan, 3400; total, 14,400.

3. Nor is the reserve of substantially 100% for attrition and technical and training reserves at all exaggerated. On the contrary, it is based upon the exact proportions now allowed by the British in their experience of two years of war.

III.

The vital elements of time for tactical training.

1. This is a factor which we have all been neglecting. I know I have. I think you have. It is now being pressed upon my attention by every report I get from airmen arriving from the combat area in the Philippines and Java. The easy victory of the Japanese over the

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best we have been able to do has been principally accomplished by two things: first, their immense superiority in numbers; second, their equally pronounced superiority in tactical training. This last has been constantly emphasized. The gallantry of our men has made them superior to the Japanese in individual dog fights; but the trained, steady, and sound tactics of the enemy have enabled them to hit their strategic objective and accomplish its destruction with hardly a mistake or failure in spite of the individual losses which they have sustained. Such skillful tactics can be only attained by careful training.

2. We have been inclined to think that as soon as an airplane rolled off the assembly line it could be put in the hands of our pilots and begin effective action against the enemy. This is a fundamental error. Operational group training is at least as important in air troops as it is in ground troops or naval forces. You are familiar with how long it takes to get a ship ready for action after it has been commissioned and how much longer it takes to train a squadron or fleet to action. I know how long it takes to train a regiment of cavalry or artillery, let alone an army. It is the same in the air. Arnold tells me that at a minimum it requires from four to six months of operational training to get a group ready for combat after each pilot has become an accomplished flyer. In the case of the four engine bombers it requires nearly a year. In the Southwest Pacific we have had very respectably sized air forces wiped out in a few weeks because they were sent into action imperfectly trained and without the necessary trained base

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forces to support them. I am having a personal experience today in the length of time it takes to train even a single element of Army ground.

III.

1. The sum and substance of all this is that, unless we are in great disaster in our coming efforts of "building" and "shipping" during this year of crisis, we must at once lend our major effort to accumulating and training the Air Forces which we have planned for the purpose of holding our vital indispensable key positions and striking the blow which we hope will save Russia. But an hour can be spared. But a plane can be unconsequently given away. We are so far behind that it will require Herculean efforts to catch up.

2. The charts which I left with you last Thursday show the disproportionate number of planes which Britain is now getting from the combined Anglo-American pool of production. I am informed that the British staff have recognized the justice of this demand on our part. It must be a radical readjustment.

3. All requests for planes for arms not essential to our own plans must be refused. The time is past for all gifts of planes -- all gifts of planes based upon sentimental or good will developmint purposes. The time may even soon come when we will have to determine whether more effective effort to save Russia will be made through our own air forces rather than through the planes turned over to her air forces.

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4a

I am leaving with you three graphic charts showing our present method of training in the Air Force. They will show you at a glance the time and effort consumed in preparing one class (our heavy bombers) of our airplane fleet.

Faithfully yours,

Secretary of War.

The President,
The White House.

Air AB 452.1 (10-4)

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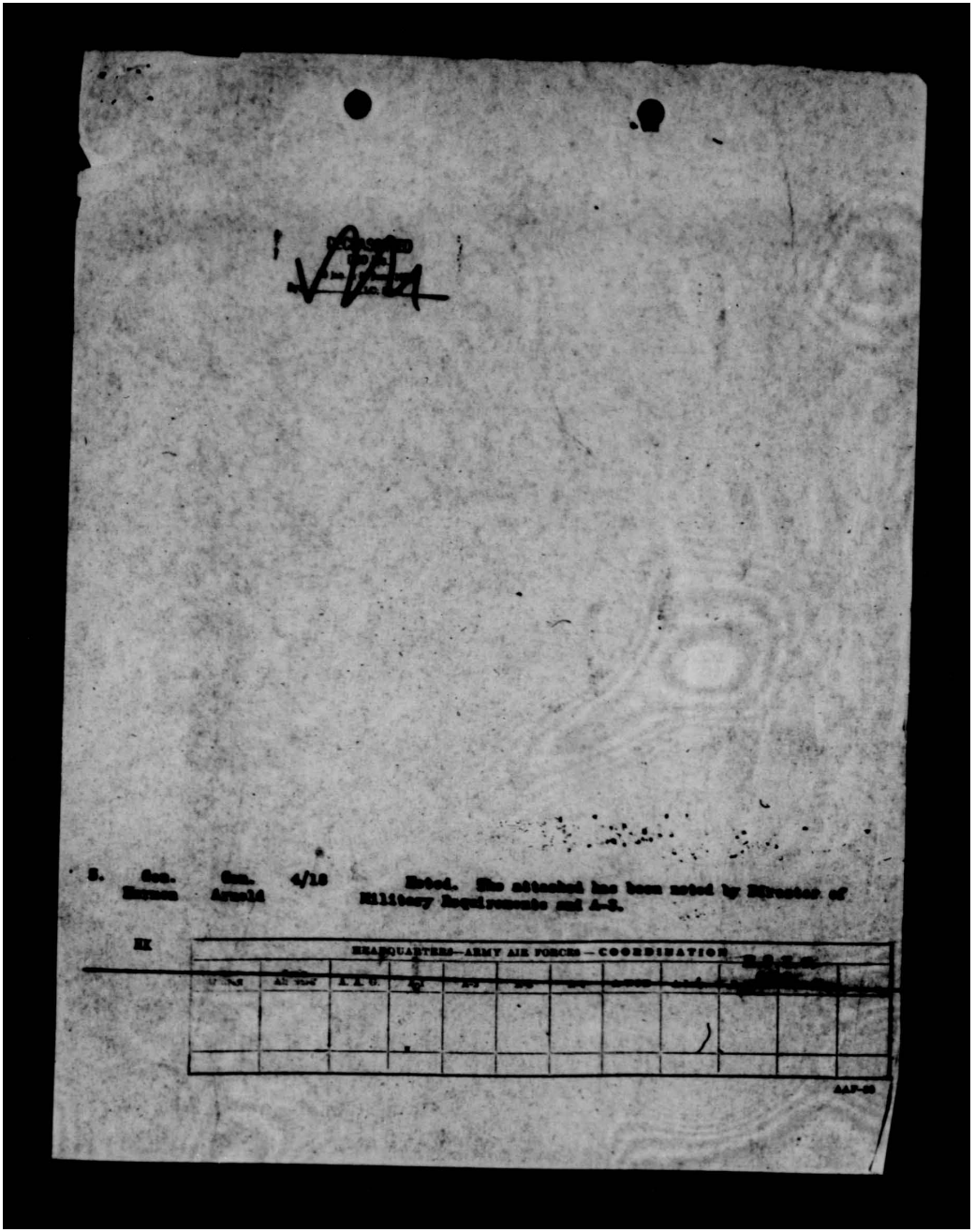

S. Gen. Gen. 4/18 Ltr'd. The attached has been noted by Director of
Hansen Arnold Military Requirements and A-2.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

AAF-68

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WAR DEPARTMENT
[illegible] Army Air Forces

WASHINGTON

DECLASSIFIED
DOD Dir. 5 200 June 1986
By [illegible], Date 10/5/12

4/22/42

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Proposal of Mr. Vincent Bendix to Increase Pursuit Fuel Tankage by Adding External Envelope Around the Pursuit Wing.

1. Reference paragraph 2, attached R & R, the very meager information submitted by Mr. Vincent Bendix has been reviewed and the following comments are offered:

a. The method of increasing range of pursuit aircraft by addition of an envelope container around present pursuit wing is structurally inefficient due to the thin flat shape and volume-surface ratio; also, too complicated method of attachment and added weight necessary to make inside (original wing) surface leak-proof.

b. Aerodynamically, the stability feature is questionable due to change of original wing form. The increased thickness of the wing section will probably cause an increased drag of roughly the same order of magnitude as that of a properly faired belly tank installation of the same capacity, the latter being infinitely less of a construction and installation problem.

c. The structural design, particularly in the area of the ailerons, has to be of a high order, in that the stress carry-through to handle the aileron hinge points would of necessity have to be in the extension of the envelope wing.

2. While it was impossible to get a complete idea of what Bendix had in mind, due to the very small amount of data submitted, nevertheless, the same general idea as Bendix is proposing has previously been considered and rejected because of the reasons cited.

B. E. [illegible],
Brig. Gen., U.S.A.
Exec., Materiel Command

FOR DEFENSE BUY UNITED STATES DEFENSE BONDS STAMPS

R&R 4-14-42
fr. Gen. Arnold to
Gen. Meyers

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DOD Dir. 5200.9 June 1955
By [illegible] NARS, Date 1975

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Mr. Vincent Bendix.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Meyers	1942 4/14	1. Determine for me why Vince Bendix was forced to resign from the Bendix Aviation Company. 2. Note the attached and give me a hurry-up evaluation to determine what value it has. 3. Don't hold up No. 1 to get No. 2. If you have an answer to No. 1 before No. 2, give me No. 1 first. In any event I would like an answer to both before the middle of next week. H.H.A.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF .....

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SUBJECT: Mr. Bendix's arrival in Washington to discuss subject matter of drawings.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Echols	1942 4/18	Let me have all the facts in this matter before Bendix arrives.
Incl:	Tele. to Gen. Arnold frm. Mr. Vincent Bendix 4/17/42 re the above subj.			

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

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Signal Corps, United States Army

Received at

War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

WA354 27

WUX NEWYORK NY APR 17 1942 225L

LIEUT GENERAL HENRY H ARNOLD

ROOM 2618 MUNITIONS BLDG WAR DEPT

PLAN TO BE IN WASHINGTON NEXT TUESDAY AND WISH TO FURTHER DISCUSS WITH YOU AT THAT TIME THE SUBJECT MATTER OF THE DRAWINGS LEFT WITH YOU SINCERELY

VINCENT BENDIX.

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AAF/AFROM
D-4

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DOD Dir.
5 Apr. & 29 June 1972
By [illegible] NARS, Date 4/5/74

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April 4, 1942

MEMORANDUM FOR: THE ASSISTANT SECRETARY OF WAR FOR AIR

Subject: Reduction in Commitment of All Types of Combat Airplanes.

1. Reference is invited to "secret" communication from this Headquarters under date of April 3, 1942, subject as above.

2. Forwarded herewith are revised tables showing anticipated overages and shortages of airplanes in the Army Air Forces computed in accordance with the agreements resulting from conferences between the Air Staff (Colonel Craig) and the A. C. of S., Operations Division (General Streett); changes are as follows:

a. Exclusion of certain additional necessary training requirements.

b. Addition of 20% of airplanes to be in units as necessary reserve and as part of AAF requirements.

c. Reduction of production estimates by 20% in order to bring them into line with what is estimated will actually be available to deliver to combat units or to send out for Defense Aid.

d. Charts have been extended through first half of calendar year 1943.

e. Defense Aid commitments have been extended at the rate of the commitments to the British in December, 1941, under the Arnold-Portal Agreement.

f. Beyond the commitments of U.K.B. #22, the assumption has been made that additional units activated in 1943 would be equipped for operational training as of the date of scheduled activation and would move into active theaters three months after activation.

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A-1/AS
A-2/AS
A-3/AS
A-4/AS
Plans/AS
Intg/AS
Secret
Munit.
Gr. Sup.
Base S.
War Plans
Ind. Tr
Train. S.
Comm.
Weather
Photo. M&C
Tech. Insp.
Pub. Rel.
Opr. Serv.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Chaplain
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mail C.
A. A. G.
F. A.

f. Augmentation of heavy bombardment groups has been on the basis of four squadrons of twelve planes each, plus three airplanes in the Headquarters Squadron (as recommended by the Director of Bombardment). A proportionate increase in the number of groups to be activated has been made to compensate for the reduced augmentation.

For the Commanding General:

H. P. CURTIS
Colonel, Air Corps
Secretary, Air Staff

Classified
APR 10 1942
AAG

Incl. --
4 Charts, Operational and Material Complements vs Resources (Parent; Heavy, Medium, and Light Bomb Groups)

COPY OF CHARTS ALREADY IN FILE

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HEADQUARTERS, ARMY AIR FORCES

COORDINATION AND ROUTING SLIP

Date 4/6/42

To:	From	To	From	To	From	To	From	To	From	To	From
AFACG		AFAEP		AFRBS		AFTSP		AFAJA		AFMLP	
AFCAS		AFTAI		AFROM	X	AFTSI		AFTBO		AFFTC	
AFDAS		AFDIS		AFRIT		AFPRO		AFBFO		AFAMC	
AFAAP		X AFDMR		AFDTS		AFDOP		AFDMC		AFASC	
AFABI		AFRAD		AFTSC		AFPMP		AFMAG		AFAFC	
AFACT		AFRDB		AFTSW		AFPCP		AFMOP		AFFTC	
AFADS		AFRGS		AFTST		AFTAS		AFMSP			

FOR:
- ___ Approval
- ___ Central Files
- ___ Comment
- ✓ Coordination
- ___ Direct Reply
- ___ Information
- ___ Initials
- ___ Investigation
- ___ Mail by Message Center
- ___ Necessary Action
- ___ Notation and File
- ___ Notation and Return
- ___ Preparation of Reply
- ___ Recommendation
- ___ Return by
- ___ Return to
- ___ Signature
- ___ Signature

Remarks:

It is believed the attached memo should be signed by Gen. Harmon

APR 8 42

Hq. Army A[illegible]
APR 9 1942
AAG Received

APPROVED

Misc 452, 7-28-42

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NND 760
By [illegible] NARS, Date 10/15/76

~~CONFIDENTIAL~~

DECLASSIFIED

March 27, 1942

SUBJECT: Disposition of Aircraft

TO : Commanding General, 3rd Air Force, Tampa, Florida.

1. On March 25, 1942 the Air Inspector, this headquarters, visited through Miami and Jacksonville. He reported that in neither of the above stations was there any evidence of disposition of aircraft.

2. It is desired that you cause an investigation to be conducted in order to determine the reasons for lack of compliance with existing instructions on this subject as shown this checking, and that report be made to this headquarters with statement of action taken by you to preclude the possibility of a recurrence at stations under your control.

By command of Lieutenant General ARNOLD:

M.F.H.

Dispatched 2% AFTAS
APR 10 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Deputy Chief of Staff	A-1	A-2	A-3	A-4	A-Surg.	Inspr.	Statistics	

DECLASSIFIED

~~CONFIDENTIAL~~

AAG/2313-
mab 452.1 (400)

452.1 (400)

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DECLASSIFIED
DOD INS.
E.O. 12958, as amended
By [illegible] NLC-[illegible]
10/5/14

~~SECRET~~

DECLASSIFIED

Requirement for light bombers

RCHB/lmm

1 AFCAS AFADS 1942 4-13

Note approval.

For proper action and coordination with all interested agencies.

Memo for C/AS with Incs "A" & "B"

M.F.H.
C/ A. S.

452.1 (399)

Dispatched
APR 14 1942
AAG

~~SECRET~~

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

	[illegible]	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	[illegible]	[illegible]	

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AAF-29

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TJH/6

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NSC Date 01/5/16

April 7, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Requirement for Light Bombers.

I. Discussion.

1. There is attached hereto an analysis of the requirements for dive bombers, computed on the basis of activation schedule approved by the War Department for 1942 and 1943. Tab A shows the Army requirements for this type of light bomber on the assumption that Defense Aid commitments will be three hundred (300) airplanes per month (These commitments under the Arnold-Portal Agreement for the last half of 1942 average two hundred (200) light bombers per month.) Tab B shows the availability of airplanes by months under the present production plans. It will be noted in this Tab that Northrup, Los Angeles, stops production in February, 1943, for conversion to P-61's.

2. It is the opinion of this Division that the need for dive bombers will not decrease and that production during 1943 should be increased by the amount of the accumulated deficit shown in Tab B.

3. A Board of Officers, consisting of Colonel H. A. Craig, Colonel H. S. Vandenberg, Lt. Colonel Ritchie (for Lt. Colonel Doolittle), and Lt. Colonel Fair, appointed in January 1942 to prepare recommendations and plans relative to the development and procurement of aircraft required for the Victory Program determined:

a. The maximum number of dive bomber types procurable in 1942 on present contracts was 642. (This number included 170 A-25 requested from Navy contracts to replace PBY-5 diversions which have not been approved.)

b. The only possible source of additional interim planes in 1942 was a ground attack dive bomber modification of the NA-P61 proposed by the North American Company, deliveries on which could be made starting in August at 100 or better per month.

II. Action recommended.

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-[illegible]	[illegible] Air Forces	[illegible] Commanding General	[illegible]	[illegible]	[illegible]	[illegible]	Sea-[illegible]	
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AAF-39

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Ans. 45211 (299)

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be directed to initiate conversion project for the P-51 to dive bomber type with a view toward augmenting dive bomber production during 1942.

2. That the Commanding General, Materiel Command, be directed to increase the production of dive bombers during the year 1943 from the present contemplated number of 4,124 to 5,440.

3. That all members of the Air Staff be notified when action has been taken.

III. Concurrences.

Asst. C. of A/S, A-3. ( )
Asst. C. of A/S, Plans. ( )

Incl.:
Tab A.
Tab B.

T. J. HANLEY, JR.,
Colonel, G. S. C.,
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	
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AAF-39

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DOD Dir. 5 Jan. & 30 June 1954
By (2) by ltr. Dtd. 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ DECLASSIFIED

File No. _____

Tally No. AAF _____

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

SUBJECT: Operational and Materiel Commitments vs. Resources.

NO.	FROM	TO	DATE	COMMENTS
2.	AFDAS	AFACT (A-3)	1942 4-6	Noted. For reference and to the Air Adjutant General eventually for file. L. S. K. AFDAS Inclsn/s AFDAS Ltr. cons

452.1 (348)

Hq. Army Air
APR 9 1942
AAG Received

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Page No. _____

Air AG 452.1 (35E)

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DOD ltrs
5 Jan. & 20 June 1974
By [illegible] NC, Date 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. ----------

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

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Tally No. AAF ----------

Afrm S-2612

SUBJECT: Operational and Materiel Commitments vs. Resources

NO.	FROM	TO	DATE	COMMENTS
1	AFROM D-4	AFDAS	1942 4-4	AAF/AFROM ar 1. Forwarded herewith are four charts indicating the estimated shortages of airplanes in the AAF if existing operational and materiel commitments remain in force. 2. Attached charts have been computed on the basis agreed upon between AFAEP and the A. C. of S., Operations Division (General Streett). They include a 25% reserve of airplanes in units as part of AAF requirements. Also, as agreed, production estimates have been reduced by 20% in order to make them coincide with estimates of what will actually be available for delivery to combat units or for shipment overseas under Defense Aid. 3. Defense Aid commitments on attached charts have been extended into 1943 on basis of December commitments to the British under Arnold-Portal agreement. 4. Augmentation of heavy bombardment has been on basis of four squadrons of twelve planes each plus three airplanes in the Headquarters Squadron, as recommended by the Director of Bombardment. A proportionate increase in number of units to be activated has been made to compensate for decreased augmentation. 5. Units have been assumed to be in comat theatres three months after activation. (i. e. new units in 1943) Incl. 4 Charts Op & Mat Commitments vs Resources (Pur, Heavy, Med & Light Bomb Gps) O. S. F. Col., A. C. Dir/W.O.&M. Army APR 6 1942 AAG Received

DECLASSIFIED

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AFA 6452.1 (398)

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OPERATIO

LOCATION		ATTRITION RATE PER MONTH	1942					
			MARCH	APRIL	MAY	JUNE	JULY	AUGUST
Alaska	Strength in Units	10%	2 Sqs	2 Sqs	2 Sqs	2 Sqs	2 Sqs	1 Gp
	Strength in Airplanes		50	50	50	50	50	80
	To Replace Attrition		5	5	5	5	5	8
Hawaii (North Pacific)	Strength in Units	5%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		80	80	80	80	80	80
	To Replace Attrition		4	4	4	4	4	4
Out Post (Island Bases)	Strength in Units	10%	3 Sqs	3 Sqs	3 Sqs	6 Sq	6 Sq	6 Sq
	Strength in Airplanes		75	75	75	150	150	150
	To Replace Attrition		7	8	7	15	15	15
Iceland	Strength in Units	5%	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
	Strength in Airplanes		25	25	25	25	25	25
	To Replace Attrition		1	1	1	1	1	1
Australia (SW Pacific)	Strength in Units	20% (plus 5% for losses en route)	3 Gps	3 Gps	3 Gps	4 Gps	5 Gps	5 Gps
	Strength in Airplanes		240	240	240	320	400	400
	To Replace Attrition		60	60	60	80	10	12
India and China	Strength in Units	20% (plus 5% for losses en route)	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		80	80	80	80	80	80
	To Replace Attrition		20	20	20	20	20	2
Caribbean (Panama)	Strength in Units	5%	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	4 Gps
	Strength in Airplanes		160	160	160	160	160	320
	To Replace Attrition		8	8	8	8	8	1
Offensive U. S. Units in Britain	Strength in Units	20%		2Gps	4 Gps	6 Gps	6 Gps	7 Gps
	Strength in Airplanes			160	320	480	480	560
	To Replace Attrition			16	48	96	96	11
Operational Training for Units Going Overseas	Strength in Units	3%	2 Gps	5 Gps	4 Gps	2 Gps	1 Gp	1 Gp
	Strength in Airplanes		160	400	320	160	80	80
	To Replace Attrition		5	12	10	5	3	3
Unit Training Program (Bradley Plan)	Strength in Units	3%					-	-
	Strength in Airplanes						160	160
	To Replace Attrition						4	
Eastern Defense Command (Including Newfoundland)	Strength in Units	3%				2 Gps	2Gps	2 Gps
	Strength in Airplanes					160	160	160
	To Replace Attrition					4	5	
Western Defense Command	Strength in Units	3%	1Gp	1Gp	2Gps	2Gps	2Gps	2Gps
	Strength in Airplanes		80	80	160	160	160	160
	To Replace Attrition		2	3	4	5	5	

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OPERATIONAL AND MATERIEL CONSTRAINTS TO RESOURCES - PURSUIT (12 & 2E)

DECLASSIFIED DOD Dir. 5 Nov. & 20 June 1974 By [illegible] Date 10/5/76 NLB

SECRET

1942							1943					
JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Sqs	2 Sqs	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
60	60	80	80	80	80	80	105	105	105	105	105	105
5	5	8	8	8	8	8	10	11	10	11	10	11
Sq	1 Sq	1 Sq	1 Sq	3 Sqs	3 Sqs	3Sqs	3 Sqs	3 Sqs	3 Sqs	3 Sqs	3 Sqs	3 Sqs
80	80	80	80	240	240	240	266	290	315	315	315	315
4	4	4	4	12	12	12	13	15	16	16	16	16
Sq	6 Sq	6 Sq	8 Sqs	9 Sqs	9 Sqs	9Sqs	9 Sqs	9 Sqs	9 Sqs	9 Sqs	9 Sqs	9 Sqs
150	150	150	200	225	225	225	225	225	225	225	225	225
15	15	15	20	22	23	22	23	22	23	22	23	22
Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
25	25	25	25	25	25	25	25	25	25	25	25	25
1	1	1	1	1	2	2	2	2	2	2	2	2
Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops	5 Ops
320	400	400	400	400	400	400	425	475	525	525	525	525
80	100	100	100	100	100	100	106	118	131	131	132	132
Ops	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op
80	80	80	80	80	80	80	105	105	105	105	105	105
20	20	20	20	20	20	20	26	26	26	26	27	27
2 Ops	2 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops	4 Ops
160	160	320	320	320	320	320	345	370	420	420	420	420
8	8	16	16	16	16	16	17	18	21	21	21	21
Ops	6 Ops	7 Ops	7 Ops	8 Ops	11 Ops	13 Ops	13 Ops	13 Ops	130ps	16 Ops	190ps	220ps
480	480	560	560	640	880	1040	1140	1240	1365	2000	2375	2750
96	96	112	112	128	176	208	228	248	263	400	475	550
Ops	1 Op	1 Op	4 Ops	50ps	40ps	30ps	4 Ops	30ps	40ps	30ps	40ps	30ps
160	80	80	320	400	420	315	420	315	420	315	420	315
5	3	3	10	12	13	9	12	9	12	9	12	9
	-	-	-	-	-	-	-	-	-	-	-	-
	160	160	160	160	160	160	210	210	210	210	210	210
	4	5	5	5	5	5	6	6	6	6	6	7
Ops	2Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops	2 Ops
160	160	160	160	160	160	160	185	210	210	210	210	210
4	5	5	5	5	5	5	5	6	7	6	6	7
Ops	2Ops	2Ops	3Ops	3Ops	3Ops	3Ops	3Ops	3Ops	3Ops	3Ops	3Ops	3Ops
160	160	160	240	240	240	240	265	290	315	315	315	315
5	5	5	7	7	7	8	8	9	10	10	9	10

DECLASSIFIED DOD Dir. 5 Nov. & 20 June 1974 By [illegible] Date 10/5/76 NLB

U. S. Bomb Disposition Requirements for 1942 (Expenditure) Based on JCS #5 (Extended into 1943)

ATTENTION

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(Monthly Rate)	No Replace Attrition						4	5	5
Eastern Defense Command (Excluding Newfoundland)	Strength in Units	3%				2 Sqs	20ps	2 Sqs	2 Sqs
	Strength in Airplanes					160	160	160	160
	To Replace Attrition					4	5	5	5
Western Defense Command	Strength in Units	3%	1Sq	1Sq	2Sqs	2Sqs	2Sqs	2Sqs	3Sqs
	Strength in Airplanes		80	80	160	160	160	160	240
	To Replace Attrition		2	3	4	5	5	5	7
Observation Units (At 50% T/O Strength)	Strength in Units	5%		9Sqs	18Sqs	24Sqs	36Sqs	42 Sqs	48Sqs
	Strength in Airplanes			63	126	168	252	294	336
	To Replace Attrition			3	6	8	13	15	17
Photo Units	Strength in Units	5%							
	Strength in Airplanes		36	36	36	36	72	72	72
	To Replace Attrition		2	2	2	2	3	4	4
Technical Training Schools	Strength in Units	0	-	-	-	-	-	-	-
	Strength in Airplanes		94	135	180	270	260	300	34
	To Replace Attrition		-	-	-	-	-	-	-
Training Replacement Crews	Strength in Units	3%							
	Strength in Airplanes		107	128	164	243	270	301	330
	To Replace Attrition		3	4	5	7	8	9	9
Training Program (Advanced Schools)	Strength in Units	3%	-	-	-	-	-	-	-
	Strength in Airplanes		60	120	180	240	300	360	420
	To Replace Attrition		18	18	18	18	18	18	18
Monthly Attrition			135	164	198	278	338	342	366
Required to Replace Attrition (Cumulative)			135	299	497	776	1083	1423	1770
Initial Requirement in Units (Cumulative)			1247	1832	2196	2232	3139	3582	4103
85% Reserve Requirements in Units			288	424	504	628	720	821	941
TOTAL AAF REQUIREMENTS (Cumulative)			1670	2555	3197	4136	4942	5826	6803
			+ 508	-215	-695	-1536	-2176	-2907	-3595

	On Hand 2/28/42							
Available to meet AAF requirements (cumulative)	2018	2178	2340	2542	2600	2766	2919	3228
Less U. A. Commitments (Cumulative)		444	860	1218	1794	2288	2826	3228
Estimated Resources from U. S. Production	On Hand 2018	2622	3200	3780	4394	5054	5747	6466
Estimated Total Deliveries - Monthly		756	722	725	767	826	866	898
NH 80; Army Contracts Adjusted by 275 Airplanes to Compensate for estimated combat Material shortages — Army Contracts		187	134	195	355	418	558	658
Army Defense Aid		370	454	406	288	366	268	200
British Contracts		199	134	124	124	42	40	40

* 4 of 80 for February 28, 1942 reduced by 20% in order to adjust the difference in production estimates and planning estimates in regard to airplanes actually to be delivered ready for combat to units.

Dir. of War Organization Movement

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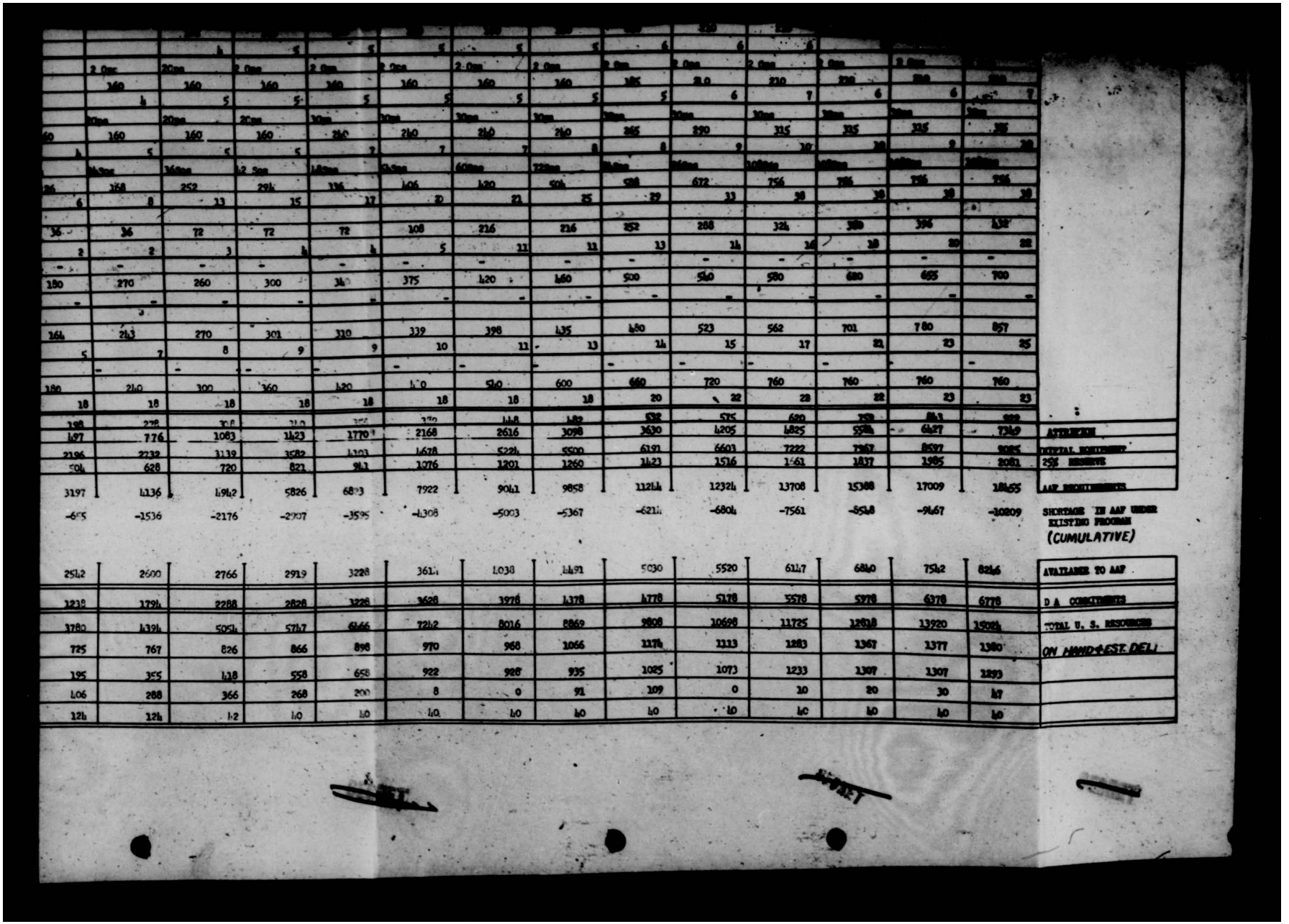

3197	4136	4942	5826	6803	7922	9041	9858	11244	12324	13708	15388	17009	18455
-695	-1536	-2176	-2907	-3595	-4308	-5003	-5367	-6214	-6804	-7561	-8548	-9467	-10209
2512	2600	2766	2919	3228	3614	4038	4491	5030	5520	6147	6840	7542	8246
1218	1794	2288	2828	3228	3628	3978	4378	4778	5178	5578	5978	6378	6778
1780	4394	5054	5747	6466	7242	8016	8869	9808	10698	11725	12918	13920	15024
725	767	826	866	898	970	968	1066	1174	1113	1283	1367	1377	1380
195	355	418	558	658	922	928	935	1025	1073	1233	1307	1307	1293
406	288	366	268	200	8	0	91	109	0	10	20	30	47
124	124	42	40	40	40	40	40	40	40	40	40	40	40

ATTRITION
TOTAL ACTIVE
25% RESERVE
AAF REQUIREMENTS
SHORTAGE IN AAF UNDER EXISTING PROGRAM (CUMULATIVE)
AVAILABLE TO AAF
D A COMMITMENTS
TOTAL U. S. RESOURCES
ON HAND & EST. DELI

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(At 50% T/O Strength)	Strength in Airplanes			63	126	168	252	294	336
	To Replace Attrition			3	6	8	13	15	17
Photo Units	Strength in Units	5%	36	36	36	36	72	72	72
	Strength in Airplanes		- 2	2	(illegible) 2	2	3	4	4
	To Replace Attrition								
Technical Training Schools	Strength in Units	0	-	-	-	-	-	-	-
	Strength in Airplanes		94	135	180	270	260	300	34
	To Replace Attrition		-	-	-	-	-	-	-
Training Replacement Crews	Strength in Units	3%							
	Strength in Airplanes		127	128	164	243	270	301	310
	To Replace Attrition		3	4	5	7	8	9	9
Training Program (Advanced Schools)	Strength in Units	3%	-	-	-	-	-	-	-
	Strength in Airplanes		60	120	180	240	300	360	420
	To Replace Attrition		18	18	18	18	18	18	18
Monthly Attrition			135	164	198	278	[illegible]	210	355
Required to Replace Attrition (Cumulative)			135	299	497	776	1083	1423	1770
Initial Requirement in Units (Cumulative)			1247	1832	2196	2232	3139	3582	4103
25% Reserve Requirements in Units			248	424	504	628	720	821	941
TOTAL AAF REQUIREMENTS (Cumulative)			1670	2555	3197	4136	4942	5826	6813
			+ 508	-215	-655	-1536	-2176	-2907	-3595

		On Hand 2/28/42 2018						
Available to meet AAF requirements (cumulative)			2178	2340	2542	2600	2766	2919	3220
Less D. A. Commitments (Cumulative)			444	860	1238	1794	2288	2828	3228
Estimated Resources from U. S. Production Estimated Rates Reduced 20%*		On Hand 2018	2622	3200	3780	4334	5054	5747	6466
Estimated Total Deliveries - Monthly			756	722	725	767	826	866	898
PM 80; Army Contracts Adjusted by 27% Airplanes to Compensate for estimated combat Materiel shortages	Army Contracts		187	134	195	355	418	558	658
	Army Defense Aid		370	454	406	288	366	268	200
	British Contracts		199	134	124	124	42	40	40

4 in 4-80 for February, [illegible], 1942 reduced by 20% in order to adjust the difference in production estimates and planning estimates in regard to airplanes actually to be delivered for combat to units.

Dir. of Transportation Movement

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252	294	336	406	420	504	588	672	756	756	756	756
13	15	17	20	21	25	29	33	38	38	38	38
72	72	72	108	216	216	252	288	324	360	396	432
3	4	4	5	11	11	13	14	16	18	20	22
-	-	-	-	-	-	-	-	-	-	-	-
260	300	34	375	420	460	500	540	580	620	655	700
-	-	-	-	-	-	-	-	-	-	-	-
270	301	310	339	398	435	460	523	562	701	780	857
8	9	9	10	11	13	14	15	17	21	23	25
-	-	-	-	-	-	-	-	-	-	-	-
300	360	420	480	540	600	660	720	760	760	760	760
18	18	18	18	18	18	20	22	22	22	23	23
300	312	356	370	448	482	532	575	620	759	843	922
1083	1423	1770	2168	2616	3098	3630	4205	4825	5584	6427	7349	ATTRITION
1139	1682	1103	1678	5224	5500	6191	6603	7222	7967	8597	9085	INITIAL REQUIREMENT
720	821	911	1076	1201	1260	1423	1516	1761	1837	1985	2081	25% RESERVE
4942	5826	6893	7922	9041	9858	11214	12324	13708	15388	17009	18455	AAF REQUIREMENTS
-2176	-2307	-3595	-4308	-5003	-5367	-6211	-6804	-7561	-8548	-9467	-10209	SHORTAGE IN AAF UNDER EXISTING PROGRAM (CUMULATIVE)
2766	2919	3228	3614	4038	4491	5030	5520	6147	6840	7542	8246	AVAILABLE TO AAF
2288	2828	3228	3628	3978	4378	4778	5178	5578	5978	6378	6778	D A COMMITMENTS
5054	5747	6466	7242	8016	8869	9808	10698	11725	12818	13920	15024	TOTAL U. S. RESOURCES
826	866	898	970	968	1066	1174	1113	1283	1367	1377	1380	ON HAND+EST. DELI
418	558	658	922	928	935	1025	1073	1233	1307	1307	1293	
366	268	200	8	0	91	109	0	10	20	30	47	
42	40	40	40	40	40	40	40	40	40	40	40	

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OPERATIONAL [illegible] UNITS vs [illegible]

Location		Attrition Rate Per Month	1942							
			March	April	May	June	July	August	September	October
Alaska	Strength in Units	10%			1 Sq	1 Sq	1 Sq	1 Gp	1 Gp	1 Gp
	Strength in Airplanes				8	8	8	35	35	35
	To Replace Attrition				1	1	1	3	4	3
Hawaii (North Pacific)	Strength in Units	5%	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
	Strength in Airplanes		70	70	70	70	70	70	70	70
	To Replace Attrition		3	4	3	4	3	4	3	4
Outposts (Island Bases)	Strength in Units	10%								1 Sq
	Strength in Airplanes									8
	To Replace Attrition									1
Australia (S. W. Pacific)	Strength in Units	20%	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
	Strength in Airplanes		70	70	70	70	70	70	70	70
	To Replace Attrition		14	14	14	14	14	14	14	14
India & China	Strength in Units	20%				1 Gp + 2 Sqs	1 Gp + 2 Sqs	1 Gp + 2 Sqs	1 Gp + 2 Sqs	1 Gp + 2 Sqs
	Strength in Airplanes					51	51	51	51	51
	To Replace Attrition					10	10	10	10	10
Caribbean	Strength in Units	5%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		35	35	35	35	35	35	35	35
	To Replace Attrition			1	2	2	2	2	2	2
Offensive U. S. Units in Britain	Strength in Units	20%			2 Gps	3 Gps	5 Gps	7 Gps	7 Gps	11 Gps
	Strength in Airplanes				70	105	175	245	245	385
	To Replace Attrition				14	21	35	49	49	67
Operational Training for Units Going Overseas	Strength in Units	3%	2 Gps	3 Gps	1 Gp	4 Gps	2 Gps	4 Gps	4 Gps	4 Gps
	Strength in Airplanes		70	105	35	140	70	140	140	140
	To Replace Attrition		2	3	1	5	2	4	4	4
Unit Training Program (Bradley Plan)	Strength in Units	3%	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps
	Strength in Airplanes		140	140	140	140	140	140	140	140
	To Replace Attrition		-	4	4	4	4	4	4	4
Eastern Defense Command (Including Newfoundland)	Strength in Units	3%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		35	35	35	35	35	35	35	35
	To Replace Attrition		1	1	1	1	1	1	1	1
[illegible] Defense Command	Strength in Units	3%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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...GAL AND MATERIEL ... vs RESISTORS - HEAVY BOMBARDMENT

...ugust	September	October	November	December	1943 January	February	March	April	May	June
...p	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
35	35	35	35	35	51	51	51	51	51	51
3	4	3	4	3	5	5	5	5	5	6
...ps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
70	70	70	70	70	86	102	102	102	102	102
4	3	4	3	4	4	5	5	5	5	5
		1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
		8	8	8	12	12	12	12	12	12
		1	1	1	1	1	1	1	1	2
...ps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
...70	70	70	70	70	86	102	102	102	102	102
1	14	14	14	14	17	20	20	20	20	20
...p + ...ps	1 Gp + 2 Gps	1 Gp + 2 Gps	1 Gp + 2 Gps	1 Gp + 2 Gps	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
51	51	51	51	51	51	51	51	51	51	51
10	10	10	10	11	11	11	11	11	11	11
...ps	1 Gp	1 Gp	1 Gp	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
35	35	35	35	70	86	102	102	102	102	102
2	2	2	2	3	4	5	5	5	5	5
...ps	7 Gps	11 Gps	11 Gps	15 Gps	15 Gps	15 Gps	16 Gps	17 Gps	18 Gps	21 Gps
245	245	385	385	525	605	685	816	867	918	1071
49	49	67	67	95	121	127	163	173	183	214
...ps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps
140	140	140	140	140	204	204	204	204	204	204
4	4	4	4	5	6	6	6	6	6	7
...ps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps	4 Gps
140	140	140	140	140	204	204	204	204	204	204
4	4	4	5	5	6	6	6	6	6	7
	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
35	35	35	35	35	51	51	51	51	51	51
1	1	1	1	1	1	2	1	2	1	2
	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp

U. S. Unit Disposition And Attrition Requirements For 1942

Based on J.C.S. #23 (Extended into 1943)

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OPERATIONAL AND MATERIAL COMMITMENTS vs RESO

LOCATION		Attr. Rate Per Month	1942							
			March	April	May	June	July	August	September	
Alaska	Strength in Units	10%	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1
	Strength in Airplanes		18	18	18	18	18	18	18	
	To Replace Attrition		1	1	2	2	2	2	2	
Hawaii (North Pacific)	Strength in Units		-	-	-	-	-	-	-	-
	Strength in Airplanes		-	-	-	-	-	-	-	
	To Replace Attrition		-	-	-	-	-	-	-	
Australia (S. W. Pacific)	Strength in Units	20%	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2
	Strength in Airplanes		114	114	114	114	114	114	114	
	To Replace Attrition		22	22	23	23	23	23	23	
India & China	Strength in Units		-	-	-	-	-	-	-	-
	Strength in Airplanes		-	-	-	-	-	-	-	
	To Replace Attrition		-	-	-	-	-	-	-	-
Caribbean	Strength in Units	5%		1 Gp.	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1
	Strength in Airplanes			57	57	57	57	57	57	
	To Replace Attrition			2	3	3	3	3	3	
Iceland	Strength in Units	5%	-	-	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	
	Strength in Airplanes		- -	- -	13	13	13	13	13	
	To Replace Attrition		- -	- -	1	0	1	0	0	
Ascension, Liberia	Strength in Units	5%	-	-	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	
	Strength in Airplanes		-	-	13	13	13	13	13	
	To Replace Attrition		-	-	1	0	1	0	1	
Offensive (U. S. Units in Britain)	Strength in Units	20%		1 Gp	1 Gp	1 Gp	2 Gps.	2 Gps.	4 Gps.	
	Strength in Airplanes			57	57	57	114	114	228	
	To Replace Attrition			11	11	12	23	23	45	
Operational Training For Units Going Overseas	Strength in Units	3%	1 Gp	-	1 Gp	1 Gp	2 Gps	4 Gps.	2 Gps.	
	Strength in Airplanes		57	-	57	57	114	228	114	
	To Replace Attrition		2	-	2	2	3	7	3	
Training Program (Adaptation of Bradley Plan To Existing Establishment)	Strength in Units	3%				-	-	-	-	
	Strength in Airplanes					57	114	114	114	
	To Replace Attrition					2	4	4	2	
Eastern Defense Command	Strength in Units	3%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp.	
	Strength in Airplanes		57	57	57	57	57	57	57	
	To Replace Attrition		1	1	1	2	2	2	2	
Western Defense Command	Strength in Units									

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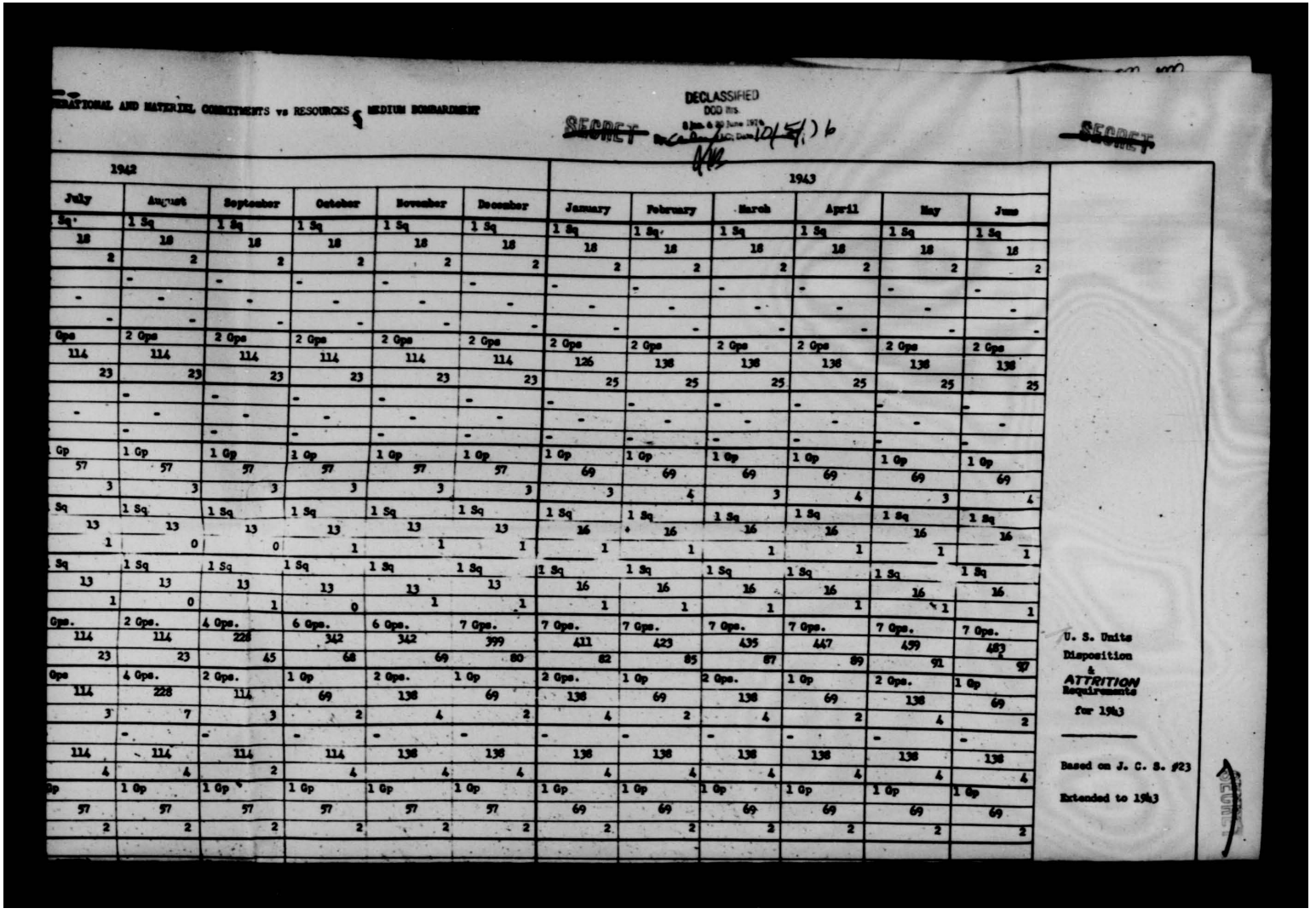

ERATIONAL AND MATERIEL COMMITMENTS vs RESOURCES § MEDIUM BOMBARDMENT

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1942						1943					
July	August	September	October	November	December	January	February	March	April	May	June
Sq.	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
18	18	18	18	18	18	18	18	18	18	18	18
2	2	2	2	2	2	2	2	2	2	2	2
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
114	114	114	114	114	114	126	138	138	138	138	138
23	23	23	23	23	23	25	25	25	25	25	25
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
57	57	57	57	57	57	69	69	69	69	69	69
3	3	3	3	3	3	3	4	3	4	3	4
Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
13	13	13	13	13	13	16	16	16	16	16	16
1	0	0	1	1	1	1	1	1	1	1	1
Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
13	13	13	13	13	13	16	16	16	16	16	16
1	0	1	0	1	1	1	1	1	1	1	1
Gps.	2 Gps.	4 Gps.	6 Gps.	6 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.
114	114	228	342	342	399	411	423	435	447	459	483
23	23	45	68	69	80	82	85	87	89	91	97
Gps	4 Gps.	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp
114	228	114	69	138	69	138	69	138	69	138	69
3	7	3	2	4	2	4	2	4	2	4	2
-	-	-	-	-	-	-	-	-	-	-	-
114	114	114	114	138	138	138	138	138	138	138	138
4	4	2	4	4	4	4	4	4	4	4	4
Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
57	57	57	57	57	57	69	69	69	69	69	69
2	2	2	2	2	2	2	2	2	2	2	2

U. S. Units
Disposition
&
ATTRITION
Requirements
for 1943

Based on J. C. S. #23

Extended to 1943

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LOCATION		Attr. Rate Per Month	1942						
			March	April	May	June	July	August	
Alaska	Strength in Units	10%	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	
	Strength in Airplanes		18	18	18	18	18	18	
	To Replace Attrition		1	1	2	2	2	2	
Hawaii (North Pacific)	Strength in Units		-	-	-	-	-	-	
	Strength in Airplanes		-	-	-	-	-	-	
	To Replace Attrition		-	-	-	-	-	-	
Australia (S. W. Pacific)	Strength in Units	20%	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	
	Strength in Airplanes		114	114	114	114	114	114	
	To Replace Attrition		22	22	23	23	23	23	
India & China	Strength in Units		-	-	-	-	-	-	
	Strength in Airplanes		-	-	-	-	-	-	
	To Replace Attrition		-	-	-	-	-	-	
Caribbean	Strength in Units	5%		1 Gp.	1 Gp	1 Gp	1 Gp	1 Gp	
	Strength in Airplanes			57	57	57	57	57	
	To Replace Attrition			2	3	3	3	3	
Iceland	Strength in Units	5%	-	-	1 Sq	1 Sq	1 Sq	1 Sq	
	Strength in Airplanes		- -	-	13	13	13	13	
	To Replace Attrition		- -	- -	1	0	1	0	
Ascension, Liberia	Strength in Units	5%	-	-	1 Sq	1 Sq	1 Sq	1 Sq	
	Strength in Airplanes		-	-	13	13	13	13	
	To Replace Attrition		-	-	1	0	1	0	
Offensive (U. S. Units in Britain)	Strength in Units	20%		1 Gp	1 Gp	1 Gp	2 Gps.	2 Gps.	
	Strength in Airplanes			57	57	57	114	114	
	To Replace Attrition			11	11	12	23	23	
Operational Training For Units Going Overseas	Strength in Units	3%	1 Gp	-	1 Gp	1 Gp	2 Gps	4 Gps.	
	Strength in Airplanes		57	-	57	57	114	228	
	To Replace Attrition		2	-	2	2	3	7	
Training Program (Adaptation of Bradley Plan To Modern Requirements)	Strength in Units	3%				-	-	-	
	Strength in Airplanes					57	114	114	
	To Replace Attrition					2	4	4	
Eastern Defense Command	Strength in Units	3%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1
	Strength in Airplanes		57	57	57	57	57	57	
	To Replace Attrition		1	1	1	2	2	2	
Western Defense Command	Strength in Units								

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DOD Dir. 5 Jan. & 30 June 1971
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1942								1943					
May	June	July	August	September	October	November	December	January	February	March	April	May	June
	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
18	18	18	18	18	18	18	18	18	18	18	18	18	18
2	2	2	2	2	2	2	2	2	2	2	2	2	2
	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps	2 Gps
114	114	114	114	114	114	114	114	126	138	138	138	138	138
23	23	23	23	23	23	23	23	25	25	25	25	25	25
	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
57	57	57	57	57	57	57	57	69	69	69	69	69	69
3	3	3	3	3	3	3	3	3	4	3	4	3	4
	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
13	13	13	13	13	13	13	13	16	16	16	16	16	16
1	0	1	0	0	1	1	1	1	1	1	1	1	1
	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	1 Sq
13	13	13	13	13	13	13	13	16	16	16	16	16	16
1	0	1	0	1	0	1	1	1	1	1	1	1	1
	1 Gp	2 Gps.	2 Gps.	4 Gps.	6 Gps.	6 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.	7 Gps.
57	57	114	114	228	342	342	399	411	423	435	447	459	483
11	12	23	23	45	68	69	80	82	85	87	89	91	97
	1 Gp	2 Gps	4 Gps.	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp	2 Gps.	1 Gp
57	57	114	228	114	69	138	69	138	69	138	69	138	69
2	2	3	7	3	2	4	2	4	2	4	2	4	2
	-	-	-	-	-	-	-	-	-	-	-	-	-
	57	114	114	114	114	138	138	138	138	138	138	138	138
	2	4	4	2	4	4	4	4	4	4	4	4	4
	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Op	1 Gp	1 Gp	1 Gp	1 Gp	1 Op	1 Gp
57	57	57	57	57	57	57	57	69	69	69	69	69	69
1	2	2	2	2	2	2	2	2	2	2	2	2	2

U. S. Units
Disposition
&
ATTRITION
Requirements
for 1943

Based on J. C. S. 923

Extended to 1943

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Continental Training Air Units Being Organized	Strength in Units	3%	1 Gp	-	1 Gp	1 Gp	3 Gps	4 Gps.	3 Gps.
	Strength in Airplanes		57	-	57	57	114	228	114
	To Replace Attrition		2	-	2	2	3	7	5
Training Squads (Operational Training Units)	Strength in Units	3%				-	-	-	-
	Strength in Airplanes					57	114	114	114
	To Replace Attrition					2	4	4	2
Eastern Defense Command	Strength in Units	3%	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes		57	57	57	57	57	57	57
	To Replace Attrition		1	1	1	2	2	2	2
Western Defense Command	Strength in Units								
	Strength in Airplanes						(NONE)		
	To Replace Attrition								
Photo & Mapping Units	Strength in Units	5%	-	-	-	-	-	-	-
	Strength in Airplanes		18	18	30	42	72	84	84
	To Replace Attrition		1	1	1	2	4	4	4
Units Activated But Uncommitted	Strength in Units	3%							
	Strength in Airplanes								
	To Replace Attrition								
Technical Training Schools	Strength in Units	0	-	-	-	-	-	-	-
	Strength in Airplanes		24	35	45	55	65	75	85
	To Replace Attrition		-	-	-	-	-	-	-
Replacement Crews	Strength in Units	3%	-						
	Strength in Airplanes		24	36	41	42	57	55	78
	To Replace Attrition		-	1	1	1	2	2	3
Monthly Attrition			27	39	46	49	68	70	98
Required To Replace Attrition (Cumulative)		27	88	66	112	161	229	299	387
Required Initial Equipment In Units (Cumulative)			312	392	502	582	808	947	975
25 Per Cent Reserve Requirement In Units (Cumulative)			78	89	[illegible]	[illegible]	[illegible]	217	[illegible]
TOTAL AAF REQUIREMENTS (Cumulative)			411	547	728	875	1,[illegible]	1,[illegible]	1,[illegible]
			89	271	441	526	809	934	952
Available To Meet AAF Requirements (Cumulative)*	On Hand 2-28-42 325		322	276	287	349	414	524	633
Less D. A. Commitments (Cumulative)	On Hand		113	311	512	713	922	1,111	1,320
Estimated Resources From U. S. Production Estimated Deliveries Reduced By 20% *	Feb. 28, 1942 325		435	587	799	1,062	1,336	1,635	1,953
Estimated Total Deliveries - Monthly			138	190	264	330	342	374	397
RMSO Army Contracts adjusted by 40 airplanes to compensate for estimated combat materiel shortages	Army Contracts		98	140	204	260	280	303	322
	Army Defense Aid Contracts							1	5
	Foreign Contracts		40	50	60	70	62	70	70

* R M 50 for February 28, 1942 reduced by 20% in order to adjust the difference in production estimates and planning estimates in regard to airplanes actually to be delivered [illegible] combat to units.

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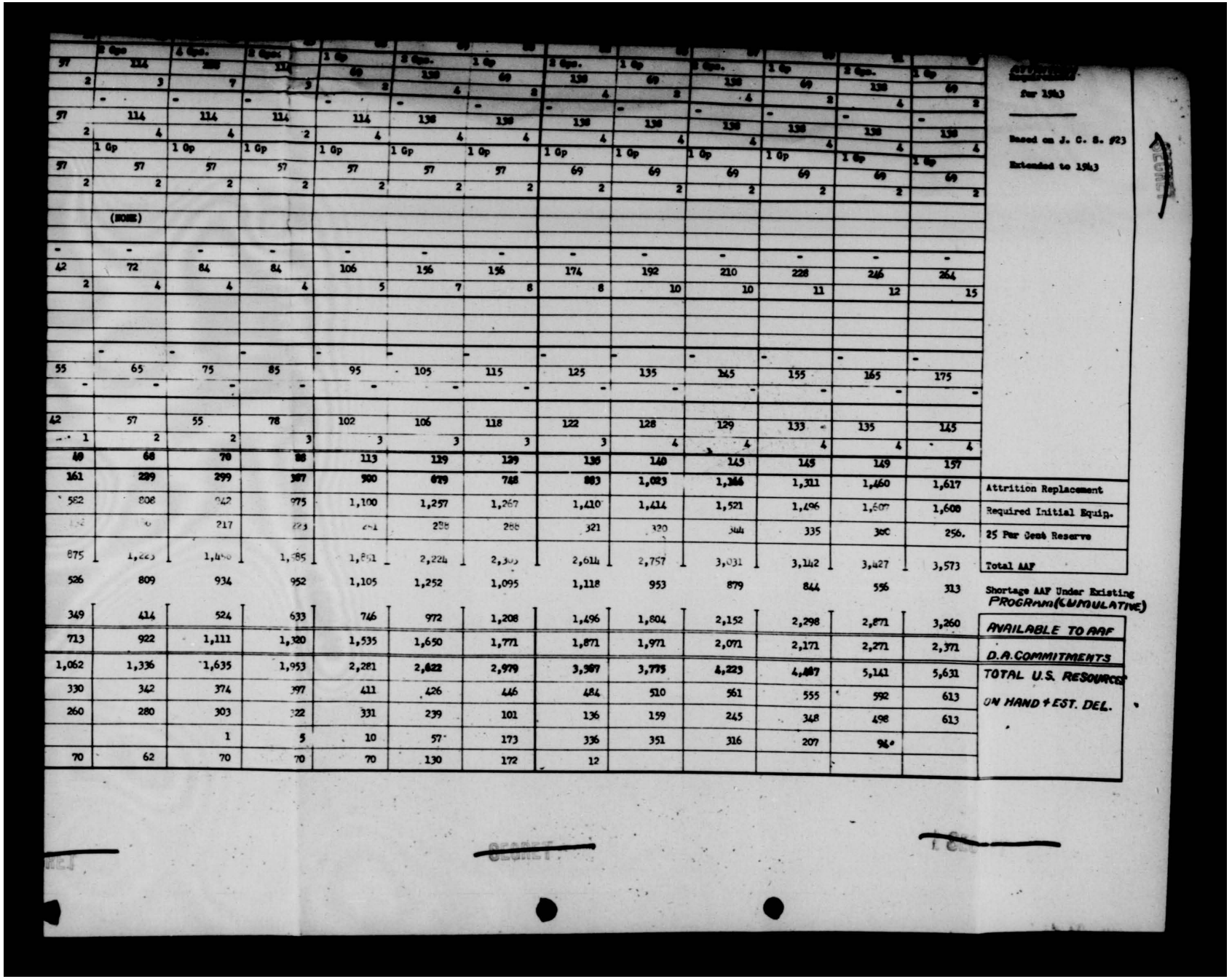

57	114	114	114	114	138	138	138	138	138	138	138	138	
2	4	4	2	4	4	4	4	4	4	4	4	4	
	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	
57	57	57	57	57	57	57	69	69	69	69	69	69	
2	2	2	2	2	2	2	2	2	2	2	2	2	
	(NONE)												
-	-	-	-	-	-	-	-	-	-	-	-	-	
42	72	84	84	106	156	156	174	192	210	228	246	264	
2	4	4	4	5	7	8	8	10	10	11	12	15	
-	-	-	-	-	-	-	-	-	-	-	-	-	
55	65	75	85	95	105	115	125	135	145	155	165	175	
-	-	-	-	-	-	-	-	-	-	-	-	-	
42	57	55	78	102	106	118	122	128	129	133	135	145	
1	2	2	3	3	3	3	3	4	4	4	4	4	
40	68	70	88	113	129	129	136	140	145	145	149	157	
161	239	299	387	500	679	748	883	1,023	1,166	1,311	1,460	1,617	Attrition Replacement
582	808	942	975	1,100	1,257	1,267	1,410	1,414	1,521	1,496	1,607	1,608	Required Initial Equip.
[illegible]	[illegible]	217	[illegible]	[illegible]	288	288	321	320	344	335	300	256.	25 Per Cent Reserve
875	1,223	1,458	1,385	1,861	2,224	2,303	2,614	2,757	3,031	3,142	3,427	3,573	Total AAF
526	809	934	952	1,105	1,252	1,095	1,118	953	879	844	556	313	Shortage AAF Under Existing PROGRAM (CUMULATIVE)
349	414	524	633	746	972	1,208	1,496	1,804	2,152	2,298	2,871	3,260	AVAILABLE TO AAF
713	922	1,111	1,320	1,535	1,650	1,771	1,871	1,971	2,071	2,171	2,271	2,371	D.A. COMMITMENTS
1,062	1,336	1,635	1,953	2,281	2,622	2,979	3,367	3,775	4,223	4,487	5,141	5,631	TOTAL U.S. RESOURCES
330	342	374	397	411	426	446	484	510	561	555	592	613	ON HAND & EST. DEL.
260	280	303	322	331	239	101	136	159	245	348	498	613	
		1	5	10	57	173	336	351	316	207	94		
70	62	70	70	70	130	172	12						

for 1943

Based on J. C. S. 923

Extended to 1943

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	To Replace Attrition								
Photo & Mapping Units	Strength in Units	5%	-	-	-	-	-	-	-
	Strength in Airplanes		18	18	30	42	72	84	84
	To Replace Attrition		1	1	1	2	4	4	4
Units Activated But Uncommitted	Strength in Units	3%							
	Strength in Airplanes								
	To Replace Attrition								
Technical Training Schools	Strength in Units	0	-	-	-	-	-	-	-
	Strength in Airplanes		24	35	45	55	65	75	85
	To Replace Attrition		-	-	-	-	-	-	-
Replacement Crews	Strength in Units	3%	-						
	Strength in Airplanes		24	36	41	42	57	55	78
	To Replace Attrition		-	1	1	1	2	2	3
Monthly Attrition			27	39	46	49	68	70	98
Required To Replace Attrition (Cumulative)		27	88	66	112	161	229	299	397
Required Initial Equipment In Units (Cumulative)			312	392	502	552	808	942	775
25 PerCent Reserve Requirement In Units (Cumulative)			74	89	111	[illegible]	[illegible]	217	[illegible]
TOTAL AAF REQUIREMENTS (Cumulative)			411	547	728	875	1,2[illegible]	1,4[illegible]	1,[illegible]
			89	271	441	526	809	934	952
Available To Meet AAF Requirements (Cumulative)*		On Hand 2-28-42 325	322	276	287	349	414	524	633
Less D. A. Commitments (Cumulative)		On Hand	113	311	512	713	922	1,111	1,320
Estimated Resources From U. S. Production Estimated Deliveries Reduced By 20%		Feb. 28, 1942 325	435	587	799	1,062	1,336	1,635	1,953
Estimated Total Deliveries - Monthly			138	190	264	330	342	374	397
RMSO Army Contracts adjusted by 40 airplanes to compensate for estimated combat materiel shortages	Army Contracts		98	140	204	260	280	303	322
	Army Defense Aid Contracts							1	5
	Foreign Contracts		40	50	60	70	62	70	70

* R M SO for February 28, 1942 reduced by 20% in order to adjust the difference in production estimates and planning estimates in regard to airplanes actually to be delivered ready for combat to units.

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18	30	42	72	84	84	106	156	156	174	192	210	228	246	264	
1	1	2	4	4	4	5	7	8	8	10	10	11	12	15	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
35	45	55	65	75	85	95	105	115	125	135	145	155	165	175	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
36	41	42	57	55	78	102	106	118	122	128	129	133	138	145	
1	1	1	2	2	3	3	3	3	3	4	4	4	4	4	
80	46	80	88	70	88	113	129	139	138	140	145	145	145	157	
66	112	161	289	299	387	500	629	788	883	1,023	1,166	1,311	1,460	1,617	Attrition Replacement
392	502	562	808	942	975	1,100	1,257	1,267	1,410	1,414	1,521	1,496	1,507	1,608	Required Initial Equip.
89	[illegible]	[illegible]	[illegible]	217	223	[illegible]	288	288	321	320	344	335	380	256.	25 Per Cent Reserve
547	728	875	1,223	1,450	1,585	1,851	2,224	2,300	2,614	2,757	3,031	3,142	3,427	3,573	Total AAF
271	441	526	809	934	952	1,105	1,252	1,095	1,118	953	879	844	556	313	Shortage AAF Under Existing PROGRAM (CUMULATIVE)
276	287	349	414	524	633	746	972	1,208	1,496	1,804	2,152	2,298	2,871	3,260	AVAILABLE TO AAF
311	512	713	922	1,111	1,320	1,535	1,650	1,771	1,871	1,971	2,071	2,171	2,271	2,371	D.A. COMMITMENTS
587	799	1,062	1,336	1,635	1,953	2,281	2,622	2,979	3,367	3,775	4,223	4,887	5,141	5,631	TOTAL U.S. RESOURCES
190	264	330	342	374	397	411	426	446	484	510	561	555	592	613	ON HAND + EST. DEL.
140	204	260	280	303	322	331	239	101	136	159	245	348	498	613	
				1	5	10	57	173	336	351	316	207	94		
50	60	70	62	70	70	70	130	172	12						

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OPERATIONAL AND MATERIAL

Location		Attrition Rate per Month	1942 March	April	May	June	July	August
Alaska	Strength in Units							
	Strength in Airplanes							
	To Replace Attrition							
Hawaii	Strength in Units		1 Sq	1 Sq	1 Sq	1 Sq	1 Sq	2 Sq
	Strength in Airplanes	5%	13	13	13	13	13	13
	To Replace Attrition		1	0	1	0	1	0
Iceland	Strength in Units							
	Strength in Airplanes							
	To Replace Attrition							
Australia and S. W. Pacific	Strength in Units		1 Gp	1 Gp	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes	20%	57	57	57	57	57	57
	To Replace Attrition		11	11	11	11	11	11
India and China	Strength in Units							
	Strength in Airplanes							
	To Replace Attrition							
Caribbean	Strength in Units		1 Sq	1 Sq	1 Gp	1 Gp	1 Gp	1 Gp
	Strength in Airplanes	5%	13	13	57	57	57	57
	To Replace Attrition		1	1	2	1	2	3
OFFENSIVE U. S. Units in Britain	Strength in Units			1 Gp	2 Gps	3 Gps	3 Gps	4 Gps
	Strength in Airplanes	20%		57	114	171	171	228
	To Replace Attrition			6	23	34	34	45
Operational Training for Units going Overseas	Strength in Units		2 Gps	2 Gps	1 Gp	1 Gp	2 Gps	3 Gps
	Strength in Airplanes	3%	114	114	57	57	114	171
	To Replace Attrition		3	4	2	2	3	5
Training Program (Adaptation of Bradley Plan to Light Bombardment)	Strength in Units							
	Strength in Airplanes	3%			57	57	57	57
	To Replace Attrition				1	2	2	2
Eastern Defense Command	Strength in Units							
	Strength in Airplanes							
	To Replace Attrition							
Western Defense Command	Strength in Units							
	Strength in Airplanes	3%						
	To Replace Attrition							
	Strength in Units							

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OPERATIONAL AND MATERIAL REQUIREMENTS vs RESOURCES - LIGHT BOMBARDMENT (1 Eng & 2 Eng)

1942							1943					
June	July	August	September	October	November	December	January	February	March	April	May	June
	1 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq	2 Sq
13	13	13	13	13	13	13	13	13	13	13	13	13
0	1	0	1	0	1	1	1	1	1	1	1	1
	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op
57	57	57	57	57	57	57	57	57	57	57	57	57
11	11	11	12	12	12	12	12	12	12	12	12	12
	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op	1 Op
57	57	57	57	57	57	57	57	57	57	57	57	57
1	1	2	3	3	1	1	1	1	1	3	3	3
	3 Ops	4 Ops	5 Ops	7 Ops	7 Ops	7 Ops	7 Ops	7 Ops	8 Ops	9 Ops	11 Ops	12 Ops
171	171	228	285	339	399	399	399	399	456	513	627	684
34	34	45	57	80	80	80	80	80	91	102	125	137
	2 Ops	3 Ops	3 Ops + 2 Sqs	1 Op + 2 Sqs	1 Op + 2 Sqs	1 Op + 2 Sqs	1 Op	2 Ops	3 Ops	3 Ops	2 Ops	3 Ops
57	114	171	237	83	83	83	57	114	171	171	114	171
2	3	5	7	3	2	3	2	3	5	5	3	5
	57	57	114	114	114	114	114	114	114	114	114	114
2	2	2	3	3	4	3	3	3	3	3	3	3

(NONE)

U. S. Unit
Disposition and ATTRITION Requirements
for
1942
Based J. C. S. 923
(Extended into 1943).

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U. S. Units in Britain	Strength in Airplanes	20%		57	114	171	171	228	285
	To Replace Attrition			6	23	34	34	45	
Operational Training for Units going Overseas	Strength in Units	3%	2 Gps	2 Gps	1 Gp	1 Gp	2 Gps	1 Gps	1 Gps + 2
	Strength in Airplanes		114	114	57	57	114	171	237
	To Replace Attrition		3	4	2	2	3	5	
Training Program (Adaptation of Bradley Plan to Light Bombardment)	Strength in Units	3%							
	Strength in Airplanes				57	57	57	57	114
	To Replace Attrition				1	2	2	2	
Eastern Defense Command	Strength in Units								
	Strength in Airplanes								
	To Replace Attrition								
Western Defense Command	Strength in Units	3%							
	Strength in Airplanes								
	To Replace Attrition								
Bombardier and Gunnery Schools	Strength in Units	3%							
	Strength in Airplanes		30	30	60	90	120	150	180
	To Replace Attrition		1	1	2	3	4	5	6
Observation Units	Strength in Units	5%		9 Sqs	18 Sqs	24 Sqs	36 Sqs	42 Sqs	42 Sqs
	Strength in Airplanes			27	54	72	108	126	144
	To Replace Attrition			1	3	4	5	6	
Technical Training Schools	Strength in Units	0							
	Strength in Airplanes		24	35	45	55	65	75	85
	To Replace Attrition								
Training Replacement Crews	Strength in Units	3%							
	Strength in Airplanes		13	19	40	52	53	65	79
	To Replace Attrition		0	1	1	1	2	2	2
Monthly Attrition			17	25	46	60	64	79	97
REQUIRED TO REPLACE ATTRITION (Cumulative)			17	42	88	148	212	291	388
REQUIRED INITIAL EQUIPMENT IN UNITS			264	365	554	681	815	999	1251
25% Reserve Requirement in Units			66	91	139	170	204	250	313
TOTAL AAF REQUIREMENTS (Cumulative)			347	498	780	999	1230	1540	1952
			+ 195	-60	-669	-999	-1268	-1476	-1779
Available to meet AAF Requirements (Cumulative)	2-28-42 On Hand 611		542	438	111	0	-38	64	173
Lease R. A. Commitments (Cumulative)	On Hand Feb 28 1942 611		275	561	982	1358	1721	2081	2362
Estimated Resources From U. S. Production (Cumulative) Estimated Deliveries Reduced 20% *			817	999	1153	1358	1683	2155	2535
Estimated Total Deliveries - Monthly			232	228	193	256	407	538	525
RH 80; Army Contracts adjusted by 70 Airplanes to compensate for estimated combat material shortages.	Army Contracts		20	27	50	75	143	200	164
	Army Defense Aid Contracts		137	71	0	23	100	210	241
	Foreign Contracts		75	130	143	158	165	129	120

* R H 80 for February 28, 1942 reduced by 20% in order to adjust the difference in production estimates and planning estimates in regard to airplanes actually to be delivered ready for combat to units.

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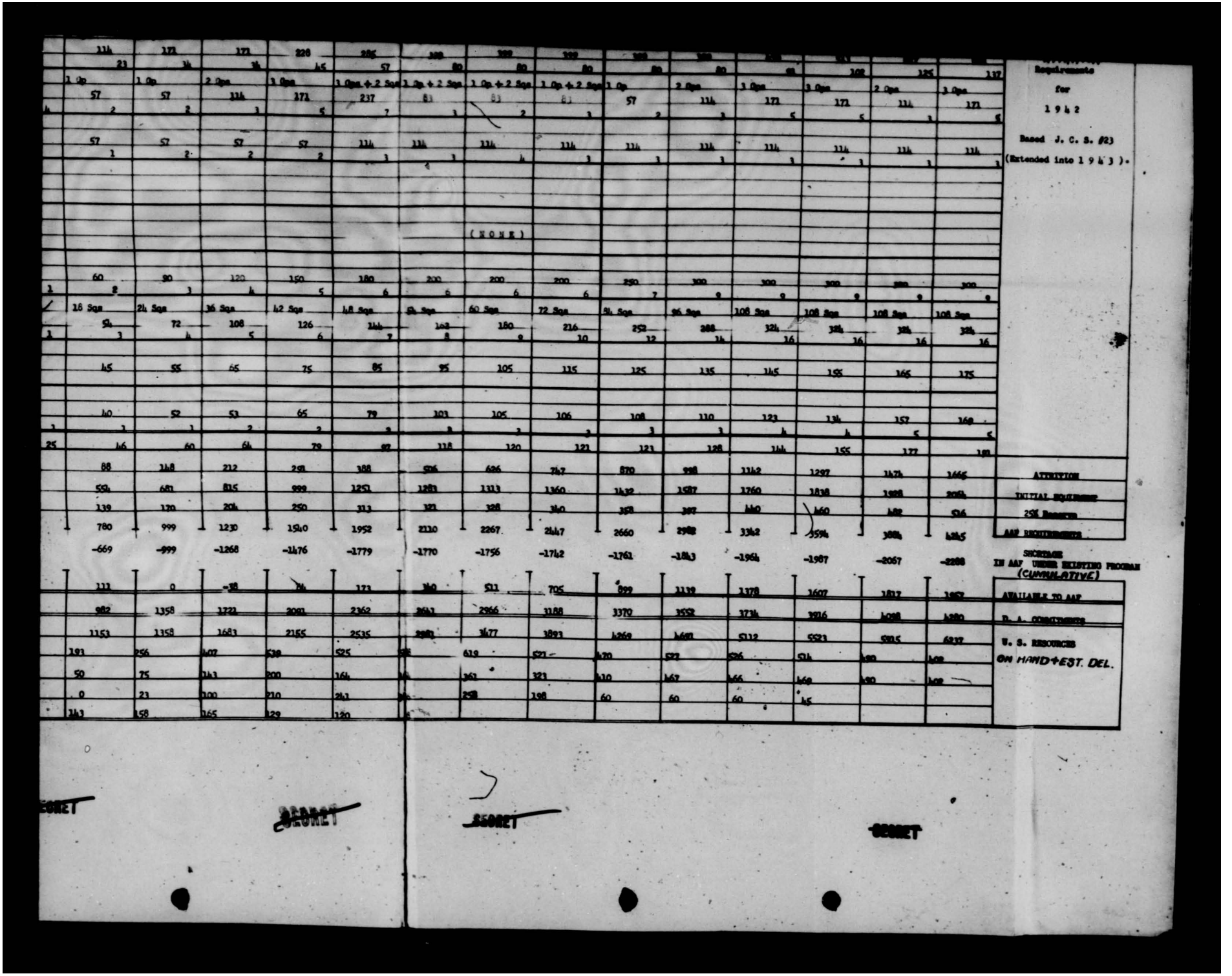

Requirements for 1942

Based J. C. S. #23 (Extended into 1943).

(NONE)

	114	171	171	228	285	342	399	399	399	399	399	399	399
	23	34	34	45	57	80	80	80	80	80	80	80	80
	1 Op	1 Op	2 Ops	3 Ops	1 Ops + 2 Sqs	1 Op + 2 Sqs	1 Op + 2 Sqs	1 Op + 2 Sqs	1 Op	2 Ops	3 Ops	3 Ops	2 Ops
	57	57	114	171	237	83	83	83	57	114	171	171	114
4	2	2	1	5	7	1	2	1	2	3	5	5	3
	57	57	57	57	114	114	114	114	114	114	114	114	114
	1	2	2	2	3	3	4	3	3	3	3	3	3
	60	90	120	150	180	200	200	200	250	300	300	300	300
1	2	3	4	5	6	6	6	6	7	9	9	9	9
	18 Sqs	24 Sqs	36 Sqs	42 Sqs	48 Sqs	54 Sqs	60 Sqs	72 Sqs	84 Sqs	96 Sqs	108 Sqs	108 Sqs	108 Sqs
	54	72	108	126	144	162	180	216	252	288	324	324	324
1	3	4	5	6	7	8	9	10	12	14	16	16	16
	45	55	65	75	85	95	105	115	125	135	145	155	165
	40	52	53	65	79	103	105	106	108	110	123	134	157
1	1	1	2	2	3	3	3	3	3	3	4	4	5
25	46	60	64	79	87	118	120	121	121	128	144	155	177
	88	148	212	291	388	506	626	747	870	998	1142	1297	1474
	554	681	815	999	1251	1283	1313	1360	1432	1587	1760	1838	1888
	139	170	204	250	313	321	328	340	358	397	440	460	472
	780	999	1230	1540	1952	2110	2267	2447	2660	2982	3342	3594	3884
	-669	-999	-1268	-1476	-1779	-1770	-1756	-1742	-1761	-1843	-1964	-1987	-2067
	111	0	-38	74	173	340	511	705	899	1139	1378	1607	1817
	982	1358	1721	2081	2362	2641	2966	3188	3370	3552	3734	3916	4098
	1153	1358	1683	2155	2535	2981	3477	3893	4269	4687	5112	5523	5915
	191	256	407	538	525	598	619	521	470	523	526	514	490
	50	75	143	200	164	96	361	321	310	467	466	469	490
	0	23	100	210	241	96	258	198	60	60	60	45	
	143	158	165	329	120								

ATTRITION	
INITIAL REQUIREMENT	
25% Reserve	
AAF REQUIREMENTS	
SHORTAGE IN AAF UNDER EXISTING PROGRAM (CUMULATIVE)	
AVAILABLE TO AAF	
U. S. COMMITMENTS	
U. S. RESOURCES ON HAND+EST. DEL.	

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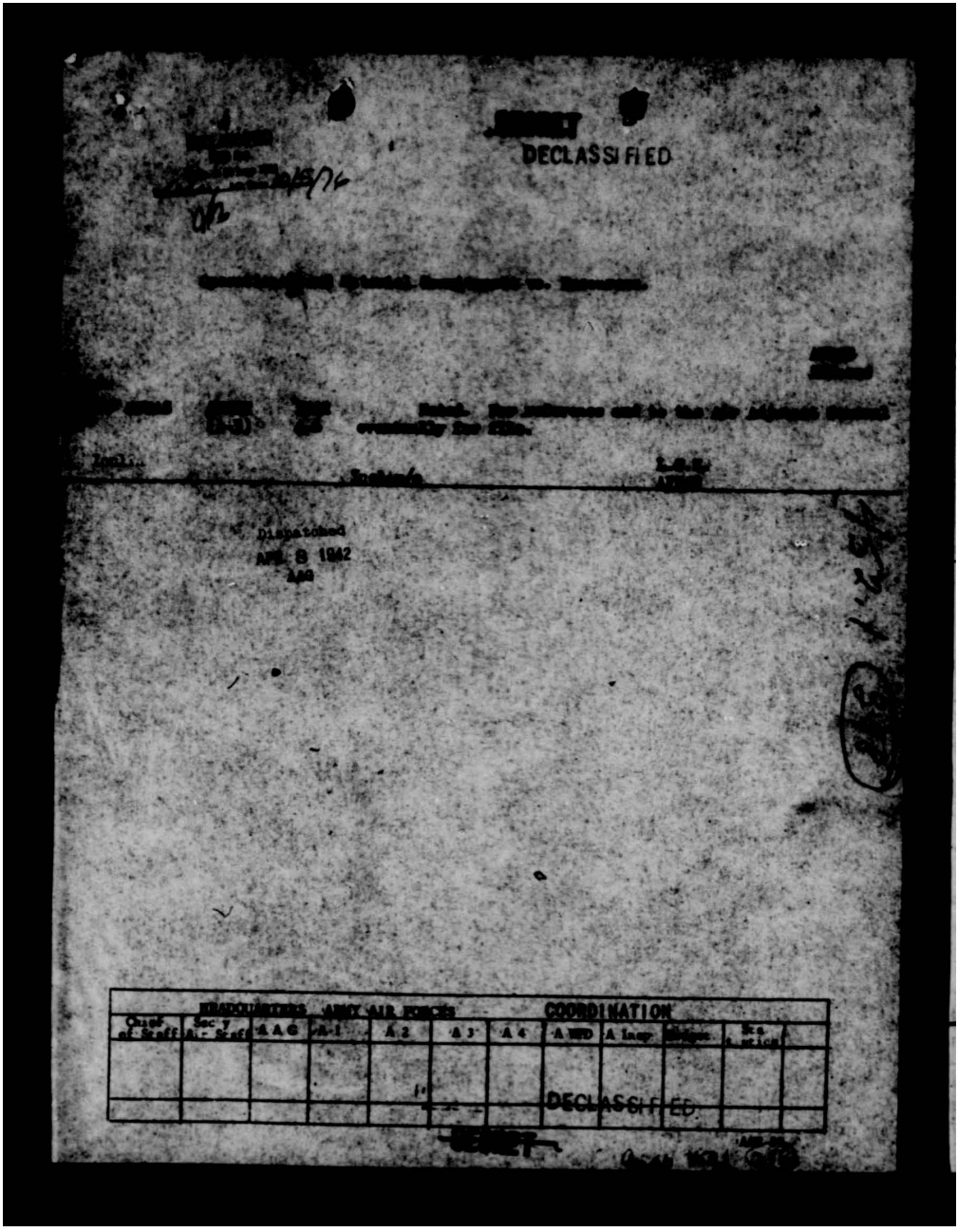

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Operational and Material Commitments vs. Resources

1 AFRDM AFRAE 1942
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AAF/AFRDM
ar

1. Forwarded herewith are four charts indicating the estimated shortages of airplanes in the AAF if existing operational and material commitments remain in force.

2. Attached charts have been computed on the basis agreed upon between AFRDM and the A. C. of S., Operations Division (General Strratt). They include a 25% reserve of airplanes in units as part of AAF requirements. Also, as agreed, production estimates have been reduced by 20% in order to make them coincide with estimates of what will actually be available for delivery to combat units or for shipment overseas under Defense Aid.

3. Defense Aid commitments on attached charts have been extended into 1943 on basis of December commitments to the British under Arnold-Portal agreement.

4. Augmentation of heavy bombardment has been on basis of four squadrons of twelve planes each plus three airplanes in the Headquarters Squadron, as recommended by the Director of Bombardment. A proportionate increase in number of units to be activated has been made to compensate for decreased augmentation.

5. Units have been assumed to be in combat theatres three months after activation.
(i. e. new units in 1943)

Incl.
4 Charts Op & Mat
Commitments vs Resources (Fur, Heavy, Med & Light Bomb Ops)

O. S. F.
Col., A. C.
Dir/W.O.AM.

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