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Mfm n-p/MSS

503888

LIBRARY OF CONGRESS
REQUEST FOR OFFICIAL PHOTODUPLICATION
(Submit in Quadruplicate)

Originating Division: L.C. Photoduplication Service	Telephone Extension: X 7 5663	Date: 12/15/94
Date Required: 1995 "Hap" Arnold Project	Appropriation to be Charged: See Below	
Purpose to be Served: Preservation shelf# MS 21/124	Requesting Office Order No.: MSS. Div.	

CHECK TYPE OF SERVICE TO BE ORDERED

- ☐ ELECTROSTATIC POSITIVE PRINTS (XEROX)
- ☐ PHOTOSTAT
- ☐ BLUE, BLACKLINE, MYLAR
- ☐ SPECIAL (Supplies, Methylene Blue Testing...)
- ☐ PHOTOGRAPH
- ☐ MOUNTING
- ☐ _____
- ☐ MICROFILM
  - ☐ Negative
  - ☐ Positive
  - ☐ Spools and boxes
- ☐ PHOTOPRINTS FROM MICROFILM SIZE _____

Authorized by (Division)	Date	Approved by (Department)	Date

DESCRIPTION OF MATERIAL	Size, Finish Quantity, etc.	(1) 35mm Negative Microfilm	Positive
MSS. Div. General Henry "Hap" Arnold Coll.	Exp. at $	60,000	[illegible]
...MING DATA C.O. [redacted] Angela B POS. 28 RED. 14:1 EXP. OTHER DATE [redacted] 3-23-95	2 positive copies at $ 8,000		16,000
See Rick for finding aid	Exp. at $		
→ See Accounting for billing instructions. [illegible]	Exp. at $		

Special Instructions:

Cost Share: Guggenheim Fund 43,000
Air Force 25,000
MSS. Div. 8,000
$ 76,000

Distribution: Master to LC
Pos. to Air Force
Pos to MSS. Div.

Special Charges		
Spools and boxes for Microfilm at $		
TOTAL COST	$ 76,000.00	

Received by	Division Symbol	Date

LW 2-65 (rev 11/85)

SEE VERSO FOR INSTRUCTIONS

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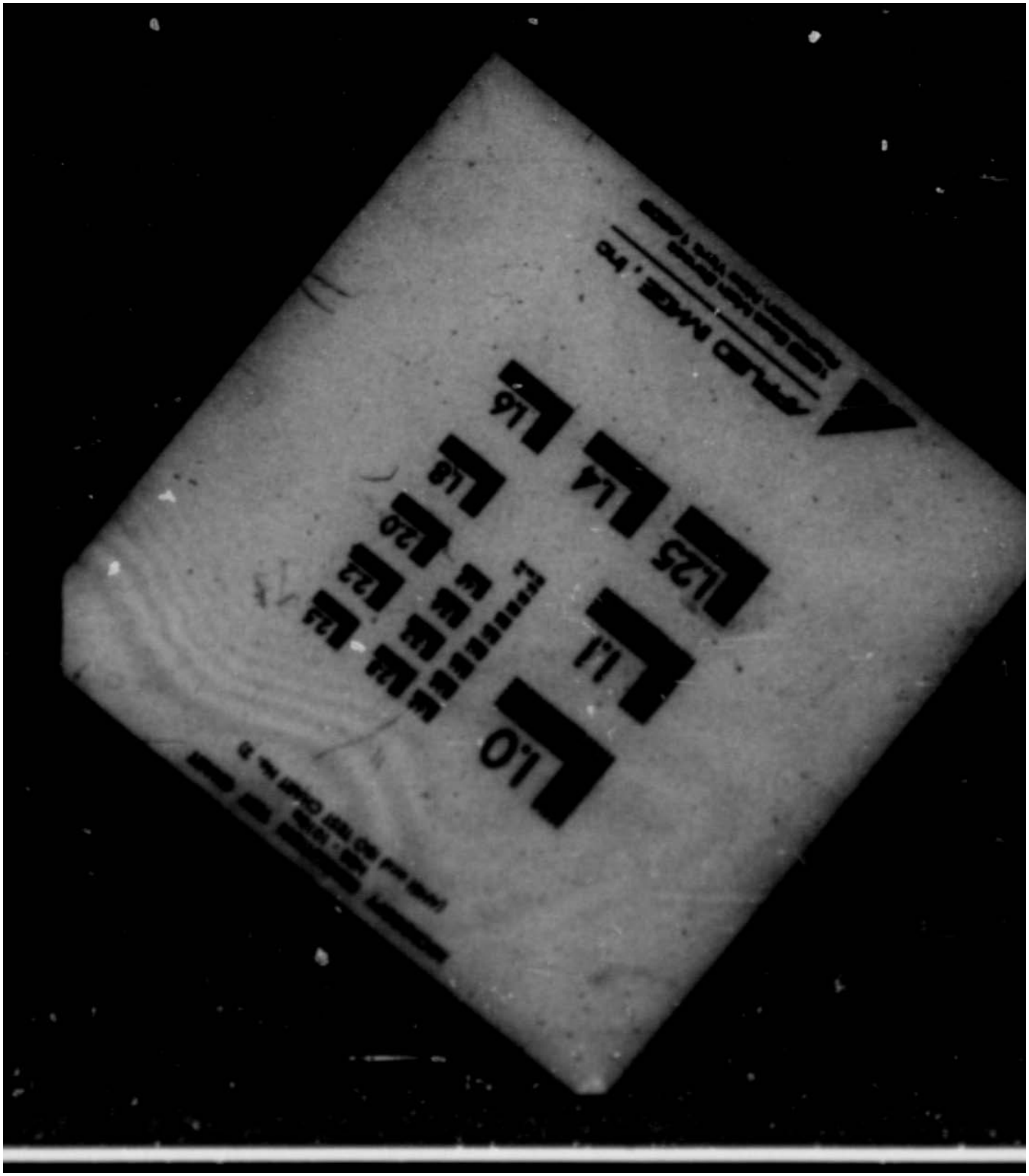

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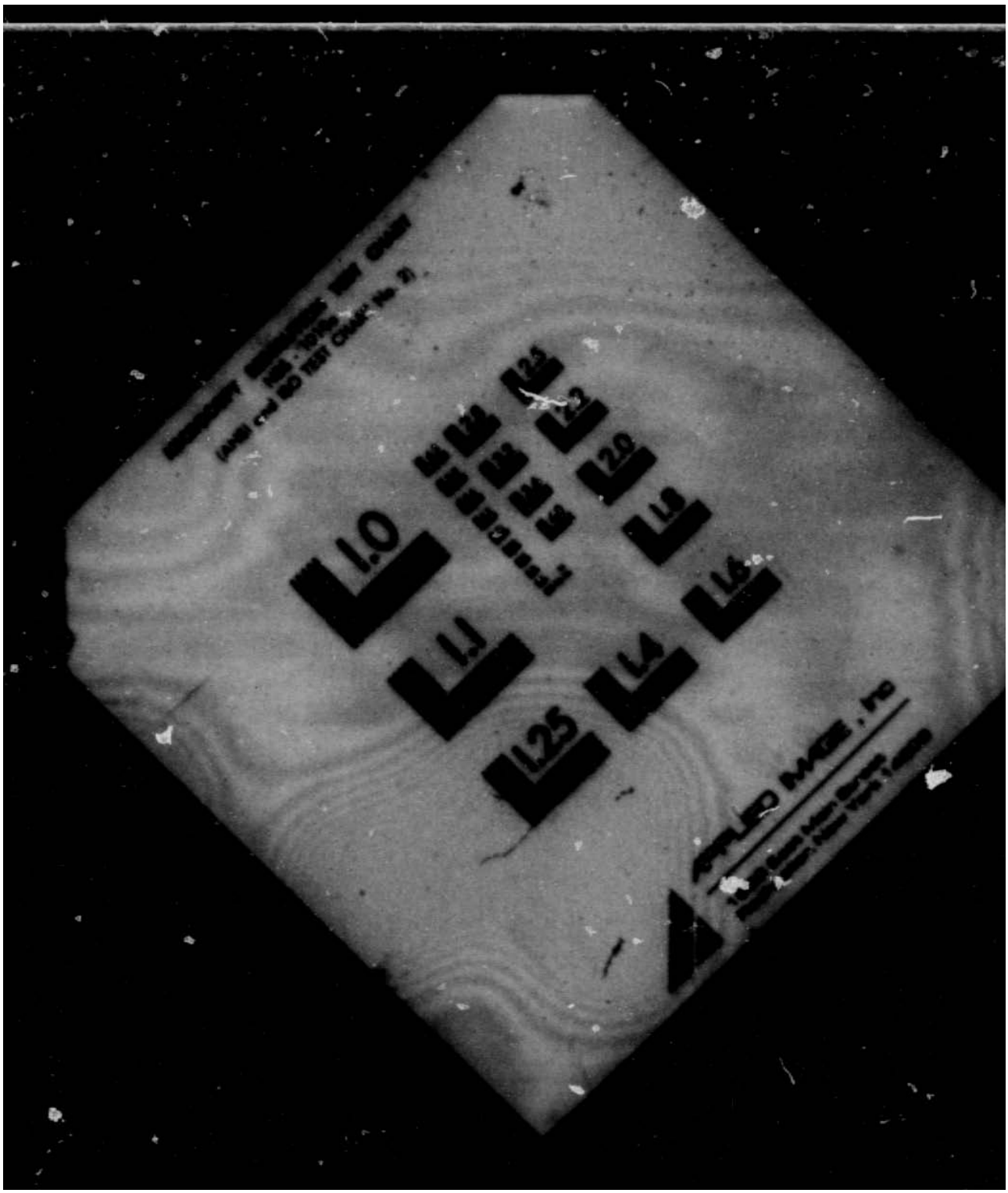

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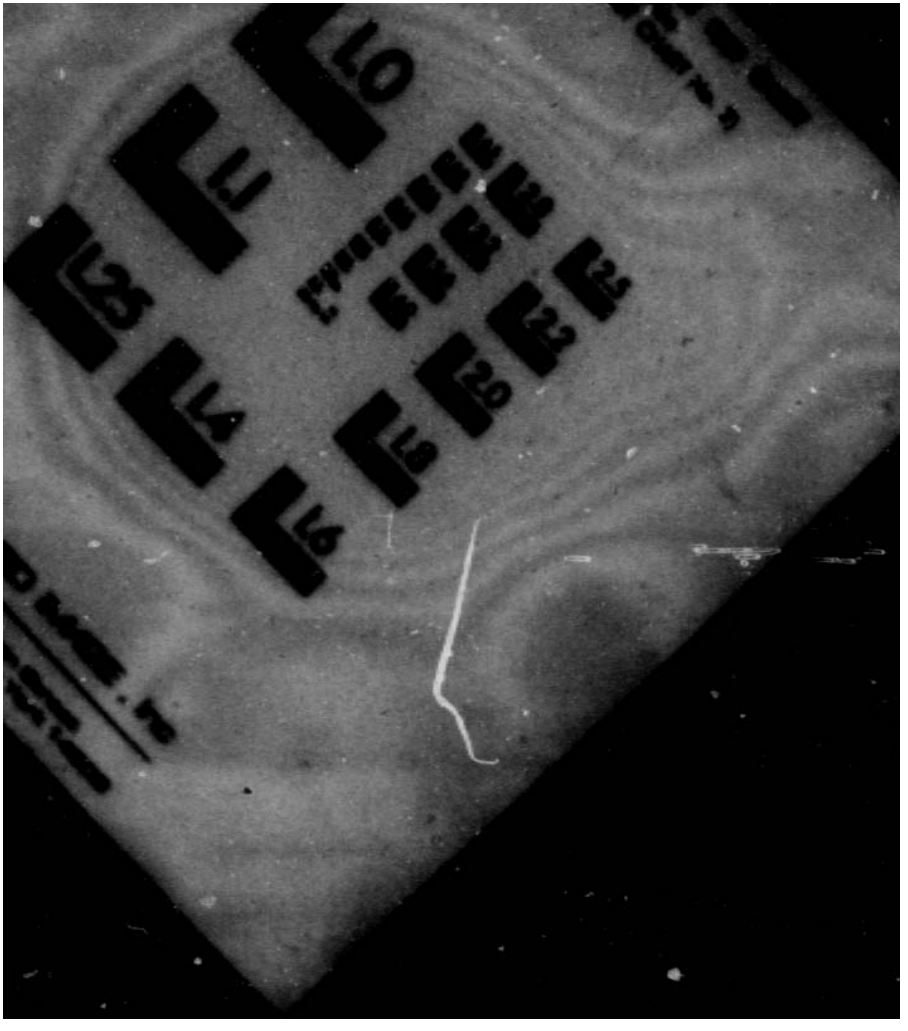

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Library of Congress
Manuscript Division

The Papers of

Henry H. Arnold

Container 121

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Box 121 Folder 1
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(432-499)

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SAS 452.1
(432-550)
497

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8 Jan & 20 June 1974,
By: [illegible] LC; Date 10-7-76

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8 Jun. & 30 June 1978
By [signature] 12/7/78

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: Situation Regarding Foreign Deliveries of B-26A's, Venturas, Baltimores and Hudsons During the Months of July and August, 1942.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Strate-meyer	1942 7/20	Note the attached. What is your suggestion?
Incl:	Ltr to CG/AAF from George, 7/16/42 re subj. CONF.		Gen. above	H.H.A.
2	AFCAS	Assistant Chief of Air Staff A-3	1942 7-20	GES/hd For the answer to General Arnold's question as listed in comment No. 1. G.E.S. AFCAS
Incl:	n/c			
3.	AFACT	AFCAS	7-25	AFACT/HSJ/HD 1. It is recommended by this division that a sufficient number of RAF crews be made available to facilitate the movement of the 30 aircraft according to schedule. 2. In the event RAF crews are not available, crews may be obtained from our personnel by August 15. The aforementioned crews would affect the overseas, O.T.U. groups, Flying Training Command, and other group requirements of personnel. 3. It is further recommended that only 30 crews be made available to complete the movement of aircraft instead of the 32 navigators, 55 radio operators, and 55 aerial engineers requested. H.S.V. C/A-3
	Hq. Army Air Forces JUL 25 ... AAG RECEIVED			Incl. n/c

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OC 15/28/30
DC 08/28/15

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Situation regarding Foreign Deliveries of B-26A's, Venturas, Baltimores and Hudsons During the Months of July and August, 1942.

NO.	FROM	TO	DATE	COMMENTS WEH:nl
4.	AFCAS	AFAEP	1942 7-28	1. For remark and recommendation. 2. Please expedite. WEH W.E.H. S/AS Incl. n/c
5.	AFAEP	AFCAS	1942 7/29	AFAEP FEG/jw 1. General George stated July 28 that the Air Transport Command had obtained ten additional RAF crews for the movement of the airplanes discussed in the basic communications and that therefore, 20 crews would satisfy his immediate needs. 2. It is therefore recommended that 20 crews be made available August 15th. for O.A.A. AFAEP Incl. n/c
6.	AFCAS	AF ATC	1942 8-1	WEH:nl For remark reference adequacy of 20 crews mentioned in paragraph 1, item #5 above. WEH W.E.H. S/AS
7.	AFATC	AFCAS	1942 8/26	AFATC/FER/ESF/HH/avs - 71315 1. The 100 A-20's have just begun to move and the Baltimores are not yet ready, so 20 RAF crews were adequate up to the present time. 2. Additional requests have been made for RAF crews to assist in ferrying during September and October. for H.L.GEORGE Major General, U.S.A. Incl. n/c

Hq. Army Air Forces
AUG 29 1942
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8 Jan. & 20 June 1974
By: LC; Date:

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Situation regarding Foreign Deliveries of B-26A's, Venturas, Baltimores and Hudsons During the Months of July and August, 1942.

ITEM NO.	FROM	TO	DATE	COMMENTS
				WEH:JT 5265
8	AFCAS	AFACG	1942 8-31	1. Subsequent to the date of General George's letter to you, the A-20 delivery dates changed with the result that 20 RAF crews have satisfied General George's requirements to date. 2. Additional requests have been made for RAF crews to assist in satisfying requirements of September and October. Incl. n/c GEORGE E. STRATEMEYER Major General, U. S. Army

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ARMY AIR FORCES
HEADQUARTERS FERRYING COMMAND
WASHINGTON

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DOD ltrs.
20 June 1974
Date 10/7/76

ADDRESS REPLY TO
COMMANDING GENERAL
AAF FERRYING COMMAND
WAR DEPARTMENT
WASHINGTON, D.C.

July 16, 1942.

SUBJECT: Situation regarding foreign deliveries of B-26A's, Venturas, Baltimores and Hudsons during the months of July and August, 1942.

TO: Commanding General, Army Air Forces.

I.

Model	Total Anticipated for July	Departures July 1 thru July 14	When Available	To Be Ferried By	No. of Additional Crews Needed
B-26A	35	3	4, July 15	2 Pan Air 2 Ferrying Div.	
			3, July 16	1 Pan Air 2 Ferrying Div.	
			3, July 18	1 Pan Air 2 Ferrying Div.	
			22, by July 31	12 Pan Air 10 RAF crews	
VENTURAS	44	11		9 Pan Air 2 Ferrying Div.	19
			1, July 15	1 Pan Air	
			1, July 16	1 Pan Air	
			3, July 17	3 Pan Air	
			28, by July31	9 Pan Air	
HUDSONS	36	17		17 Pan Air	11
			1, July 17	1 Pan Air	
			18, by July 31	7 Pan Air	
BALTIMORES	10	0	10, " " "	10 RAF crews	

FOR DEFENSE
BUY
UNITED STATES DEFENSE BONDS AND STAMPS

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Model	Total Anticipated For August	When Available	To be Ferried by
B-26A	32	Exact date unknown	20 Pan Air Crews 12 Ferrying Div.
Hudson	50	" " "	50 Pan Air Crews
Baltimore	60	" " "	30 Pan Air Crews 30 Ferrying Div.
A-20B or A-20C*	100	" " "	40 Pan Air Crews 60 Ferrying Div.

*May be delivered via Alaska instead of across So. Atlantic to the Russians.

The above indicates that the 19 Venturas and the 11 Hudsons will not depart until the first week in August. This would not materially delay the August deliveries for the British were it not that approximately 100 A-20 aircraft are expected to be made available during that month for deliveries to the Russians. If these go via Basra, this will make 272 ferrying flights across the South Atlantic in August, including the 19 Venturas and 11 Hudsons left over from July. If, on the other hand, the 100 A-20's to the Russians are delivered to the Soviets in Alaska, the problem will be considerably simplified.

The Air Transport Command has in training at its transition school at St. Joseph, Missouri thirty pilots and copilots and an additional twenty-five similar crews at the four-engine school at Smyrna, Tennessee. The St. Joseph pilots will be ready by August 1 and the Smyrna pilots by August 15. However, before these pilots can be made into crews for over-water jumps, 32 navigators, 55 radio operators and 55 aerial engineers must be provided. This deficiency will constitute the bottleneck on ferrying operations overseas until it is rectified.

Arrangements have been made with the RAF to furnish ten crews to assist in ferrying British aircraft. Additional crews from the RAF would be of material assistance.

II. Conclusions.

a. With present available ferrying crews from Pan-Am Ferries, the Air Transport Command, and the RAF, all British aircraft destined in July for Africa will be delivered except 19 Venturas and 11 Hudsons.

b. If 32 navigators, 55 radio operators and 55 aerial engineers can be assigned to the Air Transport Command, this month, it will be possible to deliver all British aircraft to Africa and the 100 A-20 Russian aircraft during August.

H. L. GEORGE,
Brig. General, U.S.A.,
Commanding.

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452.1 (499)

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DOD Rs.
5 Jan. & 20 June 1978
Appr. LO. Date 10/7/7

Subject: Situation regarding Foreign Delivers of B-26A's, Ventures, Baltimores and Hudsons During the Months of July and August, 1942.

WHE:ml

6, AFOAS AF AUG 1942 For remark reference adequacy of 20 crews [illegible] 8-1 in paragraph 1, item #5 above.

W.H.H.
S/AS

Dispatched
AUG 1 1942
AAG

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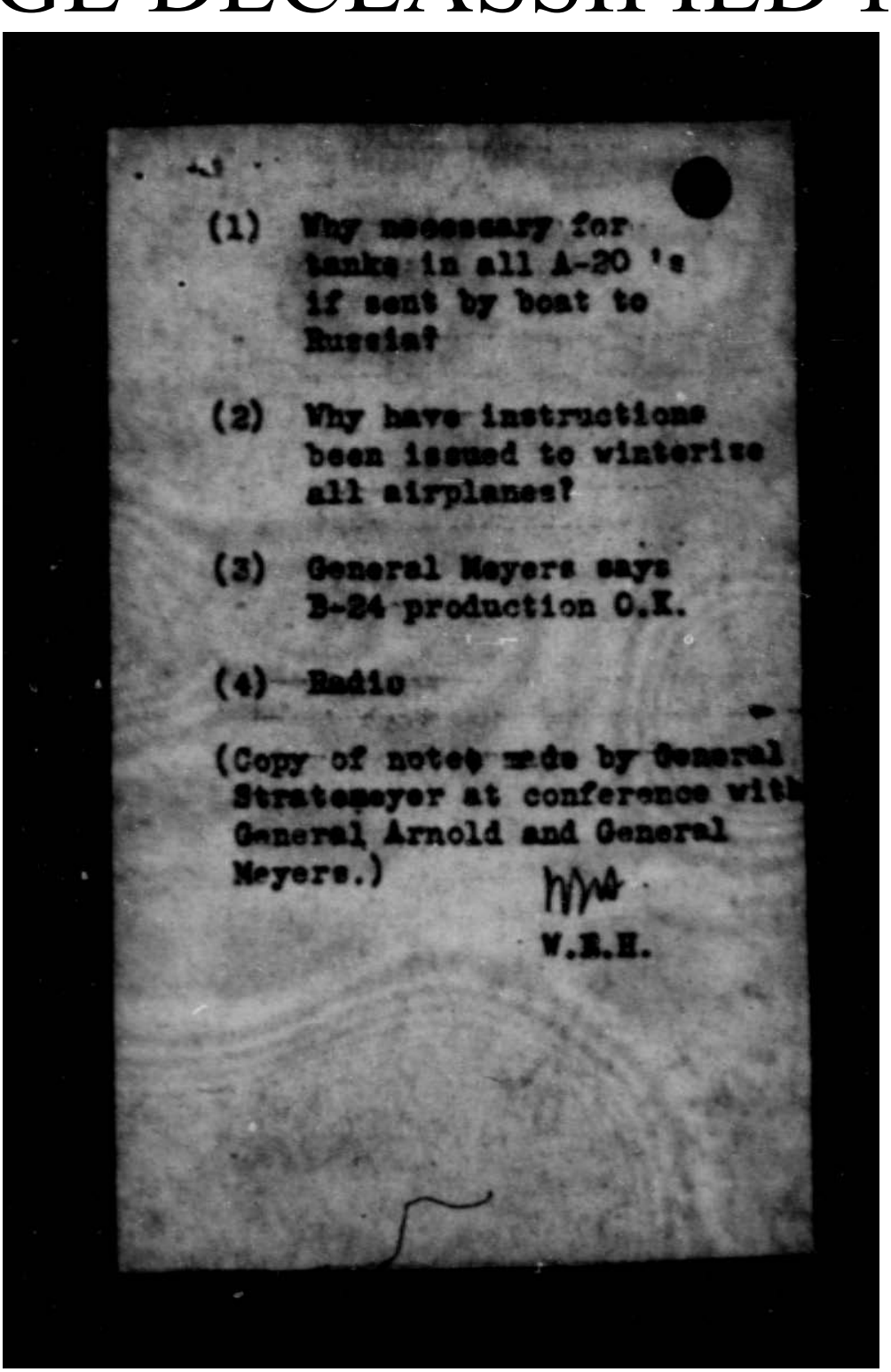

(1) Why necessary for tanks in all A-20 's if sent by boat to Russia?

(2) Why have instructions been issued to winterize all airplanes?

(3) General Meyers says B-24 production O.K.

(4) Radio

(Copy of notes made by General Stratemeyer at conference with General Arnold and General Meyers.)

W.E.H.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD ltrs.
6 Jan. & 20 June 1974
By: [illegible] LC; Date: 6/7/76

File No. _____

Tally No. AAF _____

SUBJECT: Airplanes for Army Air Forces

NO.	FROM	TO	DATE	COMMENTS WRB:vmc
1	AFACT	AFACG	1942 7/17	1. In compliance with your directive for a general report as of the middle of each month regarding the rate at which airplanes are becoming available to the Army Air Forces, the following is submitted: a. We are in trouble with three series of airplanes: A-20's; A-24's; and B-24's. b. Based on G.F.E. shortages, Materiel Command has cut estimated deliveries for July in half (May estimate -- 211; June estimate -- 126) for A-20's. c. A-24's set up for Australia (20 in July), none delivered and, through production planning failure, all coming out without Army radio requirements which will necessitate extensive modification and thirty (30) days delay in departure from the United States. d. Substantial decline in B-24 production estimates (chart attached) based on trouble with Ford. Incl. - Chart sbj: Mat. Com. Conso. Sta. Rep. Orl for H. S. V. C/AFACT
2	AFCAS	AFACT		Note the above - (attached paper)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF _____

SUBJECT: Airplanes for Army Air Forces.

NO.	FROM	TO	DATE	COMMENTS	MRB:b
3	AFACT	AFCAS	7-22	1. Tanks are to be installed in all A-20's for, with completion of Ascension, A-20's can be ferried to Russia, Etc. 2. Winterization involves Bolero and Alaska, and is a depot problem rather than a production problem. May delay deliveries to units, but should not affect deliveries to the Army Air Forces. 3. General Meyers states that his assurance to General Arnold that "B-24's will be o.k." referred to the ability of the Materiel Command to meet the reduced estimate. There is no possibility of meeting the May estimate. 4. Army radios will be installed at the factory on A-24's, beginning with the eighteenth article.	
				1 Ind. O.S.P. Exec., A-3 No change.	

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5 Jan. & 30 June 1971
by [signature] LC, Date 10/7/76

Airplanes for Army Air Forces.

WRS:b

3 AFACT AFCAS 7-22

1. Tanks are to be installed in all A-20's for with completion of Ascension, A-20's can be ferried to Russia, Etc.

2. Winterization involves Bolero and Alaska, and is a depot problem rather than a production problem. May delay deliveries to units, but should not affect deliveries to the Army Air Forces.

3. General Mayers states that his assurance to General Arnold that "B-24's will be o.k." referred to the ability of the Material Command to meet the reduced estimate. There is no possibility of meeting the May estimate.

4. Army radios will be installed at the factory on A-24's, beginning with the eightieth article.

1 Incl.
No change.

O.S.P.
Exec., A-3

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5 Jan. 4-20 June 1974
By [signature] LC, Date 10/7/72

MATERIEL COMMAND CONSOLIDATED STATISTIC REPORTS

B 24	1942 June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1943 Jan.	Feb.	March	April
May 30, 1942	120	132	144	153	183	221	255	293	349	392	450
June 30, 1942		107	107	125	137	157	185	219	273	330	403
Monthly Shortage		-25	-37	-28	-46	-64	-70	-74	-76	-62	-47
Accumulated Shortage		25	62	90	136	200	270	344	420	482	529

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ROUTING AND RECORD SHEET

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DOD ltrs.
Dp. 8 20 June 1974
By: [illegible] LC: Date 10/7/76

SUBJECT: Removal of OA-9's from West Point

NO.	FROM	TO	DATE	COMMENTS
1	AFROM (G-1:bb)	Gen. Arnold	1942 7/16	Reference your attached note: 1. The 4 OA-9's being used at West Point were ordered out by the War Department, apparently without concurrence by the Air Staff. These airplanes are to be replaced by 3 OA-14's which are not considered suitable or adequate as replacements. In addition to the 4 OA-9's at West Point, there are 3 OA-9's in the United States located as follows: 1 at Hamilton Field 1 at Eglin Field 1 at Middletown Depot (1 of 2 assigned to Newfoundland) 2. If the requirement for OA-9's for cadet training is more important than the need for OA-9's shown at stations mentioned above, it will be possible to furnish 2 OA-9's to West Point now and a third as soon as repairs are completed at the Middletown Depot. Incl. Ltr to Gen. Arnold 7/11 frm West Point; form ltr to CGAAF frm AG 7/7. H. P. Brig. Gen., USA Dir. W.O.& M.
2.	Gen Arnold	Gen Strategic	7/17/42	How can this be done without my knowledge and a chance to present the whole picture? [illegible]

Peabody
Is holding

Set OA-9's from our sources and replace those at West Point

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ROUTING AND RECORD SHEET

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SUBJECT: Removal of OA-9's from West Point

NO.	FROM	TO	DATE	COMMENTS	OSP:vmc
3	AFACT	AFCAS (General Stratemeyer)	1942 7/18	AFROM this date directed to make available to American Intelligence Command: 2 OA-9 from West Point 1 OA-9 from Eglin Field 1 OA-9 from Hamilton Field O. S. Picher Colonel, G.S.C. Executive, A-3 RHH:nl	
4.	AFCAS	AFMAG	1942 7-23	1. File 2. It was explained in staff meeting to General Arnold and General Stratemeyer the action taken on this subject by Colonel Picher. 4 OA-9's were sent to Panama; 2 from West Point and 2 from other stations in the United States, leaving 2 OA-9's at West Point. 3. Colonel Picher advised Colonel Weikert by telephone of the action taken. W.E.H. S/AS	

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452.1 (498)

Dispatched
JUL 26 1942
AAG

4. AFCAS AFACT 1942 Was the information in Item #3 called for by
7-25 ACG, CAS or RAS?

W.E.H.
S/AS

1 Incl. n/c

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION										
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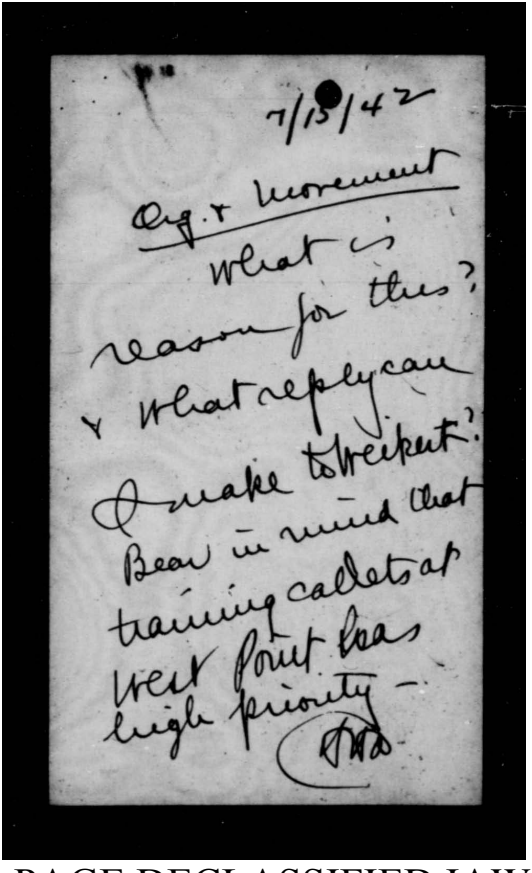

7/15/42

Org. & Movement

What is reason for this? & what reply can I make to Weikert? Bear in mind that training cadets at West Point has high priority —

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DOD Ltrs.
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

HEADQUARTERS
AIR FORCE BASIC ADVANCED FLYING SCHOOL
UNITED STATES MILITARY ACADEMY
OFFICE OF THE COMMANDANT

Copy
Orig. attached

IN REPLY REFER TO:

STEWART FIELD, WEST POINT, N. Y.

July 11, 1942

Gen. H. H. Arnold
Commanding General, Army Air Forces
War Department
Washington, D. C.

Dear General Arnold:

I just received a secret letter, a copy of which is attached, regarding the OA-9's at this station. Three of these OA-9's were sent here for observation training of the yearling class and the fourth OA-9 is the personal airplane of the Superintendent, which is also used for the training of cadets. It is urgently requested that only three OA-9's be taken from here for this mission, and that they be replaced with new OA-9's as soon as possible.

The observation training of the yearling class is progressing very satisfactorily. By flying them off the river we save eighty minutes per day per cadet on travel time from his tent to the airplane. To carry out this instruction we are using four OA-9 airplanes and two OA-4C airplanes. All maintenance is performed at night in order to keep 100% of these airplanes flying every day. Next summer we will have twice as many yearlings as this summer, who will be scheduled to receive this training. Therefore, we should have twelve OA-9 airplanes in commission every day to satisfactorily give this training.

The Superintendent and the Commandant of Cadets are pleased with this training and the manner in which it is given and I am sure they will want it repeated next summer. This information is given to you in hopes that more OA-9 airplanes will be allotted to this station in the near future.

Best regards.

Sincerely,

/s/ John M. Weikert,

JOHN M. WEIKERT,
Colonel, Air Corps,
Commandant.

"I agree with Weikert.
Our observation training
is most important in
my opinion."
F. B. Wilby.

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HEADQUARTERS
AIR FORCE BASIC-ADVANCED FLYING SCHOOL
UNITED STATES MILITARY ACADEMY
OFFICE OF THE COMMANDANT

In Reply Refer To:

Stewart Field, West Point, N. Y.

July 11, 1942

Gen. H. H. Arnold
Commanding General, Army Air Forces
War Department
Washington, D. C.

Dear General Arnold:

I just received a secret letter, a copy of which is attached, regarding the OA-9's at this station. Three of these OA-9's were sent here for observation training of the yearling class and the fourth OA-9 is the personal airplane of the Superintendent, which is also used for the training of cadets. It is urgently requested that ~~four of the new~~ only 3 OA-9's ~~expected for delivery in August or September, 1942, be allotted to this station to replace the ones transferred from here to the American Intelligence Command.~~ be allotted for this mission, and that they be replaced with new OA-9's as soon as possible.

The observation training of the yearling class is progressing very satisfactorily. By flying them off the river we save eighty minutes per day per cadet on travel time from his tent to the airplane. To carry out this instruction we are using four O&-9 airplanes and two OA-4C airplanes. All maintenance is performed at night in order to keep 100% of these airplanes flying every day. Next summer we will have twice as many yearlings as this summer, who will be scheduled to receive this training. Therefore, we should have twelve OA-9 airplanes in commission every day to satisfactorily give this training.

The Superintendent and the Commandant of Cadets are pleased with this training and the manner in which it is given and I am sure they will want it repeated next summer. This information is given to you in hopes that more OA-9 airplanes will be allotted to this station in the near future.

Best Regards.

Sincerely,

JOHN M. WEIKERT,
Colonel, Air Corps,
Commandant.

Office, C. G., A.A.F.
JUL 14 1942
Received

I agree with Weikert. Our observation training is most important in my opinion.

Air AG 452-1 (495)

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DOD ltr.
6 June & 30 June 1974
By [signature] LC, Date 10/7/76

AC 452.1 (6-29-42)MS-B

MNA/an-1705.

July 7, 1942

SUBJECT: Aircraft for Air Surveillance in Latin America.

TO: Commanding General, Army Air Forces.

1. It is desired that the four OA-9's now assigned at West Point be transferred to the American Intelligence Command for air surveillance duties in Latin America, and that the three serviceable OA-14's now in the American Intelligence Command be transferred to West Point.

2. It is further desired that five new OA-9's expected for delivery in August or September, 1942, be earmarked for the American Intelligence Command in replacement of the four old OA-9's referred to in paragraph 1 above in order that there may be one OA-9 at each of the present stations:

Guatemala City, Guatemala
Tegucigalpa, Honduras
Ciudad Bolivar, Venezuela
Iquites, Peru

with one spare plane as replacement in Panama. Pilots are already available for these planes.

By order of the Secretary of War:

J. A. Ulio
Major General,
The Adjutant General.

INFORMATION COPIES TO:
1. Assistant Chief of Staff, G-2, ref. his memo., MID 904, 6-29-42, for the Chief of Staff.
2. Assistant Chief of Staff, G-3, ref. his memo., WDGCT 475.91 (6-12-42), 7-4-42, for the Chief of Staff.
3. Assistant Chief of Staff, G-4, ref. his memo. WDGDS 267, 7-1-42, for the Chief of Staff (Thru: A.C. of S., G-3.
4. Operations Division, War Department General Staff, ref. his DF, OPD 452.1 Latin America (6-12-42), 6-24-42, to G-2
5. Superintendent, U. S. Military Academy.

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Subject: Removal of OA-9's from West Point.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Inspr/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Mil. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Purg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
P. C.

4. AFCAS AFMAG 1942
7-23

RHH:ml

1. File

2. It was explained in staff meeting to General Arnold and General Stratemeyer the action taken on subject by Colonel Picher. 4 OA-9's were sent to Panama; 2 from West Point and 2 from other stations in the United States, leaving 2 OA-9's at West Point.

3. Colonel Picher advised Colonel Wolbert by telephone of the action taken.

V.E.H.
S/AS

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DOD 1175
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

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July 17, 1942

MEMORANDUM FOR THE PRESIDENT: (The White House)

Subject: Howard Hughes' Twin-Motored Bomber.

With further reference to my memorandum of July 8, 1942, subject as above, the following is the result of telephonic conferences with him this week:

Mr. Hughes suggested the following procedure, which we have agreed to; That when the airplane is completed and ready to be submitted to the Government, which is now estimated to be August or September, we will inspect and test the airplane; and, if the Government is sufficiently interested to give him an order for additional airplanes, that we undertake to absorb his development costs. He estimates that he has invested in this airplane, which as yet contains many unproven features from the viewpoint of construction, about three million dollars. If the airplane is of no interest to the Government, he states that he, Mr. Hughes, will expect to take the loss.

452.1 (494)

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

Dispatched
JUL 18
AAC

Copy to Gen Echols
copy & basic to Clasfd. Files

Cur AG
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ci 7/20/42

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/7/76

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
WASHINGTON

July 15, 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Howard Hughes' Experimental Attack Bomber.

1. Reference your verbal request to me in regard to the status of negotiations in connection with the above airplane, Mr. Hughes called me on the telephone today and stated that he had about three million dollars invested in this airplane, and that he realized we probably could not afford to pay him this much money for a single airplane which was not only unproven as an airplane, but contained many other unproven features from the viewpoint of construction. He states that he is unwilling at this time to sell the airplane for a fraction of what it is costing him.

452.1

~~2.~~ Mr. Hughes suggested the following procedure, which ~~I~~ we have agreed to: That ~~if and~~ when the airplane is completed and ready to be submitted to the Government, which is now estimated to be August or September, ~~that~~ we may inspect and test the airplane; and, if the Government is sufficiently interested to give him an order for additional airplanes, that we undertake to absorb his development costs. If the airplane is of no interest to the Government, he states that he will expect to take the loss.

Hq. Army Air Forces
JUL 16 1942
AAG RECEIVED

O P Echols
O. P. ECHOLS,
Major General, U.S.A.,
Commanding.

Prepare memo for the Pres. for my sig — Referring to preceding memo on same subject & including

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AAG 452.1 (494)

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DOD ltr.
2 Jan. & 20 June 1974
By [illegible] LC, Date [illegible]

Subject: Allotment of Airplanes to SADU.

452.1 (493)

WEH:ml

2. AFCAS AFACT 1942 For remark and recommendation and return to this office.
AFADS 7-16
AFAEP

W.E.H.
S/AS

File
ci 7/16/42

Dispatched
JUL 16 1942
AAG

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of staff	Sec'y Air Stg	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Statistics	

CAD 452.1 (493)

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452.1 Sadu File

Allotment of Airplanes to SADU

BAR No. 2 sent to A-3 from DAS	For necessary action
BAR No. 3 sent to ROM from A-3	To complete the action of the 17th
BAR No. 4 sent to DTS from ROM	(not read over the telephone as it is secret)
Letter from DTS to SADU	(Copy of ltr will be given us as soon as it is made)

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DOD ltrs.
8 Jan. & 20 June 1951
By [illegible] LC, Date [illegible]

July 22, 1942

SUBJECT: Allotment of Airplanes to SADU.

TO: Commanding Officer,
1st Sea Search Attack Group,
Langley Field, Virginia.

1. The 1st Sea Search Attack Group is hereby authorized to increase the allowance of the 2nd Sea Search Attack Squadron to sixteen (16) medium bomber ASV-equipped airplanes.

2. It is desired that you retain at least ten (10) B-18's with Western Electric ASV equipment and, so far as practicable, with M.A.D. installation. Two additional B-18's should be retained with M.I.T. ASV equipment. The balance of the allotment may be retained from such additional medium bombers as are being processed through your organization from time to time, but it is desired that the full allotment be postponed until your organization is completely prepared to utilize them, as well as the 1st Bomber Command.

By command of Lieutenant General ARNOLD:

H. M. McCLELLAND,
Brigadier General, U. S. Army,
Director, Technical Services.

Hq. Army Air Forces
24 1942
Received

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DOD ltrs.
8 Jan. & 30 June 1971
By [illegible] LC; Date 10/7/72

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[redacted]nt of Airplanes to SADU.

			1942	EEA:ft
1.	AFDTS	AFDAS	7-14	1. Directive of Asst. Chief of Staff, June 3, 1942, authorized ten B-18's for SADU. Directive of Asst. Chief of Staff, June 27, 1942, requested AFACG to bring A/S Squadrons up to full strength and that SADU be expanded as necessary.

2. It is requested that SADU be authorized sixteen (16) medium bombers ASV equipped, of which ten B-18's are now on hand. These are necessary in order to carry out the volume of training and testing in time planned.

A. W. M.
Colonel, Army Air Corp
Acting Director, Tech. Services

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DOD Rev
8 Jan & 20 June 1974
By [illegible] Date 10/72

Aircraft for Anti-submarine Patrol for Sea Frontiers.

X C/S

X Draft of reply attached

452.1 (492)

wtn 7/16/42

AFAEP
GAS-dmm

For the Commanding General, Army Air Forces:

4 Incls.- #1 Dft of Reply.
#2 Ltr fr Cominch to C/S 7/9.
#3 Cy ltr fr C/S to Cominch 7/1.
#4 Cy ltr fr Cominch to C/S 6/21.

O. A. ANDERSON,
Colonel, G.S.C.,
Actg Asst Chief of the Air Staff, Plans.

MEMORANDUM FOR RECORD: The Commander-in-Chief of U.S. Fleet on June 21st outlined by letter to the Chief of Staff the aircraft, Army and Navy, considered necessary for coastal patrol and convoy cover. The Chief of Staff on July 1st informed the Navy that the force of medium Army bombardment aircraft being equipped for anti-submarine patrol is short of the number considered necessary by Admiral King and suggested that the deficiency be made up from Army type aircraft recently agreed to be allocated to the Navy. Admiral King replied on July 9th that the Army aircraft procured by the Navy was inadequate to meet Naval requirements and suggested that the original numbers in his memorandum of June 21st should be retained. The attached draft is in reply to the letter of July 9th.

Dispatched
JUL 17 1942
AAG

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AFAEP

RPW/hlg

7/17/42

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DOD ltrs.
8 Jan. & 30 June 1974
By [illegible], Date 10/7/80

SUBJECT: Aircraft for Anti-submarine Patrol for Sea Frontiers.

TO: Commander-in-Chief, U.S. Fleet, Chief of Naval Operations.

1. Reference is made to your letter of July 9, 1942, subject: "Aircraft for Off-Shore Patrol" and to memorandum from the Commander-in Chief, U. S. Fleet, June 21, 1942, subject: "Anti-submarine Operations - Protection of Atlantic Shipping."

2. Action has been initiated to fully equip for anti-submarine patrol three medium bombardment groups of the 1st Air Force. This force will operate 192 suitable bombardment aircraft. As soon as possible, it is planned to man these groups with duplicate crews. In addition, approximately 50 B-18 airplanes from the Caribbean forces are being equipped with ASV-10 or similar apparatus for anti-submarine duty. Currently, observation aircraft are engaged in patrol duty on the Eastern and Gulf Coasts. Diversion of Army aircraft beyond those now engaged and the increases mentioned above would result in serious reduction in current commitments to 5440.

3. It is furthermore to be noted that with presently available technical equipment, Army Air Forces bombardment aircraft should yield more effective results in removing the submarine threat, if employed in a vigorous air offensive against submarine production establishments and bases, rather than by utilizing these aircraft to augment anti-submarine patrols.

4. With regard to paragraphs 5 and 6 of the referenced memorandum, it is noted that land type aircraft are deemed essential for operations from shore bases in freezing weather. However, the proposed allocation of Army medium bombers to anti-submarine operations places 300 in southern frontiers and 200 in the Eastern Frontier, a large share of which is in an area of moderate weather. It is felt that equipment for use in these areas of tropical or moderate temperatures should be provided to the greatest possible extent from Naval patrol aircraft currently available or in production schedules, thus reducing the necessity for diverting striking force Army aircraft to anti-submarine patrols beyond those referred to in paragraph 2 above as set up for the purpose.

5. In view of the above facts, it is believed that the anti-submarine requirement should be met by naval aircraft currently available and in production schedules, augmented by Army aircraft now set up for such duty.

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	

Chief of Staff.

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UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D.C.

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DOD ltrs
5 Jan. & 20 June 1974
By [illegible] LC. Date 4/7/76

FF1/A4-1 (1)

Serial: 00607

7-9-60

~~SECRET~~

From: The Commander in Chief, United States Fleet and Chief of Naval Operations.

To : The Chief of Staff, United States Army.

Subject: Aircraft for Offshore Patrol.

Reference: (a) Chief of Staff SECRET letter of 1 July, 1942.
(b) Cominch SECRET memorandum, Serial 00527, to Chief of Staff of 21 June, 1942.

1. Your letter of 1 July (reference (a)) makes inquiry as to the effect of the recently concluded agreement, whereby arrangement was made for the Navy to acquire medium and heavy bombers, on the numbers of Army aircraft estimated to be required for anti-submarine and related activities. Actually, the aircraft to be acquired by the Navy under the procurement plan agreed upon are a part of the current aircraft program and not in addition to it. The effect of the agreement will be to implement the current naval program (both for anti-submarine activities and other purposes) at an early date than would otherwise have been possible, rather than to augment it, and the number of naval aircraft eventually to be made available for anti-submarine activities and related activities (as outlined in reference (b)) is not changed thereby.

2. It is my opinion, therefore, that the "target" as to numbers of aircraft for use in anti-submarine and related operations, both Army and Navy, suggested in my memorandum of 21 June should be retained for planning purposes until such time as our experience has indicated that a change can be made.

/s/ E J King
E. J. KING

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8 Jan ... June 1974
By ... LC, Date 6/7/76

AFADS 11 45
WMB/mhh

July 9, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS:
(ATTENTION: Colonel C. W. McCarthy).

SUBJECT: PBY-5 Airplane For North Atlantic Ferry Route Project.

1. Arrangements were made by General Arnold with the Navy Department for the use of one PBY-5 airplane in connection with the North Atlantic Ferry Route Project.

2. It is important that the personnel authorized to locate the airports to be constructed be placed on the ground with the contractors at the earliest possible moment as shipments of material and equipment have already left the ports for the locations tentatively selected.

3. This airplane was loaned from an operating squadron of the Navy to the Army Air Forces for this purpose.

4. It was placed at Gander Lake, Newfoundland by the Navy with its crew.

5. The airplane is now being used by the Base Commander of the Newfoundland Base Command, having been diverted from its original purpose.

6. It is requested that the Newfoundland Base Commander be instructed to have this airplane sent to Bolling Field to report to Lt. Col. George F. Brewer, the Air Transport Command, Air Forces Annex No. 1, Gravley Point.

7. It is requested that this airplane be made available at Bolling Field by Saturday, July 11th, if possible.

For the Commanding General, Army Air Forces:

MAX F. SCHNEIDER,
Colonel, G. S. C.,
Acting Assistant Chief of the Air Staff, A-4.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

888

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DOD Dir.
Date 10/7/76

File No. . . . . .

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Tally No. AAF . . . . . .

SUBJECT: Spares for the Near East.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	AFADS	7-5	1. General Arnold desires that a report be submitted to him listing the spares that are being sent to the Near East on the two boats that have left or are leaving for the Near East. 2. The status of all spares for the Near East will be covered in this report. G.E.S. AFCAS
2.	AFADS	AFASC Overseas Division	1942 7/8	AFADS EBB/mhh 1. It is desired that this report be prepared by your headquarters and forwarded to this division. 2. It is suggested that an information copy of tis report be furnished the Director of Base Services. for M.F.S. AC/A-4.
3.	AFASC	AFADS	7/13	AFASC-O JKH/fmv 1. Inclosed is a copy of a report showing the status of spares being shipped to "Heath" as requested in comment 1. An information copy of this report is being sent to the Director of Base Services. 1 Incl. Rpt. 7-13-42 OS/ASC

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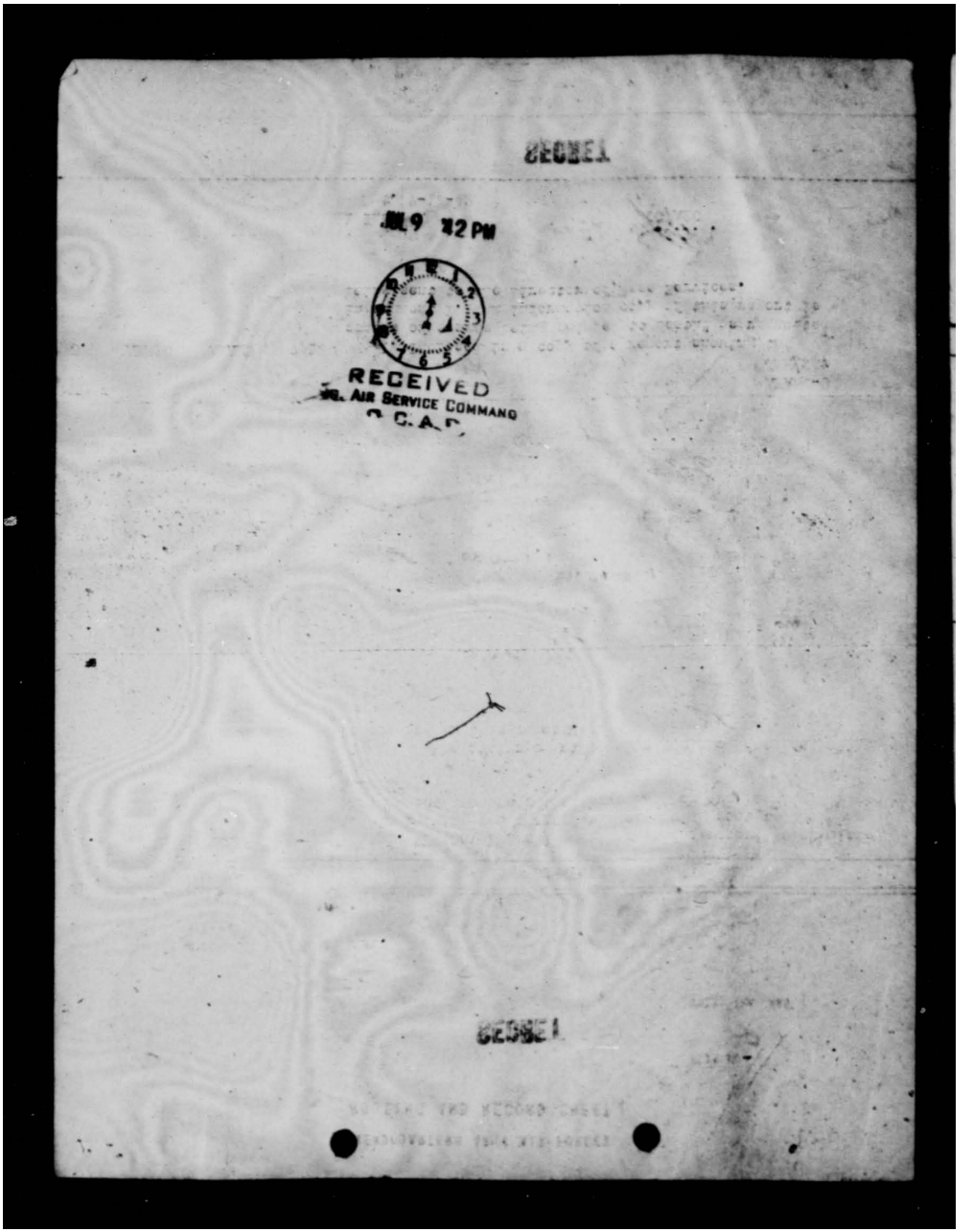

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HEADQUARTERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET
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File No. .....

Tally No. AAF .....

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

SUBJECT: Spares for the Near East.

NO	FROM	TO	DATE	COMMENTS AFADS EBB/elm
4.	AFADS	AFACG	1942 7/15	1. In accordance with your directive to the Chief of Air Staff, a report is submitted herewith listing the spares that have been sent to the Middle East by boat. 2. The same report shows the status of supplies being shipped to the Middle East by Air. Hq. Army Air Forces JUL 17 1942 AAG Received Copy sent to Chief of Air Staff. Incl. n/c. JJH, Jr., C/A-4
5	Gen Arnold	A-4	7/18 1942	Has this info been sent to Brereton?
	Incl No Change			
				AFADS WHB/elm
6.	AFADS	AFACG	1942 7/19	1. Information sent by air mail July 13, 1942. Hq. Army Air Forces JUL 20 1942 AAG Received Incls. n/c JJH, Jr., C/A-4.

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By [illegible] Date [illegible]

Spares for the Near East.

AFADS [illegible]

4. AFADS , AFACG 1942 7/15

1. In accordance with your directive to the Chief of Air Staff, a report is submitted herewith listing the spares that have been sent to the Middle East by heat.

2. The same report shows the status of supplies being shipped to the Middle East by Air.

Hq. Army Air Forces
JUL 17 1942
RRG Received

TJH, Jr.,
C/A-4

Copy sent to Chief of Air Staff.

Incl. n/c.

452.1 (488)

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Copy for C/AS
(Gen. Strategy)

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6 Jan. & 30 June 1974
By [illegible] C. Date 6/7/76

Spares for the Near East.

AFADS WMB/elm

6. AFADS AFACS 1942 7/19 1. Information sent by air mail July 13, 1942.

TJH, Jr.,
C/A-4.

Incls. n/c

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DOD Ltr
8 Jan & 20 June 1974
By [illegible] Date [illegible]

STATUS OF SPARES FOR THE NEAR EAST (CAIRO)

7-13-42

1. The following spares were shipped from Newark to Cairo by boat on or about July 12, 1942, via Capetown:

Project No.	Type of Equipment	Number of Pounds
155	Table 5 for 200 Unit Depot	386,404
258	Maintenance Spares for B-24D Airplanes	146,097
288	Maintenance Spares for B-25C Airplanes	81,130
357	28 each 1830-43 Engines	62,160
358	Maintenance Spares for P-40F Airplanes	189,494
359	Maintenance Spares for A-29 Airplanes	118,267

2. The following spares were shipped from Miami to Cairo by air from July 4 to July 11, 1942:

Project No.	Type of Equipment	Number of Pounds
336	Maintenance Spares for B-24D's	2778
337	Maintenance Spares for P-40F's	3274
338	Maintenance Spares for B-25's	1636
339	Maintenance Spares for A-29's	13290
340	Maintenance Spares for DB-7B's	2049
352	Maintenance Spares for B-24D's	6176
356	Ferry Spares for P-40F's	3295

There remains about 200,000 pounds of spares for the above airplanes to be shipped by air from Miami.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Dir.
By [illegible] Date 10/2/70

File No. 452.1 misc

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Tally No. AAF _____

SUBJECT: Use of small airplanes (puddle jumpers) for combat purposes and for spreading chemicals.

RLO/hk

NO.	FROM	TO	DATE	COMMENTS
1.	CAS	DMR	7/7	1. Action recommended by Assistant Chief of Air Staff, Plans, in basic communication is approved. Take necessary action to furnish two small airplanes as recommended. Incl: Memo for C/AS Memo for Asst. C/AS, Plans R.L.O. S/AS
2.	AFDMR	~~AFRGS~~ AFRGS	7-7	1. For appropriate action. Incl. n/c M.E.G. for M. S. F. Dir. Mil. Req.
3	AFRGS	AFDMR	1942 7/21	AAF/AFRGS ELS/bme 1. Action being taken to transfer two aircraft, type L-4A, to A.C. Det., Edgewood Arsenal, Md., for use by Chemical Warfare Service Board. 2. One copy Spec. No. 423-4, Model L-4A Airplane, being mailed today to CAS Board, Edgewood Arsenal, Md. Incl: N/c [illegible] AFRGS

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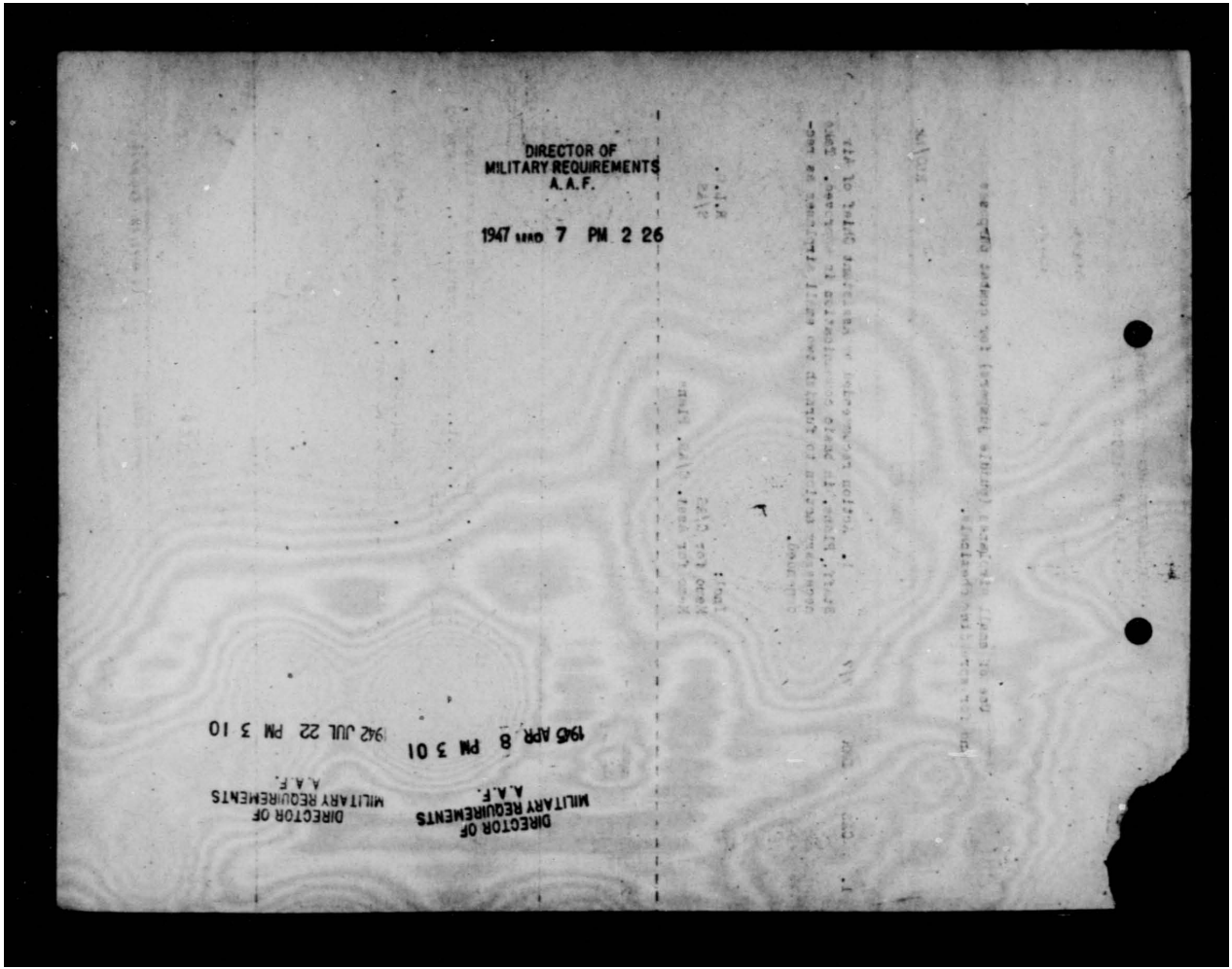

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

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Tally No. AAF _____

SUBJECT: Use of Small Airplanes (puddle-jumpers) for Combat Purposes and for Spreading Chemicals.

NO.	FROM	TO	DATE	COMMENTS HCL:eb
4.	AFDMR Hq. Army Air Forces JUL 23 1942 AAG Received	AFCAS	1942 7/22	1. For your information. Incl. n/c M. S. F. for M. S. F. Dir. Mil. Req.
5	DAS	File	7/24	Noted NAA S/AS

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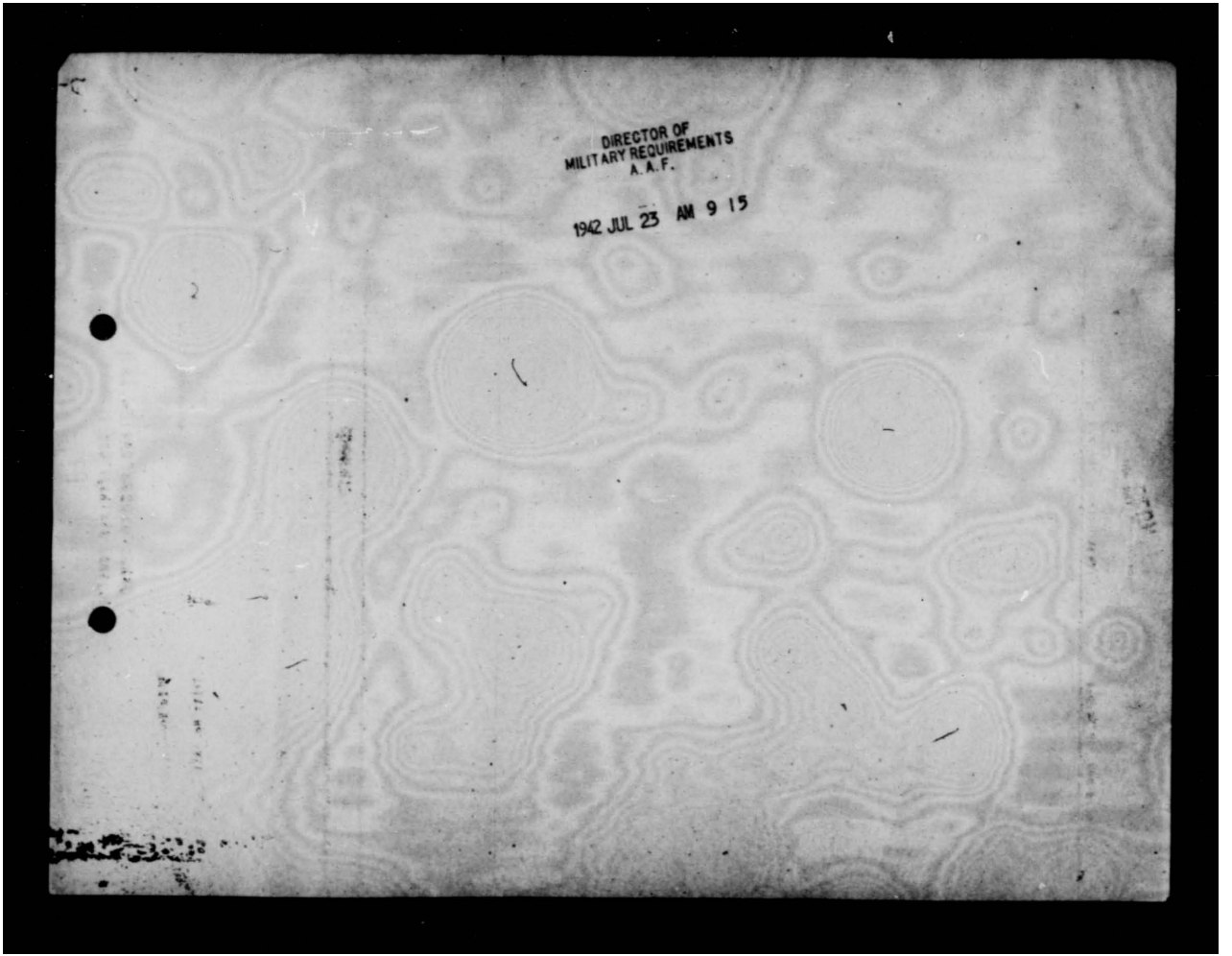

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By [illegible] Date 10/7/70

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Use of small airplanes (puddle jumpers) for combat purposes and for spreading chemicals.

RLO/hk

1. CAS [illegible] 7/7

1. Action recommended by Assistant Chief of Air Staff, Plans, in basic communication is approved. Take necessary action to furnish two small airplanes as recommended.

Incl:
None for C/AS
None for Asst. C/AS, Plans

R.L.O.
S/AS

452.1
487

File
a 7/7/42

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

[illegible]	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	[illegible]

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WAR DEPARTMENT
OFFICE CHIEF CHEMICAL WARFARE SERVICE 4 - 1
WASHINGTON, D. C.

In reply refer to CWS 373/37
(5-14-42)

May 14, 1942

MEMORANDUM FOR: Chief of the Air Staff, Plans.
(Attention: Colonel H. A. Craig.)

Subject: The Grasshoppers Are Coming.

1. Reference is made to memorandum for Chief of the Chemical Warfare Service, dated April 17, 1942, subject as above.

2. A plan for using fleets of small planes for spreading gas or laying smoke by bombs or tanks near the ground has considerable merit and is deserving of study and test for the following reasons:

a. This type of plane would be useful for local definite missions, especially where a heavier plane would not be available or needed.

b. Due to low cost and mass production, sufficient quantities of small planes could be made available to ground forces for missions described above easier than could heavier planes.

c. Many small and scattered missions at short range could be carried out with a view of confusing the enemy.

d. For rapid contamination of certain areas, a fleet of such planes would seem to be ideal when equipped with either tanks or bombs. Within our own lines they could be used for rapid decontamination of certain areas.

3. It is recommended that:

a. Specific information be furnished with reference to speed, landing and take-off area required, carrying capacity, range, and other important features of this type plane which will assist in determining what types and amounts of chemical munitions could be used.

- 1 -

PLEASE ADDRESS ALL COMMUNICATIONS TO "CHIEF OF THE CHEMICAL WARFARE SERVICE, WAR DEPARTMENT, WASHINGTON, D. C."

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b. One or more planes be made available to the Chemical Warfare Board for the purpose of determining what type of munition and equipment can be used for this purpose and what the military characteristics should be.

For the Chief of the Chemical Warfare Service:

ALEXANDER WILSON
Brigadier General, C.W.S.
Chief, Field Service

2 Incls.
Incl. #1 - Memo to AFAEP, 4/10/42.
Incl. #2 - Routing and Record Sheet, Hq AAF, 4/6/42, with Incl. noted thereon.

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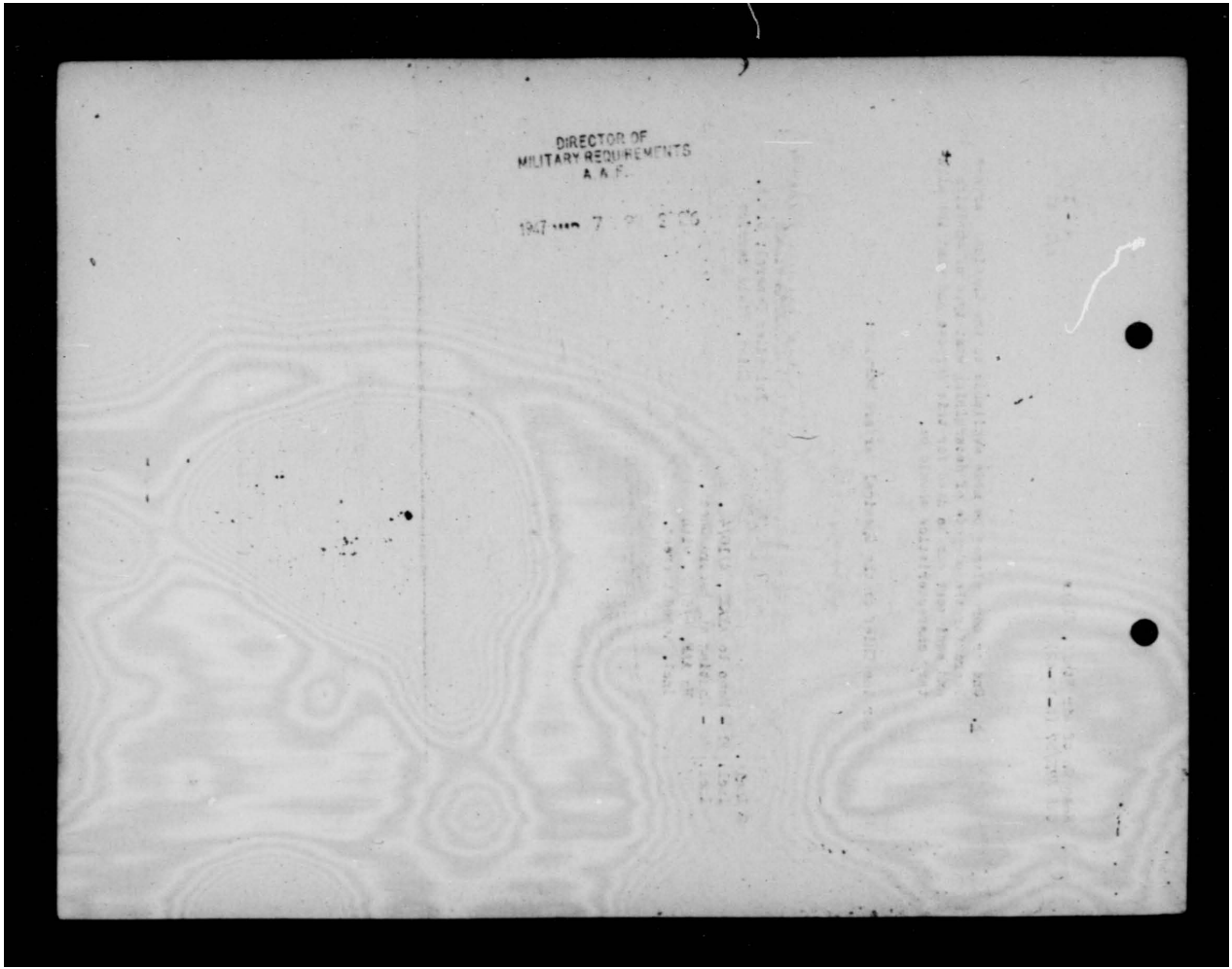

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

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WAR DEPARTMENT
Headquarters Army Air Forces
[redacted]

WASHINGTON

JUL 3 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Use of small airplanes (puddle jumpers) for combat purposes and for spreading chemicals.

I. Discussion.

1. The possible use of small planes for the purpose of low altitude bombing and for spreading gas chemicals appears to have several possibilities.

2. The Chemical Warfare Service is experimenting at present with various sized tanks to be attached to heavy bombers for the purpose of spreading noxious gases.

3. The Chemical Warfare Service in a Memorandum to the Chief of the Air Staff, Plans Division, dated May 14, 1942, subject: "The Grasshoppers are Coming," (Tab A) requested specific information concerning all features of the small plane (puddle jumper) and requested that one or more of these small aircraft be furnished for experiments covering their use as a means of spreading chemicals.

4. Such experiments could be carried on by the Chemical Warfare Service in conjunction with the present study of noxious gas tanks for heavy bombers now being conducted at Aberdeen and Wright Field.

5. No experiments appear to have been made to determine the capabilities of the "puddle jumper" in low altitude bombing or enemy straffing. It is realized that the pay load of the "grasshopper" is approximately two hundred pounds but this represents the carrying capacity of the plane as equal to four fifty-pound or two one-hundred pound bombs.

6. A comparison of the light plane and the 155 mm. Howitzer, for example, provides a good comparison in showing the

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

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possibility of the light plane in combat.

155 Howitzer		Puddle Jumper	
Cost	$16,000	Cost	$1,500
Crew	10	Crew	1
Weight of shell	97 lbs.	Weight of bomb	2-100 lb, 4-50 lb.
Range	12,400 yds.	Range	75 miles
Maneuverability - Limited to terrain		Maneuverability - unlimited	
Fire power (Max)	150 rds per hr.	Fire power	various

The only possible advantage discounting attrition that the 155 mm. Howitzer has over the small plane is its superior fire power, but this is more than offset by the tremendous advantage of mobility that the airplane has.

7. The use of small planes for local missions of bombing and straffing appears to be quite feasible and the element of surprise and confusion which such attacks would have on the enemy is readily apparent.

II. Action Recommended.

That the Director of Military requirements be directed to:

1. Furnish two small planes of the L-2, L2A or L4A type and all pertinent data covering this type of ship, to the Chemical Warfare Service for the purpose of experimentation as to their suitability for spraying chemicals.

2. Determine by actual field tests the tactical value of planes of the L-2, L-2A and L-4A type.

O. L. Anderson,
Colonel, G.S.C.,
Actg. Assistant Chief of the Air Staff, Plans.

Incl:
Tab A.

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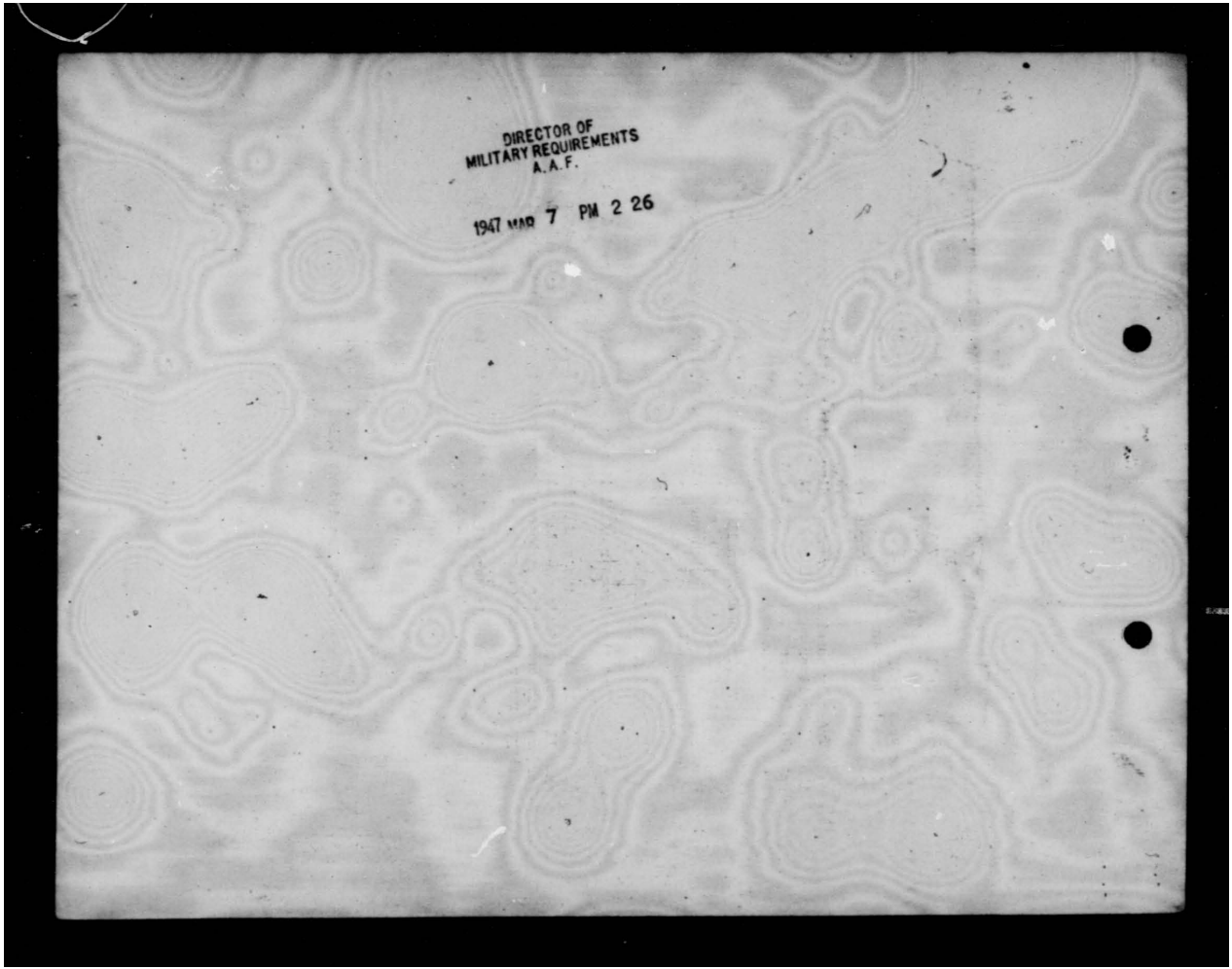

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JTK/alm
7/1/42

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DOD ltrs
4 Jan & 20 June 1974
By [illegible] Date 10/7/76

JUL 3 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Use of small airplanes (puddle jumpers) for combat purposes and for spreading chemicals.

I. Discussion.

1. The possible use of small planes for the purpose of low altitude bombing and for spreading gas chemicals appears to have several possibilities.

2. The Chemical Warfare Service is experimenting at present with various sized tanks to be attached to heavy bombers for the purpose of spreading noxious gases.

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4. Such experiments could be carried on by the Chemical Warfare Service in conjunction with the present study of noxious gas tanks for heavy bombers now being conducted at Aberdeen and Wright Field.

5. No experiments appear to have been made to determine the capabilities of the "puddle jumper" in low altitude bombing or enemy straffing. It is realized that the pay load of the "grasshopper" is approximately two hundred pounds but this represents the carrying capacity of the plane as equal to four fifty-pound or two one-hundred pound bombs.

6. A comparison of the light plane and the 150 MM. Howitzer, for example, possesses a good comparison in showing the

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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possibility of the light plane in combat.

155 Howitzer		Puddle Jumper	
Cost	$16,000	Cost	$1,500
Crew	10	Crew	1
Weight of shell	97 lbs.	Weight of bomb	2-100 lb, 4-50 lb.
Range	12,400 yds.	Range	75 miles
Manouverability - Limited to terrain		Manouverability - unlimited	
Fire power (Max)	150 rds per hr.	Fire power	various

The only possible advantage discounting attrition that the 155 mm. Howitzer has over the small plane is its superior fire power, but this is more than offset by the tremendous advantage of mobility that the airplane has.

V. The use of small planes for local missions of bombing and straffing appears to be quite feasible and the element of surprise and confusion which such attacks would have on the enemy is readily apparent.

II. Action Recommended.

That the Director of Military requirements be directed to:

1. Furnish two small planes of the L-2, L2A or L4A type and all pertinent data covering this type of ship, to the Chemical Warfare Service for the purpose of experimentation as to their suitability for spraying chemicals.

2. Determine by actual field tests the tactical value of planes of the L-2, L-2A and L-4A type.

O. A. Anderson,
Colonel, G.S.C.,
Actg. Assistant Chief of the Air Staff, Plans.

Incl:
Tab A.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

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

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GW S 373/37
(5-14-42)

MEMORANDUM FOR: Chief of the Air Staff, Plans.
(Attention: Colonel H.A. Craig.)

SUBJECT: The Grasshoppers are Coming.

1. Reference is made to memorandum for Chief of the Chemical Warfare Service, dated April 17, 1942, subject as above.

2. A plan for using fleets of small planes for spreading gas or laying smoke by bombs or tanks near the ground has considerable merit and is deserving of study and test for the following reasons:

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c. Many small and scattered missions at short range could be carried out with a view of confusing the enemy.

d. For rapid contamination of certain areas, a fleet of such planes would seem to be ideal when equipped with either tanks or bombs. Within our own lines they could be used for rapid decontamination of certain areas.

3. It is recommended that:

a. Specific information be furnished with reference to speed, landing and take-off area required, carrying capacity, range, and other important features of this type plane which will assist in determining what types and amounts of chemical munitions could be used.

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b. One or more planes be made available to the Chemical Warfare Board for the purpose of determining what type of munition and equipment can be used for this purpose and what the military characteristics should be.

For the Chief of the Chemical Warfare Service:

ALEXANDER WILSON
Brigadier General, G.S.C.
Chief, Field Service.

2 Incls:
Incl #1 - Memo to AFAMP, 4/10/42.
Incl #2 - Routing and Record Sheet, Hq AAF, 4/6 42, with Incl. noted thereon.

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Program Providing for cargo transport aircraft for the use of AFC in the operation of Army Air Transportation routes

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] Date [illegible]

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452.1 (484)

Dispatched
JUL 2 1942
AAG

CAS A-3 7/1 1. Decision was made for the conversion of B-24's to Transports this A.M. Colonel Picker of your section is familiar with this decision.

BLO/hk

---------- Incl: n/c ----------

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Sec'y AAF [illegible]	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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Wrtn 6/30

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DOD ltrs.
6 Jan & 20 June 1974
By Ali Bn, LC, Date 10/7/78

July 1, 1942

452.1 (483)

MEMORANDUM FOR Assistant Chief of Staff, OPD

Subject: Aircraft for Coast Protection, WDC.

1. With reference to Disposition Form, dated June 20, same subject, attached hereto, no heavy bombardment squadrons can be withdrawn from units in training in the 2nd and 3rd Air Forces at this time without serious interference with the current operational training program. Unless the situation in the Northwest Sea Frontier demands it to an extent sufficient to justify withdrawal of units scheduled for Bolero and other priority commitments, it is recommended that no heavy bombardment units be withdrawn from training for assignment thereto.

Incl.
DF Subj. same
as above.

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

CC OCS

File
ci 7/21/42

Dispatched
JUL 2 1942
AAG

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Reg. 5 20 June 1974
By [illegible] Date 10/7/72

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~~CONFIDENTIAL~~

Memo Report Regarding Wright Field, Aircraft

RLO/bk

1. CAS A-3 7/3 1. For your comments and recommendations.
thru PLANS

Incl:
Confidential report on
Wright Field Aircraft

R.L.O.
W/AS

452.1 (482)

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JUL 8 1942
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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Air Ser	Sec'y Air Ward	S. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Statistics	

AAF-32

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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By: [illegible] Date: [illegible]
Tally No. AAP _____

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

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SUBJECT: C-45 for General Eichelberger.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Dir. of War Organization & Movement	1942 6/19	General Eichelberger is going down to Columbia to take Command of the Headquarters of the I Army Corps. What can we do in the way of assigning him a C-45 and making a pilot available to fly it for him? The airplane would be stationed at Columbia. Answer required not later than Monday, June 22, 1942. H. H. A.
2.	AFROM G-5:nf	AFACG	6/20	1. To supply a C-45 airplane at this time would involve a withdrawal of one of the airplanes bearing the following assignments: CG, II Army Corps — Jacksonville CG, III Army Corps — Atlanta CG, IV Army Corps — Beauregard CG, VI Army Corps — Hillsgrove CG, VII Army Corps — Chico, Calif. CG, VIII Army Corps — Brownwood CG, IX Army Corps — Gray Field CG, Eighth Corps Area — Brooks Field CG, Ninth Corps Area — Salt Lake British Air Commission — Bolling Field CG, Ferrying Command — Bolling Field National Guard Bureau — Bolling Field Staff, Army Ground Forces — Bolling Field CG, Desert Training Center — March Field Armored Force Commander — Godman Field. 2. All other C-45 airplanes are outside continental U.S.

ARMY AIR FORCES W.O. & M. 1942 JUN 29 AM 8:29

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

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SUBJECT: C-45 for General Eichelberger. ~~CONFIDENTIAL~~ DECLASSIFIED

NO.	FROM	TO	DATE	COMMENTS
2.	(CONTINUED)		1942 6/20	3. Under a directive dated June 4, 1942, AG 452.1 (5-27-42)MS-C, copy attached, the Commanding General, I Army Corps, is given 12th priority in the assignment of C-45 airplanes becoming available. Production estimates of C-45B airplanes now on contract indicate that the airplane assigned in accordance with this directive will be available early in September this year. 4. A single engine commercial type airplane is available now for assignment to General Eichelberger, or a light 2-engine Cessna C-78 (T-50) will be available in July for use until a C-45 becomes available from production, if either will meet General Eichelberger's requirements. Pilot and maintenance personnel should be available at the Air Base, Lexington County Airport, Columbia, South Carolina. Incl: Ltr 6/4/42, AG 452.1 (5-27-42)MS-C. N.F.T. Col., AAF Dir. W.O.& M.
3.	AFAGT	AFAOG	6/22	JJO'S:vme 1. If a C-45 type airplane is to be made available to General Eichelberger, it is the recommendation of this Division that the C-45 personally assigned to the Commanding General, Ferrying Command, be reassigned to General Eichelberger. 2. The Commanding General, Ferrying Command, can use as his personal transport one of the three Lockheed 18s taken over from Commercial Airlines. Incl: n/c H. S. V. C/AFACT

General George says this is not a personal airplane

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~

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Tally No. AAF _____

SUBJECT: C-45 for General Eichelberger.

NO.	FROM	TO	DATE	COMMENTS
4	General Arnold	General Harmon	1942 6/27	In connection with the study you are working up on assignment of transports, consider the case of Eichelberger who is commanding the I Corps at Columbia, South Carolina. In the meantime take the necessary action to assign him temporarily a single engine transport and get it down there right away. I am writing Eichelberger that he may expect it any day now. H.H.A.
Incl:	Cpy of ltr to CG/AAF, 6/4/42 frm. Gen. Ulio re Assignment of Staff Airplanes.			
5	AFCAS	AFACT	1942 6-28	RLO/hd For compliance with General Arnold's directive contained in paragraph 2 of Item No. 4. R.L.O. ~~AFCAS~~ S/AS
Incl:	n/c			JJO'S;hl
6.	AFACT	AFROM	6-29	Confirming telephone conversation with Colonel McCoy it is requested that you take the necessary action to assign to General Eichelberger 1 C-43 airplane at the earliest practical date in compliance with Item #4 General Arnold's directive. H. S. V. C/AFACT
Incl.	n/c			

ARMY AIR FORCES W.O.&M.

1942 JUN 30 PM 4 00

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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SUBJECT: C-45 for General Eichelberger.

NO.	FROM	TO	DATE	COMMENTS
7.	AFROM (G-2:tga)	AFACT	1942 7/3	MOD:tga 1. A Waco C-71 Airplane, NC-29379, was assigned 96th Air Base Squadron, Columbia, South Carolina for use of General Eichelberger on June 30, 1942. MD H. P., Brig. Gen., USA, Dir., WO&M. Inc. n/c
8.	AFACT	AFCAS	7/4	JJO'S:vme For your information. Army Air Forces JUL 6 1942 AAG Received Vau H. S. V. C/AFACT Incl. n/c
9	CAS	MAG	7/6	For file JCD S/AS

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DOD Ltr
By [illegible] Date 10/7/70

AG 452.1 (5-27-42)MS-C VED/bjs-1705

June 4, 1942

SUBJECT: Assignment of Staff Airplanes.

TO : Commanding General, Army Air Forces.

1. C-45 type transport airplanes will be assigned in the following priority:

1. Commanding General, III Army Corps
2. Commanding General, Fourth Corps Area
3. Commanding General, Seventh Corps Area.
4. Military Intelligence Section, Villavicencio, Colombia
5. Military Intelligence Section, Quito, Ecuador.
6. Military Mission, Bolivia
7. Military Mission, Chile.
8. Military Intelligence Section, Rio de Janeiro, Brazil.
9. Military Intelligence Section, Santiago, Chile
10. Military Intelligence Section, Buenos Aires Argentina.
11. Military Intelligence Section, La Paz, Bolivia.
12. Commanding General, I Army Corps
13. Commanding General, X Army Corps
14. Commanding, General, XI Army Corps
15. Replacement for Military Intelligence Section, and Military Missions.
16. Replacement for Military Intelligence Section, and Military Missions.

2. OA-9 type amphibians will be assigned in the following priority as they are made available.

1. Military Intelligence Section, Ciudad Bolivar, Venezuela.
2. Military Intelligence Section, Iquitos, Peru.
3. Replacement for Military Intelligence Section.

By order of the Secretary of War:

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A. ULIO
Major General
The Adjutant General

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DOD ltrs.
8 Jan. & 26 June 1974
By [illegible] Date 4/2/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

June 26, 1942

MEMORANDUM TO THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Status of 92d and 301st Bombardment Groups (H)

1. The 301st Bombardment Group is now at Brainard Field, Hartford, Connecticut. It has thirty-five (35) B-17E airplanes assigned to it. It will be completely equipped with B-17F airplanes and squadrons of this Group can depart on the following dates:

2 Squadrons	July 6, 1942
Last 2 Squadrons	July 8, 1942

2. The 92d Bombardment Group is at Westover Field. It now has twenty-three (23) B-17E airplanes. It will be equipped with B-17F airplanes and it is expected that this Group can depart for Belore before July 17, 1942.

3. All B-17F airplanes to be assigned to the 92d and 301st Bombardment Groups will have the necessary modifications to make them completely operational, including nose guns.

4. The status of B-17F airplanes for these two Groups is as follows:

10	San Antonio Air Depot
8	Middletown Air Depot
8	Cheyenne Modification Center
10	Enroute from factory to Modifications Centers
36	Flyaways

Additional airplanes will be delivered from the factory to modification centers at the rate of from six (6) to eight (8) airplanes per day.

5. Delivery schedules for B-17F airplanes from modification centers are as follows:

16	July 4, 1942
16	July 6, 1942
42	July 15, 1942
74	Total

Am Group File: Gen Arnold & Ch. of Air Staff have copies. Mrs

452.1 (479)

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MUIR S. FAIRCHILD
Brig. General, U. S. Army
Director of Military Requirements

Air Ab 452.1 (479)

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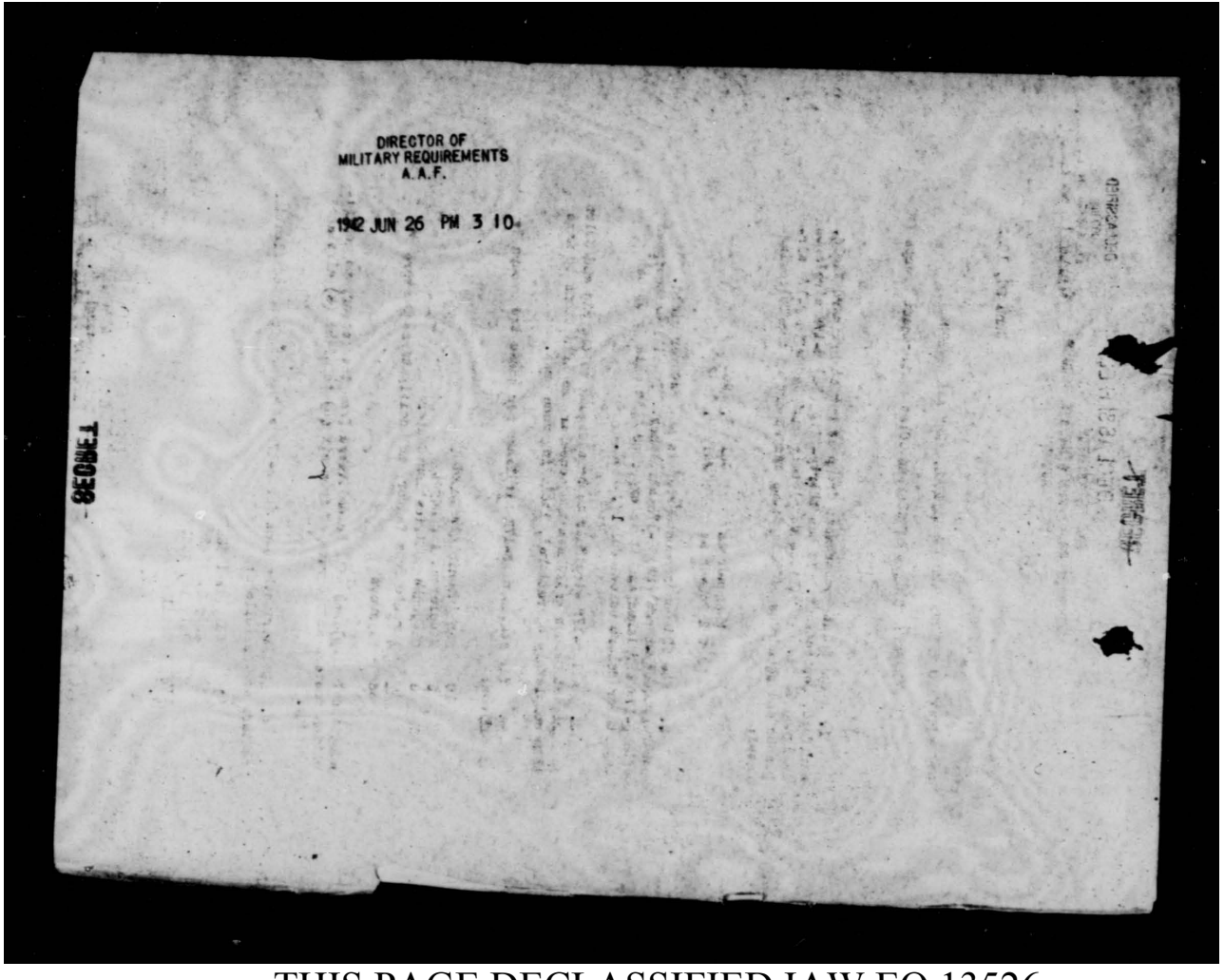

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By [illegible] Date [illegible]

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July 1, 1942.

SUBJECT: Aircraft for Offshore Patrol.

TO: Commander-in-Chief, U. S. Fleet

1. A tentative plan agreed to jointly by representatives of the Army and Navy provides for Navy procurement of certain specified numbers of B-24's, B-34's and B-25's for coastal patrol purposes.

2. In this connection, the Army is now implementing a plan to provide one hundred (100) B-18 type aircraft equipped with ASV-10 equipment for anti-submarine patrol. This force falls short of the number of medium bombers which you have determined are required for this purpose and which you have outlined in paragraph 6, your letter of June 21, 1942, Subject "Anti-Submarine Operations".

3. Since anti-submarine patrol is included in the purpose for which it was jointly agreed that the Navy should procure the numbers and types of aircraft referred to above, it is understood that the deficiency existing in the anti-submarine requirement will be met by the Navy with land-based aircraft procured under this agreement.

452.1 (477)

(Sgd.) G. C. MARSHALL

Chief of Staff.

JUL 1 1942

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OFFICE CHIEF OF STAFF

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date: [illegible]

Extract from Memorandum for General Marshall from Admiral King, dated June 21, 1942, Subject: Anti-submarine Operations - Protection of Atlantic Shipping.

"6. It is not possible to make any exact estimate of aviation requirements for anti-submarine operations while conditions are changing as rapidly as is now the case, but for planning purposes I think that we should aim at the following figures which are far below the standard which the British use in their home waters and may be accepted as the minimum necessary to give air cover to escorted convoys:

	ARMY	NAVY	
	Med. Bomb.	Patrol	Obs.
Eastern Sea Frontier	200	200	150
Gulf Sea Frontier	100	100	50
Caribbean Sea Frontier	100	150	50
Panama Sea Frontier	100	100	50
	500	550	300

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DOD Rts
8 Jan. & 20 June 1974
By [illegible] Date 10/7/20

June 29, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Control of Submarine Warfare.

1. Under date of January 7, 1942, the President approved certain numbers of four-engine and two-engine Army airplanes for coastal patrol purposes. A tentative plan to achieve this result has been agreed to jointly. The plan provides for Navy procurement of twenty additional B-24's to be produced by the Consolidated Aircraft Company each month, starting this September. In addition, the Navy will get 600 B-34 Ventures at a rate of approximately 100 per month. These will be followed with 300 B-25's for the Navy. In consideration of this, the Navy will reduce the number of PB boats being manufactured by Consolidated in order to free capacity for B-24's. They will also turn over to the Army the Renton Plant near Seattle to enable the Army to have B-29's manufactured there.

2. The Army is now implementing a plan to provide 100 B-18 type airplanes equipped with ASV-10 equipment for anti-submarine patrol. This number of ASV-10 equipped airplanes falls quite short of the requirements determined by the Navy as the minimum.

3. In view of the allocations under discussion, it is recommended that assurance be obtained from the Navy, that the deficit in their off-shore patrol requirement and responsibility, be supplied from these heavy and medium airplanes allocated the Navy by the Army.

452.1 (477)

H. H. ARNOLD

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

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DOD Ltrs
19 Jan & 20 June 1974
By: [illegible] LC. Date 6/7/74

June 30, 1942

SUBJECT: Aircraft for Offshore Patrol.

TO: Commander-in-Chief, U. S. Fleet

1. A tentative plan ~~which has been~~ agreed to jointly by representatives of the Army and Navy provides for Navy procurement of certain specified numbers of B-24's, B-34's and B-25's for coastal patrol purposes.

2. In this connection, the Army is now implementing a plan to provide one hundred (100) B-18 type aircraft equipped with ASV-10 equipment for anti-submarine patrol, a number which falls short of the minimum determined by the Navy as necessary for this purpose.

3. Since anti-submarine patrol is included in the purpose for which it was jointly agreed that the Navy should procure the numbers and types of aircraft referred to above, it is understood that the deficiency existing in the anti-submarine requirement will be met by the Navy with land-based aircraft procured under this agreement.

What minimum?
That for army contribution
or that for combined A & N?

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by [illegible] NARS, Date 6-24-72

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

~~SECRET~~
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

June 29, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Control of Submarine Warfare.

1. Under date of January 7, 1942, the President approved certain numbers of four-engine and two-engine Army airplanes for coastal patrol purposes. A tentative plan to achieve this result has been agreed to jointly. The plan provides for Navy procurement of twenty additional B-24's to be produced by the Consolidated Aircraft Company each month, starting this September. In addition, the Navy will get 600 B-34 Venturas at a rate of approximately 100 per month. These will be followed with 300 B-25's for the Navy. In consideration of this, the Navy will reduce the number of PB boats being manufactured by Consolidated in order to free capacity for B-24's. They will also turn over to the Army the Renton Plant near Seattle to enable the Army to have B-29's manufactured there.

2. The Army is now implementing a plan to provide 100 B-18 type airplanes equipped with ASV-10 equipment for anti-submarine patrol. This number of ASV-10 equipped airplanes falls quite short of the requirements determined by the Navy as the minimum.

3. In view of the allocations under discussion, it is recommended that assurance be obtained from the Navy, that the deficit in their off-shore patrol requirement and responsibility, be supplied from those heavy and medium airplanes allocated the Navy by the Army.

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H. H. Arnold

Draft memo to Navy
SGW

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To Gorrie to prepare reply

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DOD 1.9.
8 Jan. & 30 June 1974
By [illegible] I.C. Date 10/7/72

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
WASHINGTON

June 26, 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Conference with Navy Representatives in Regard to Production of Heavy and Medium Bombers for the Use of the Navy.

1. In compliance with your instructions, conference was held in regard to the above subject, June 26, 1942. Those present at this conference were:

Army Air Forces	-	General Echols General Meyers
U. S. Navy	-	Captain Davison Captain Sallada
War Production Board	-	Mr. T. P. Wright

2. The Navy requested a total of 400 B-24's, as follows:

200 by July 1, 1943
200 by July 1, 1944

The Navy requested a total of 900 B-25's, as follows:

400 by July 1, 1943
500 additional by July 1, 1944.

3. The following tentative plan was agreed to as a basis for further discussion:

a. B-24 Airplanes -

Schedule Consolidated for an additional 20 B-24's per month, beginning in September. These 20 per month to go to the Navy, but in the event of shortages of equipment, resulting in the inability of Consolidated to deliver all the airplanes scheduled, the Army and Navy would share alike in the deficits, the Navy agreeing to do everything possible that they can to assist the Army in preventing any deficits in Government furnished or other equipment.

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b. Two-Engine Bomber -

The Navy to get 600 B-34 Venturas from the Vega plant, at the approximate rate of 100 per month, to be followed with 300 B-25's from the North American Kansas City plant.

4. In order to offset the effects on the Army program of these deliveries to the Navy, the Navy has agreed to:

a. Make a study in regard to the reduction of the PB boats being manufactured by Consolidated, with a view of turning some of this capacity over for the manufacture of either B-24 bombers or B-24 cargo type airplanes.

b. Turn over to the Army for the manufacture of B-29's the new Boeing so-called Renton plant near Seattle, and eliminate their large flying boat which Boeing was scheduled to produce. The use of this plant would call for the elimination of North American from the B-29 picture, and the transfer of their B-29 production to the Boeing company at the Renton plant. This has the following advantages:

(1) It would have Boeing manufacturing his own airplane in a facility which apparently is already set up.

(2) There appears to be considerable hard feeling between North American and his main subcontractor, Fisher Body, and the proposed scheme would ease this situation considerably.

(3) It would enable North American to go full-out on his own ship which is now being built at Kansas City, and would not involve any retooling or reduction in the number of B-25's that could be produced by that plant by 1943.

(4) It would permit us to obtain the maximum number of B-25's that could be produced by the Kansas City plant in 1943 without any of the involvements of introducing a new model, since the B-25 has apparently become a more useful airplane than was anticipated, in that it not only seems to be a reasonably good medium bomber, but also, with gunnery modifications, will lend itself to support of ground troops. It is believed that circumstances will require the maximum number of these airplanes that we can build.

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g. The only disadvantage of this proposal that is now seen would be the complicated contractual involvement of cancelling the North American B-29 contracts and unraveling the subcontracting deals with Fisher Body and transferring these obligations to the Boeing company. However, it is believed that this probably could be worked out to the satisfaction of all concerned. Representatives of the Navy Department have already discussed this with the Boeing company, and state that Boeing have indicated their willingness. No contacts have been made with the North American management in regard to this matter, but their local representatives informally stated that they believe the above program would probably be satisfactory to their company.

5. A committee, consisting of General Meyers, Captain Sallada and Mr. T. P. Wright have been designated to make further studies in connection with this tentative plan, with a view of submitting definite recommendations.

Hq. Army Air Forces
JUN 27 1942
AAG Received

O P Echols

O. P. ECHOLS,
Major General, U.S.A.,
Commanding General,
Materiel Command.

cc: General Knudsen
Mr. Lovett

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Air Ch 452.1 (77)

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD ltr's
8 Jan. & 20 June 1974
By: [signature] LC, Date [illegible]

July 1, 1942.

MEMORANDUM FOR: The Chief of Staff

Subject: Aircraft for Offshore Patrol.

Attached hereto is redraft of letter to the Commander-in-Chief, U. S. Fleet, on the above subject.

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

1 Incl.-
Draft.

WOCPO

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(6-29-42)

FOR VICTORY
BUY
UNITED STATES
DEFENSE
BONDS
AND
STAMPS

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DOD Ltr.
Date 10/7/71

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
WASHINGTON

June 27, 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: P-40F Airplanes for the Navy.

1. With reference to the attached paraphrase copy of cablegram 210317 which you directed that I take up with the Bureau of Aeronautics, I have discussed this matter with Captain Davison and Captain Sallada, and they state that the Bureau of Aeronautics is not in accord with this proposition, and that they believe their new fighter airplane will be more satisfactory than the P-40F for the purposes desired.

2. Captain Davison requested that I take no further action in this matter unless he contacted me again in regard to this project.

452.1 (476)

O P Echols

O. P. ECHOLS,
Major General, U.S.A.,
Commanding General,
Materiel Command.

Incl.
Paraphrase cy 210317
w/pencil notes.

Hq. Army Air Forces
JUN 27 1942
AAG Received

File per Col Dick
Ai 6/28/42

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Ai Ab 452-1 (476)

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Re Navy request for P-40s

1. Total prod. to expiration
2. To Be,
3. What do with remainder,
4. Production schedule of P-47 & effect on P-40 production. Can we produce any appreciable quantity of P-40s & still meet requirements on P-47.

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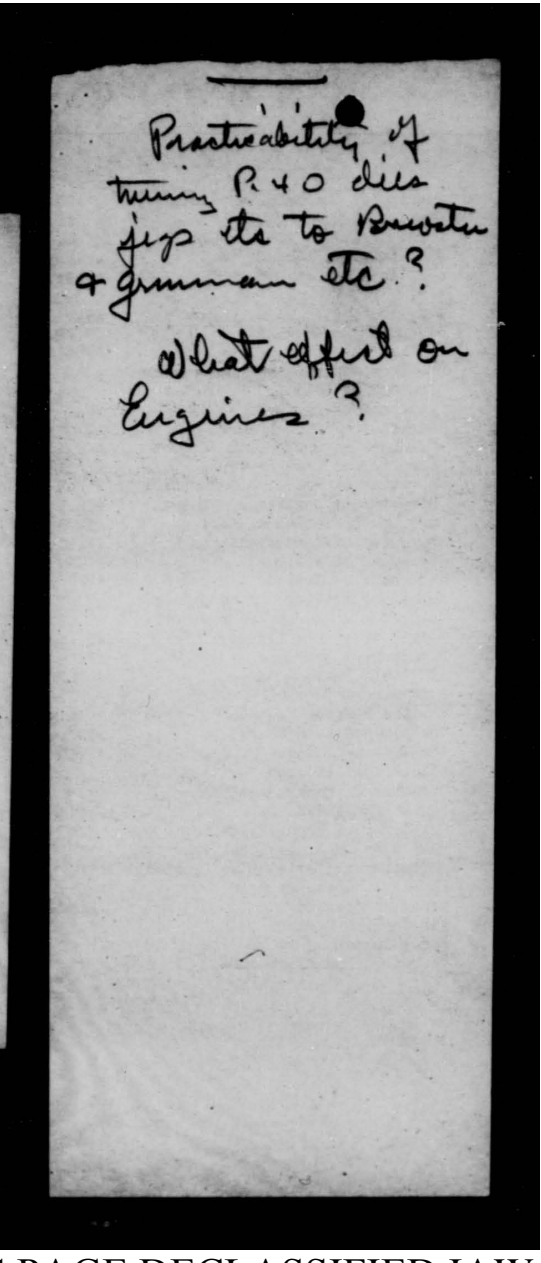

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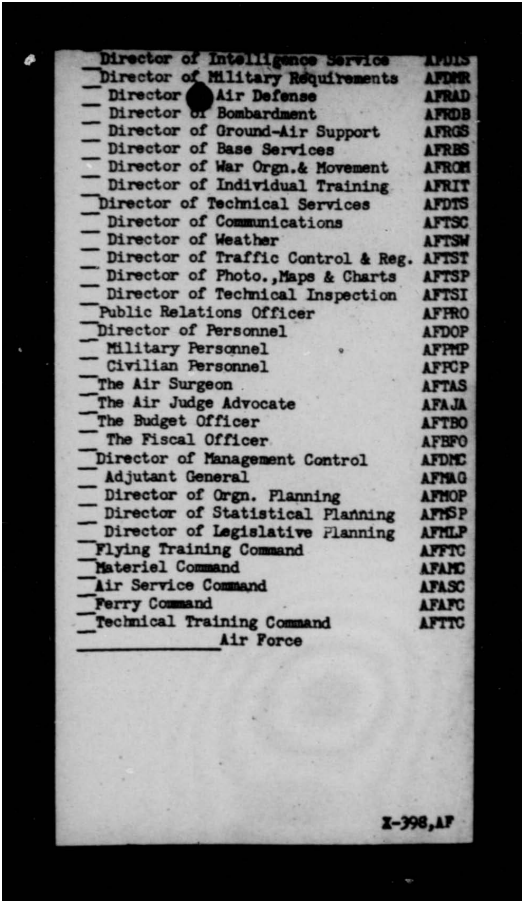

Director of Intelligence Service	AFDIS
Director of Military Requirements	AFDMR
Director of Air Defense	AFRAD
Director of Bombardment	AFRDB
Director of Ground-Air Support	AFRGS
Director of Base Services	AFRBS
Director of War Orgn.& Movement	AFROM
Director of Individual Training	AFRIT
Director of Technical 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	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	

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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	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	

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Paraphrase Copy.

Action Cominch from Cincpac 210317.

Reports of all air combat, Midway battle emphasizes apparent and extreme increased superiority of performance by Zeros. The primary source of any combat successes to date by Navy fighters has been on expert tactics opposed to enemy faulty tactics, although Zeros are more vulnerable than ours. General results over all have been bad and will be serious and potentially decisive within improvement, which can be expected in enemy tactics. The following action on all of following is considered to be of highest importance. P-40F planes or comparable type should be provided for all Marine Fighting Squadrons assigned outlying bases. P-40F or comparable type for aircraft carrier operations should be provided for Carrier Fighting Squadrons, if they can be modified. Even at a cost of reducing the number of guns, any possible steps should be taken to lighten F-4 F-4 and increase ammunition capacity. Assign absolute priority to delivery and production of new F-4U Fighter.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs.
8 Jan & 30 June 1974
LC, Date 10/7/76

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

Tally No. AAF _____

SUBJECT: The Production of Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Echols	1942 6/4	1. Everywhere I turn there is a demand for more transport airplanes - the British, Dutch, Australians, Navy and everybody. 2. What steps have you taken to insure a much larger production in 1943 than we are getting in 1942? 3. Give me a brief summary of this whole production program.
2	General Echols	General Arnold	1942 6/11	1. Total production of heavy and medium transports, for all customers, may be summarized for 1942 and 1943 as follows:

	1942	1943
Heavy 4 engine transports	43	379
" 2 " "	102	646
Med 2 " "	1272	4317
Total Heavy & Medium "	1417	5342

2. Production of C-47 will be started in the Douglas, Oklahoma City, plant beginning in May 1943, and build up to 200 per month by the end of 1943.

3. The C-54, formerly scheduled for production at Douglas, Oklahoma City, will be produced in a new facility to be built in Chicago. Production here will reach 50 per month by the end of 1943.

4. Curtiss and Waco have been brought in to produce a wooden version of the C-47, and the combined production of these two plants will reach 250 per month by the end of 1943.

3. Gen Arnold asst. noted

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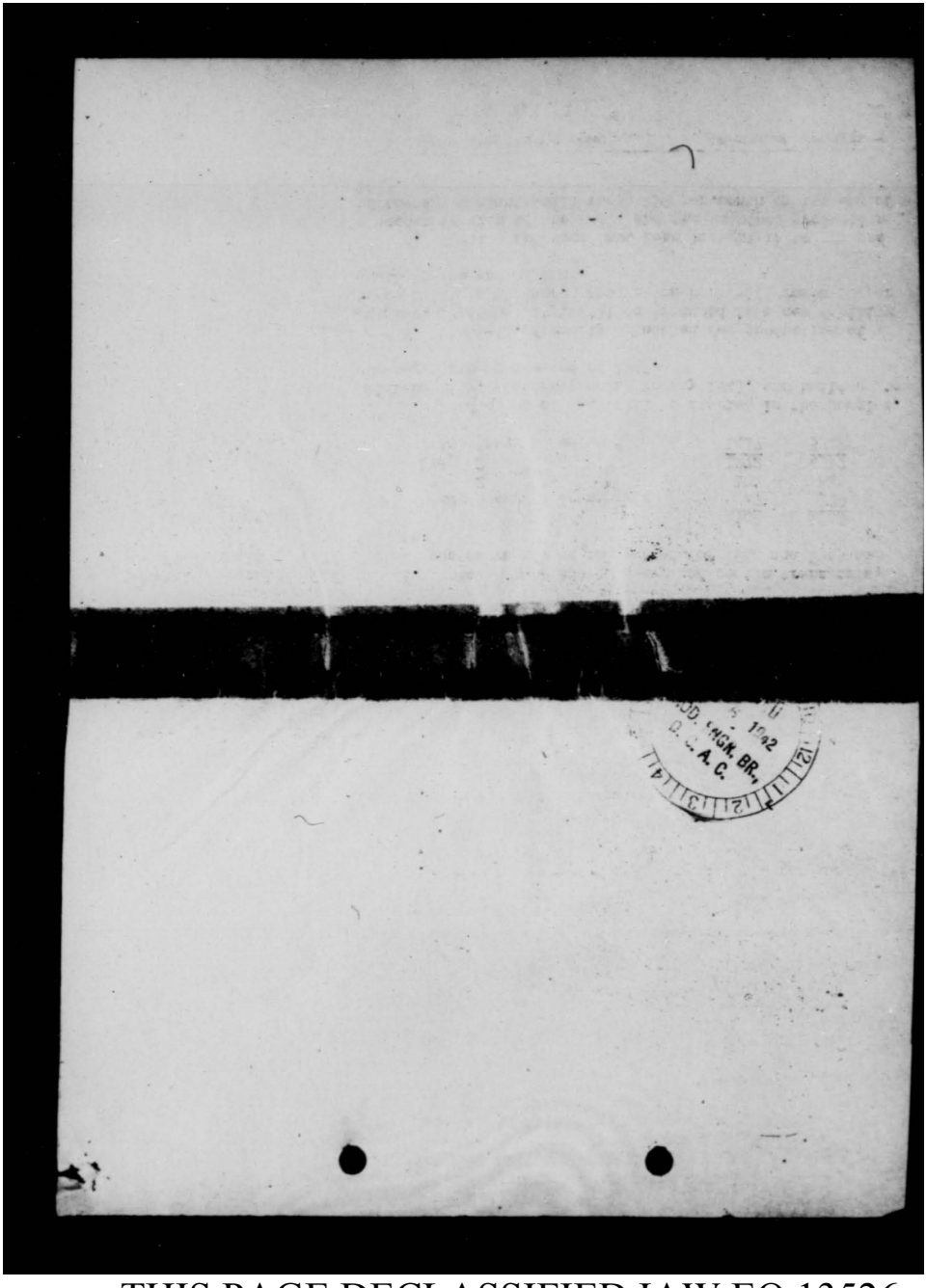

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

Tally No. AAF _____

SUBJECT: The Production of Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS
2 (cont'd)				5. Steps are being taken to accelerate all manufacturers as quickly as material and Government Furnished Equipment become available. Douglas, Long Beach, is expected to be able to produce 260 per month by the end of 1943, against their present schedule of 200. O. P. M. C. G., A. F. Mat. Comm.

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OCS
Col. Schulgen

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DOD Rts.
6 Jan. & 20 June 1974
By: [illegible] LC; Date: 6/7/74

WDCSA 320.2 WDC (6-17-42)

JUN 24 1942

Admiral E. J. King,
Navy Department
Washington, D. C.

My dear Admiral King:

I have noted the message received by you from the Commandant, Western Sea Frontier and regret that no heavy bombers can be sent to the Western Defense Command at the present time as replacement for the B-17's withdrawn.

The withdrawal of B-17 units from the West Coast was made pursuant to the plan under which these units were made available to that area to meet a developing threat. As the urgency for their presence there subsided, these organizations were withdrawn in order to continue their training and to prepare for movement to concentration area for Bolero.

The Western Defense Command presently has available for its use, exclusive of Alaska, 3 heavy and 60 medium bombers. One additional heavy bombardment squadron has been made available to General DeWitt for employment in Alaska.

Faithfully yours,

(Sgd) JOSEPH T. McNARNEY

Acting Chief of Staff.

JUN 24 1942

APPROVED
By order of the Secretary of War
JOSEPH T. McNARNEY
Deputy Chief of Staff

By G. F. SCHULGEN
Lt. Col. G.S.C., Asst. Sec. W.D.G.S.
NOTED - CHIEF OF STAFF

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File per S/AS 6/27/42

JUN 24 1942

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DOD Ltr
1 Aug. & 20 June 197
By [illegible] Date [illegible]
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AFCAS
Gen. Harmon

Admiral E. J. King,
Navy Department,
Washington, D. C.

My dear Admiral King:

I have noted the message received by you from the Commandant, Western Sea Frontier and regret that no heavy bombers can be sent to the Western Defense Command at the present time as replacement for the B-17's withdrawn.

The withdrawal of B-17 units from the West Coast was made pursuant to the plan under which these units were made available to that area to meet a developing threat. As the urgency for their presence there subsided, these organizations were withdrawn in order to continue their training and to prepare for movement to concentration area for [illegible]. There is an increasing need for this [illegible] in furtherance of both Army and Navy operations and the necessity at the moment for the continuance of training and the creation of new groups is considered of higher priority than the continued presence of their availability to the Western Defense Command.

The Western Defense Command presently has available for its use, exclusive of Alaska, 3 heavy and 60 medium bombers. One additional heavy bombardment squadron has been made available to General DeWitt for employment in Alaska.

Any further augmentation of bomber forces of the Western Defense Command at the present time would seriously interfere with the movement of aircraft of this character to Pacific stations as well as Bolero and is not justified by the strategic situation.

Faithfully yours,

Chief of Staff.

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rewritten in O.C.S. by S.F.S. 6/24/42

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Admiral E. J. King,
Navy Department,
Washington, D. C.

My dear Admiral King:

I have noted the message received by you from the Commandant, Western Sea Frontier and regret that no heavy bombers can be sent to the Western Defense Command at the present time as replacement for the B-17's withdrawn.

The statement that these aircraft were withdrawn for "Training duty East of the Rockies" does not tell the whole story. A further increasing need for this type of combat strength can be foreseen for furtherance of both Army and Navy operations. Moreover, one of these groups is presently enroute to the concentration area for Dolero and in my opinion the current threat to the Pacific Coast is not sufficiently grave to warrant cessation of our development and training program in heavy bombardment.

One additional heavy bombardment squadron is being made immediately available to General DeWitt for employment in Alaska.

Any further augmentation of bomber forces of the Western Defense Command at the present time would seriously interfere with the movement of aircraft of this character to Pacific stations as well as Dolero. The Western Defense Command presently has available for its use, exclusive of Alaska, 3 heavy and 60 medium bombers.

Faithfully yours,

Chief of Staff.

JUN 20 1942

As rewritten in Gen Arnold's office 6/20/42

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NDCIa 370.2 WDC (6-17-42)

WAR DEPARTMENT
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DOD Rs
8 Jan. & 20 June 1974
By [illegible] Date 6/17/74

AFCAS
Gen. Harmon

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Admiral E. J. King,
Navy Department,
Washington, D. C.

My dear Admiral King:

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The withdrawal of B-17 units from the West Coast was made pursuant to the plan under which these units were made available to that area to meet a developing threat. As the urgency for their presence there subsided, these organizations were withdrawn in order to continue their training and to prepare for movement to concentration area for Dolero. There is an increasing need for this type of combat strength in furtherance of both Army and Navy operations and the necessity at the moment for the continuance of training and the creation of new groups is considered of higher priority than the continued presence of their availability to the Western Defense Command.

The Western Defense Command presently has available for its use, exclusive of Alaska, 3 heavy and 60 medium bombers. One additional heavy bombardment squadron has been made available to General DeWitt for employment in Alaska.

Any further augmentation of bomber forces of the Western Defense Command at the present time would seriously interfere with the movement of aircraft of this character to Pacific stations as well as Dolero and is not justified by the strategic situation.

Faithfully yours,

Chief of Staff.

Dispatched to OCS
JUN 23 1942
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Air 452.1 (473)

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DOD Ltr
1 Jan. & 30 June 1974
By [illegible] LC, Dom. [illegible]

Naval Message

From COMMONWESTSEAFRONTIER

Date JUNE 17, 1942

Navy Department

Addressee
COMMONWESTSEAFRONTIER
COMINCH
CORDON 4TH ARMY, SAN
FRANCISCO

162155

AN INFORMED ARMY ORDERS [illegible] FROM WAR DEPARTMENT OBLIGATE LOCAL ARMY AIR COMMANDERS TO WITHDRAW B-17'S FROM COASTAL PATROL TO TRAINING DUTY EAST OF ROCKIES. THESE CRAFT ARE ONLY PATROL PROTECTION THIS FRONTIER HAS WHICH CAN COVER SEA APPROACHES EFFECTIVELY. ALL NAVY PATROL PLANES SENT TO ALASKA. REQUEST REPRESENTATIONS BE MADE THROUGH APPROPRIATE CHANNELS OF VITAL NEED OF THIS FORM OF COAST PROTECTION.

17 June/42

Gen. Marshall Please Note.

"King"

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COD Rrs
By [illegible] Date 6/7/72

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July 16, 1942

MEMORANDUM FOR GENERAL STRATEMEYER:

Subject: Allocation of Transport Airplanes

1. You asked A-3 to get a statement from the Materiel Command for General Arnold that the production of 100 B-24 transports would not interfere with the bomber program.

2. This is finally answered by the attached memo to Joint Aircraft Committee, dated June 26, and Item 7 on the attached R&R's.

3. In other words, although the Fort Worth plant has capacity for the expansion of the B-24 Bomber plam this capacity cannot be used because of a shortage of special equipment which will not be alleviated until June, 1943.

4. The special components needed at the Fort Worth plant to make the B-24 transports can be obtained from the San Diego plant without interfering with the B-24 schedule at San Diego.

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Noted [illegible]

File per Col. Blessley
Ci 7/17/42

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] Date 10/7/76

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File No. .....

Tally No. AAF .....

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

SUBJECT: Allocation of Transport Airplanes

NO.	FROM	TO	DATE	COMMENTS
1	AFAMC-13	AFCAS	1942 6-26	1. Reference R & R above subject, indorsement No. 5, AFCAS to AFAMC and indorsement No. 6 AFAMC to AFCAS, dated June 23, 1942, the Materiel Command has investigated the matter of converting B-24 airplanes to cargo transports. 2. The present plan, approved by the Joint Aircraft Committee this afternoon, subject to concurrance by the Scheduling Unit, is to procure from Consolidated at Ft. Worth one hundred (100) B-24 airplanes constructed as transports. These will be built at the rate of ten (10) per month beginning September, 1942. Modification of existing B-24 bombers to transports is not currently planned. O.P.E. Com. Gen., AF Mat. Com.
				AFCAS GES:cmc
2.	AFCAS	AFACT	1942 6/30	1. Obtain a statement in writing from the Materiel Command that the production of the 100 B-24 transport airplanes will in no way interfere with our bomber program. 2. Return such statement to this office for delivery to General Arnold. G. E. S. AFCAS
3.	AFACT	AFAMC	7-1	JJO'S:[illegible] For statement referred to in Item No. 2. H. S. V. C/AFACT

not in any way interfere

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EXECUTIVE OFFICE
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1942 JUL 2 PM 3 25
MATERIEL COMMAND
ARMY AIR FORCES
WAR DEPT., WASH., D.C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: Allocation of Transport Airplanes (Continued)

NO.	FROM	TO	DATE	COMMENTS
4.	AFAMC-13	AFACT	1942 7/3	1. Reference attached memorandum to Joint Aircraft Committee dated June 26, 1942, for information desired. O. P. E. 4 Incls. Com. Gen., AF Mat. Com. Added: Cy memo written 6/26/42, for JAC.
5	AFACT	AFCAS	7-10	JJO'S:ek For your information. H. S. V. C/AFACT Incls.n/c
6.	[illegible]		1942 7-13	Request information whether delivery of components to Fort Worth plant from San Diego plant as mentioned in paragraph 1, b, Incl.4, will interfere with scheduled B-24 delivery from San Diego plant.
	13	Hq. Army Air Forces	7-14	San Diego plant will not interfere with scheduled B-24 delivery from San Diego plant. O.P.E. Incls. n/c Com. Gen., AF Mat.Com.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Ltr. 167
Jan. & 30 June 1974
By [illegible] S.C. Date 10/7/76

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SUBJECT: Allocation of Transport Planes.

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFADS	1942 6/12	The attached memorandum dated June 11, 1942, subject as above, is forwarded for remark and recommendation. L.S.K. AFDAS
Incl: Memo for Gen.Harmon frm Gen.H.J.F.Miller, dtd 6/11, subj. as above.				
2.	AFADS	AFDAS	6/13	AFADS ECL:mc The attached memorandum on allocation of transport planes was submitted by the Air Service Command in response to the suggestion of A-4 personnel. It was believed that Chief of Air Staff would find this information helpful in securing from General Arnold a decision as to whether plans should now be laid for the conversion of 50 B-24 heavy bomber airplanes to transport models. The proposal made in the attached memorandum is to be considered in connection with the R & R sheet which was submitted by A-4 section to the Chief of Air Staff under date of 5/29/42, copy attached. Incl - R&R cpy 5/29/42 [illegible] H., Jr. C.A.4
3.	AFDAS	AFACT	6/17	RHH/ef For consideration in connection with any action on original R&R, copy of which is attached. Incl - n/c R. C. W. B. Secy/AS

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Incl #2 7/2
6/23
6/21

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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SUBJECT: Allocation of Transport Planes.

NO.	FROM	TO	DATE	COMMENTS
4.	AFACT	AFDAS	1942 6-19	JJO'S:hl 1. With reference to action taken on attached R&R dated 5/29/42 General Arnold directed the Materiel Command to investigate the possibility of converting 53 B-24 to cargo transports and proceed with the conversion if it could be accomplished without interfering with the flow of GFE Equipment to Bomber Construction. Incl. n/c Van H.S.V. C/AFACT
5.	AMC		6/23	1. For comment on remarks contained in Item No. 4, above. Incl: n/c R.L.O. R.L.O. S/AS
6	AFAMC-13	CAS	1942 6/23	1. Latest information is being obtained and will be furnished within the next day or two. O.P.E. C.G., Air Force Mat. Comm. Incl: n/c
7.	AFAS	AMC	6/26	1. For information referred to in Item No. 6. Incl: n/c R.L.O. R.L.O. S/AS

Army Air Forces
JUN 20 1942
AAG Received

RECEIVED JUN 23 1942 PROD. ENGR. BR. O.C.A.C.

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MATERIEL COMMAND
ARMY AIR FORCES
WAR DEPT., WASH., D.C.

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8 Jan. & 20 June 1974
By [signature] LC, Date 6/7/78

Allocation of Transport Planes

8 AFAMC- 13 AFCAS 1942 6-29

1. The following information has been forwarded by R & R dated 6-26-42:

"1. Reference R & R above subject, indorsement No.5, AFCAS to AFAMC and indorsement No. 6 AFAMC to AFCAS, dated June 23, 1942, the Material Command has investigated the matter of converting B-24 airplanes to cargo transports.

"2. The present plan approved by the Joint Aircraft Committee this afternoon, subject to concurrence by the Scheduling Unit, is to procure from Consolidated at Ft. Worth one hundred (100) B-24 airplanes constructed as transports. These will be built at the rate of ten (10) per month beginning September, 1942. Modification of existing B-24 bombers to transports is not currently planned."

Incl. n/c

O.P.E.
Com. Gen., AF Mat. Com.

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DOD Ltr. 2 & 20 June 1974
By Rafer, NC, Date 4/4/75

ADDRESS REPLY TO
COMMANDING GENERAL
AIR SERVICE COMMAND
ARMY AIR FORCES
WASHINGTON, D. C.

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ARMY AIR FORCES
HEADQUARTERS, AIR SERVICE COMMAND
WASHINGTON

June 11, 1942

MEMORANDUM FOR: Major General Harmon

SUBJECT: Allocation of Transport Planes.

1. At the present time, due to the fact that all transports previously assigned to the Air Service Command were withdrawn and reallocated to the Air Transport Command, it has become increasingly difficult to maintain and supply our Air Forces in the Western Hemisphere to include Hawaii. In addition, the increasing demands of our Air Forces in overseas theaters, together with the existing shortage of spare 1820-65 and other engine types, make it imperative that the Air Service Command be allocated transport airplanes with the large bulkhead capable of carrying complete engines.

2. In view of the above conditions, it is recommended that every consideration be given to the allocation to the Air Service Command of such C-47 type transports as may be available after the needs of the Air Transport Command have been met, such aircraft to be thereafter assigned to the commercial airlines for operation and maintenance by their personnel.

3. It is my understanding that it is contemplated converting airplanes of the B-24 type for use as air transports. Since this type when so converted will have the 6 x 6 door capable of taking our largest engines in mounts together with an 8,000 pound pay load and a 4,000 mile range, it is further recommended that every consideration be given to the allocation to this Command of at least 24 airplanes of this type to be used primarily for the delivery of engines to and from Hawaii, Alaska, the Caribbean Area, Natal, Panama, and our stations on the Bolero Route in the Northeast.

HENRY J. F. MILLER
Major General, USA
Commanding

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Written June 26, 1942

DECLASSIFIED DOD Dir. RWJ:gmb

MEMORANDUM FOR: Joint Aircraft Committee.

SUBJECT: Production of B-24 Heavy Bombers and B-24 Transports by Consolidated.

1. B-24 Heavy Bombers.

a. Since the Fort Worth plant of the Consolidated Aircraft Corporation was completed three months ahead of schedule, and since the Willow Run plant of the Ford Motor Company was unable, therefore, to supply the sub-assemblies and sets of parts upon which the operation of the Fort Worth assembly plant is dependent for operation, it becomes necessary to present an alternative plan for keeping the Fort Worth plant in operation during the interim period.

b. It is requested, accordingly, that the Joint Aircraft Committee approve components, in an amount equivalent to 156 complete B-24 airplanes, for production at the Consolidated, San Diego, plant. These will be supplied from contracts W 535 AC-16005 and DAW 535 AC-4, in the equivalent totals of sixty (60) and ninety-six (96), respectively. All of these from the first contract mentioned and ninety from the second will be assembled at Fort Worth; the six remaining are destined for the Douglas, Tulsa, plant. The delivery period therefor runs from May, 1942, until October, 1942, an average of twenty-six (26) per month.

2. B-24 Transports.

a. A study of the actual and estimated deliveries of B-24 bombers, based on the approved Report 8-J schedules, indicates a supply inadequate to meet Army task force requirements. Although capacity for the expansion of B-24 bombers exists in the Fort Worth plant of the Consolidated Aircraft Corporation, it cannot be utilized for bomber production because of the current shortage of turrets and other equipment peculiar to the bomber version of the basic model. This critical shortage will not be alleviated until June, 1943.

b. Because of the urgent need of the Army Air Forces for heavy four-engine transports, and because of the situation existing as described above, it is logical to utilize the otherwise unobligated capacity of the Fort Worth plant for the production of a transport version of the B-24 airplane. The Materiel Command estimates that 100 B-24 transports can be produced by the Fort Worth plant, in addition to the quantity of B-24 bombers already approved.

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MEMORANDUM FOR: Joint Aircraft Committee.

SUBJECT: Production of B-24 Heavy Bombers and B-24 Transports by Consolidated. (Cont'd)

2. B-24 Transports. (Cont'd)

c. Engines and propellers are available for these 100 B-24 transport airplanes.

d. It is requested, therefore, that the Joint Aircraft Committee approve the procurement by the Army Air Forces of 100 B-24 transport airplanes from the Consolidated, Fort Worth, plant, at the rate of ten (10) per month, beginning in September, 1942, and continuing through June, 1943, this quantity to be inaddition to the B-24 airplanes heretofore approved for that plant.

3. Scheduling Unit.

a. Although action has been initiated to secure the Scheduling Unit's concurrence on the proposals set forth in 1 and 2 above, that clearance has not yet been received. It is suggested that the approval of the Joint Aircraft Committee, of each of the two proposals be made contingent upon the receipt of the Scheduling Unit's concurrence.

/s/

B. E. MEYERS
Brig. Gen., U.S.A.
Executive.

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DOD 5200.1-R, Par. 4, 20 June 1986
By [illegible] NARA, Date 10/7/11

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Adaptation of B-24's for cargo airplanes.

1. ARCAC AFADS 1942 5/29 For Comment

AFADS
ECL/mr

2. AFADS AFCAS 1942 6/3

a. A canvas of Air Force personnel indicates that opinions are divided as follows:

(1) Opposed to the conversion of B-24 heavy bombers to cargo transports are the personnel of A-3 and Plans Divisions, Air Staff, and the Operations Division, General Staff.

(2) Favoring the conversion of B-24 heavy bombers to cargo transports are the personnel of Air Service Command and Ferry Command.

b. The A-4 Division, Air Staff, expresses the opinion that DC-4's will not be available in 1942 in sufficient quantity to meet the requirement for over-ocean transport on the North Atlantic, South Atlantic, and Pacific runs.

c. The J.A.C. report 8-J schedule of deliveries of DC-4's (C-54) during 1942 is as follows:

	A	M	J	J	A	S	O	N	D
Monthly	3	4	2	3	5	4	5	4	8
Cumulative	3	7	9	12	17	21	26	30	38

d. The 8-J schedule of deliveries of B-24 airplanes during 1942 is as follows:

	A	M	J	J	A	S	O	N	D	Total
Douglas - Tulsa				1	1	6	12	18	24	62
Ford - W. R.		1	2	5	10	20	30	40	50	158
North A. - Dallas										
Consol. - San D.	78	86	94	100	104	108	112	116	120	918
Consol. - Ft. W.		2	16	17	25	30	35	40	46	211
Total Monthly	78	89	112	123	140	164	189	214	240	1349
" Cumulative										

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Adaptation of B-24's for cargo airplanes.

2. (cont.) e. It is recommended that the Materiel Command instruct Consolidated Aircraft -- San Diego.

(1) to proceed with the conversion of 50 B-24 airplanes to cargo-carrying models with deliveries scheduled for the last quarter of the calendar year 1942;

(2) to produce three airplanes with the new steel bombay section to prove the proposed design.

TJH,Jr.
C/A-4

1 incl. n/c

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3. DAS - 2d Ind 6/8/42

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SUBJECT: Allocation of Transport Planes

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By [illegible] LC, Date 10/7/70

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5. CAS AMC 6/23 1. For comment on remarks contained in Item No. 4, above.

Incl:
n/c

R.L.O.
S/AS

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JUN 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	A-WPD	A-Insp.	Budget	Statistics	

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Subject: Allocation of Transport Airplanes (Continued)

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6. CAS AMC 1942 7-13 Request information whether delivery of components to Fort Worth plant from San Diego plant as mentioned in paragraph 1, b, Incl. 4, will interfere with scheduled B224 delivery from San Diego plant.

W.B.H.
S/AS

Incls. n/a

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JUL 13 1942
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HEADQUARTERS—ARMY AIR FORCES

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5 Jan. & 20 June 1974
By [illegible] Date 6/7/76

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Allocation of Transport Planes

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452.1 (470)

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JUN 26 1942
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6/26/42

7. GAS AMC 6/26 1. For information referred to in Item No. 6.

Incl: ~~CONFIDENTIAL~~ DECLASSIFIED R.L.O.
S/AS

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Army Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD ltr.
8 Jan. & 20 June 1974
By [illegible] C, Date [illegible]

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SUBJECT: Conversion of C-45 Airplanes.

NO.	FROM	TO	DATE	COMMENTS AFRDB FLAJR/hm
1.	AFRDB	AFAMC thru AFRIT	1942 6/2	1. This office has been reliably informed that the entire needs of the Flying Training Command for Navigation Trainers, to provide the output of Navigators required by the AAF, were submitted in 1941. Therefore, it is recommended that every effort be made to accelerate and/or extend the production of AT-7 Airplanes to take care of the needs of the Navigation School. 2. The conversion of the C-45's referred to in the first paragraph in basic communication is not concurred in, except where every effort to produce AT-7's in quantities required has failed. If this situation exists it is believed that the conversion of the C-45 Airplanes to Navigation Trainers should be made. 1 Incl: c.Basic ltr fr AFFTC to CGAAF,Att: Dir/Bomb. dtd 5/28/42 E. P. S. Dir/Bombardment
2	AFRIT-2 JES:hvr	AFAMC	1942 6/3	1. The Flying Training Command must have additional navigation training airplanes in order to train the number of students required. AT-7 type airplanes are more desirable for this purpose than modified C-45's. However, a modified C-45 or any other satisfactory type of airplane is more desirable than no additional navigation airplanes. 2. It is believed that decision as to whether additional AT-7's are purchased or modified C-45's or other type airplanes are furnished, should be made by an agency other than the Directorate of Individual Training. L. S. S., Colonel, A.A.F., Director of Individual Training

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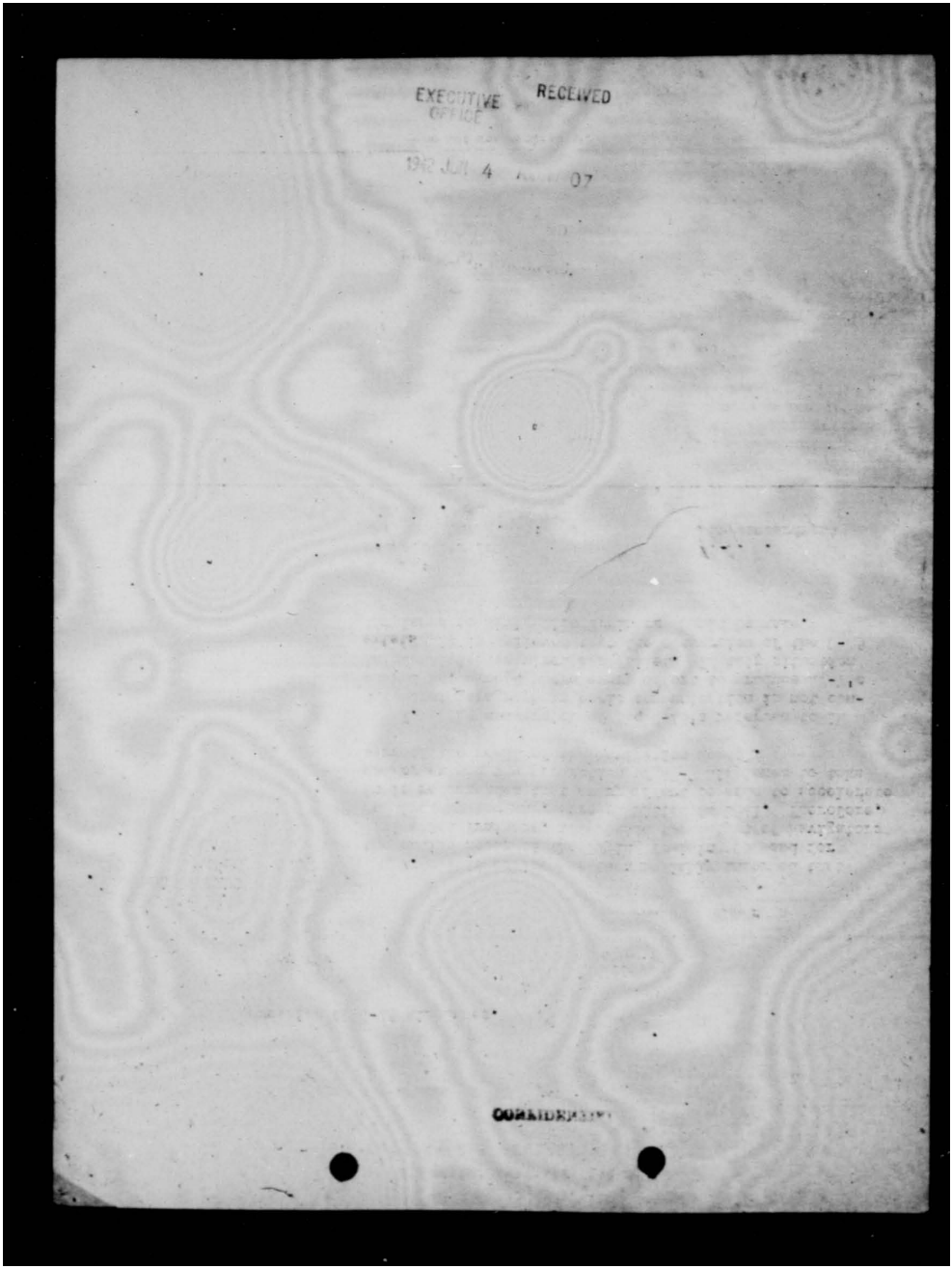

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ROUTING AND RECORD SHEET

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DOD Ltr
8 Jan. & 20 June 1974
By [signature] LC, Date [illegible]

File No. _____

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

SUBJECT: Conversion of C-45 Airplanes

NO.	FROM	TO	DATE	COMMENTS
3	AFAMC-13	AFCAS	1942 6-15	1. In view of Items No. 1 and 2, a decision is requested as to whether the C-45B airplanes, scheduled to start coming out in August, are to come out as AT-7's for the Flying Training Command or as transports as originally intended. 2. If it is decided that these airplanes are to be produced as AT-7's, Materiel Center, Wright Field has requested that they be advised immediately in order that a change order may be initiated and that the contractor may stop all work on special parts relating to C-45B airplanes only. [signature] O.P.E. Com. Gen., AF Mat. Com. 1 Incl. n/c
4	CAS	SMAG	6-18	For files JCD 3/AS

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By [illegible] LC, Date [illegible]

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HEADQUARTERS AIR FORCES FLYING TRAINING COMMAND
WASHINGTON

DECLASSIFIED
[redacted]

May 28, 1942

SUBJECT: Conversion of C-45 Airplanes.

TO : Commanding General, Army Air Forces, ATTN:
Director of Bombardment.

1. In RM 80, dated April 30, 1942, a report of Estimated Airplane Deliveries, prepared by the Statistics Section of the Materiel Command, the following delivery schedule is given for C-45 airplanes:

August	1942	-	10
September	1942	-	15
October	1942	-	10
November	1942	-	15
December	1942	-	14
January	1943	-	25
February	1943	-	11
			100

2. Request the above airplanes be modified by the Beach Aircraft Company at AT-7 type and that they be allocated to the navigation schools for use in training.

3. The navigation schools are short, at present, in excess of 20% of the required number of AT-7 airplanes needed for student navigators. Shortly after July 4, 1942, this command, under the present airplane procurement schedule, will have three (3) navigation groups without airplanes. It is therefore essential that these airplanes be furnished for training purposes.

4. There are at present 1800 students under instruction, and beginning July 4, this figure will increase at three week intervals until by September 26 there will be 3600 students under instruction.

For the Commanding General:

/s/ J. H. Hills
J. H. Hills
Colonel, A.G.D.
Adjutant General

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AAF 452.1

Shortage List on B-24 at Tucson.

1. AFDAS AFABS 1942 6/17 Inclosure noted.

L. S. E.
AFDAS

Incl -
Sum airpl on hand
at Tucson 6/12/42.

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JUN 17 1942
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ci 6/17/42

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 ltrs.
Date 10/7/79

June 11, 1942

MEMORANDUM FOR: BRIG. GENERAL T. J. HANLEY, Jr.

SUBJECT: Shortage List on B-24 at Tucson.

1. Through conversations with Capt. Galletly of Production Engineering Section of the Materiel Command and Capt. Thodes, G.F.E. Branch at Wright Field, the following information relative to shortages on the B-24D at Tucson, Arizona, has been developed.

a. All G.F.E. shortages listed in May 18, 1942 R & R AFAMC to AFADS have since been eliminated by shipments to the Consolidated Company except for two items:

1. Sperry type A-3 automatic pilots remain critical, there being insufficient quantities produced to even approximate Navy (which has been granted priority on this equipment) and Army Air Force requirements.

2. It is believed that a shortage of various radio items furnished by the Signal Corps continues to exist.

b. There have been no recent requests by the contractor for G.F.E. equipment received at Wright Field.

c. Contractor furnished equipment shortages listed in above mentioned R & R are considered to be of the 5 & 10 cent store variety and are therefore considered insignificant. All of these items must now have been procured by the contractor as they are considered to be readily obtainable.

2. It is believed that inasmuch as all G.F.E. equipment requested, with the two exceptions noted above, has been shipped to the contractor during the past several weeks, this equipment is now being installed and deliveries from Tucson soon will be possible.

3. Current production is not being delayed because of critical shortages.

4. Major Barber of the Production Engineering Section of the Materiel Command estimates that it would take from two to three months to accomplish conversion of 50 to 100 B-24 Heavy Bombers in current production to the cargo-type airplane.

G. BICKNELL
1st Lt., A.A.F.
A-4 Div., Air Staff

~~CONFIDENTIAL~~ DECLASSIFIED
Air AS 4524 (466)

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June 12, 1942

As of June 12, 1942, 8:00 A. M., status of B-24D airplanes at Tuscon is as follows:

13 available, no shortages, awaiting ferry pilots.
4 with crews are ready to take of .
1 no shortages - awaiting flight test.
3 short 151 & F available 14th.
1 short 151, 148 & F available 14th.
1 short 151, 147 & F available 15th.
1 short 151, G, F & 147 available 15th.
3 short 151, F & 147 available 15th.
1 short 151, 150, F, 147 availabl 16th.
1 short 151, F, 147, M available 16th.
2 short 151, F, 139 & A available 16th.
1 short 139, 151, 152, 153, F & A available 16th.
1 wrecked.

CODE: GFE: A - 1 crank starter (being modified by Consolidated)
G - turn indicator type B-4
F - one each support gun sights image reflector
M - horizontal buffer disk

GFE: 139 - FW - 70 switch
147 - Bendix Turret housing cover
148 - fuel system placard
150 - [redacted] 28 F 1520-50, tool kit,
151 - emergency heater shut-off valve auxilary power plant too
152 - 32E2196, harness auxilary power plant unit
153 - AN3108-28-56, plug, auxiliary power plant installation harness

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June 13, 1942

MEMORANDUM FOR: BRIG. GENERAL T. J. HANLEY, Jr.

SUBJECT: Shortage List on B-24 at Tuscon.

1. This is a supplement to memorandum, same subject, dated June 11, 1942.

2. Of the 78 B-24D airplanes that were listed as being on hand May 31, 1942 56 had been flown away and 32 had been added to inventory by June 9, 1942.

3. As of June 12, 1942 at 8:00 A.M. there remained only 33 B-24D airplanes, of which only 14 were being held up because of shortages.

4. Attached hereto is a summary of all airplanes on hand at Tuscon as of June 12, 1942 showing actual shartages and estimated dates upon which these airplanes will be made available for shipment.

/s/
G. BICKNELL
1st Lt., A.A.F.
A-4 Div., Air Staff

Incl -
Sum. airpl
on hand at
Tuscon 6/12/42.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5 Jan 6, 20 June 1974
By [illegible] SC, Date 10/7/72

~~SECRET~~ DECLASSIFIED

File No. _____

Tally No. AAF _____

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

SUBJECT: Characteristics of the P-47

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	AFDMR	1942 6/11	I note with considerable concern the report contained in the attached diary on the characteristics of the P-47. It is my recollection that a contributing cause to some of the accidents that we have had in the past of Pursuit airplanes was the fact that the airplane was loaded or equipped in such a manner that the center of gravity was too far aft. It appears that we are building in the P-47 a faulty c.g. location. Also, the airplane is of no value unless it can be used for combat above 30,000 feet. Obviously there are conditions here which need correction. What are you doing about it?
Incl:	Diary of the Dir. of Mil. [redacted]			
2	[redacted]	General Arnold	6/12	1. The longitudinal instability of the P-47 has already been under intensive investigation. The condition resulted from a rearward shift of the c.g. due to the engine and propeller running lighter than was anticipated, some increase in weight of the tail, and adding an air filter located near the tail. 2. The problem has been discussed with both Republic and Curtiss and an attempt is being made to move the air filter installation forward to just behind the engine. This is being worked on by the manufacturers now. If this can be done, the condition will be completely remedied. The condition at present is satisfactory except with the rear tank full and any added weight in the rear such as baggage. In general, the project engineer and those conducting the accelerated service tests are quite enthusiastic about the airplane as a whole and its overall performance.

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

File No. _____

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

Tally No. AAF _____

SUBJECT: Characteristics of the P-47

NO.	FROM	TO	DATE	COMMENTS MSF:j
2 (cont)	AFDMR	General Arnold	6/12	3. The unsatisfactory operating condition at altitude is a generalized condition and not a feature of this particular airplane. It is due primarily to partial breakdown of the ignition system due to reduction in pressure at altitude. The solving of this problem is the hottest project of the Power Plant Section and has been under intensive investigation for some time. On the second of last month, a conference was held at Wright Field with representatives of the engine manufacturers, airline operators, aircraft manufacturers, and pressurized electrical harness people. Considerable progress has already been made in the way of improved spark plugs and eliminating the difficulty with magnetos through modifications and pressurizing. While the problem of eliminating corona leakage has not yet been completely solved, it is believed that rapid progress is being made toward its eventual complete solution. MSF M. S. F. Brig. Gen. U.S.Army, Director of Military Requirements. Incl.n/c cc: Col.Saville,AFRAD
3.	Gen Arnold	AAF	6/13	Close out - Gen Arnold took up personally

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DECLASSIFIED
DOD Dirs. 5 Jan. & 20 June 1974
By Chiefs Doc. Date 8/4/78

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES ~~SECRET~~
WASHINGTON

DECLASSIFIED

SUBJECT: Diary of the Director of Military Requirements for June 9, 1942.

TO: Commanding General of the Army Air Forces.

1. Personnel - UNCLASSIFIED

Attention of all directors was directed to the necessity for a careful check on the efficiency of present personnel. Any request for additional personnel must be presented to General Kuter through this office and requires not only a suitable case for the new appointment but defense of the entire personnel of the directorate involved. Shifts within directorates and trading of personnel must be process for corrections of bad situations. Any increase in one directorate must be balanced by a corresponding decrease within another.

2. Radar Equipment - ~~SECRET~~

Steps are being taken to obtain information on the French radar equipment through representatives of the International Telephone and Telegraph. The Director of Air Defense is trying to arrange passage to the U. S. from Vichy, France of engineers who have been employed in this work with Le Materiel Telephonique Laboratories.

The Director of Communication was requested to start development of a 600 mega cycle Plan Position Radar Set at the Signal Corps Research Laboratories. This equipment will be most useful in conjunction with Ground Control Interception apparatus located on poor sites.

3. Characteristics of P-47 Aircraft - ~~SECRET~~

Col. Glenn O. Barcus of Directorate of Air Defense reports as follows after flying the P-47:

a. Take-off and landing characteristics excellent under all conditions.
b. Maneuverability and handling qualities in the air excellent.
c. Lateral stability excellent.
d. Longitudinal stability poor. This is apparently due to weight added at the tail having moved the center of gravity too far to the rear. (#1)
e. Fuel pressure dropped abruptly at 25,000 feet, apparently due to failure of electric fuel pump.
f. Intercooler air temperature very satisfactory throughout.
g. Cylinder head temperature approached maximum limit throughout the climb.
h. Previously reported failures due to excessive heat behind the supercharger have been corrected by the addition of a cool air duct.
i. Brakes are not quite adequate but this does not appear to be a serious fault in view of the excellent landing characteristics of the plane.
j. Visibility from the pointed windshield sufficiently good to justify its retention.

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DOD Hrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date 10/7/76

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Col. Keillor, Army Representative at the Republic Aircraft Factory expressed the opinion that the P-47 in its present form is capable of combat at a maximum altitude of about 30,000 feet. Unsuitability of the present sparkplugs and lack of pressurized ignition harnesses and magnetoes are the factors limiting the ceiling. #2

4. Distribution of Pilot Graduates, July 3rd Class - ~~RESTRICTED~~

A conference attended by the type directors, Training and Personnel, achieved agreement to the following distribution. This, of course, gets final approval by A-1.

Committed	298
Transport Command	300
Sebring	100
Ferry Command	34
Observation Gps.	90
Photo "	100
Bombardment "	700
Fighter "	285
Flying Training Command	553
	2,460

5. Instrument Landing School - UNCLASSIFIED

Municipal Airport at Indianapolis is now equipped for instrument landings and is to become available to the 3rd Air Force on June 15th. Will be used to train instructors for both the 2nd and 3rd Air Forces. 3 B-17's and 1 B-25 are now being equipped at Wright Field for this training.

C

6. L-4A - Modified - (Piper) - UNCLASSIFIED

Colonels King and Gabel flight-tested this new model powered by 100 H.P. Lycoming engine. Vision is improved 40%: Cruising speed increased 25%: It is more comfortable and has better observers' facility.

7. Printing of New T/O's - UNCLASSIFIED

The first group of 5 tables were completed and delivered to the Air A.G. for distribution. The printing plant of the engineering section of Base Services is doing a very satisfactory job with commendable dispatch.

8. Movement of Units - ~~SECRET~~

a. Request was made to TAG to issue necessary orders to CG, Fourth Air Force, announcing recent movements of 69th Obs. Group and 311th Air Base Squadron as permanent changes of station.

b. Requested OPD issue movement orders for 455th Ord. Co. Avn. (Bomb) and 755th Ord. Co, Avn. (AB) to Port of Embarkation for early shipment to FANTAN.

c. Request received to move 79th and 80th fighter groups (less Fighter Control Squadrons) from 3rd Air Force to 1st Air Force, and 81st Fighter Gp. (less Fighter Control Squadron) from 3rd Air Force to 4th Air Force, at current strengths. Warning orders issued.

Hq. Army Air Forces
JUN 11 1942
AAG Received

Muir S. Fairchild
MUIR S. FAIRCHILD,
Brigadier General, Army Air Forces,
Director of Military Requirements.

COPIES TO:
Chief of Air Staff.
Colonel Cabell, - Room 2131
Director of Technical Services.

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Air AG 452.1 (465)

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Message from General Brereton.

1. AFDAS AFADS 1942 6/15 For necessary action. Note approval on attached memorandum.

R. C. W. B.,
Secy/AS

452.1 (463)

Dispatched
JUN 16 1942
AAG

File
6/16/42

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

AAG-30

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TJH/gwd

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DOD Dirs.
By [illegible] Date [illegible]

June 10, 1943.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Message from General Brereton.

1. Reference cable from General Brereton, Acquila No. 1734, in which he advised that airplanes were arriving in his theatre with two-thirds of their allowable time spent. This remark applies only to the sixty-eight (68) airplanes which were transported by carrier to the West Coast of Africa and then flown to India. These planes were taken from tactical groups on the basis of airplanes which were flyable. New airplanes were not available.

2. Your approval of the following policy is requested:

All airplanes sent to foreign theatres will be equipped with new, or newly overhauled, engines, and will be operationally complete with the necessary communications, armament, identification, recognition and signal equipment for the theatre to which sent.

Your approval of this policy is required because it will necessitate certain changes in production to accommodate the different communications equipment and guns needed in the various theatres.

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

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
COD Ltr.
5 Jan. & 20 June 1974
By: [illegible] LC, Date: [illegible]

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

File No. _____

Tally No. AAF _____

SUBJECT: Kettering Power Bomb.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Plans	1942 5/22	Note the attached. This is forwarded to you in connection with my previous R&R dated 5/13/42 on the Kettering Power Bomb.
Incls: Ltr. to Gen. Arnold, 5/14/42, frm Col. Gardner /w/ Ltr. to Col. Gardner, 5/17/42, frm. C.F. Kettering Description of Type A-1 Aerial Torpedo.				H.A.A. AFAEP OAA-dmn
2	AFAEP	AFACG	6/6	1. The A-1 aerial torpedo mentioned in Mr. Kettering's letter is still very much in the experimental stage. Seven of the ten ordered have been tested; five of these seven have flown and the last performed very well. A satisfactory method of launching, the use of television through the propeller in the single-engine airplane, and determination of the possibility of hitting a target, remain to be proven. The remaining three of the first contract, plus five more now on order, will be equipped with three axis stabilization, monorail and conventional landing gear, and tested this summer. Although those connected with the development of this weapon are highly optimistic as to the results they expect to obtain, it is felt that any decision to put it in production should be withheld pending the demonstration of its practicability.
				Incls.- n/c — H.A.C. for AFAEP
3.	Gen Arnold	AAG	6/9/42	Noted

Sq. Army Air Force
JUN 8 1942
AAG Received

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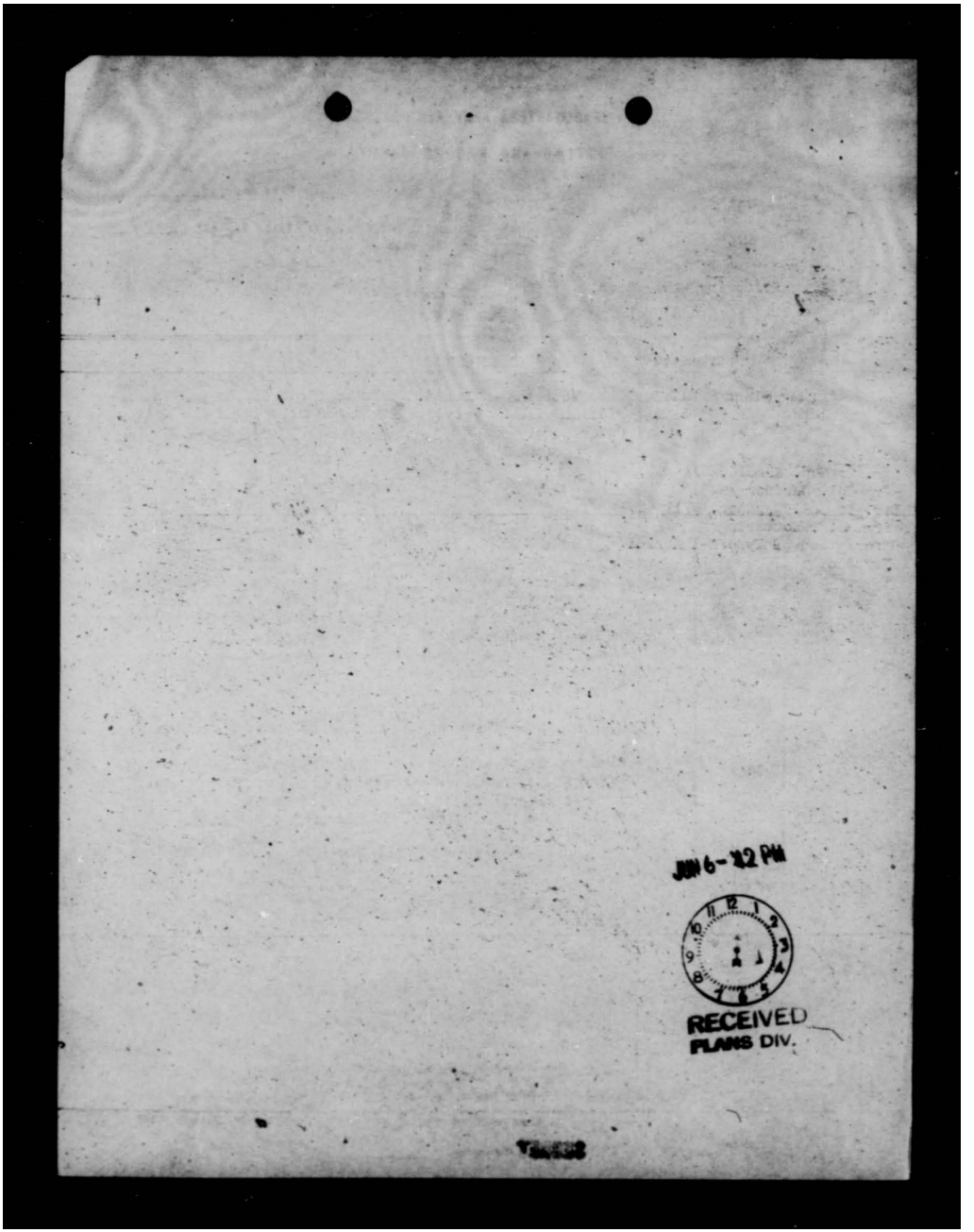

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000 lbs.
Hq. & 20 June 1974
By [illegible] LC; Date [illegible]

HEADQUARTERS
Air Forces Proving Ground Command
Eglin Field, Florida

(27-1)b

May 18, 1942

Lieutenant General H. H. Arnold
Commanding General
Army Air Forces
Washington, D. C.

Dear General Arnold:

I am forwarding you herewith letter received from Mr. Kettering with regard to his proposal for power operated bomb.

This letter may assist in making decision regarding this weapon.

Yours sincerely,

Grandison Gardner

GRANDISON GARDNER
Colonel, Air Corps
Commanding Officer

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Air AS 452.1 (460)

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DECLASSIFIED
DOD Ltr.
30 June 1974
By: [illegible] Date: 7/4/7[illegible]

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RESEARCH LABORATORIES DIVISION

GENERAL MOTORS CORPORATION

485 WEST MILWAUKEE AVE.

DETROIT, MICHIGAN

May 12, 1942.

Colonel Grandison Gardner
Colonel Air Corps
Commanding
Eglin Field
Valparaiso, Florida.

My dear Colonel:

Thanks for your kind letter with enclosures.

While I know you are fully advised of the origin of the power bomb, I am taking the liberty of enclosing herewith a copy of the original order which we received.

The size and performance figures were determined by the Air Corps and ourselves and at the time of this determination we were all thinking in terms of across channel piece of ordnance to take the place of the 16" across channel guns, in fact our project was designed as "A.O." meaning "Aerial Ordnance". The size of the charge was thought to be sufficient at that time.

The only reason we were willing to undertake this job was because of our development of the new type of two-cycle 200 h.p. engine. We have built about twenty-five of these engines and have over one thousand hours on it in a Cessna Airmaster. This engine has many characteristics never before obtained. It might also be pointed out that no engines with similar performance are in production and if engines like this were considered, some additional plant facilities would have to be provided, which also is true of any conventional engines.

This engine is a completely new concept of an aircraft engine; being designed on automotive limits and material requirements and should be built for approximately one-half the cost of the conventional type, having two-thirds the number of parts and no valves. This complete power-plant, including the engine mount, tanks, propeller, cowling, oil and water weighs 450 lbs, ready to bolt to the fuselage. While we have had no estimates recently, with correction for increased cost of labor and material, this apparatus might be built, including controls, for in the neighborhood of $1500.00.

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To- Col. Gardner

May 12, 1942.

While what you say that this is a small airplane, etc., this particular piece of aircraft is designed from an entirely different standpoint in that it uses no strategic material and consists of only the essential parts necessary to fly the bomb, it is small and can be crated into small space for transport. In the original estimate, which Fisher Body made for us, they thought it would be possible to make one hundred of these per day employing four hundred people.

In order to not infringe on military rulings, I am enclosing herewith a copy of this letter which, if you so desire I should like to have sent to General Arnold. If not, will you kindly return to us.

Yours very truly,

C. F. Kettering

C. F. Kettering
General Manager.

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Air AG 452.1 (460)

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DECLASSIFIED
DOD ltrs.
8 [illegible] 30 June 1974
By: [illegible] LC; Date: [illegible]

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A Torpedo, Aerial, being known and designated as Air Corps Type A-1, having the following military characteristics:

A. CLASS - Heavier than air, power driven.

B. MISSION - The tactical mission to be performed by this type of Aerial Torpedo should be the carrying of explosives or bombs, in such a manner that the torpedo will be made to take off or be launched from a point on the ground, and be made to fly to and strike a predetermined target.

C. REQUIREMENTS -

1. Range and Accuracy - The Aerial Torpedo should be capable of functioning in such a manner that it will take off or be launched from a point on the ground, will fly to and strike a predetermined target consisting of a circle 1/2 mile in diameter at a minimum range of 20 miles. The Aerial Torpedo should lend itself to an extension of range to distances up to 100 miles.

2. Altitude - The Torpedo should be capable of functioning at a sufficient altitude to perform the required mission.

3. Take-off Characteristics - The Torpedo should be capable of being controlled in such a manner that it will take off or be launched from a point on the ground.

4. Landing - No provisions will be required for controlling the Aerial Torpedo in such a manner that it will be returned to the point of launching and landed. It is intended during test that the Torpedo may be controlled by a safety pilot who will take over the controls just before it strikes a target and by manual control will return it to its base.

5. Visibility - The Torpedo should possess such characteristics as to render the following unnecessary:

   a. Visibility between the operating personnel and the target, either before or after the Torpedo is launched or taken off.

   b. Visibility between the operating personnel and the Torpedo after the Torpedo has been launched or taken off.

   c. Visibility between the Torpedo and the ground between the time that the Torpedo is launched or taken off and the time that it strikes the target.

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DOD ltrs.
11 Jan & 20 June 1974
By [signature] Date 10/7/76

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6. Susceptibility of misdirection or interference by the enemy - The Aerial Torpedo should possess such characteristics as to render it insusceptible ro misdirection in range or deflection by controlling forces originated by the enemy, except that any radiant energy of a coded or secret nature will be acceptable which would delay the enemy in bringing about any counter-controlling or blanketing forces for such a length of time, that the Torpedo would be able to take off or be launched, fly to and strike its target without being misdirected by the enemy.

7. Susceptibility or detection by the enemy - Should radiant energy be used, this radiant energy should not be of a nature which would permit the enemy to detect and readily locate the control station or stations.

(2) The Contractor should also use the facilities and best endeavors of its Division mentioned above, subject to the condition in respect of aggregate expenditure hereinafter set forth to:

(a) Produce ten (10) models of the Aerial Torpedo, the last of which will incorporate the improvements developed in the experimental production and test of the earlier models;

(b) Study, design and construct a launching gear for the Aerial Torpedoes;

(c) Study, design and produce controls for the airplane counterpart of the Aerial Torpedo;

(d) Adapt for use in the Aerial Torpedoes as airplane engine which has heretofore been partially developed. To expedite construction and tests herein contemplated the Contractor shall have the right to use engines not completely modified to the usual commercial standards applicable to large volume production, and while the adaptation may progress with each of the Aerial Torpedoes, the engine incorporated in the last of the Aerial Torpedoes to be produced need not be completely modified to the extent necessary for large volume production

(3) It is understood and agreed that the Contractor may, in its discretion, sublet, wholly or in part, the design and construction of the airplane counterpart of the Aerial Torpedoes, the launching gear, controls, and such other work, if any, subletting of which is specifically approved by the Contracting Officer.

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DOD Ltr
8 Jan. & 20 June 1974
By [signature] LC, Date 10/7/74

May 26, 1942

MEMORANDUM FOR GENERAL STREETT:

1. Reference your draft of memorandum of May 24th, subject, "War Department Agency Charged with Publishing Official Commitments in Aircraft," it is recommended that the action recommended therein be changed to read as follows:

a. The Assistant Chief of Staff, Operations Division, is hereby charged with responsibility for promulgating pertinent decisions with regard to the commitment of air forces in Theaters of Operations, Defense and Base Commands. He will approve the Aircraft Assignment Charts prepared by the Commanding General, Army Air Forces, as an overall guide for the assignment of aircraft.

b. The Commanding General, Army Air Forces, is charged with the allocation of aircraft and air force units, to meet the commitments in Theaters of Operations, Defense and Base Commands, as promulgated by the Operations Division, WDGS. He will prepare Aircraft Assignment Charts covering rate of build-up, attrition rate and the order of priorities for Theaters of Operations, Defense and Base Commands, and training establishments.

c. Proposed allocations of U. S. air units not in conformity with the current Aircraft Assignment Chart will be referred to the Chief of Staff through the Operations Division, WDGS.

452.1

452

File
ABY

Return to Airco - R. 2013

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	Major General, U.S. Chief of the Air Staff.			Budget	Statistics	
[signature]						DECLASSIFIED					

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DOD Dirs.
By ... Date ...

MEMORANDUM FOR MAJOR GENERAL EISENHOWER:

SUBJECT: War Dept. Agency charged with Publishing Official Commitments in Aircraft.

1. With reference to the attached draft of memorandum to the Chief of Staff, subject: "War Department Agency charged with publishing official commitments in aircraft". This matter has been given consideration by the Commanding General, Army Air Forces.

2. It is felt that the responsibility for the actual allocation, assignment and dispatch of aircraft to meet all commitments must be a responsibility of the Commanding General, Army Air Forces. That the attached studies on aircraft allocations (Tab A) should be accepted only insofar as their establishment of commitments to various theatres is concerned. The rate of build-up and the attrition rates by months in these tables cannot be accepted as establishing priority of assignment or the rate of flow to the theatres involved.

3. That in order to enable him to make allocations and assignments of aircraft, the Commanding General, Army Air Forces should be provided by the Operations Division, War Department with a priority for the theatres concerned somewhat along the following order: This priority directive should designate in general terms the priorities of theatres, the priorities in which they should be built up to strength, and the priorities as to meeting attrition in these theatres. That in making allocations the build-up should be maintained for all theatres but the increased rates at certain specified theatres likewise some attrition should be met in all theatres but certain specified theatres should receive attrition at a higher rate than others.

4. Based upon such a general directive, the Commanding General, Army Air Forces must have considerable latitude in accomplishing the distribution and allocation of aircraft, giving consideration to the daily factors that influence such distribution.

Incl:
Memo for C/S, 5/18
w/Tab A.

M. F. HARMON
Major General, A.U.S.
Chief, Army Air Forces.

mvb

1942

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COPY FOR GEN. ARNOLD

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: [illegible] Date: 10/7/76

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

Tally No. AAF _____

~~SECRET~~ DECLASSIFIED

SUBJECT: Congestion of aircraft at Lockheed Air Terminal

NO.	FROM	TO	DATE	COMMENTS WJF/imm
1	[illegible]	[illegible]	1942 6-2	For comment. WJF for M.F.H. C/A.S. 1 Incl. Ltr fr Air Insp, dated 5/30/42, subj as above
2	AFAMC-13	AFCAS	1942 6-25	1. With reference to the request in Item 1 the following comments are made relative to the attached memorandum for Chief of the Air Staff from the Air Inspector: a. The Materiel Command, through the Materiel Center, has made every possible effort to reduce the number of airplanes stored on and in the vicinity of Lockheed Air Terminal and has succeeded in reducing the number of aircraft in the pool at that locality from approximately 250 in February to approximately 130 in May. The large pool of airplanes now existing is attributable to the necessity for expediting combat changes on P-38 airplanes destined to be used in connection with the Bolero project. It was necessary to install long range tanks and other special equipment in these airplanes and due to the urgent need for expediting the project, it was necessary that this work be accomplished at the Lockheed factory in order that delivery could be made to the combat units within the time specified by higher authority. b. Other contributing factors tending to increase the pool of airplanes at the Lockheed Air Terminal are: (1) Modifications of the F-4 photographic airplanes. (2) Minor modifications on P-38 airplanes

RECEIVED JUN 4 1942 PROD. ENGR. BR., O.C.A.C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. .....

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Tally No. AAF .....

SUBJECT: Congestion of aircraft at Lockheed Air Terminal

NO.	FROM	TO	DATE	COMMENTS
2 Cont.	AFAMC-13	AFCAS	1942 6-25	belonging to the Air Force Command in that area. (3) Minor shortages of contractor and government furnished equipment. c. All of the above conditions are receiving the constant attention of the Materiel Center and continued effort is being made to reduce the number of airplanes in the vicinity of the Lockheed and Vega factories. Any considerable reduction in this pool of airplanes can not be expected in less than approximately thirty days. O.P.E. Com. Gen., AF Mat. Com.

U.S. Army Air Forces
JUN 26 12
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1 Incl. n/c

File

Capt. Hayes
6/27/42

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

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

WAR DEPARTMENT
HEADQUARTERS, ARMY AIR FORCES
[redacted]
WASHINGTON

May 30, 1942

MEMORANDUM FOR: Chief of Air Staff

Subject: Congestion of Aircraft at Lockheed Air Terminal.

1. While on an inspection trip, Colonel William M. Lanagan of this office visited the Lockheed Air Terminal at Burbank, California. Upon his return, he reported to me that there was a great deal of congestion of aircraft on the airport.

2. Since the information concerning this congestion is undoubtedly available to our enemies, and, since it is commonly conceded that aircraft attacks against West Coast installations are inevitable, it is recommended that all possible means be taken to move aircraft from factory airports to dispersion areas as soon as possible, since in the event of an attack it is probable that every airplane moved will be an airplane saved.

Hq. Army Air Forces
MAY 30 1942
AAG Received

Edmund W. Hill
EDMUND W. HILL,
Colonel, AAF.

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

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DOD ltrs
6 Jan. & 30 June 1974
By [illegible] LC, Date [illegible]

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Adaptation of B-24's for cargo airplanes.

1 AFCAS AFADS 1942 5-29 For comment on attached memorandum. WJF/[illegible]

M.F.H.
C/A.S.

1 Incl.
Memo to CAS dated
5/29 fr AFAMC

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ci 8/30/42

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MAY 30 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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Air AG 452.1 450

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DOD Dir
5 30 June 1954
NC; Date 10/4/76

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Situation regarding Foreign Deliveries of B-26A's, Venturas, Baltimores and Hudsons During the Months of July and August, 1942.

WEN:nl

4. AFOAS AFAEP 1942 7-28

1. For remark and recommendation.

2. Please expedite.

W.E.H.
S/AS

Incl. n/c

Dispatched
JUL 28 1942
AAG

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ci 7/28/42

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HEADQUARTERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET

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DOD Ltr.
5 Jan. & 20 June 1974
By: [signature] SC; Date 10/7/76

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File No. _____

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

Tally No. AAF _____

SUBJECT: Lending British Aircraft to Eastern Sea Frontier.

NO.	FROM	TO	DATE	COMMENTS WWD/WDG/rrb
1.	AFMAG	1. AFDTS 2. AFTSC (in turn)	1942 5/28	For remark. (Reference one British coastal patrol aircraft and crew already in United States.) 1 Incl. Memo. 5/28/42, Col. R.L. Walsh, AC/AS, A-2, to Gen. Arnold, above subj. W. W. D. W. W. D. Air AG.
2	AFDTS	AFTSC	1942 5/30	HCB:vw 1. This aircraft will go to Langley Field when it is ~~ready~~ available ~~[illegible]~~ for Breen
[illegible]	[illegible]	[illegible]	6/1	British operators are now at Langley Field, operating with the First Bomber Command. One (1) additional British LB-30 similarly equipped and provided with two (2) British operators is now at Patterson Field undergoing overhaul and will be made available to the First Bomber Command. 1 Incl. n/c M.S.O. for A. W. M. Moriner Dir/COMM.

Hq. Army Air Forces
JUN 16 1976
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File W.W.D.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD Dir.
Date 10/7/

OFFICE OF
THE ASS'T. CHIEF OF THE AIR STAFF, A-2

MAY 28 1942

MEMORANDUM FOR GENERAL ARNOLD:

SUBJECT: Lending British Aircraft to Eastern Sea Frontier.

1. In a conversation with Captain D. B. Duncan, U. S. Navy, who is Air Officer of Operational Division of Admiral King's staff, he remarked that the British Admiralty made an offer of lending coastal patrol aircraft with crews, to be used by the U. S. Navy in submarine warfare.

2. He further stated that as Admiral Towers is on his way to England, he would go into the matter with the British.

3. Other than this, I have no information. I would suggest, however, that if anything further is desired, Captain Duncan be contacted.

R. L. Walsh
R. L. WALSH,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-2.

C of A/S 20 pp send to Marcus & Breen
in remark
ref 1 Brit Coast
crew & aircraft
already in US.

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[illegible] 30 June 1978
[illegible] Date [illegible]

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Lending British Aircraft to Eastern Sea Frontier.

WWD/WDG/rrb

1. AFMAG 1. AFDTS 1942 For remark. (Reference one British coastal patrol
2. AFTSC 5/28 aircraft and crew already in United States.)
(in turn)

1 Incl.
Memo. 5/28/42, Col. R.L.
Walsh, AC/AS, A-2, to
Gen. Arnold, above subj.

W. W. D.
Air AG.

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File
5/29/42

Dispatched
MAY 29 1942
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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] LC, Date [illegible]

MAY 28 1942

MEMORANDUM FOR GENERAL ARNOLD:

SUBJECT: Loaning British Aircraft to Eastern Sea Frontier.

1. In a conversation with Captain D. E. Duncan, U. S. Navy, who is Air Officer of Operational Division of Admiral King's staff, he remarked that the British Admiralty made an offer of loaning coastal patrol aircraft with crews, to be used by the U. S. Navy in submarine warfare.

2. He further stated that as Admiral Towers is on his way to England, he would go into the matter with the British.

3. Other than this, I have no information. I would suggest, however, that if anything further is desired, Captain Duncan be contacted.

R. L. HALL,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-2.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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Tally No. AAF _____

SUBJECT: Pursuit Airplanes Stored at Floyd Bennett Field.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	AFACG	1942 5/21	AFCAS JYY/gwb 1. Thorough investigation including contact with the Bureau of Aeronautics in the Navy Department develops the fact that at the present time there are no Fighter airplanes either Army or Navy located at Floyd Bennett Field, New York. 2. Recently there were a few Navy Fighters located at this station, which were crated and moved overseas. JYY S/AS
2.	AFACG	AFCAS	1942 5/22	Noted File

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HEADQUARTERS ARMY AIR FORCES
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DOD Ltrs.
8 Jan. & 20 June 1954
By [illegible] LC; Date [illegible]

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Tally No. AAF _____

SUBJECT: Arrangement for .50 calibers in nose of B-24's.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Colonel Breene	1942 5/20	When I inspected the Halpro airplanes, I noticed a very effective and efficient twin .50 caliber arrangement in the nose of the B-24's. Upon talking with a Ford official today, I find that we have not made any provision for any .50 calibers in the nose of the B-24's they are making. It would seem to me that one of the most important things we have to do now would be to take the Halverson arrangement for .50 calibers in the nose of the B-24's "as is", and put it in all planes of that type. We know that that works. We do not know that a new turret specially designed for the B-24's will work. There is no doubt as to the necessity for the .50 calibers in the nose of the B-24's to make them live in combat. Without that arrangement, they are easy meat for any hostile pursuit planes that they may encounter. Give me your comments and recommendations without delay. [illegible] A.
2	General Fairchild	General Arnold	5/21	MSF:j 1. Since armament installations are a part of the responsibility of this directorate, Colonel Breene has turned over your query to me for reply. 2. This directorate began to function about the time that the Halpro project got under way. Upon going into the Halpro fixed gun installation, it was determined that while it was too late for accomplishment on Halpro aircraft, flexible gun installation in the nose would be much superior to the fixed gun installation. A directive was accordingly given to the Materiel Command and various installations were made and tested at the

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ROUTING AND RECORD SHEET

File No. _____

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

Tally No. AAF _____

SUBJECT: Arrangement for .50 Calibers in Nose of B-24s

NO.	FROM	TO	DATE	COMMENTS MSF:j
2	General Fairchild	General Arnold	5/21	Proving Ground in conjunction and in competition with the Halpro installations. As a result, an installation embodying two flexible .50 caliber guns mounted one on each side of the nose, hand held, and a forward firing flexible gun in the center of the nose similar to the Halpro installation, were selected as the most efficient and effective combination. 3. A directive was given to the Materiel Command on May 8th to make this installation in all B-24 aircraft in modification centers and to engineer it into the production lines as soon as possible without delayed production. This will apply to the Ford Company as well as other manufacturers of B-24 aircraft. 4. The same directive provides for the installation of two waist guns firing through the side doors similar to Halpro and a downward firing gun through the photographer's hatch, also similar to Halpro. The old type lower Bendix turret is being removed and will be replaced with the new amplidyne control type Bendix turret as these become available. This turret will be replaced with the retractable Sperry ball type turret as soon as production on this type permits. 5. The conclusion of the Proving Ground Command, after testing the armament installations as set forth above, was that the B-24 airplane with the installation decided upon, would be very well defended and would present a formidable problem to attacking aircraft. M. S. F. Brig. General, A.C. Director of Military Requirements

Hq. Army A
MAY 23 1942
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Dec. 6 20 June 1974
LC Date 11/72

R & R

Arrangement for .50 calibers in nose of B-24's

1 General Colonel 1942
Arnold Breene 5-20

When I inspected the Halpro airplanes, I noticed a very effective and efficient twin .50 caliber arrangement in the nose of the B-24's. Upon talking with a Ford official today, I find that we have not made any provision for any .50 calibers in the nose of the B24's they are making.

It would seem to me that one of the most important things we have to do now would be to take the Halverson arrangement for .50 calibers in the nose of the B-24's "as is" and put it in all planes of that type. We do not know that a new turret specially designed for the B-24's will work. There is no doubt as to the necessity for the .50 calibers in the nose of the B-24's to make them live in combat. Without that arrangement, they are easy meat for any hostile pursuit planes that they may encounter.

Give me your comments and recommendations without delay.

H.H.A.

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9 Jan. & 20 June 1974
By [illegible] LC. Date 10/7/76

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HIGHLY RECORDING
DIRECTOR

General
2 General Arnold 5/21
Fairchild

MSF:j

1. Since armament installations are a part of the responsibility of this directorate, Colonel Breene has turned over your query to me for reply.

2. This directorate began to function about the time that the Halpro project got under way. Upon going into the Halpro fixed gun installation, it was determined that while it was too late for accomplishment on Halpro aircraft, flexible gun installation in the nose would be much superior to the fixed gun installation. A directive was accordingly given to the Materiel Command and various installations were made and tested at the

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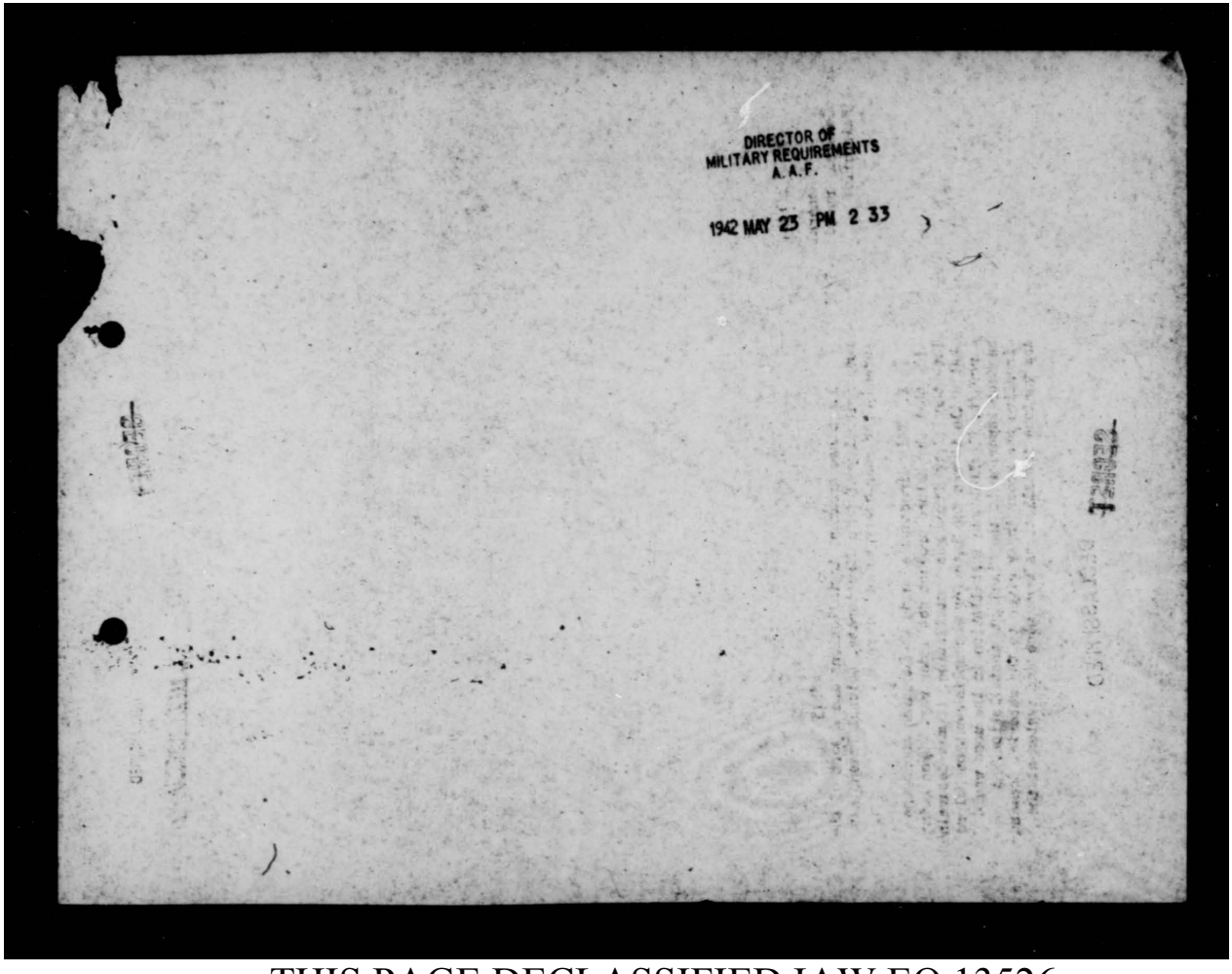

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DOD Dir. 5 & 10 June 1982
By [illegible] NARS, Date 10-7-11

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PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AG 370.5 (5-22-42)MC 11f-1705

TO: COMMANDING GENERAL

FIRST AIR FORCE MITCHELL FIELD NY

FROM: THE ADJUTANT GENERAL

MAY 22 1942

VERBAL ORDERS ISSUED MAY 21ST ARE HEREBY CONFIRMED. IT IS DESIRED THAT YOU ISSUE THE NECESSARY ORDERS TO SEND 10 B-18 SERIES AIRPLANES EQUIPPED WITH ASV EQUIPMENT WITH 10 CREWS INCLUDING NECESSARY ASV TECHNICIANS AND COL. DOLAN, TO MACDILL FIELD AND TO SUCH OTHER PLACES AS MAY BE DIRECTED, FROM STATIONS UNDER YOUR CONTROL. UPON ARRIVAL AT MACDILL FIELD PERSONNEL WILL REPORT TO CG., THIRD AIR FORCE FOR SUPPLY AND ADMINISTRATION AND TO THE COMMANDER, GULF SEA FRONTIER FOR ANTISUBMARINE OPERATIONS. ALL PLANES AND CREWS WILL RETURN TO THEIR PROPER STATION WHEN ORDERS ARE ISSUED BY THE WAR DEPARTMENT RELEASING THEM FROM THIS TEMPORARY DUTY. FROM STATIONS UNDER YOUR CONTROL IN ADDITION TO THE ABOVE IT IS ALSO DESIRED THAT YOU SEND 10 ADDITIONAL MEDIUM BOMBARDMENT AIRPLANES WITH COMBAT CREWS, NOT EQUIPPED WITH ASV EQUIPMENT, TO THE SAME STATION ON THE SAME DUTY NOT LATER THAN MAY 23RD AUTHORIZATION IS GRANTED FOR A DELAY OF 30 DAYS AT ANY ONE PLACE OF DUTY FOR ALL PERSONNEL INVOLVED IN THE ABOVE 20 AIRPLANES. AS SPECIFIED IN WD CIRCULAR NO. 117, APRIL 22, 1942 CHARGE COST. AFROM

H 452.1(441) c

NOTE: SIMILIAR RADIO SENT FOR THEIR INFORMATION TO: CG., EASTERN DEFENSE COMMAND & FIRST ARMY
CG., THIRD AIR FORCE

COPY TO: CG., ARMY AIR FORCES, ROOM 2205 OPERATIONS DIVISION, WDGS
DEPUTY CHIEF OF STAFF, ARMY AIR FORCES

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W J T

MAY 23 1942
Received

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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By [illegible] Date 10/7/70
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Tally No. AAF _____

SUBJECT: British LB-30 Airplanes Equipped with ASV-10.

NO.	FROM	TO	DATE	COMMENTS
				AFDAS LSK:cmc
1.	General Kuter	General Arnold	1942 5/15	1. Believe you should read Marriner's comments. 2. The action recommended in paragraph 4, of Colonel Marriner's memorandum, was approved by telephone on May 15th, 1942, and Colonel Marriner is taking necessary immediate action. L.S.K. AFDAS
Incl: Memo for CG, AAF, frm Col. Marriner, dated 5/15, Subj. as above.				

Noted by Gen Arnold who has "OK'd" the basic memo [illegible] 21/5/42

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Sep. 8, 30 June 1954
By [illegible] Date [illegible]

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AFTSC
AWM:mmv

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
4/15/42 [illegible]
Date Initials

May 15, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: British LB-30 Airplanes equipped with ASV-10.

1. Both the British and ourselves are desirous of obtaining further operational and technical information on ASV-10, particularly in connection with submarine search. In as much as most of the Axis submarines are now around our East coast, the British have offered us the loan of their two LB-30 airplanes equipped with ASV-10 apparatus, with which we can carry on these further tests and which can assist us in submarine search.

2. One airplane, No. AL-596 (the one in which you rode) is now at Boston and is immediately available, with two Canadian operators. The other airplane will be flown back here from England.

3. Both the British and ourselves are anxious to get full operational and technical data on this equipment. The equipment now installed in these airplanes is of a laboratory nature. When we receive our production models of ASV-10 we will replace the laboratory material in these particular planes.

4. In view of the above and because our maintenance facilities and test equipment for this particular type of equipment is now set up on the East coast, it is recommended that these airplanes be turned over to the 1st Bomber Command for submarine search on the East Coast.

5. Dr. Robinson, who has just returned from England, informed me that the R.A.F. are completely sold on the ASV-10.

A. W. MARRINER
Colonel, Air Corps
Director of Communications

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

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COD Ltr.
By [illegible] LC; Date 10/7/76

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Tally No. AAF . . . . . .

SUBJECT: Location of Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS ARMY AIR FORCES W.O.& M.	AFROM 1942 MAY 14 PM 4 48	1942 5/14	AFDAS LSK:cmc 1. Major Dick of your office prepared a memorandum for me dated April 24, 1942, subject: "Location of Transport Airplanes". 2. The original copy of this memorandum was forwarded in a memorandum to the Chief of Staff which recommended transferring one C-56 transport from the National Guard Bureau to Headquarters Third Army (General Krueger). It is believed this memorandum was approved in the office, Chief of Staff, and returned to your office (Colonel McCoy) for necessary action. 3. General Arnold is displeased by my permitting the memorandum "Location of Transport Airplanes" to have been circulated outside this Headquarters. 4. It is requested that your office endeavor to locate that memorandum and, if it is not within this Headquarters, have it destroyed or returned to your office. L.S.K. AFDAS
2.	AFROM (G-5:nf) Hq. Army Air Forces MAY 17 1942 AAG RECEIVED	AFDAS	5/15	Memorandum referred to above has been detached from the correspondence regarding the transfer of the C-56 airplane from the National Guard Bureau, and has been placed in files of the Directorate of War Organization & Movement, Aircraft Division. O. S. F. Col. Air Corps Dir., W. O. & M.
3.	AFDAS	AFMAG	1942 5/19	LSK:pfp To file. L.S.K. AFDAS

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Date 10/9/06

Proposed Schedule of A-24 Delivery.

AFACT
JJO'S:mc

1. AFACT AFCAS 1942 5/11

1. Reference attached schedule of deliveries of SBD-3 (A-24) airplanes to the Army Air Forces from Navy contracts together with a new proposal of deliveries submitted by the Navy for consideration.

2. This Division recommends that the proposed schedule be adopted because of the following advantages:

a. The proposed schedule will deliver 20 more airplanes to A.A.F. in 1942 and a total of 110 more by March 31, 1943.

b. The even flow of thirty (30) planes per month can be more easily handled at modification centers and from the training standpoint.

c. The proposed schedule will permit the equiping and training for combat of four (4) groups by April 1, 1943, whereas the old schedule will permit the equiping of only 2½ groups.

d. All planes delivered prior to October 1, 1942 will be wired for 12 volts which will require the complete reworking of a total of 150 planes, under the old schedule, to convert them to the 24 volt system required by the Army. The Materiel Command estimates that it can turn out one rewired plane a day after the modification center sets up a production line.

e. Under the proposed schedule the A.A.F. will receive only 80 airplanes which will require complete rewiring since the Navy is adopting the 24 volt system and the change over in production will take place about October 1, 1942.

f. The proposed schedule will not interfere with present plans for the Bolero Project.

3. In the event the proposed schedule meets with your approval, information is requested if the above change can be arranged informally between the Navy and the A.A.F. (A-3) or should the proposal with recommendations be referred to the Munition Assignment Committee.

H.S.V.
AAF C/AFACT

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HEADQUARTERS ARMY AIR FORCES - COORDINATION

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1 Incl: Schedule

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By [illegible]

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AFAEP
HAC

wtn 6/8/42

MEMORANDUM FOR ADMIRAL KING:

Subject: Allocation of Medium and Heavy Land-type Bombers to the Navy.

As you know, there are at present insufficient four-engine heavy bombers to enable the Army to meet its minimum commitments. In order to provide the maximum practicable heavy bomber support for the Navy, Army training requirements as well as firm commitments to other areas of primary Army responsibility have been "cut to the bone". The Army has, nevertheless, provided from these units equipped with heavy bombardment airplanes and will continue to provide the maximum support practicable to the Navy by placing under their operational control such Army units as can be made available.

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Ref. Radio Cin C, Pacific Fleet 6/3 re need of navy for wheeled heavy Planes;
Pen note Adm. E. J. King 6/3 to Gen Marshall
(U D CSA 452.1 (6-3-42)
noted by Col Craig & Col Vandenberg
& conf. held with Gen. Arnold.
Col Craig states no action necsy
copy & pert. [illegible] to OCS
Not used

Chief of Staff.

Hq. Army Air Forces
dmn
JUN 12 1942
AAG RECEIVED
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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	[illegible]	[illegible]	A-1	A-2	A-3	A-4	A-WPD	A-Comp.	[illegible]	[illegible]	

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8 Jan. & 20 June 1974
By [illegible] Date [illegible]

GCM

WDCSA 452.1 (5-6-42)

May 22, 1942.

MEMORANDUM FOR ADMIRAL KING:

Subject: Allocation of Medium and Heavy Land-type Bombers to the Navy.

I have been going very carefully into the above issue since the receipt of your letter of May 6th, though I must confess that other allocation as well as operation problems have prevented me from concentrating on the task until the last two days. As I am leaving in a few minutes, to be gone until Monday or Tuesday, this note is merely to inform you that when I return and we have received definite indication of the basis of settlement of air allocations with the British, I purpose concentrating on the solution of this problem.

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Chief of Staff.

Dictated but not read nor signed by General Marshall.

File 5/28

ORIGINAL DISPATCHED FROM OFFICE CHIEF OF STAFF

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

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DOD ltrs.
By [illegible] Date [illegible]

Date May 14, 1942

AG

AAF

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SUBJECT: Acceleration of B-24, PBY-5 and PB-2-Y Production at Consolidated Aircraft Corporation

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
X	Sec.G/S	NGB	JAG	1G	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:
SW directs
Draft of reply attached
Approved
Disapproved
File

Comment or concurrence
Direct reply made
Inviting attention to
See notation of _____
Information

Information for reply
_____ Ind. approved
Primary interest
Notation and return
Noted _____

WDCSA 452.1 (5-6-42)

For signature of the Chief of Staff.

Nathan F. Twining

Nathan F. Twining,
Colonel, Air Corps,
Secretary, Air Staff.

NOT USED

Memorandum for record. Letter prepared by the Chief of the Army Air Forces for the Chief of Staff's signature in answer to Admiral King's letter of May 6 and letter from Admiral Turner to the Joint Aircraft Committee, subject as above.

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Air AS 452.1 (431)

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] Date 10/4/76

May 14, 1942

Admiral E. J. King,
Commander-in Chief,
U. S. Fleet.

Dear Admiral King:

I have before me your letter of May 6, as well as one from Admiral Turner to the Joint Aircraft Committee, subject: "Acceleration of B-24, PBY-5 and PB-2-1 Production at Consolidated Aircraft Corporation," May 8, 1942.

In my letter of April 2, I proposed certain working agreements which I hoped would meet the Navy's requirements for long-range land based aircraft. These proposals were apparently not acceptable.

The increased production of the Consolidated Company referred to in Admiral Turner's letter has no material effect on this problem. Additional aircraft which may be expected under this program will serve only to reduce our shortages by a small amount.

I regret that I have no further suggestions which might lead to an early solution of this question. Our continued inability to reach an agreement on this subject lends itself to argument favoring a separate air force.

Be assured that the Army stands ready to cooperate with the Navy to the greatest possible extent consistent with our desire to obtain the maximum effectiveness from the weapons at our disposal.

Faithfully yours,

Chief of Staff.

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HENRY HARLEY ARNOLD
Box 121 Folder 2
MILITARY
Decimal
SAS 452.1
(502-550)

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Date

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Distribution of Airplane Allocation Charts

ITEM NO	FROM	TO	DATE	COMMENTS
1	AFMSC	AFCAS	1942 8/31	AFMSC-9 GBD:ja 1. In accordance with R&R from AFACT to AFDMC, Subject, "Preparation and Distribution of Airplane Allocation Charts", dated 8/19/42, this office is authorized to distribute one (1) copy of Airplane Allocation Charts to the Chief of Air Staff. 2. It is expected that on or about the 15th of each month, beginning September 15, 1942, one set of the allocation of aircraft will be forwarded to the Chief of Air Staff. It will consist of the latest revised allocations of (a) Heavy Bombers, (b) Medium Bombers, (c) Light and Dive Bombers, (d) Fighters, (e) Fighters, (e) Photo and Mapping, (f) Transports. 3. Forwarded in accordance with R&R referred to in paragraph one is one copy of revised allocation of Medium Bombers, dated August 26, 1942, prepared by Directorate of Bombardment. 1 Inclosure 1 Copy No. 3 Att: AFCAS C. B. T. Director, Statistical Control
	Hq. Army Air Forces SEP 1 1942 AAG RECEIVED			
2.	CAS	MAG	9/5	RHH/hk 73691 File. Chart removed. R. H. HARPER Major, A.C.

File 9/6/42

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

AG
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SUBJECT: Change in Chart CURRENT COMMITMENTS OF ARMY AIR FORCES

Date July 20, 1942

TO	___C/S	___G-1	___G-2	___G-3	___G-4	___Air Staff	
	___TAG	___WPD	___USW	___ASW	___ASWA	___CG _____	Army
	___AC	___BLP	___BOWD	___ExRA	___NGB	___CG _____	Army Corps
	___INF	___FA	___CAV	___CA	___ENGR	___CG _____	CA
	___ORD	___QMG	___CSO	___SG	___FIN	___CG _____	Dept
	___GHQ	___JAC	___CWS	___IG	___B/PR	✓ CG., AAF (AFAG)	

FOR:	___S/W directs	___Comment or concurrence	✓ Necessary action
	___Draft of reply	___Remark and recommendation	___Information for reply
	___Direct reply	___Inviting attention to	___ _____ Ind. approved
	___Approved	___See notation of _____	___Primary interest
	___Disapproved	___Information	___Notation and return
	___File	___Consult _____	Noted _____

By: ✓ Spcl Msgr | ___Radio | ___Air Mail | ___Immed Action Ltr | ___Letter |

HQ. Army Air Forces
JUL 22 942
AAG Received

Noted by Gen. Arnold's Office

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JUL 8 1946

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

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SUBJECT: Change in Chart [illegible] OF ARMY AIR FORCES

Date July 20, 1942

TO:

___C/S	___G-1	___G-2	___G-3	___G-4	___Air Staff	
___TAG	___WPD	___USW	___ASW	___ASWA	___CG	_____ Army
___AC	___BLP	___BOWD	___ExRA	___NGB	___CG	_____ Army Corps
___INF	___FA	___CAV	___CA	___ENGR	___CG	_____ CA
___ORD	___QMG	___CSO	___SG	___FIN	___CG	_____ Dept
___GHQ	___JAG	___CWS	___IG	___B/PR	✓ CHIEF OF AIR STAFF (AFCAS)	

FOR:

___S/W directs	___Comment or concurrence	✓ Necessary action
___Draft of reply	___Remark and recommendation	___Information for reply
___Direct reply	___Inviting attention to	___ _____ Ind. approved
___Approved	___See notation of _____	___Primary interest
___Disapproved	___Information	___Notation and return
___File	___Consult _____	Noted _____

By: ✓ Spcl Msgr | ___Radio | ___Air Mail | ___Immed Action Ltr | ___Letter | _____

File
PHN
8/11/42

Hq. Army Air Forces
JUL 22 1942
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July 18, 1942.

All holders of copies of the chart CURRENT COMMITMENTS OF ARMY AIR FORCES prepared June 30, 1942, by OPD, WDGS will make the following changes:

Page 2, U.K., change lines 3 and 4 under U.K. to read as follows:

UNITS	UNIT EQUIPMENT		AIRCRAFT FOR MAINTENANCE OVERHEAD & READY RESERVE		TOTAL AIRCRAFT IN THEATRE	
	(1) Init.	(2) Aug.	(1) Init.	(2) Aug.	(1) Init.	(2) Aug.
3 L/B Gps.	171	192	86	96	257	288
3 D/B Gps.	171	288	86	144	257	432

Thos. T. Handy,
Major General,
Assistant Chief of Staff.

/S/ C. K. Gailey, Jr.,
C. K. GAILEY, Jr.,
Col., G.S.C.,
Executive, OPD.

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STRATEGIC PRIORITIES FOR AIRCRAFT
ALLOCATIONS

For use in connection with Chart: "Current Commitments of Army Air Forces." Revision One (Revised August 21, 1942, by Operations Division, War Department General Staff.)

1. Training: (25-50% of adjusted monthly production until requirements are met. Thereafter replacement only):

a. Air Force Flying Training Command.
b. Air Force Technical Training Command.
c. Operational Training Units.
d. Three Observation Groups for training with Ground Forces.

2. European Theater - Initial units for U.K.: Equip: 2 heavy bomb groups, 3 medium bomb groups, 1 light bomb group, 4 fighter groups, 1 transport group, and 1 Photo reconnaissance flight at initial strengths (unit equipment) with reserves, as indicated in Chart: "Current Commitments of Army Air Forces," and provide sustaining replacement for attrition therefor.

3. Southwest Pacific Theater: Equip units at strengths, (unit equipment) with reserves, as indicated in Chart: "Current Commitments of Army Air Forces," and thereafter, replacements for attrition only.

a. Australia

4. Pacific Theater plus Alaska: Equip units at strengths, (unit equipment) with reserves, as indicated in Chart: "Current Commitments of Army Air Forces," and thereafter replacements for attrition only.

a. Hawaii
b. New Caledonia
c. Fiji
d. Christmas
e. Tongatabu
f. Canton
g. Alaska

5. Asiatic Theater: Equip units at strengths, (unit equipment) with reserves, as indicated in Chart: "Current Commitments of Army Air Forces," and thereafter replacements for attrition only.

a. India-China

6. African-Middle East Theater: Equip units at strengths (unit equipment) with reserves, as indicated in Chart: "Current Commitments

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of Army Air Forces," and thereafter replacements for attrition only.

7. North and Latin American Theater (less Alaska): Equip units at strengths (unit equipment), less reserves, as indicated in Chart: "Current Commitments of Army Air Forces," with sustaining replacements for attrition only.

a. Caribbean
b. Western Defense Command (less
c. Eastern Defense Command Alaska)
d. Newfoundland
e. Bermuda

8. Ascension Island: Equip at specified strength with reserves.

9. Liberia: Equip at strength with reserves as indicated in Chart: "Current Commitments of Army Air Forces."

10. European Theater-Balance of Units for U.K.: Equip units at pre-augmentation strengths, including reserves as indicated in Chart: "Current Commitments of Army Air Forces," for each class and provide sustaining replacements for active operations therefor.

11. North and Latin American Theater: Provide reserves for all units as indicated in Chart: "Current Commitments of Army Air Forces," in order as stated in par. 7 above.

12. Iceland: Equip at strengths with reserves as indicated in Chart: "Current Commitments of Army Air Forces," and provide sustaining replacements for attrition therefor.

13. European Theater - U.K.: Augment to strengths as shown on Chart: "Current Commitments of Army Air Forces," providing additional sustaining replacements for the augmented strength.

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By ... Date 10/9/76

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CURRENT COMMITMENTS OF ARMY AIR FORCES

TO APRIL 1, 1943

Hq. Army Air Forces
AUG 29 1942
AAG Received

PREPARED AUG 21, 1942 BY OPD, WDGS

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CURRENT COMMITMENTS OF ARMY AIR FORCES TO APRIL 1, 1943 REVISION ONE

Prepared by OPD, WDGS, August 21, 1942, in compliance with Letter; Subject: War Department Agency Charged with Publishing Official Commitments in Aircraft, to C.G., AAF, dated June 1, 1942, AG 452.1 (5-27-42) (MS-E)

LOCATION	AIR FORCE	THEATER	UNITS	UNIT EQUIPMENT (1) Init.	UNIT EQUIPMENT (2) Aug.	AIRCRAFT FOR MAINTENANCE OVERHEAD AND READY RESERVE (1) Init.	AIRCRAFT FOR MAINTENANCE OVERHEAD AND READY RESERVE (2) Aug.	TOTAL AIRCRAFT IN THEATER (1) Init.	TOTAL AIRCRAFT IN THEATER (2) Aug.	ADDITIONAL DELIVERY DATA & REMARKS (THEA #1 IS BASIC) (Note: THEA #1 is "Tentative Deployment of U.S. Army Forces" - Dec. 31, 1942 and April 1, 1943, revised August 21, 1942 by OPD, WDGS, in consonance with JCS 60 approved by the U.S. Chiefs of Staff August 11, 1942)
United Kingdom	Eighth	European	16 H/B Ops	560	768	140	192	700	960	Arnold-Portal-Towers reallocation Agreement: (CCS 61/1) All units complete at initial strengths and operating in European Theater by April 1, 1943.
			10 H/B Ops	570	640	140	160	710	800	CCS 94 withdraws 15 Ops from U.K. to be deployed in Pacific. When actual deployment is agreed, change to this chart will be issued. 1 H/B Op (35) diverted to Hawaiian Department. (8/11/42 Message - WD 5535.
			3 L/B Ops	171	192	77	86	248	278	
			3 D/B Ops	171	288	77	130	248	418	
			12 Ftr Ops	960	1200	432	540	1392	1740	
			8 Trans Ops	416	416	104	104	520	520	
			4 Ph Ops							
			H/B	52	52	13	13	65	65	
			Fur.	104	156	46	70	150	226	
			3 Obsn Ops							
			L/B	72	--	32	--	114	--	
			Fur	72	--	32	--	114	--	
			Liss	108	--	36	--	144	--	

Units at strength (1) Init. (2) Aug. as follows:

	(1) Init.	(2) Aug.
H/B Op	35	48
H/B Op	57	64
L/B Op	57	64
D/B Op	57	96
Ftr Op	80	100
Tr Op	39	52
Ph Op	39	52

(T/O calls for Op Org. of 1 Photo Mapping Sq. equipped with 13 H/B's converted for photography and 3 Ph. Rec. Sqs. equipped with Fighters converted for photography. Init. Strength has been taken as 1 Photo Mapping and 2 Ph. Rec. Sqs.

(1) Strength of each group initially.

(2) Strength of each group after augmentation to new T/O strength.

Observation and Photo Groups to total not less than 399 aircraft.

Australia	Fifth	Southwest Pacific	2 H/B Ops	96		24		120		USAAF Units now in SWP in excess of commitments, to be moved to South Pacific to meet commitments in that theater when RAAF and NEI units replace them.
			1 H/B Op	64		16		80		
			1 L/B Op	64		29		93		
			2 Ftr Ops (less 2 Sqs)	~~150~~ 150		~~68~~ 68		~~218~~ 218		Combat echelon of 1 Sq is NEI personnel
			2 Trans Ops	78		20		98		
			3 Ph Rec Sqs	39		15		54		Prior commitment per JCS 23 & 48.
			1 Obsn Op							
			L/B	18		9		27		
			Fur	18		9		27		
			Liss	27		9		36		
Hawaii (including Midway Johnston Palmyra)	Seventh	Pacific	3 H/B Ops	131		33		164		1 Op in Mobile force. 1 Op (35) diverted from U.K. as part of permanent strength. (8-14-42 Message WD 5535).
			1 L/B Sq	16		7		23		
			3 Ftr Ops	240		120		360		25 - Two-Engine Fighters (AI) from present contracts included. WD Radio #4266, 6-13-42.
			1 Trans Sq	13		3		16		8 P39D in June; 16 P39D in July; 85 P40E in August; 12 P40E in September; 12 P39D in October.
			1 Obs Sq							
			L/B	6		3		9		
			Fur	6		3		9		
			Liss	9		3		12		

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CURRENT COMMITMENTS OF ARMY AIR FORCES TO APRIL 1, 1943 REVISION ONE

Prepared by OPD, WDGS, August 21, 1942, in compliance with Letter; Subject: War Department Agency Charged with Publishing Official Commitments in Aircraft, to C.G., AAF, dated June 1, 1942, AG 452.1 (5-27-42) (MR-M)

LOCATION	AIR FORCE	THEATER	UNITS	UNIT EQUIPMENT	AIRCRAFT FOR MAINTENANCE OVERHEAD AND READY RESERVE	TOTAL AIRCRAFT IN THEATER	AUTHORITIES, DELIVERY DATA, & REMARKS (TEDA #1 IS BASIC) (Note: TEDA #1 is "Tentative Deployment of U.S. Army Forces"- Dec. 31, 1942 and April 1, 1943, revised August 21, 1942 by OPD, WDGS, in consonance with JCS 80 approved by the U.S. Chiefs of Staff August 11, 1942)
New Caledonia (including- Guadalcanal Espiritu Santo Efate)		Pacific	2 M/B Sqs	32	8	40	
			1 Ftr Gp	100	45	145	
			1 Obsn Sq				Prior commitment per JCS 23
			L/B	6	3	9	
			Fur	6	3	9	
			Liss	9	3	12	
Fiji		Pacific	1 M/B Sq	16	4	20	
			1 Ftr Gp	80	40	120	
Christmas	Seventh	Pacific	1 Ftr Sq	25	11	36	
Tongatabu		Pacific	1 M/B Sq	16	4	20	
			1 Ftr Sq	25	11	36	
Canton	Seventh	Pacific	1 Ftr Sq	25	11	36	
Alaska	Eleventh	North American	2 M/B Sqs	24	6	30	JCS 80 modified to meet operational requirements
			2 M/B Sqs	32	8	40	
			1 Ftr Gp	100	45	145	
			1 Obsn Flt	4	1	5	
			1 Tr Sq	13	3	16	
India-China	Tenth	Asiatic	1 M/B Gp	48	12	60	Arnold-Evill-Towers reallocation Agreement. (CCS 61/1): M/B Gp complete by September, 1942;
			1 M/B Gp	64	16	80	M/B Gp complete by September, 1942.
			2 Ftr Gps	160	72	232	
			1 Ph Rep Sq	13	0	13	Prior commitment
			1st Ferry Gp	65	16	81	Prior commitment CCS, 19th Meeting, Item 2, May 5, 1942.
Middle East	Ninth	African-Middle East	1 M/B Gp	48	12	60	Arnold-Evill-Towers reallocation agreement (CCS 61/1): Halpro to be built to complete group
			2 M/B Gps	128	32	160	by Oct 1, 1942. 1 M/B Gp to be "fly-away" from U.S. by July 15, 1942. An additional M/B Gp
			6 Ftr Gps	480	240	720	available for operation by Dec. 31, 1942. 1 Ftr. Gp available for operations by Sept. 1, 1942,
			1 Trans Sq	13	3	16	plus 1 Ftr Gp available for operations by Oct. 1, 1942, plus 2 Ftr. Gps available for opera-
							tions by Jan. 1, 1943, plus 2 Ftr. Gps available for operations by April 1, 1943.

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CURRENT COMMITMENTS OF ARMY AIR FORCES TO APRIL 1, 1943 REVISION ONE

Prepared by OPD, WDGS, August 21, 1942, in compliance with Letter; Subject: War Department Agency Charges with Publishing Official Commitments in Aircraft, to C.G., AAF, dated June 1, 1942, AG 452.1 (5-27-42) (MS-S)

LOCATION	AIR FORCE	THEATER	UNITS	UNIT EQUIPMENT	AIRCRAFT FOR MAINTENANCE OVERHEAD AND ATTRITION RESERVE	TOTAL AIRCRAFT IN THEATER	AUTHORITIES, DELIVERY DATA, & REMARKS (TEDA #1 IS BASIC) (Note: TEDA #1 is "Tentative Deployment of U.S. Army Forces" Dec. 31, 1942 and April 1, 1943, revised August 21, 1942 by OPD, WDGS, in concordance with JCS 80 approved by the U.S. Chiefs of Staff August 11, 1942.
Panama	Sixth	Latin American	1 H/B Gp	48	12	60	7 Two-Engine Fighters (AI) from present contracts included.
			1 L/B Sq	13	4	17	18 additional Two-Engine Fighters (AI) to come from future contracts also included.
			2 Ftr Gps	160	48	208	
			1 Obsn Gp				
			L/B	24	8	32	
			Pur	24	8	32	
			Lias	36	9	45	
			1 Tr Gp	52	13	65	
Puerto Rico	Sixth	Latin American	1 H/B Gp	64	16	80	
			1 Ftr Gp	80	24	104	
Trinidad	Sixth	Latin American	1 H/B Gp	48	12	60	
			1 Ftr Gp	80	24	104	
W D C	Fourth	North American	2 H/B Gps (less 1 Sq)	84	21	105	
			3 Ftr Gps	240	60	300	
E D C	First	North American	1 H/B Gp	48	12	60	Three Bomber Groups of First Bomber Command to be increased to T/O strength for H/B by assignment of all B-18A's in United States not now equipped with ASV equipment except those required for schools. The remainder of necessary planes to be made up of available planes of other suitable types.
			2 H/B Gps (less 2 Sqs)	96	24	120	
			4 Ftr Gps (less 2 Sqs)	270	68	338	
Newfoundland	First	North American	1 H/B Sq	12	3	15	
			1 Ftr Sq	25	6	31	
Bermuda	First	North American	1 Ftr Sq	25	6	31	
Ascension Island		African-Middle East	1 H/B Flt	5	1	6	
			1 Ftr Sq	25	11	36	

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CURRENT COMMITMENTS OF ARMY AIR FORCES TO APRIL 1, 1943 REVISION ONE

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LOCATION	AIR FORCE	THEATER	UNITS	UNIT EQUIPMENT	AIRCRAFT FOR MAINTENANCE OVERHEAD AND ROAD RESERVE	TOTAL AIRCRAFT IN THEATER	ABBREVIATIONS, DELIVERY DATA, & REMARKS (TRDA #1 TO BASIC) (Note: TRDA #1 is "Tentative Deployment of U.S. Army Forces"- Dec. 31, 1942 and April 1, 1943, revised August 21, 1942 by OPD, WDGS, in concordance with JCS 60 approved by the U.S. Chiefs of Staff August 11, 1942)
Liberia		African-Middle East	1 Ftr Sq	25	10	35	
Iceland	Eighth	European	1 H/B Sq	16	4	20	
			2 Ftr Sqs	50	23	73	
			1 Tr Flt	4	1	5	

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SUMMARY OF COMMITMENTS

TYPE	GROUPS	SQUADRONS	FLIGHTS	TOTAL AIRCRAFT
H/B	28 less 1 Sq	3	-	1694
M/B	17 less 2 Sq	7	1	1466
L/B	4	2	-	411
D/B	3	-	-	418
Ftr	39 less 5 Sqs	9	-	~~5048~~ 5048
Trans	12	3	1	817
Photo	4	4	-	Ph Gp 291 Ph Rec 54 Ph Map 13 = 358
Obsn	5	2	1	L/B 191 Fur 191 Liac 249 1 Flt 5 = 636
TOTAL	112 less 8 Sqs	30	3	~~10,848~~ 10,848

(Note: U.K. "Augmented" figures used)

APPROVED:

ST. CLAIR STREET,
Brigadier General,
Acting Assistant Chief of Staff.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Nos.
By: [illegible] Date 10/7/76

File No. _____

Tally No. AAF _____

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SUBJECT: Expedition of Work in Modification Centers.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Strate-meyer	1942 8/28	While I realize fully the necessity for making certain changes in our combat airplanes, I am far from convinced that all of the modifications now being made are necessary or essential. Every day I have people coming to me from modification centers, calling attention to certain special projects being done in these modification centers which may or may not be of the "must" character. As you know, at this writing there are a total of approximately 1200 airplanes in modification centers. The output is approximately nil. Is it not possible to have someone, or a group of officers, to go through all of the modifications now being made and ruthlessly throw out those not of the "must" character? Also throw out a lot of these special projects now going on at the modification centers and depots? This situation is so critical in my mind as to warrant drastic measures, so critical in fact that I am not sure that we, sitting at the top, are aware of its seriousness. Today we have O.T.U.'s that are less than half strength in airplanes, while modification centers are jammed. Is it not possible then to defer some of these modifications, to throw some of them out altogether, in addition to our present program for expediting action in the modification centers? [illegible]
2	AFCAS	Director of Military Requirements Atten. Gen.Fairchild	1942 8-28	3373 GES/hd 1. General Arnold stated this morning that there were 1200 airplanes in our modification centers and that we must do something to get them out and in use in our O.T.U.'s and combat groups. 2. Having just returned from an extensive trip of inspection of our modification centers, it is desired that

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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Tally No. AAF _____

SUBJECT: Expedition of Work in Modification Centers.

NO.	FROM	TO	DATE	COMMENTS
				3373 GES/hd
			1942	(continued)
V	AFCAS	Director of Military Requirements Atten/ Gen.Fairchild	8-28	2. your recommendations be submitted hereon as to the procedure necessary in order to accomplish General Arnold's desires. 3. Expedite reply. GEORGE E. STRATEMEYER,
				[redacted]
				airplanes in modification centers. Of these, 104 were foreign (British, Russian and Peruvian); 322 were inherited from the British, many being non-operational to the point of being completely unusable, such as the 119 British Lightnings; 5 were transports being converted for use of the Air Transport Command; 22 were the original B-26s and B-26As being reworked for safety by order of the Spaatz Board appointed by Gen. Arnold; 29 were Navy dive bombers (A-24s) delivered without radio and having radio installed.
				2. Subtracting these miscellaneous airplanes which, except for the foreign, go to training, tow target and coast patrol work, there were a total of 464 tactical airplanes undergoing modification, every one of which is assigned to go overseas immediately either with units or as replacements. The breakdown of assignments for the heavy bombers in modification, plus additional requirements for October is attached. No tactical airplanes can be sent to OTUs with or without modifications until these commitments are met.
				3. Every expedient is being employed to get these airplanes out of modification centers at the highest possible rate. Last week an AAA priority was secured for all modification center parts and materiels. Arrangements have been made with — (continued on page 3)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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FILE NO.	

SUBJECT: Expedition of Work in Modification Centers

ITEM NO.	FROM	TO	DATE	COMMENTS
3. Continued	AFDMR	AFCAS	1942 9-3	Colonel Boatner, in charge of modification centers, to keep in constant touch with all points by telephone to ascertain shortages which are holding up deliveries and secure release of planes with shortages — the necessary parts to be shipped overseas later. 4. The lists of modifications required have been carefully reviewed with my Bombardment people and Generals Doolittle and Eaker. Every item which it was felt could be omitted without disasterous loss of combat efficiency was moved from the "must" to the "desirable" column — only to be done if time permitted. The results of these drastic actions should show up immediataly in accelerated deliveries. 5. A large number of the original modifications which were directed have already been put into the production lines — in the case of the B-17's, for example, 46% — and the remainder are being incorporated in the production lines as rapidly as possible without slowing production. No additional changes have been directed for some time, except for Doolittle, and those were deemed essential for success of operations. Even so, it was directed that in case of hold-up, planes should be released and installation parts shipped later. 6. All modifications which have been directed have come from one of two sources: the urgent recommendations of Air Forces Commanders and combat personnel as a result of actual combat experience; or the communications, recognition and other special equipment essential for efficient operations with the British. I feel that there are no modifications which will be required that are not essential. We were requested to make certain modifications before sending planes to Australia on the basis that it was easier for us to do it here, and that in any event the changes would be made in the field if necessary before committing the planes to combat. The same would probably be true in the case of the British Isles as a result of their combat experience to date. The deficiencies brought to light by experience in the Far East have been corrected on the equipment in the British Isles. So far their operations have been so successful as to change the criticism of our aircraft, voiced with increasing frequency by the press, into praise for their ability to do things the British have been unable to do. It is interesting and very pleasing to note that no major requests for changes or modifications have been received from the Eighth Air Force to date as a result of their first experiences in combat operations, that are not already covered by current modifications. If this should continue to be true, the modi-

(Continued on page 4)

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SUBJECT: Expedition of Work in Modification Centers

ITEM NO.	FROM	TO	DATE	COMMENTS
3.	AFDMR	AFCAS	1942 9-3	fication center problem will have been reduced to insignificance within the next sixty days, and the past delays and difficulties will have paid big dividends in successful operations.
Continued				MUIR S. FAIRCHILD, Major General, U. S. A. Incl: Memo for Gen. Fairchild 8-31-42, Subj: Allocation of Heavy Bomb. Aircraft Undergoing Modification. (Secret)
4	AFDAS	AFMAG	1942 9/28	AFDAS LSK:pfp 6371 Noted. To file. Incl. n/c L.S. Kuter, Brigadier General, USA Deputy Chief of Air Staff.

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PAGE 4 452.1 (545)

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DOD Dir.
10/7/76

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August 31, 1942

MEMORANDUM FOR GENERAL FAIRCHILD

Subject: Allocation of Heavy Bombardment Aircraft Undergoing Modification.

B-17's

Undergoing modification:		
For 91st B. G.	10	
For 303rd B. G.	35	
For Australia	7	
For 305th B. G.	34	86
Additional requirements for Sept.:		
For 305th B. G.	1	
Replacements for Wildflower	18	19
Additional requirements for October:		
Replacements for 8th A.F.	72	
99th B. G.	35	107

B-24's

Undergoing modification:		
For 90th B. G.	30	
For 44th B. G.	27	
For 10th A.F. (At LaGuardia)	12	
For Alaska	18	
Replacements for 9th A.F.	4	
Replacements for 10th A.F.	5	
Replacements for 6th A.F.	1	
Replacements for 8th A.F.	3	100
Additional Requirements (October)		
Replacements for 8th A.F.	16	
Australia in lieu of B-17's	18	
Replacements for 9th A.F.	10	
Replacements for 10th A.F.	12	
Replacements for 7th A.F.	10	
Replacements for 11th A.F.	2	
6th A.F. in lieu of B-17's	14	
Newfoundland	4	86

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DOD ltrs.
8 Jan & 29 June 1976
By Alifar LC Date 10/7/R

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Expedition of Work in Modification Centers.

1. General Arnold — General Stratemeyer — 1942 8/28

While I realize fully the necessity for making certain changes in our combat airplanes, I am far from convinced that all of the modifications now being made are necessary or essential. Every day I have people coming to me from modification centers, calling attention to certain special projects being done in these modification centers which may or may not be of the "must" character. As you know, at this writing there are a total of approximately 1200 airplanes in modification centers. The output is approximately nil. Is it not possible to have someone, or a group of officers, to go through all of the modifications now being made and ruthlessly throw out those not of the "must" character? Also throw out a lot of these special projects now going on at the modification centers and [illegible].

This situation is so critical in my mind as to warrant drastic measures, so critical in fact that I am not sure that we, sitting at the top, are aware of its seriousness. Today we have O.T.U.'s that are less than half strength in airplanes, while modification centers are jammed.

Is it not possible then to defer some of these modifications, to throw some of them out altogether, in addition to our present program for expediting action in the modification centers?

H. H. A.

Air AG 452.1 (545)

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2 AFCAS — Director of Military Requirements Atten. Gen. Fairchild — 1942 8-28

3373 GES/hd

1. General Arnold stated this morning that there were 1200 airplanes in our modification centers and that we must do something to get them out and in use in our O.T.U.'s and combat groups.

2. Having just returned from an extensive trip of inspection of our modification centers, it is desired that

File Ci 8/29/42 [illegible]

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(handed to Gen. Fairchild)

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DOD ltrs.
By [illegible] 29 June 1974
AC. Date 10/7/76

Expedition of Work in Modification Centers.

3373
GMB/hd

1 AFCAS Director of Military Requirements Attn/ Gen.Fairchild 1942 8-28

(continued)

2. your recommendations be submitted hereon as to the procedure necessary in order to accomplish General Arnold's desires.

3. Expedite reply.

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

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DOD ltrs
Jan. 4, 30 June 1974
By: [illegible] Date: 6/7/00

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By Authority of
File No. The Commanding General of the Army Air Forces
Tall [redacted]
DATE INITIALS

SUBJECT: Heavy Bombardment Airplane Allocation Chart.

NO.	FROM	TO	DATE	COMMENTS 9:may 72937
1.	AFRDB Hq. Army Air Forces AUG 26 1942 AAG Received	AFCAS	1942 8/24	1. Attached is a copy of the latest bombardment allocation chart prepared by this office; for your information and files. Incl. 1 Chart No. 1 for P&B F. L. ANDERSON, Jr., Colonel, Air Corps.
	AFCAS	Mr. Gray 8-29-42		Noted 8/30/42 File

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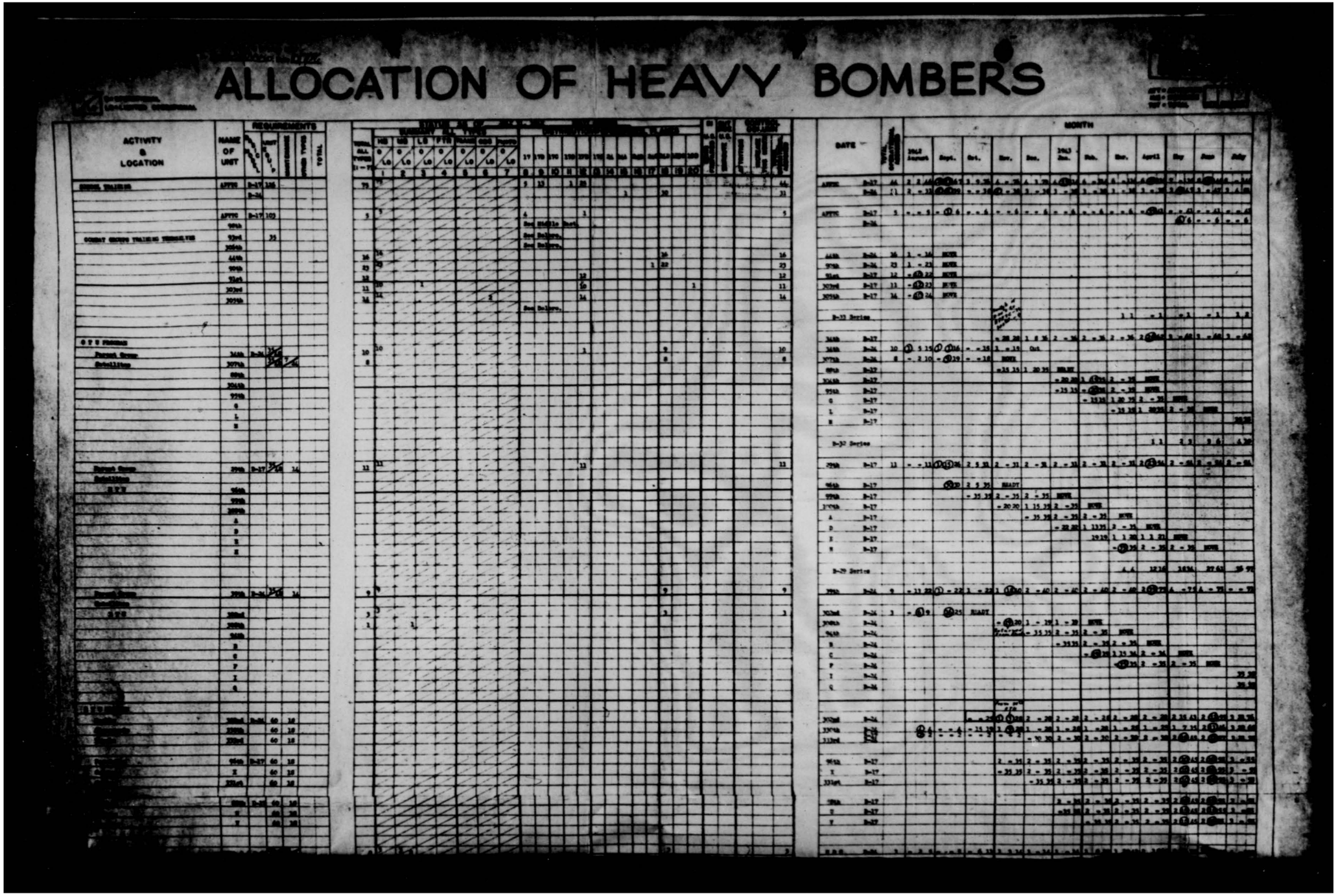
ALLOCATION OF HEAVY BOMBERS



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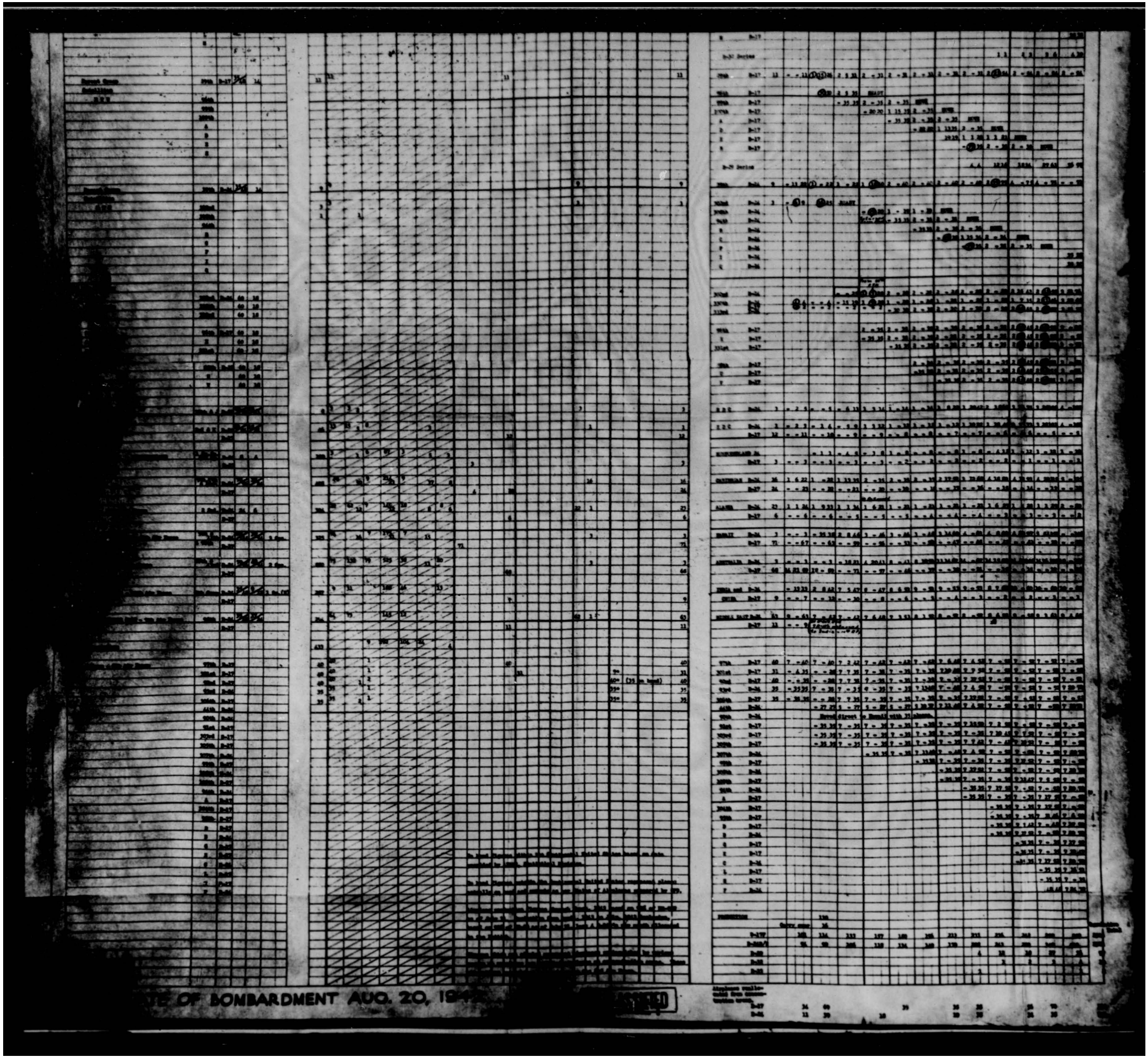

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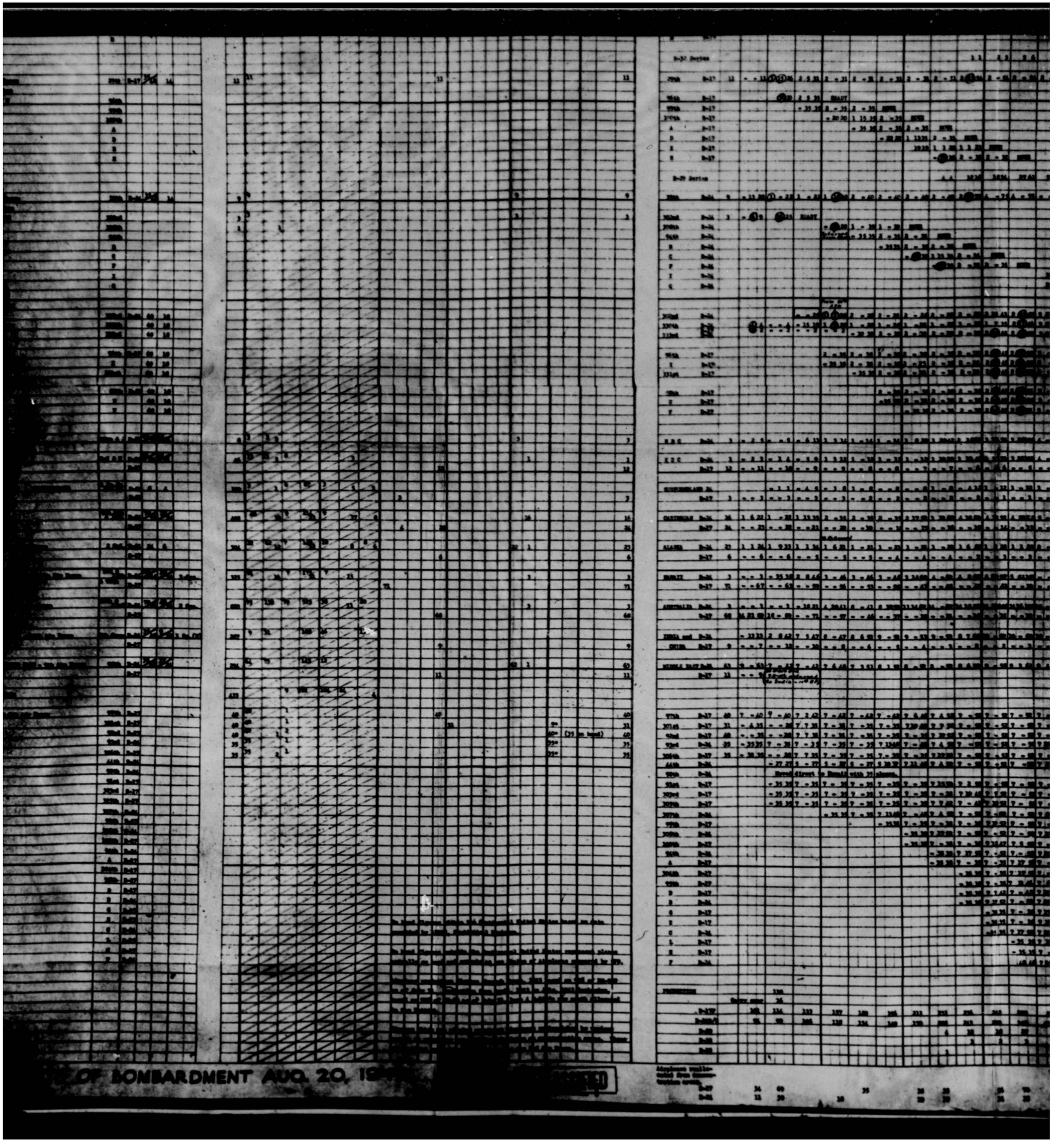

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DOD Dir. 5 Jan. & 20 June 1974
By [signature] Date 10/7/76

AFACT
RNH:mcb
6109

September 3, 1942

452.1 (542) 8

MEMORANDUM FOR GENERAL McNARNEY:

Subject: Replacement Chart for Airplanes.

1. I have attached hereto a replacement chart for airplanes, covering the period from September 1942, to April 1943, based upon our latest program for contemplated organization of units as rapidly as possible, and in which I have endeavored to keep units in all theaters, except Belero, at approximately existing strength.

2. This chart is not a fixed commitment but designed as a guide only, subject to fluctuation based on changing situations. As long as continual changes in commitments are made, based on "brainstorms" from various theaters, and sound strategic employment of our Army Air Force aviation is overlooked, just so long will we have a situation whereby no commitment or replacement chart can hold.

Dispatched
SEP 4 1942
AAG

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

1 Incl.
Replacement Chart
for Airplanes

File ci 9/4/42

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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[illegible] June 1974
By [illegible] Date [illegible]

File No. . . . . .

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SUBJECT: Replacement Chart.

NO.	FROM	TO	DATE	COMMENTS WRB:vme 6110
1	AFACT	AFACG thru AFCAS	1942 9-3	Attached herewith is a memorandum for General Arnold's signature and necessary papers for forwarding to General McNarney relative to the AAF program for providing replacement aircraft to all theaters. Incl. Memo for Gen McNarney d. 9/3/42 w/incl Robert W. Harper ROBERT W. HARPER Colonel, Air Corps

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY CLASSIFIED
DOD NO.
Date 30 June 1974
By [illegible] Date 10/7/76

SUBJECT: Replacement chart for Airplanes.

ITEM NO.	FROM	TO	DATE	COMMENTS RWH:meb 6109
2	AFACT	AFACG	9-2	Submitted herewith chart as directed in Item 1. Commitments are based on OPD Commitment Chart, dated August 21, 1942. This chart has been prepared without consultation with, or approval by, OPD, and endeavors to keep units in all theaters, except Bolero, at approximately existing unit strength as directed by you. ROBERT W. HARPER, Colonel, Air Corps Incls. No change Added "Replacement Chart for Airplanes"
3.	CAS	FILES	9/3	The above is in reply to the original No. 1 and the charts and other papers are attached to RAR No. 2, dated 9/3. R.H. HARPER Captain, AC Incl: withdrawn

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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SUBJECT: Replacement chart for airplanes.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	A-3	1942 8/26	1. Note the attached. It is desired that you prepare for me a replacement chart for airplanes covering each month between now and next April. 2. This chart should be based upon our latest program for contemplated organization of units as rapidly as possible; at the same time maintaining existing strength in all theaters, but not building up a reserve in the other theaters other than that which they now have. H.H.A.
Incls: Memo for AAF initialed by Gen. McNarney, (undated). Memo to Gen. Marshall frm Gen. Arnold 8/15/42 re replacements of airplanes and personnel w/replacement chart re above subject. Memo to Gen. Arnold frm Gen. Marshall 8/13/42, same subj. R&R #1 to Gen. Arnold frm AFPRP 8/22/42; #2 to Gen. McNarney frm Gen. Arnold 8/22/42. Memo to Gen. Arnold unsigned and undated. Copy of Combat Crew Loss Replacements - All Theaters.				

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DOD ltrs
By [illegible] Date 10/12

Weekly Report on Airplane Production.

1	General Arnold	General Stratemeyer	1942 8/24	1. It is desired that you secure for me the following and continue it as a weekly report: a. Number of airplanes turned out by modification centers and types during the preceding week. b. Total turned out during the current month. 2. This report should be on my desk every Monday morning for the week ending Saturday-Sunday midnight. H. H. A.
2	AFCAS	Director of Management Control	1942 8-25	GRS/hd 1. For compliance with General Arnold's directive in Comment No. 1. A copy of this report will go to all members of the Air Staff and the Director of Military Requirements at the same time that it is delivered to the Commanding General. 2. Give this personal attention and be sure that this report is accurate. [signature] G.E.S. AFCAS

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Weekly Report on Airplane Production.

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547

AFCAS Director 1942 of Manage-8-25 ment Control

GES/hd

1. For compliance with General Arnold's directive in Comment No. 1. A copy of this report will go to Plans, "A" members of the Air Staff and the Director of Military Requirements at the same time that it is delivered to the Commanding General.

2. General Arnold also desires that a third paragraph show in the report the number of airplanes in each modificati center.

3. Give this personal attention and be sure that this report is accurate.

G.E.S.
AFCAS

File 8/25/42
delivered by
messenger

M. Gray

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DOD ltrs
1 Jan. & 30 June 1974
By [illegible], Date 11/7/76

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De-icing Equipment for the North Atlantic Flights this Winter.

1	General Arnold	General Strate-meyer	1942 8/22

1. It is absolutely essential that we have the best possible de-icing outfits on our airplanes prior to our operations over the North Atlantic this winter. As I see the problem now, the heat de-icing equipment for the B-24 is successful. The NACA has conducted tests for some time and have developed a stove that can be put on the exhaust which will permit the necessary amount of heat to be transferred to the leading edge of a B-24 to provide the necessary de-icing properties.

2. I am fully aware of the fact that we should service test and we should have Wright Field try it out, we should have the depots take a whack at it and we should have this and we should have that, but if we go through all those "shoulds", we will never get it on our airplanes flying across the North Atlantic this winter.

3. This plane with its equipment will be returned to us from the NACA in about 10 days.

4. It is my desire that this equipment be accepted as standard for all North Atlantic ships for the coming winter and that all airplanes leaving, starting the first of November, be equipped with this device.

5. I realize full well that many people could probably build a better stove to put over the exhaust than the one that has been developed. I also realize that better air conducting flues can be developed, but this is one type that works and if a stove burns out we can always put in another.

6. Have the engineers build up a similar type for de-icing equipment for the B-17's for they also must fly the North Atlantic this winter.

H. H. A.

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DOD Dir.
Jan. 5 20 June 1979
By [illegible] Date 8/7/76

De-icing Equipment for the North Atlantic Flights this winter.

R.	AFCAS	Director of Mil. Requirements.	1942 8-23	1. For compliance with General Arnold's directive in comment number one. 2. Paragraph four of comment number one clearly states his desires. Note that there are only left the months of September and October for the installation and manufacture of this equipment. Keep a close follow-up on this directive and present at the Weekly Staff Conference each Wednesday morning, a report on the progress being made.

4521

G.E.S.
AFCAS

539

Dispatched
AUG 23 1942
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a 8/28/42

J. M. Gray

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DOD ltrs
8 Jan & 20 June 1974
By [signature] Date 10/7/76

Training Type Aircraft.

2 AFRIT-1 AFROM 1942
LSS:bf 8/10

1. The requirements set forth by the Transport Command for training aircraft cannot, under any circumstances, be considered favorably. The Training Command has engaged itself to train 1800 pilots for the Transport Command on two-engine equipment and 410 for the Transport Command on four-engine equipment during the current fiscal year.

2. This commitment was made on the allocation and delivery of all the training type airplanes currently under production. The estimates were based upon BM-80 and 8-K as prepared by the Materiel Command. Any deflection of training type airplanes, for any purpose, will prevent the completion of this program.

3. It is urgently requested that no consideration be given any agency which requires training aircraft deflected from the commitments to the Training Command. There has been brought to the attention of this office the fact that the Transport Command has currently delayed the delivery of a number of AT-17's and are conducting transition on those planes at this time at St. Joseph, Missouri. This not only is unethical, but it works a serious hardship on the Training Command and has a direct bearing on the entire Air Forces establishment in preventing the utilization of training aircraft in the production of two-engine personnel--the shortage of which is so outstanding as to warrant nothing further being said.

L. S. S.
A F R I T

---

3 AFROM AFACT 8/12
(G-1:bb) thru
AFDMR

1. Your attention is invited to comment 2 above.

2. Decision is requested as to the present policy regarding flying training activities carried on by the Air Transport Command, and the extent to which aircraft

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Dtd Jan 6 20 June 1974
By [illegible] C. Date 10/7/76

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Training Type Aircraft

3 CONTINUED 8/12 may be diverted from training and combat activities for this purpose.

H. P.
Brig. Gen. USA
Dir WOAM

Incl. n/c

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4 AFDMR AFACT 8/14 MEG:j

1. Flying Training Command has been specifically set up for and given the responsibility of training pilots and crews for operating AAF aircraft. It is believed the FTC should control and operate all schools in the AAF set up specifically for the training of pilots and crews. All requirements for pilots and crews for any of the commands of the AAF should be requisitioned from the graduates of FTC schools.

Incl. n/c

M.S.F.
DMR

452.1 (537)

[redacted]

Command.

2. The reported practice of holding up delivery of aircraft for training of your crews for other than necessary transition is not favorably considered.

File
ci 8/23/42

Incl.
n/c

L. S. KUTER
Brig. Gen., U. S. A.

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AUG 22 1942
AAG

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DOD Nrs
8 Jan. & 20 June 1974
By [signature] Date 10/7/76

Aircraft Assignments

1 AFATC AFDMR 1942
7/25

1. Attached is copy of Routing and Record Sheet, dated July 2, from AFATC to AFDMR, subject: Aircraft Assignments, in which correspondence, specific allotment of aircraft by numbers and types was enumerated in paragraph 3.

2. On July 23, the Chief of the Army Air Forces specifically outlined the flow of pursuit aircraft over the Northeast Ferrying Route during the winter of 1942-43. The Chief of the Army Air Forces instructed the Chief of the Air Staff and the Deputy Chief of Air Staff to instruct the proper organization to start immediately the winterization of P-38 aircraft. He further stated that all attempts would be made to fly this type of aircraft to the United Kingdom during the winter months of 1942-43. The responsibility of the actual ferrying and control of the movement will become a responsibility of the Air Transport Command due to the fact that these aircraft will be replacement and not tactical units. The above instructions were issued in a conference in which Lt. Col. M. W. Arnold of this Command was present.

3. In order to train additional crews to be used for ferrying of aircraft over the various routes, it is requested that the following listed aircraft be allotted to this Command for assignment to the St. Joseph, Mo., flying school. The following list of required aircraft is in addition to the requirements listed under paragraph 3 of the attached R&R.

4 B-25's
12 P-38's
8 A-20's long range
8 B-26's
8 AT-7's
8 Link Trainers.

4. The Assignment of P-38 aircraft, A-20's long range, and B-26's should be made immediately in order to start training on these types.

5. The ferrying division of this Command will take care of the movement of the aircraft to the school.

Incl. - R&R 7/2/42 AFATC to
AFDMR, sbj: Aircraft Assignments. H.L.G.
(cy in A-3 files) CG/ATC

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DOD Dir.
Jan. 6 22 June 1974
By: Alg... Date: 9/7/76

Army Air Forces Growth (by Groups).

WG/dcd 2231

1. AFDPU AFCAS 1942 8/18 THRU: AFACT

1. It is requested that attached schedule of Army Air Forces Growth (by Groups) submitted by AFACT be approved for planning purposes.

2. It is proposed that attached table be used by the interested Commands for the allocation of airplanes based upon the number of Groups designated monthly.

Incl: 1 Table

A.L.M.
AFDPU

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2 AFACT AFCAS 8-18

SSP:ck 6110

Approved by A-3.

ROBERT W. HARPER,
Colonel, Air Corps.

Incl. n/c

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3 AFCAS AFAAP 1942 AFADS 8-19 AFAEP

1. For comment.

WEH:JT 5265

Incl.
n/c

WILLIAM E. HALL
Colonel, A.C.

Dispatched
AUG 19 1942
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Item 6 30 June 1974
By [illegible] Date 10/17/76

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Army Air Forces Growth (by Groups).

[illegible]:vmo 6110

13 AFACT AFGAS 1942
9-2

1. AFDPU's personnel studies were projected on the basis of the program set up as a tentative goal by this Division (attached with item 1).

2. On the following bases:

a. AFDPU's studies indicated a serious personnel shortage.

b. Item 9 directive increases that personnel shortage during the critical early months of 1943, i.e., when we are trying to get our house in order for a Spring effort.

c. The accelerated program is accomplished at the expense of bombardment if at all.

d. Airplane availability to AAF has worked out lower than original AFACT assumptions.

e. AFACT program satisfies all operating commitments known to this Division.

2. It is recommended that the existing directive as interpreted by AFRAD (Item 11) be modified and that the item 1 program be substituted.

[redacted]

9-5 be in the process of revising the attached "Growth Chart".

Incl.
n/c

WILLIAM E. HALL
Colonel, A. C.

Dispatched
SEP 5 1942
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HEADQUARTERS LADD FIELD
FAIRBANKS, ALASKA

DVG/egk

PERSONAL

January 4, 1943.

Lt. General H. H. Arnold,
Commanding General, Army Air Forces,
Washington, D. C.

My Dear General Arnold:

On the occasion of my last conference with you in November you advised that I contact you in the event that further trouble arose in connection with our winterization and cold weather test programs, with specific reference to obstructions to said programs or cases of "dragging of feet", to use that expression.

My purpose in writing you at this time is because I feel that certain angles of this entire situation probably have not been brought to your attention. Of far greater importance is the fact that the reactions on the part of our Soviet Commission here have been such as will, I am sure, reflect unfavorably in the future. Let me assure you that with one or two minor exceptions, the
(1) individuals representing the Soviet Government are of extremely high caliber. They are all business and my impression is that they are real honest to God fighting soldiers. They have been accused of being exacting in their terms. With this I cannot agree but they do insist on things being right and in cases which I have investigated their reactions have been exactly the same as my own considering the seriousness of accepting anything just as good or lacking in detail.

You will recall that cold weather test and winterization of aircraft was reactivated under General Fairchild's supervision early in July. I personally drew up the winterization directive which was presented to Wright Field in a tentative form about the tenth of July. This directive was the subject of a conference around the twentieth of July at Wright Field and at which manufacturers' representatives were present. From July 20 to about the tenth of
(2) August the directive was processed through the different departments and interested agencies and on the tenth of August, General Fairchild personally conducted a conference at which the directive was accepted as being workable with the exception of one minor change which in its effect made no difference. I would like to emphasize that at this conference all key personnel and agencies were represented and, while some did not concur in the requirements, all agreed to put this into effect. The directive was confirmed officially on October 28th.

Almost immediately the Office of the Director of Military Requirements began to receive requests for deviations and variations in said directive with the result that certain major phases of this directive were, with respect to different aircraft, modified or eliminated. Delays in engineering and procure-
(3) ment soon became obvious and, although such derelictions were immediately corrected, it was impossible to keep tab on every phase of engineering and procurement with the result that even at this late date some of our winterization

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8 Jan. & 20 June 1974
By: Alex LC; Date 10/7/76

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requirements have not been met. I am generalizing now and in the following will give you specific instances which prove the point.

One of the greatest difficulties encountered so far is the absolute failure of our hydraulic systems. This has been due to two factors; one, failure of manufacturers to provide proper seals and packing. This matter was, as indicated in another part of this letter, the subject of report last year. It was also subject of reports in New England during the past winter. The other factor is the failure of servicing agencies to provide proper winter grade hydraulic fluids. Both of these items were subject of conference at Dayton during the summer with assurance that the problem had been licked, that hydraulic fluid for summer and winter operations had been developed and that seals and packing would be satisfactory. This was again brought to the attention of Wright Field in September and again in November as a result of special communications from Moscow. Notwithstanding the above, inspection here indicates use of packing which was condemned by Dayton during the late winter or early spring of last year. The question naturally arises as to what control and supervision our engineers or responsible agencies have been maintaining.

As I explained to you at the conference in November, there had been definite antagonism to the winterization project. In some cases this was outspoken and in other cases more or less intangible but with the certain result of delay or failure to comply. This I thought was cleared up as a result of your action but I regret to say that I feel that although General Vanaman and General Wolf have supported this program whole-heartedly, there exists within the aircraft manufacturers and our own people a condition which has resulted and will result in further embarrassment and failure on our part to meet commitments which should be met without any effort.

As an indication of Materiel Center's attitude regarding winterization, Colonel Gavin was dispatched along the Northwest Route and, as I understand, with authority to go to Moscow, to determine the minimum needs for winterization. Gavin, while having a great deal of ability, was, as evidenced by his reactions during the summer, thoroughly convinced that winterization was a lot of foolishness and said that he could fly standard aircraft without any difficulty under any conditions which we described. I have before me a record of his flight which started December 5th and ended December 26th at Ladd Field. Three weeks were used up making a flight which ordinarily should easily be made in as many days. His report indicates a great deal of grief and the operation of his plane cannot from any standpoint be considered military operations. He is, I am sure, as a result of discussions with him, convinced that winterization is necessary. As a matter of fact he has indicated his desire to return along the route with the idea of helping move aircraft allocated to the Soviet Government. His enthusiasm for the continuance of the winterization project has apparently evaporated. This, I am sure, is due to necessity for turning out at 4:00 o'clock in the morning to get his airplane ready to fly by 8:00 or 9:00 o'clock, plus a frozen nose and his crew generally worn out due to the thankless job of trying to fly aircraft in the condition his was in under conditions of severe cold. I am quite sure he will be a staunch supporter of the winterization program by the time he gets back.

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The record, I believe, speaks for itself. Our directive required that all aircraft to be flown over the Northwest or Northeast Ferry Routes or assigned for operations in Arctic areas after October 1st be completely winterized. The dead line of October 1st was established after thorough consideration of all factors and with the idea of giving all possible leaway to the interested agencies. You will recall that it became necessary to return to the States for winterization or winterize here at Ladd Field aircraft dispatched after October 1st which were not winterized in compliance with said directive.

In addition, other aircraft were dispatched along the Northwest Route with summer grade oil, summer grade coolant and summer grade hydraulic fluid which required the aircraft being grounded and many hours of hard, bitter work on the part of mechanics who happened to be stationed at the stations where such aircraft were grounded. In view of the fact many of these aircraft were destined for Russia, the condition referred to has helped in no small way to lower our prestige in the eyes of the Soviet officials here. Other aircraft have been received lacking in winterization items which were specified by our directive or requested by the Russians. They are unable to understand why we promise to do certain things and then the aircraft arrive lacking said items. Their attitude is fast becoming one of disgust.

With reference to the aircraft for the Cold Weather Test, the Director of Military Requirements directed in September that approximately thirty-five aircraft be made available beginning October 1st with the specification that all aircraft then in production should be at Ladd Field not later than November 1st. Delivery dates were set up which indicated, generally, compliance with this directive. Subsequent to that, dates were changed, deliveries were delayed with the result that to date we have received only two C-47's, two B-26's, two C-46's, two C-60's, 1 B-17 and one B-24. The B-24 was delayed for weeks at Watson Lake due to failure to provide winter oils and greases and failure of the hydraulic system while enroute. The plane arrived here on the twenty-first of December and we are still trying to get it in flying condition. At the present writing it is in the hangar undergoing a complete disassembly and overhaul in an effort to remove congealed greases and oils and for replacement of packings to put it in operating condition.

The two B-26's arrived late in November. One of these has been flown three or four hours only. The other is still in the hangar with all effort being made to put it into operating condition. The main difficulties of this airplane were the failures to provide winter greases for the operating controls and failure of the hydraulic system. You will recall that a similar failure of the hydraulic system was reported in January of last year when it became necessary to ground B-26's at this station which were enroute to Elmendorf Field. Apparently no action has been taken to correct the situation.

The C-47's have given us only fair service. Continued trouble with the hydraulic and brake system keep the planes inoperative more than otherwise. One C-46 arrived at this station after being approximately ten days enroute and requiring major maintenance at every stop. To date we have succeeded in getting one trip to Nome plus a few hours local flying. At the present writing it is

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inoperative because of engine failure, due, I am sure, to the inability of the pilot to comply with cold weather operating practices in that he operated while enroute to the station without benefit of immersion heaters at his stops. The other C-46 arrived a few days ago. No corrective action had been taken on it as a result of experiences with the first so I have returned it to the States for changes which are imperative if this airplane is to operate under subzero conditions.

(d) It is particularly concerning to find such a fine airplane handicapped by Rube Goldberg assemblies such as the hydraulic and heater systems when, had the manufacturer utilized information available, operation of said aircraft could be carried on indefinitely and without hazard. This airplane, I believe, costs us between $250,000 and $300,000 less engines, and could, I believe, be one of our outstanding transport aircraft. In my opinion to hang the operation of an airplane like that on one hydraulic system which affects landing gear, tail wheel, control system and everything else that uses hydraulic pressure and to run said hydraulic pressure through hoses which fracture and break under conditions of extreme cold, is ridiculous and puts us in the position of asking for trouble. The heater system is also thoroughly unsatisfactory and a statement by one of the authorities that the pilot could wipe the windshield free of frost when he got ready to take off is certainly not the answer.

I will not bother you with the details but the little work we have done with the C-46 certainly indicates it is not suitable for cold weather operations. This experience, incidentally, has been the same as that of the Northwest Airlines with the result that their aircraft have been sent back for modification.

The B-17, C-60's and other C-46 arrived between Christmas and December 30th so that little has been done to date.

(9) With reference to greases and oils, the history of this situation is unique. Records at Wright Field indicate that manufacturers were directed a year ago to service bearings with Beacon M-285 or its equal. Curtiss, in effect, refused to comply with this and as a result P-40's going through here have been immobilized due to the freezing of controls and control tab hinges. Aircraft serviced in accordance with Wright Field's directive experience no difficulties. Martin also avoided the issue with the result that the controls on the B-26's here were completely inoperative after being exposed to cold.

(10) Another difficulty of major importance is the lack of adequate heating and defrosting equipment in our aircraft. This matter was the subject of several conferences during the past summer with emphasis laid on the necessity for windshield defrosting and deicing. Statements were made in Dayton to the effect that windshields of certain aircraft would not ice, that cockpit or cabin heat was not necessary. The directive issued required that cabin temperatures be kept above freezing in order to prevent the freezing of oxygen equipment. I point to this as an example which has further added to the confusion. Emphasis was laid by Dayton on the fact that no heat was necessary for cargo compartments when we provide in cargo aircraft accommodations for the transportation of passengers and troops and also install litters to take care of sick and wounded people. I think I need not tell you that any attempt to move sick or injured persons in the lower ranges of temperatures would result in disaster.

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By [illegible] NARS, Date 12/4/76

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Already serious complaints have been received by ourselves and by the Northwest Airlines regarding this deficiency.

Unless our manufacturers learn to comply with our directives, similar conditions are bound to follow. The condition here at the present time is particularly ridiculous with reference to Wright Field's failure to deliver planes and equipment as desired for cold weather test. I have at the present time about seventy specialists, civilian and otherwise, and which includes manufacturers' representatives. Most of them have been here since the first week in December. To say that they are disappointed is putting it mildly. They are unable to understand why aircraft has not been arriving as promised or why equipment which in some cases was supposed to follow immediately upon their heels has not arrived as yet. A few of them came up in a more or less antagonistic frame of mine. In view of subsequent weather conditions, however, which have been ideal for the cold weather test program had we had the planes and equipment (-40° to -50° F), they are now able to understand what we have been referring to for the past two years as the requirements for Arctic operations. At least we have achieved that much.

Aircraft which arrived at Dayton prior to my departure, November 27th, still have not been received here. It was understood that aircraft would be winterized in four to five days and yet a few days ago I saw a reference to the effect that Patterson Field did not know what was required to winterize said aircraft. These, by the way, are the P-38's.

There is another matter that I feel called upon to mention to you although I realize in so doing I am trespassing on another branch of operations and one in which technically I should not be concerned. The Northwest Ferry Route, as such, is a total failure. Men are inadequately housed and in some places, inadequately clothed. There is still no water supply at Fort Nelson, Northway or Galena. Ft. Nelson, on occasion of my last visit, was probably the most disreputable camp that I have ever seen. These items were the subject of special emphasis during the summer. Apparently the recommendations and statements of individuals, incompetent to pass on such matters to the effect that the Northwest Ferry Route was in satisfactory operating condition, were accepted.

I was charged with furnishing equipment for the route which has been done but there have been innumerable instances in which equipment received was not recognized or if recognized no one knew what to do about it. This too was the matter of special recommendation during the summer and arrangements had been made for the instruction of operating personnel. This was brushed aside as being taken care of. It will not suffice to dump equipment on a station unless we train personnel in its operation.

I feel very strongly about this matter because after all enlisted personnel have little or no recourse. There is no romance in temperatures that they have experienced (down to -65°F) and I can see no excuse for the failure to provide the utmost for personnel which are assigned to such areas. This probably can be construed as criticism in the wrong direction but I think you should know about it.

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It should be mentioned in passing, the question of adequate personnel for the Northwest Route is one that has received very little attention. I have just had a conference with Gardner and he concurs that had aircraft originally contemplated for the Northwest Route come through that in many cases the personnel situation would have been wholly inadequate in so far as meeting their requirements. This also is a matter which was thoroughly gone into last August with specific recommendations being made. Again this was pushed aside with a "it is being taken care of".

(13)

I had hoped that last summer's work with Wright Field and with the manufacturers would put everything under control and I wrote General Fairchild in October to the effect that winterization of aircraft was about 90% complete and that the success of the project depended upon the other 10%, namely, engineering, production and procurement. To day I feel that that 10% has not been completed. In view of the evidenced antagonism to the program, the resultant reaction on the part of the manufacturers, the failure on the part of responsible agencies in Dayton to require compliance with directions, I feel that the effort must be continued and in a much more drastic manner.

(14)

I recommend that you establish a Department or Directorate, responsible only to yourself, with authority to insist upon and demand compliance with our requirements. Apparently Wright Field can not or will not do this. I may be wrong but while this winter's failure is bound to have bad repercussions, if the World conditions go as some of us believe they will, the demands for Arctic operations another winter cannot but be a thousand fold or more greater than those of this winter.

(15)

I would like to see the key personnel of the Cold Weather Test Detachment utilized in this department with the further object of using them as key personnel along the route or with operating agencies for the coming winter. Unless this is done and it will require a rather elaborate program of education this coming summer in addition to the winterization requirements, we will, I assure you, have the same flat failure that we have had this year. This is a similarity in pattern to reactions last winter in which there was a general failure to provide test equipment until too late to be of value.

(16)

Summing the situation up I feel that while the record is not at all pleasant, we have been making progress in that the winterization directive was sound. I can, by referring to this directive plus one or two special reports made at least a year ago, point out that had the directive been complied with the thoroughly rotten condition now existent need not be so.

(17)

Mosley and Gardner on the Northwest Route have done as well as can be expected. The damage was done prior to their being assigned to the route and is due initially to the fact that incompetent individuals either through lack of desire or other reasons failed to acquaint themselves with the requirements of the route and would not listen to and be guided by advice and recommendations from those of us who had had experience and were more than willing to give them the benefit of such.

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There is at present a condition which adds to confusion along the Northwest Route. Divided responsibility between Great Falls and Edmonton results in friction and lack of essential control. As I have said before, this is a matter which at least technically is none of my business but I feel that all of us are interested in any effort which will hasten the satisfactory conclusion of the war and in corrective action when obvious error or bad practices are observed. If I have trespassed, I trust that you will overlook it. (18)

In closing may I say that I still think we have a very important job to do and we are still going at it. People here constantly ask to be reminded to you and express the wish that you may find leisure to visit them again. They really are a fine bunch of people. I know of no place where I have been stationed where I have enjoyed the association with the civilian element as I have here. (19)

Sincerely,

D. V. GAFFNEY,
Colonel, Air Corps,
Commanding.

Note: Since writing the above the P-39's, which were returned to the States to complete winterization, have started to come up the route. The coolant apparently is not satisfactory as difficulty was encountered prior to their arrival here with one pilot being forced to jump. Ten of them arrived here on January 5, all out of commission immediately upon landing on account of failure of hydraulic system with struts failing to hold up. In addition, further inspection showed them to be lacking in drains for coolant and oil as requested by the Russians. (20)

Another item of interest which was brought to my attention is that there are two B-24's, one at Watson Lake and the other at Whitehorse, which have been there since sometime in November. The same reasons and same reactions. The 11th Air Force has a perfectly good C-60 on the ice at Klearney Lake; reason; inadequate winterization; future reaction; unknown. (21)

D. V. G.

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8 Jan. & 20 June 1974
By: Alex C; Date 10/7/76

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DOD Ltr
Date June 1974
By ALU/BOR DC Date 10/7/76

MEMORANDUM FOR MR. HOPKINS: (Munitions Assignment Board)

Subject: Delays in A-20 Light Bomber Deliveries.

1. The production of A-20B light bomber airplanes has been seriously slowed up recently.

2. Allocations from production at the time of the Arnold-Towers-Slosser conversations provided for 467 A-20 airplanes to the United States, after meeting British and Russian commitments. Estimates now indicate that if the Russian commitment for 702 airplanes at a rate of approximately 100 per month, and the commitment to the British for 181 A-20 airplanes are met, the United States Army Air Forces will get only 250 airplanes, a decrease of 257 below our estimates.

3. If Russian and British commitments are met in full by the end of 1942, the entire burden of delayed deliveries will fall upon the Army Air Forces. This shortage of planes will prevent our equipping and training fifteen light bombardment squadrons, or four light bombardment groups, during the calendar year 1942. These are the Air Forces which are provided for the direct support of the Ground Forces.

4. Consideration has been given to the possibility of supplying B-25 airplanes to the Russians in lieu of A-20 airplanes on a basis of one B-25 for two A-20 airplanes. The Army Air Forces recommends against such negotiations since the deficiency of medium bombers in the Army Air Forces is as severe as the deficiency in light bombers.

5. It is recommended that deliveries to all nations be set back to insure that all nations bear the burden of delayed deliveries.

Dispatched
AUG 17 1942
AAG

To C/S thru OPD

Chief of Staff

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Sept. 8, 20 Julio, 1974
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HEADQUARTERS FOURTH AIR FORCE, 180 New Montgomery Street, San Francisco, California, July 21, 1942. TO: Commanding General, Army Air Forces, Washington, D.C.

1. Approved.

2. The IV Fighter Command has completed the training of two, two-engine Fighter Groups for overseas shipment and is now conducting operational training for three single-engine Fighter Groups and three, two-engine Fighter Groups.

3. Experience has proven that thorough transition training of new pilots on an airplane of the AT-9 type prior to release on the P-38 type airplane will contribute materially to a reduction in the accident rate. In the past insufficient AT-9 type airplanes have been available to accomplish this thorough transition training in the time allotted.

4. It is expected that for some time to come the single engine groups will have to train with P-38 airplanes and in some cases will take over the defense of regions with that type equipment.

/s/ Barney M. Giles
BARNEY M. GILES,
Brigadier General, A. U. S.,
Commanding.

2d Ind. AFDRR-MEC:j

War Department, Hq. Army Air Forces, Washington, D.C., August 15, 1942,
To: Commanding General, 4th Air Force, San Francisco, California.

1. Due to the requirements of the Flying Training Command for aircraft of the types mentioned in basic communication, it is not considered practicable, at this time, to divert training airplanes from Flying Training activities.

2. The AT-9 airplanes now assigned to the IV Fighter Command are on temporary loan for transition of single-engine pilots who were sent to P-38 Fighter Units. As soon as these pilots become qualified on the P-38 airplanes, the AT-9 two-engine trainers should be returned to the two-engine school.

3. Both two-engine transition training and instrument flying training

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are now conducted by the Flying Training Command. Until such time as suitable training types become available for assignment to tactical units, additional instrument and two-engine training will have to be conducted in equipment now assigned.

For the Commanding General

Dispatched
AUG 18 1942
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Transition and Instrument Training Airplanes.

4 AFDMR AFACT 8/14 1. Second Indorsement prepared and attached hereto for signature by Chief of Air Staff. MEG:j

Incl. added-Ind. M. S. F. DMR

5 AFCAS AFMAG 1942 8-17 1. For signature and dispatch. MEG:JT 5265

Incls. n/c WILLIAM E. HALL Colonel, A.C.

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ROUTING AND RECORD SHEET

File No. _____

Tally No. AAF _____

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

SUBJECT: Cargo Aircraft.

NO.	FROM	TO	DATE	COMMENTS	WEH:JT
1	AFCAS	AFACT AFADS AFDMR	1942 8-14	1. To note and return. Incl. Ltr fr Admiral Leahy to Mr. D. Nelson W. E. H. S/AS	
2	AFACT	AFADS	1942 8/15	Noted. R. W. H. C/AFACT	JJO'S:vme
3	AFADS	AFDMR	8/19	Noted.	
4.	AFDMR Hq. Army Air Forces AUG 22 1942 AAG RECEIVED	AFCAS	8-20	Noted. MUIR S. FAIRCHILD, Major General, U.S.A. Incl. n/c	AFDMR MEG:vk 3487
5	AFCAS	File	1942 8-24	Noted.	WEH:JT 5265

Incl. returned to 8/26/42 noted by Ken A. Jones Strat + Tactics

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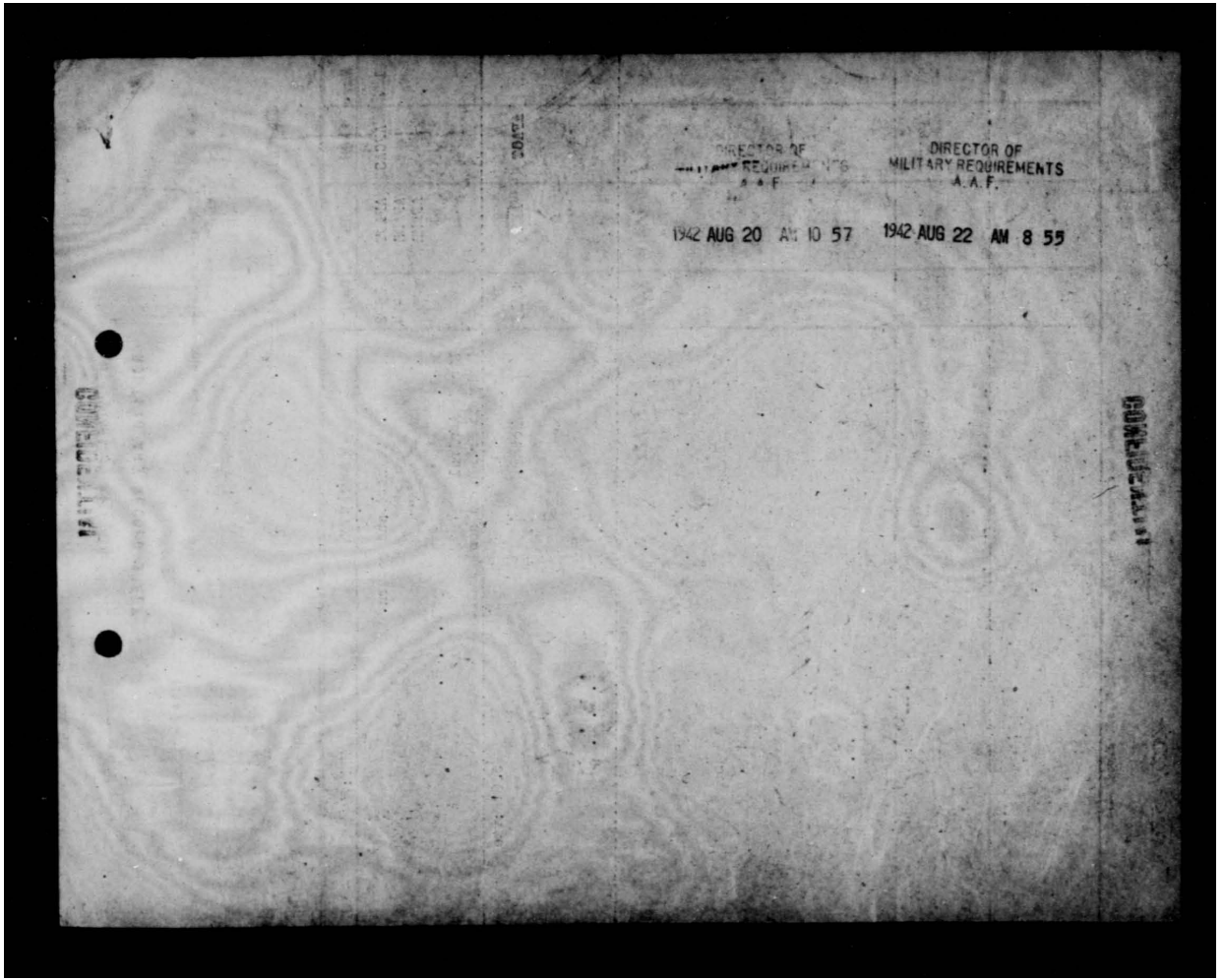

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AFDMR AFCAS 8-20 Noted.

AFDMR MEOsvk 3487

Hq. Army Air Forces
AUG 22 1942
AAG RECEIVED

MUIR S. FAIRCHILD,
Major General, U.S.A.

Incl. n/c

MEN:JT 5265

5 AFCAS File 1942 8-24 Noted.

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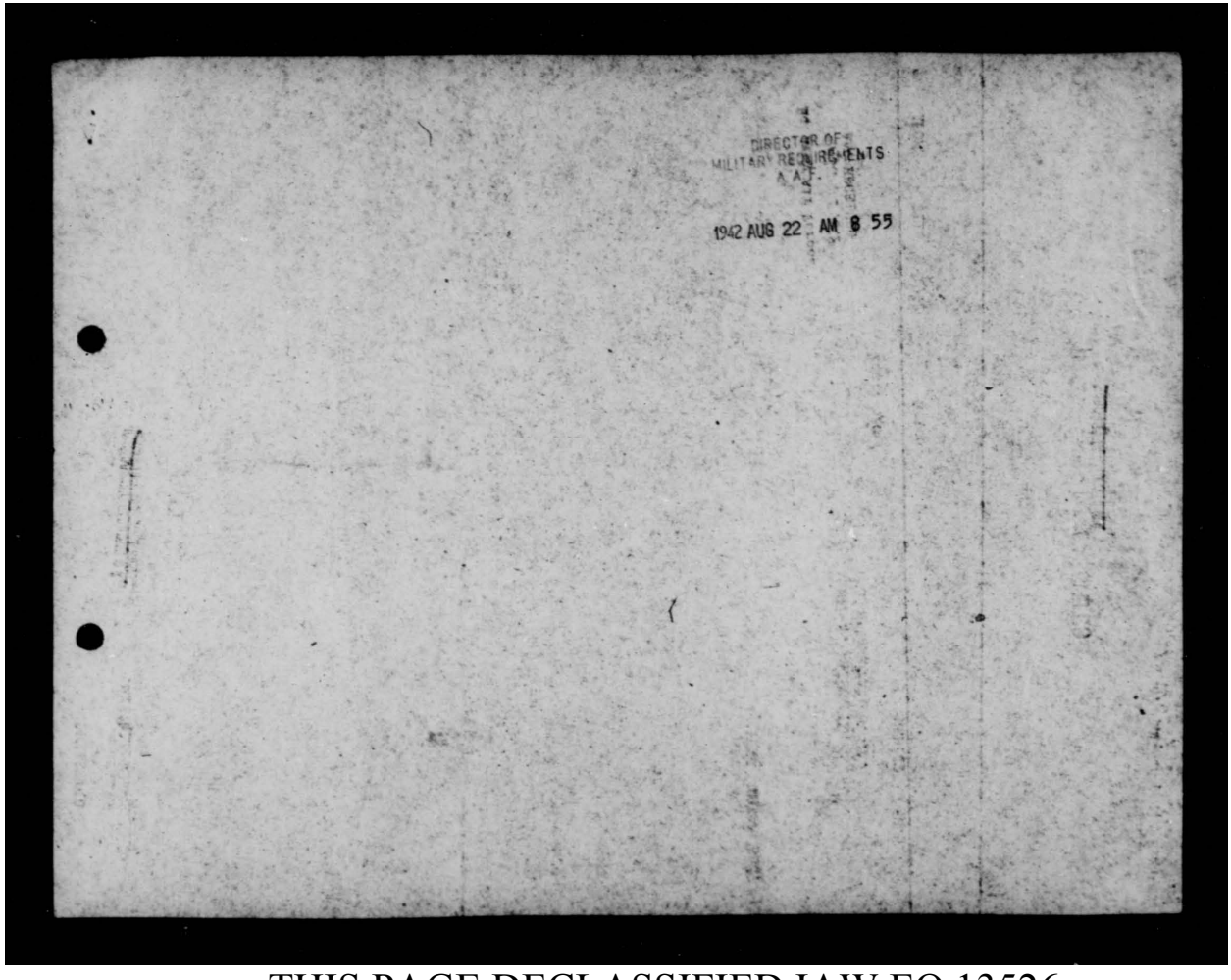

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ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
OFFICE OF THE COMMANDING GENERAL
WASHINGTON, D. C.

Date: 7/14/42

TO:
Chief of Staff
Army Air Forces
Commanding General
Assistant
Executive
Asst. Executive
Barrage Balloon Section
Contracts Section
Defense Aid Section
Armament Section
Exp. Eng. Section
Facilities Section
Personnel Section
Statistical Section
Prod. Eng. Section
Plant Protection and Labor Relation Section

FOR:
Coordination
Remarks and Recommendations
Necessary Action
Notation and Return
Notation and File
Preparation of Reply
Signature

Record has been made in the Materiel Command
By direction of Gen. Echols

WF

W. F. VOLANDT
Colonel, Air Corps
Assistant

WF-3-25-42-5M 637

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By [illegible] Date [illegible]

Cargo Aircraft.

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1 AFCAS AFACT 1942 1. To note and return.
AFADS 8-14
AFMDR

Incl. W. E. H.
Ltr fr Admiral S/AS
Leahy to Mr. D. Nelson

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.
[illegible]
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

Dispatched
AUG 19 1942
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Ltr:

File No. _____

Tally No. AAF _____

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

SUBJECT: Report of Airplanes and Patrols-Lawyer

NO.	FROM	TO	DATE	COMMENTS WEH:JT 5265
1	AFCAS	AFADS	1942 8-17	1. For necessary action. Incl. Ltr fr Gen Handy WILLIAM E. HALL Colonel, A.C.
2	AFADS	AFCAS	8-18	AFADS MMF/ceh 1. Reference basic communication of August 16, 1942. 2. Advice has been received under date of August 17, 1942 that B-24 fuel tank has arrived Lawyer, and the airplane will be in commission in thirty hours. Incl: n/c TJH C/A-4
3	AFCAS	File	1942 8-19	WEH:JT 5265 1. Noted. Incl. n/c WILLIAM E. HALL Colonel, A.C.

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DOD ltrs
8 Jan & 30 June 1974
By [illegible] Date 10/7/76

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

BY AUTHORITY OF A.C. OF S., OPD
8-16-42 Date
N Initials

OPD 319.1 Lawyer (8-12-42)

August 16, 1942.

MEMORANDUM TO THE COMMANDING GENERAL, ARMY AIR FORCES.

Subject: Report of Airplanes and Patrols-Lawyer.

1. Reference is made to No. 61 of August 12, 1942, from Lawyer (CM-IN-5334) (8-15-42), the action copy of which was sent to this Division. In the above message, the following statement is made: "One B-24 out of commission with collapsed fuel tank."

2. It is desired that the action necessary to place the above B-24 in operating condition be taken without delay.

By direction of the Commander-in-Chief:

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

C. W. Stewart Jr.

C. W. STEWART, JR.
Colonel, G.S.C.
Executive, Theatre Group, OD-WDGS.

Hq. Army Air Forces
AUG 17 1942
AAG Received

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AUG 17 1942
C.M.U. - HQ. AAF
C.H.S.
887187

FOR VICTORY
BUY
UNITED STATES
BONDS
AND
STAMPS

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Date

Report of Airplanes and Patrols-Lauyer

WHM:JT 5265

1 AFCAS AFADS 1942 8-17 1. For necessary action.

Incl.
Ltr fr
Gen Handy

WILLIAM E. HALL
Colonel, A.C.

Dispatched
AUG 18 1942
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8/18/42

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Date 20 June 1974
C. Dt 10/7/76

Report of Airplanes and Patrols-Lawyer

WEH:JT 5265

3 AFCAS File 1942 1. Retnd.
8-19

Incl.
n/c

WILLIAM E. HALL
Colonel, A.C.

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452.1 (528)

3 AFCAS AFACT 8/12 To note and forward to the Air Transport Command for necessary action.
AFRDS
in turn

Dispatched
AUG 12 1942
AAG

R.C.W.B.
Secy/ A.S.

Incl. n.c.

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C 8/13/42

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8 Jan 74 20 June 1974
By [illegible] Date 10/7/74

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

File No. _____

Tally No. AAF _____

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

SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes.

NO.	FROM	TO	DATE	COMMENTS AFDAS LSK:cmc
1.	AFDAS	AFAAP	1942 8/11	1. In order to combat whispering campaigns concerning both the difficult handling qualities and the poor suitability for combat of the P-40 and the P-38, it has been suggested that personnel be recalled from active theaters for visits with or duty at advanced flying schools and pursuit OTU establishments. It is believed these individuals will acquaint our lads with the facts in both cases. 2. Action of this nature has been initiated concerning the use of AVG personnel now in the Continental United States and their views and experiences with the P-40 type. Since these officers may be viewed as "supermen", particularly in the flying schools, it may be desirable to return less conspicuous P-40 veterans. 3. To date the best qualified P-38 veterans, who could speak authoritatively of the flying qualities of the airplane under difficult circumstances, will probably be found in the Aleutians. 4. Your remarks and recommendations are desired. Copies to General Stratemeyer, AFTFS and AFPRO. L.S.K. AFDAS AFAAP WGB:mdg
	Hq. Army Air Forces SEP 4 1942 AAG RECEIVED			
2	AFAAP	AFPMP	1942 8-13	For necessary action to procure the return of five (5) P-40 pilots and five (5) P-38 pilots, as soon as possible, who are qualified to perform the duties outlined in Item 1, this R&R. These individuals should be reported to AFDAS upon their arrival in this country. WGB Exec. A-1

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SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes.

ITEM NO.	FROM	TO	DATE	COMMENTS
3.	AFPMP	AFDAS	8/20	SM:MML 71747 1. This office has been advised by the Director of Air Defense that there are at present no, repeat no P-38 pilots in any of the air forces or theaters, except the Western Defense Command. 2. This office contacted the Operations Division, General Staff, with reference to ordering fighter pilots back to the United States from the Alaskan Theater, and that office disapproved for the present the withdrawing of any pilot personnel from that Theater. 3. There is at present a group of officers, fighter pilots, under orders to return from Copper to take the Staff Officers Orientation course at Fighter Command School, Orlando, and thence to be assigned to various Air Forces within the continental limits of the United States. It is understood that a group of fighter pilots will be available for transfer back to the United States from X within the next several days. 4. Officers will be available from the two groups described in paragraph 3 above, to perform the mission outlined in item 1 in so far as P-40's are concerned. 5. It is recommended that officers to perform the mission in question in so far as P-40's are concerned be selected from the two previously mentioned groups and that the mission in so far as P-38's are concerned, be accomplished at a later date when there are P-38 pilots available. 6. If this recommendation is approved, this office will take the necessary action upon receipt of further instructions. Hq. Army Air Forces [redacted] C/B Clif[redacted] P. [redacted] [redacted]
4.	DAS	RAD	8/30	RCWB/hk 5246 1. For appropriate action or comment. R.C.W. BLESSLEY Colonel, G.S.C. DECLASSIFIED ~~CONFIDENTIAL~~

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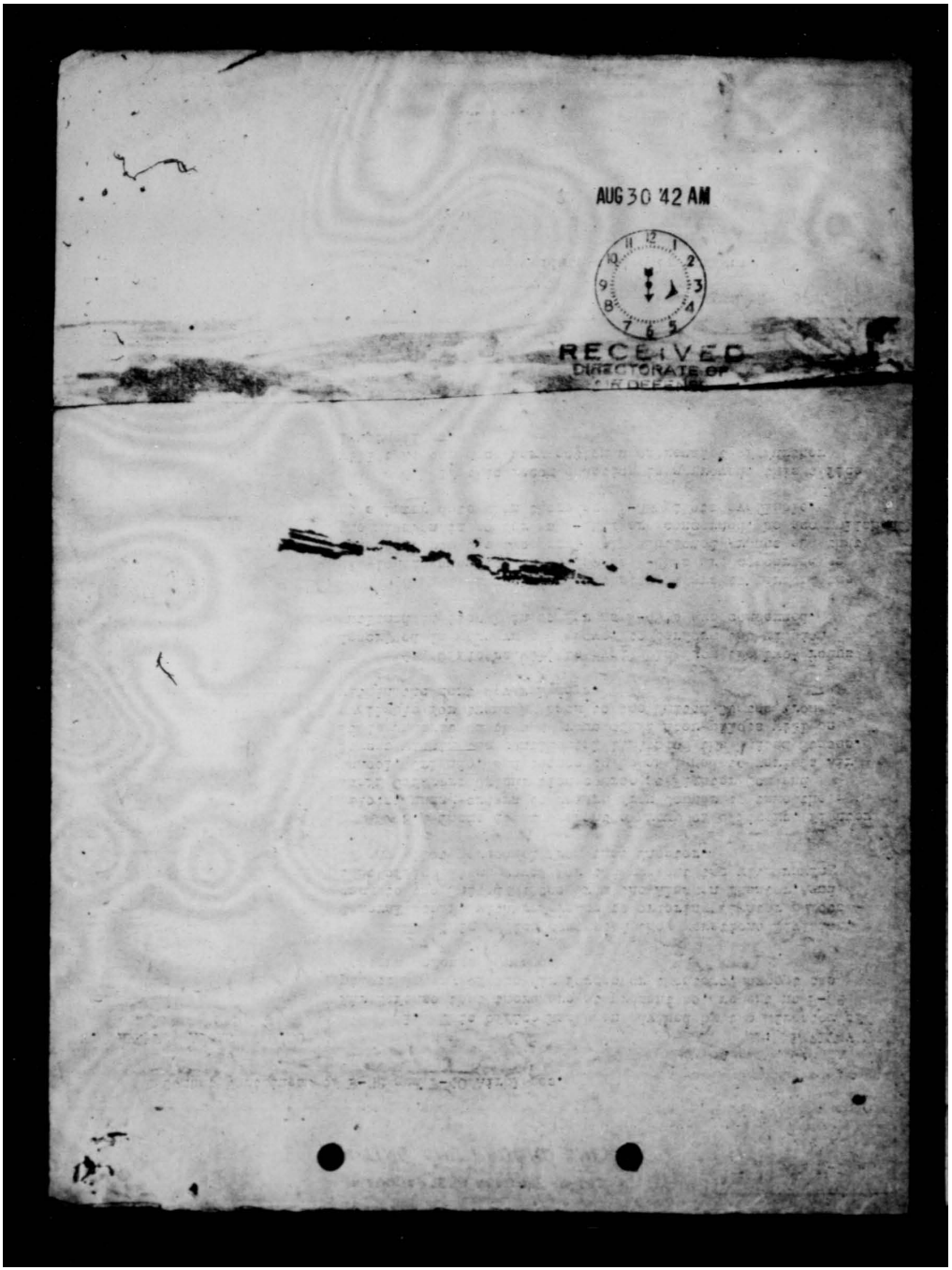

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HEADQUARTERS ARMY AIR FORCES
CONFIDENTIAL
ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	DOP/7654

SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes

ITEM NO.	FROM	TO	DATE	COMMENTS F/AGM/on/72706
5.	AFRAD	AFDAS	1942 9/3	1. This office concurs in the recommendation contained in paragraph 5, above. For GORDON P. SAVILLE, Colonel, Air Corps
6	AFDAS	AFRAD	1942 9-6	RCWB/jt 5246 In view of the fact that the previously suggested inferiority of the P-38 and P-40 has been more or less adequately discounted in the last few weeks, it is believed that the diversion of personnel as originally suggested is not now necessary. However, in order that the officers referred to in paragraph 3, Item #3, above do not inadvertently add to the unfavorable publicity which was current a few weeks ago, will you take such action as may be necessary to see that they are met as soon as their boat arrives or immediately upon their landing in the United States, and that they are properly cautioned to remember the good features of our aircraft as well as its shortcomings in their discussions? R. C. W. BLESSLEY Colonel, G. S. C.
7	AFRAD	AFDAS	9-10-42	F/BCP/mrl 72430 1. Action being taken to carry out the directive in Comment 6. 2. It is recommended that a systematic procedure be worked out between A-2 and the Director of Military Personnel so that all Air Force officers returning to the United States be properly cautioned. This should not only include all matters pertaining to equipment but other military information as well. 3. In the future, it is suggested that the Air Force commanders in all theaters returning officers be directed to caution them prior to departure for the United States. In this connection, it is understood that no fighter pilots have been returned as yet from Copper. GORDON P. SAVILLE, Colonel, Air Corps.

Army Air Forces
SEP 12 1942
AAG Received

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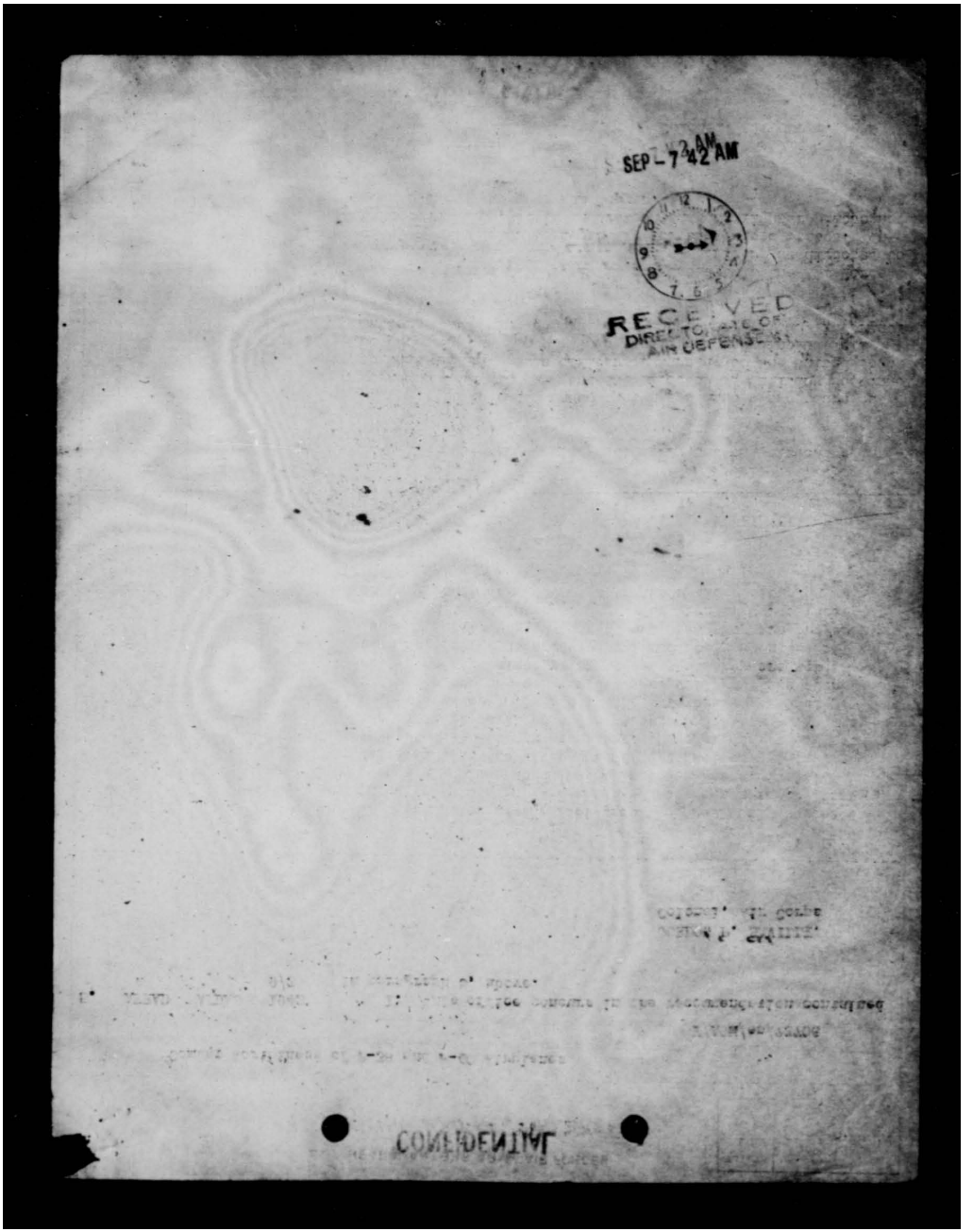

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SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
				WEH:af 5265
8.	AFCAS	AFABI	1942 9/13	1. For remark and recommendation concerning first sentence paragraph 3, item No. 7. WILLIAM E. HALL Colonel, G. S. C.
9	AFABI	AFCAS	9/13	EPS:mep 5613 1. Item 7 concurred in. It is believed that the proper place to caution returning personnel is in the theatres they are leaving. This should be possible of accomplishment by letters to Air Force commanders in all theatres. Such action is recommended. EDGAR P. SORENSEN Colonel, G. S. C.
				Hq. Army Air Forces SEP 14 1942 AAG RECEIVED
				WEH:JT 5265
10	AFCAS	AFABI	1942 9-15	For action necessary to accomplish action recommended in your Item #9. WILLIAM E. HALL Colonel, G. S. C.
11	AFDIS	AFABI	OCT 2- 1942	1. Attached hereto is a memorandum to the A.C. of S., G-2, requesting immediate action to forestall any further discussion of the combat worthiness of our aircraft. Coordination of AFPMP and AFMAC has been secured. A. W. BROCK, JR., Colonel, G.S.C. 1 Encl. (memo to A.C/S., G-2) 5 copies

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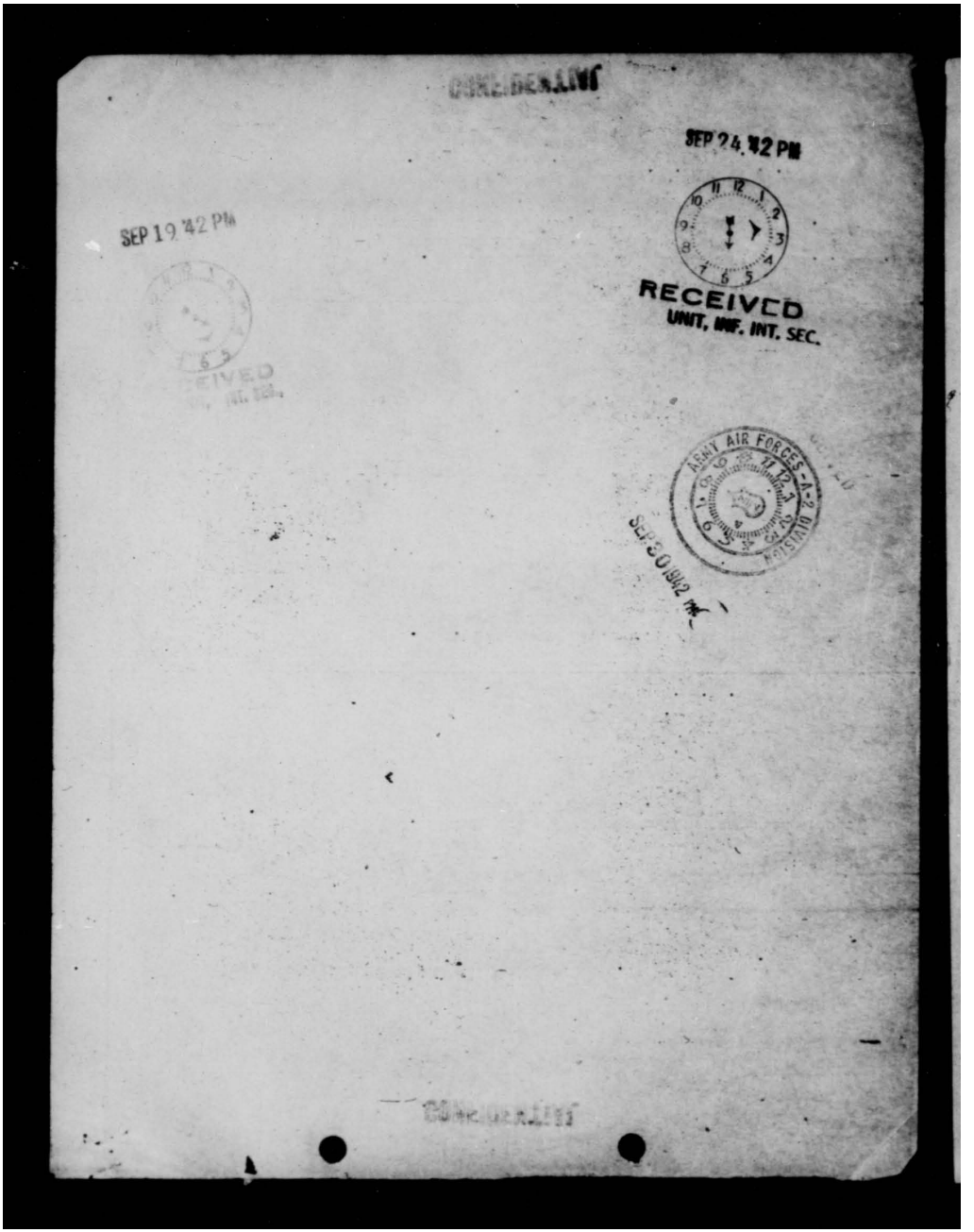

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO 2-171

FILE NO

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SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes.

ITEM NO.	FROM	TO	DATE	COMMENTS
				EPS:lh 5613
12	AFABI	AFDAS	10-3	1. Action taken is indicated by attached copy of memorandum to the Assistant Chief of Staff, G-2. EDGAR P. SORENSEN Colonel, G. S. C. Hq. Army Air Forces OCT 5 1942 ARMY RECEIVED 1 Incl: Original Incl. w/d, Copy attached.
				MAL/lmm 5246
13	AFDAS	AFMAG	10-7	For File M. A. LIBBY, Lt. Col., G.S.C.

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AFDIS/ID-2
RJR/pmr 6987
10-2-42

Rec 785

October 5, 1942.

MEMORANDUM TO: Assistant Chief of Staff, A-2,
W.D.G.S.

SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes.

1. In order to combat whispering campaigns concerning both the alleged difficult handling qualities and the poor suitability for combat of the P-40 and P-38 airplanes, it is requested that the Assistant Chief of Staff, G-2 issue a letter, in substance as follows, to all commanders in the various theaters of operations:

"1. The War Department has received many reports of loose conversation and criticism of equipment on the part of personnel returning from various combat areas.

"2. Such action is of distinct and direct aid to the enemy; may cause needless loss of lives and seriously retard the successful prosecution of the war by undermining morale and faith in our equipment and methods.

"3. It is desired that all commanding officers again bring to the attention of all officers, enlisted men, and civilian employees under their jurisdiction, the rpovisions of paragraph 2, section III, Circular No. 113, War Department, 1942, and take appropriate action to see that these provisions are enforced prior to departure of individuals from theaters of operations.

"4. Except in the performance of official business, all military and civilian personnel of the Armed Forces are prohibited from discussing or commenting upon the tactics, technique or combat-worthiness of equipment, or, in fact, upon any matters which concern the military service or the war effort of the United Nations."

For the Commanding General, Army Air Forces:

EDGAR P. SORENSEN,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-2.

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Combat Worthiness of P-38 and P-40 Airplanes

RCWB/jt 5246

6 AFDAS AFRAD 1942
9-6

In view of the fact that the previously suggested inferiority of the P-38 and P-40 has been more or less adequately discounted in the last few weeks, it is believed that the diversion of personnel as originally suggested is not now necessary. However, in order that the officers referred to in paragraph 3, Item #3, above do not inadvertently add to the unfavorable publicity which was current a few weeks ago, will you take such action as may be necessary to see that they are not as soon as their boat arrives or immediately upon their landing in the United States, and that they are properly cautioned to remember the good features of our aircraft as well as its shortcomings in their discussions?

452.1 (527)

R. C. W. BLESSLEY
Colonel, G. S. C.

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Combat Worthiness of P-38 and P-40 Airplanes.

WHH:af 5265

8. AFCAS AFABI 1942 9/13 1. For remark and recommendation concerning first sentence paragraph 3, item No. 7.

WILLIAM E. HALL
Colonel, G. S. C.

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EPS:mep 5613

9 AFABI AFCAS 9/13 - 1. Item 7 concurred in. It is believed that the proper place to caution returning personnel is in the theatres they are leaving. This should be possible of accomplishment by letters to Air Force commanders in all theatres. Such action is recommended.

EDGAR P. SORENSEN
Colonel, G. S. C.

- -

WHH:JT 5265

10 AFCAS AFABI 1942 9-15 For action necessary to accomplish action recommended in your Item #9.

Dispatched
SEP 16 1942
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WILLIAM E. HALL
Colonel, G. S. C.

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Mr. Gray

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Combat Worthiness of P-38 and P-40 Airplanes.

12 AFABI AFDAS 10-3

EFS:lh 5613

1. Action taken is indicated by attached copy of memorandum to the Assistant Chief of Staff, G-2.

EDGAR P. SORENSEN
Colonel, G. S. C.

Eq. Army Air Forces
OCT 3 1942
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1 Incl:
Original Incl. w/d,
Copy attached.

MAL/imm 5246

13 AFDAS AFMAG 10-7 For File

M. A. LIBBY,
Lt. Col., G.S.C.

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By [illegible] LC, Date 10/7/[illegible]

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Combat worthiness of P-38 and P-40 Airplanes.

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1. AFDAS AFAAP 1942 8/11

1. In order to combat whispering campaigns concerning both the difficult handling qualities and the poor suitability for combat of the P-40 and the P-38, it has been suggested that personnel be recalled from active theaters for visits with or duty at advanced flying schools and pursuit OTU establishments. It is believed these individuals will acquaint our lads with the facts in both cases.

2. Action of this nature has been initiated concerning the use of AWC personnel now in the Continental United States and their views and experiences with the P-40 type. Since these officers may be viewed as "supermen", particularly in the flying schools, it may be desirable to return less conspicuous P-40 veterans.

3. To date the best qualified P-38 veterans, who could speak authoritatively of the flying qualities of the airplane under difficult circumstances, will probably be found in the Aleutians.

4. Your remarks and recommendations are desired.

Copies to General Stratemeyer,
AFTFS and AFPRO.

L.S.K.
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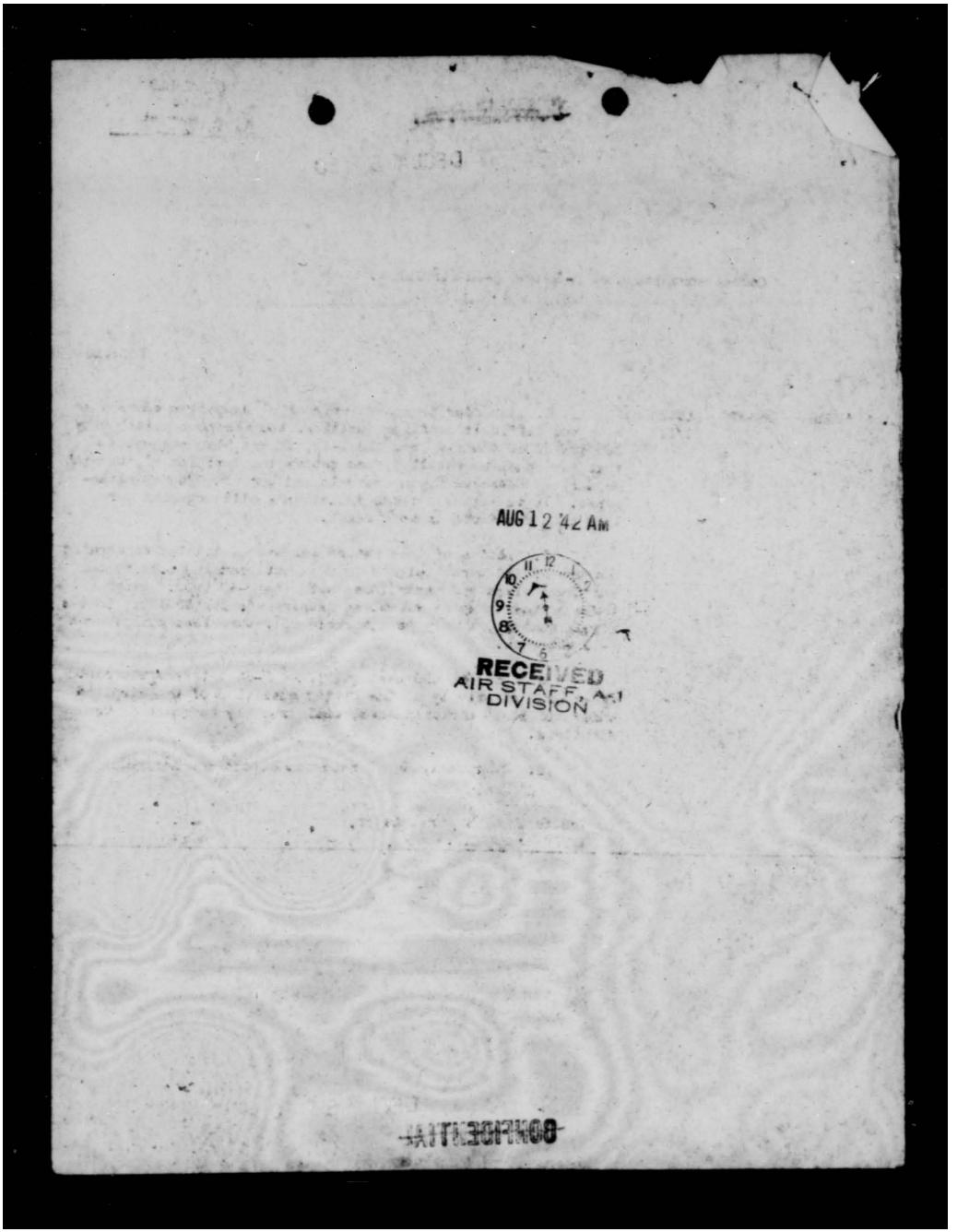

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By _____ I.C. Date _____

Combat Worthiness of P-38 and P-40 Airplanes

EGA/ags V1101

1.	Colonel Ennis	General Hater	1942 6-24	1. By all means, have pilots who have flown P-40s and P-38s in combat, about from the house-tops how they feel about it and what they have done in these type planes.

2. A couple of good talkers, what with the do Saverday stuff that is being dished out again, can help win the war as much on the home front as they can elsewhere.

A.I.E.
PRO

Original to Gen. Hater
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
8 Jan & 20 June 1974
By Alex Bro Date 1/11/76

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File No. 927

Tally No. AAF

SUBJECT: Combat Worthiness of P-38 and P-40 Airplanes

NO.	FROM	TO	DATE	COMMENTS
				ECA/agc 71101
1.	Colonel Ennis	General Kuter	1942 8-24	1. By all means, have pilots who have flown P-40s and P-38s in combat, shout from the house-tops how they feel about it and what they have done in these type planes. 2. A couple of good talkers, what with the de Seversky stuff that is being dished out again, can help win the war as much on the home front as they can elsewhere. A.I.E. PRO
	Hq. Army Air Forces AUG 26 1942 AAG RECEIVED			Incl RLP #1 8/11/42
2	AFDAS	AFAAP	1942 8-26	WEH:JT 5265 Inviting attention to Item #1. E. P. Streeter E. P. Streeter Major, A. C. 1 Incl. n/c

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Micro-Wave Modification Center

LSK:nl

452.1 (526)

1. AFRAS AFRMR 1942 8-11

1. General Arnold has approved a proposal that 10% of the output of B-24 type aircraft will have ASV-10 equipment installed beginning as quickly as practicable.

2. After necessary coordination with the Director of Technical Services, your comments are desired with reference to a proposal to create a micro-wave modification center. It is suggested that this center undertake the quick modification of the 10% of the B-24's referred to above and develop facilities and means for a material increase in that percentage. The development of a "zipper" method of installing ASV-10 equipment is suggested.

Copy for General Stratemeyer

L.S.K.
AFRAS

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By [illegible] Dec 1972

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RCNR/hk 5246

3. DAS DMR 9/4 1. No further action will be taken for the present in regard to the creation of a Micro-Wave Modification Center.

CC Items 1,2 &3
to DTS & AMC

L. S. KUTER
Brigadier General, U.S.A.

Dispatched
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	2254
FILE NO.	

SUBJECT: Development and Production of XB-29 Airplanes.

ITEM NO.	FROM	TO	DATE	COMMENTS AFDAS LSK:pfp 6371
1	AFDAS	AFADS	1942 10/1	For remark and recommendation.
				L. S. KUTER, Brig. General, U.S.A. Deputy Chief of Air Staff.
				Incls. Conf. Memo for AFDAS frm Gen. Echols w/incl. Memo to Gen. Echols frm Gen. Kuter above subj. 9/28/42.
2	AFADS	AFAEP thru AFDMR	1942 10/2	ECL:mec 71172

1. A-4 Section recommends the continuance of present production plans which contemplate:

a. The initiation of production on the B-29 in four plants as rapidly as practical.

b. The firm assignment of the B-32 production to Consolidated - Fort Worth.

c. Reservation of judgment until July 1, 1943 on the question of whether the following plants will be converted to B-29 production or to B-32 production.

Douglas - Long Beach
Douglas - Tulsa
North American - Dallas
Vega - Burbank

2. Until the B-29 is accepted as completely satisfactory for its mission, at least one plant (Consolidated - Fort Worth) must be devoted to proving the B-32 design and production methods. Our experience during the past year indicates that sound judgment on the relative merits of two models cannot be had until both models have been exposed to combat.

Frank M. Williams Lt Col GSC
FOR
RICHARD H. BALLARD,
Colonel, G. S. C.,
Executive.

Incl - n/c

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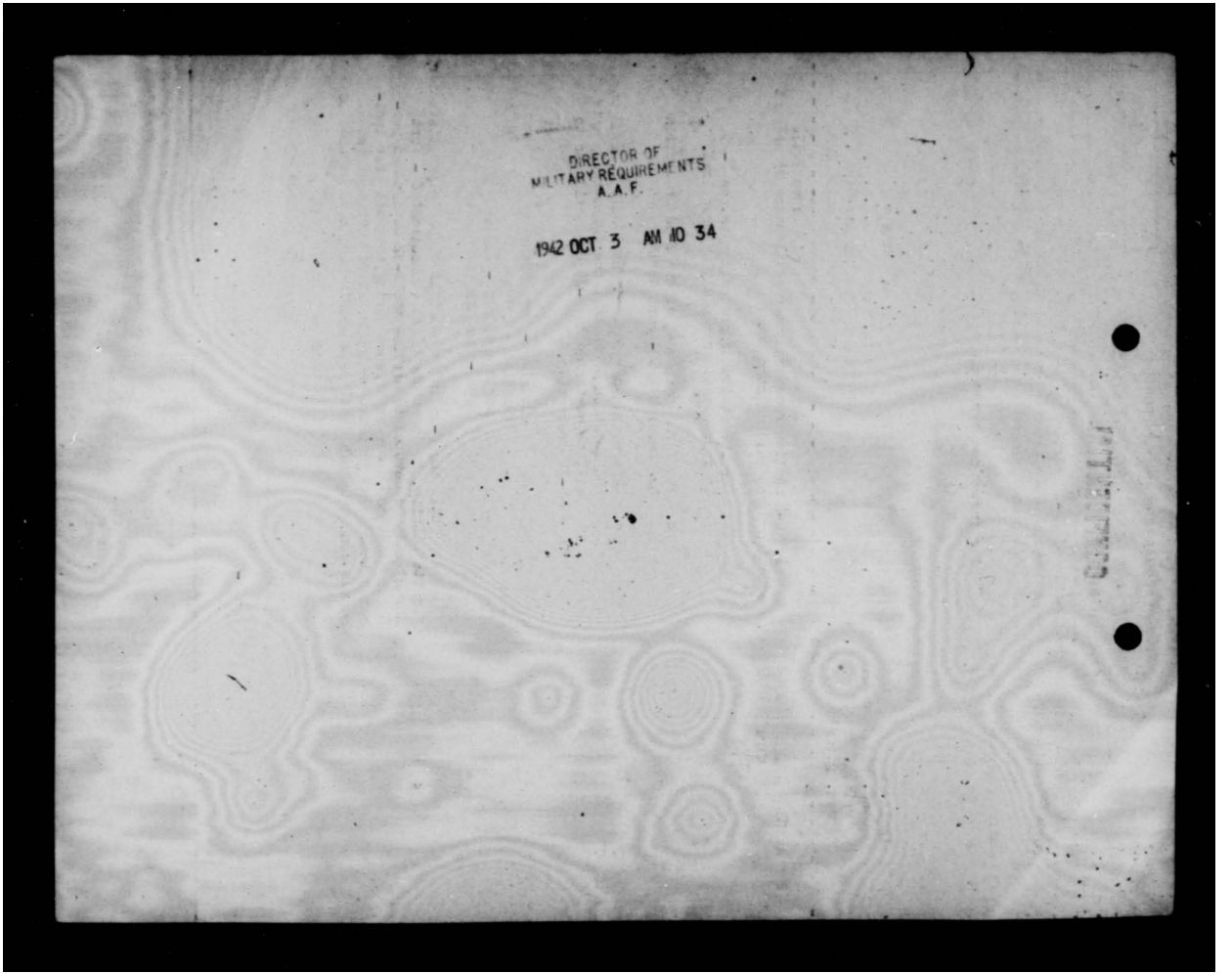

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HEADQUARTERS AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.

FILE NO. 2-300

SUBJECT: Development and Production of XB-29 Airplanes

ITEM NO.	FROM	TO	DATE	COMMENTS MSF:j 6765
3	AFDMR	AFDAS thru AFAEP	10/6/42	1. AFDMR does not concur in the recommendations of AFADS in item 2 above and feels that the situation as set forth by the Materiel Command is satisfactory. Everything possible is being done to expedite the production of B-29s at the present time and the orders as placed are satisfactory for the present. The B-32 is a far more radical airplane than the B-29. It is flying at present but has not yet been flown with full load. The wing loading with full load is rather more than would be indicated by the statement of General Echols that it has a "relatively high wing load". These words hardly picture the actual loading condition. Much hope is placed upon the low span loading to make this airplane operationally satisfactory. Since the time when this can be determined cannot be far off with the airplane actually engaged in flight test, no decision should be arrived at at this timefor the firm assignment of B-32 production to Consolidated at Fort Worth or any place else.
				OCT 7 - 42 AM RECEIVED PLANS DIV.
				2. The statement that "sound judgment on the relative merits of two models cannot be had until both models have been exposed to combat" is completely misleading in that it presupposes that both models are at least roughly comparable. This may not be the case at all in the B-39-B-32, and no decision should be made until results of full load tests are available. In other words, the Materiel Command's policy is sound and no action is required at this time.
				MUIR S. FAIRCHILD, Major General, U.S.Army
				Incl-2. n/c
4	AFAEP Hq. Army Air Forces OC 10 1942 AAG Received	AFDAS	10-10	RPW:dms 71127 1. Concur with the comments in Item 3 above. For O. A. ANDERSON, Brigadier General, U. S. A. Incls: n/c

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.

FILE NO.

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SUBJECT: Development and Production of XB-29 Airplanes.

ITEM NO	FROM	TO	DATE	COMMENTS LSK:fjw 6371
5.	AFDAS	AFMAG	1942 10/14	This action has been approved by General Arnold in a staff conference on October 13, 1942. No further action need by taken on these papers. File. L. S. KUTER, Brigadier General, U. S. A., Deputy Chief of Air Staff. Incls: n/c

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File 10/14/42

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DOD 5200.10
28 Jan. & 30 June 1974
By: [illegible] Date: 4/7/7

ARMY AIR FORCES

HEADQUARTERS OF THE MATERIEL COMMAND

WASHINGTON

September 30, 1942.

MEMORANDUM FOR DEPUTY CHIEF OF THE AIR STAFF

SUBJECT: Development and Production of XB-29 Airplanes

With reference to the attached memorandum, above subject, the following is furnished for your information:

XB-29 Airplane -

1. Decision was made in April, 1940, to go into large-scale production on the XB-29 airplane, and at that time facilities for the manufacture of these airplanes were set up and production orders were given to the Boeing Company. These production orders were followed with production orders to General Motors Corporation and the Bell Aircraft Corporation.

2. There are now, in addition to the three experimental airplanes being manufactured at Seattle, 1664 B-29 airplanes on order as follows:

Boeing Wichita plant	764
Boeing Renton plant at Seattle	300
General Motors plant at Cleveland	200
Bell plant at Atlanta	400

3. Based on present information, the Boeing plants are to begin production deliveries on these airplanes probably in April; the Bell plant at Atlanta probably in September, 1943; the General Motors Corporation plant at Cleveland in December, 1943.

4. The development and production of this airplane has, since its inception, received the highest priority both as an experimental and production project.

5. The first experimental article now has had five or six hours flying, and to date indications are that it will be a satisfactory airplane.

XB-32 Airplane -

1. The first experimental XB-32 has had several hours flying in a lightly loaded condition. So far the indications are

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that it is a satisfactory airplane. However, this airplane, when fully loaded, has a relatively high wing load. Its gunnery installation is more difficult to change than that of the B-29 in case it is unsatisfactory.

2. It was and is considered that before any large production orders are placed, further testing of this airplane should be conducted.

3. There are 16 of these airplanes now on order to be built by Consolidated, in service test quantity. There are on the Army Air Force program an additional 300 B-32's which are to be ordered as soon as sufficient information is available as to what changes and modifications will be necessary to make this a satisfactory airplane.

4. The plan for the XB-32 is that it will be built in the Consolidated Fort Worth bomber plant, and when it is put in production in that plant there will be a corresponding reduction at the rate of about two to one in the number of B-24 airplanes which can be delivered from that plant.

O P Echols

O. P. Echols,
Major General, U.S.A.,
Commanding General,
Materiel Command.

Incl.
Memo fr Deputy C/AS,
September 28, 1942.

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD ltrs.
By [illegible] Date 10/7/76

September 28, 1942

SUBJECT: Development and Production of XB-29 Airplanes.

TO: Commanding General, Materiel Command.

1. As a result of recent inquiry into the above subject, the following action is desired:

a. Highest possible priority and support should be given to present development and production program, including acquisition of manufacturing facilities, by the Air Corps and War Production Board.

b. Lengthy development of the XB-29's features and equipment should not be permitted to hold up production on a fundamentally sound airplane with already developed equipment. This may apply particularly to some of the armament. Improved features should be added progressively in production.

c. At the earliest possible moment after the initial flight test programs of the XB-29 and the XB-32 airplanes, the performance and manufacturing facilities of these two models should be weighed and a report forwarded to this Headquarters to indicate the logical production program.

By command of Lieutenant General ARNOLD:

L. S. KUTER
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff

FOR VICTORY BUY UNITED STATES SAVINGS BONDS AND STAMPS

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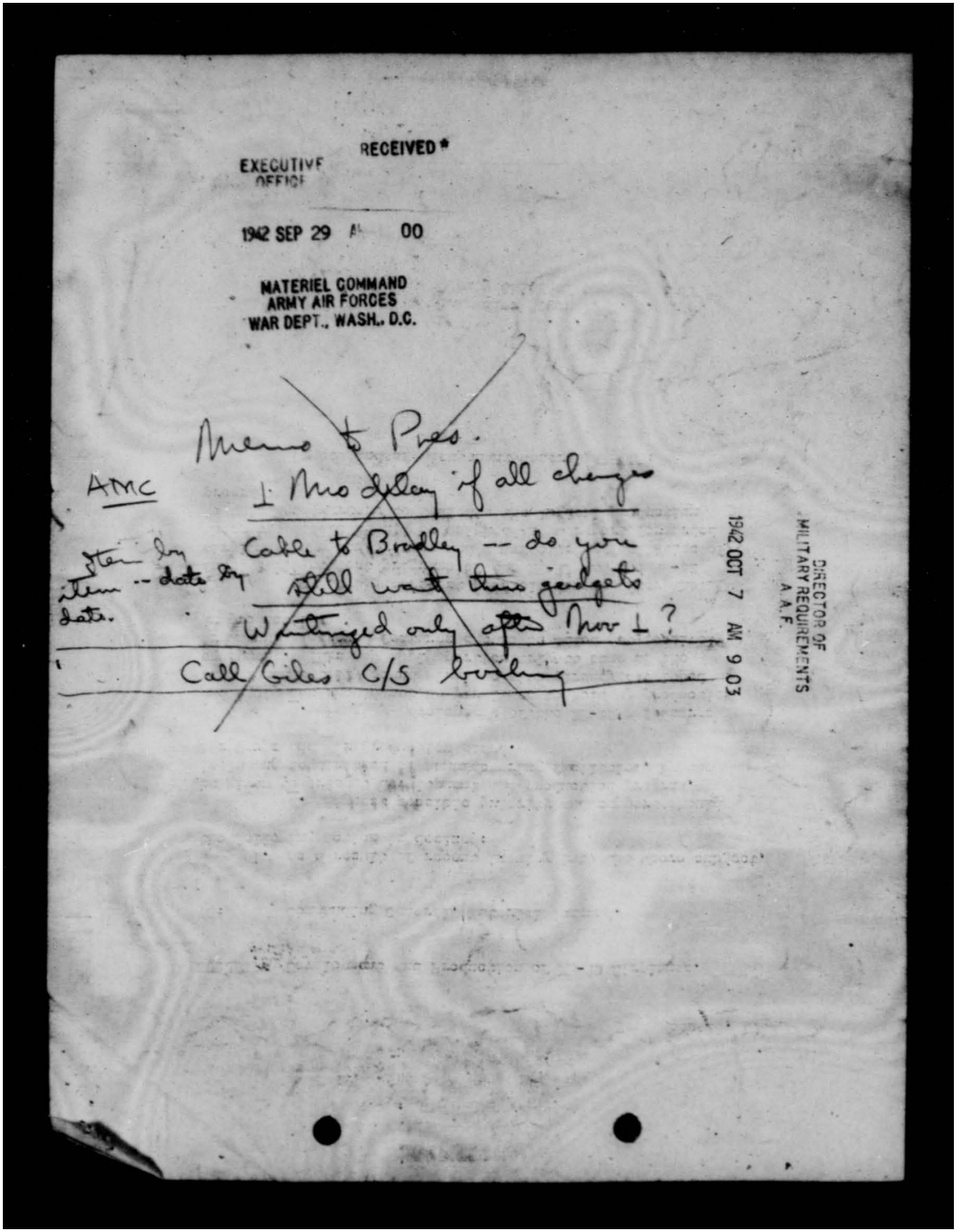

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EXECUTIVE OFFICE

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MATERIEL COMMAND
ARMY AIR FORCES
WAR DEPT., WASH., D.C.

Memo to Pres.

AMC

1 Mo delay if all changes

Cable to Bradley -- do you still want these gadgets

Wintinged only after Nov 1?

Call Giles C/S boiling

Item by item -- date by date.

DIRECTOR OF MILITARY REQUIREMENTS A.A.F.

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Development and Production of B-29 Airplanes.

1 AFDAS AFAIR 1942
10/1 For remark and recommendation.

Dispatched
OCT 1 1942
AAG

Incls.
Conf. Memo for AFDAS fro Gen. Echols
w/incl. Memo to Gen. Echols fro
Gen. Enter above subj. 9/29/42.

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

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DOD Rev.
5 Jan. & 20 June 1974
By [illegible] LC Date 10/2/76

MEC/br 3487

3 AFDMR AFAEP 10/5

1. The Materiel Planning Council is now making a review of the production program in an effort to narrow it to the greatest extent practicable. In this connection the relative value of the B-29, B-32 and B-33 is being considered. The Director of Bombardment has recommended that the development and procurement of the B-33 be stopped. This office concurs with the Director of Bombardment. The engineers now engaged in work on the B-33 might constitute a source of engineering talent which might be applied on the development of the B-35 and B-36 airplanes.

Incls. n/c

M. S. FAIRCHILD,
Major General, U. S. A.

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Dec. 6 20 June 1974
By [illegible] LC; Date [illegible]

Development of XB-35 and XB-36 Airplanes.

OCT 31 1942

RFW:mmh Z1127

4. AFAEP AFDAS ~~1942~~ ~~10/16~~ 1. Concur with Item #3 above.

Hq. Army Air [illegible]

OCT 31 1942

AAG Received

O. A. ANDERSON
Brigadier General, U.S.A.

Incl/n.c.

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[illegible] Date 10/7/76

Development of XB-35 and XB-36 Airplanes.

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1 AFDAS AFAMC 1942
11-6

1. The attached approved memorandum for General Arnold is subject to your concurrence.

2. Will you please concur or comment thereon.

Incls: Memo for Gen. Arnold
from Gen. Hanley dtd 10-2-42
w/incls.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Date 4 20 June 1974
By [illegible] Date 10/7/76

Development and Production of XB-29 Airplanes.

LSK:fjw 6371

5. AFDAS AFMAG 1942 10/14 This action has been approved by General Arnold in a staff conference on October 13, 1942. No further action need by taken on these papers. File.

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

Incls: n/c

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Date 10/7/26

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November 9, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Development of XB-35 and XB-36 Airplanes.

1. In accordance with recommendations approved by General Arnold on November 6, 1942, subject to concurrence by you, and which was favorably indicated by you in your comment #2 to R&R addressed to the Deputy Chief of the Air Staff on November 7, 1942, same subject as above, all further activity toward the development and procurement of the B-33 will be abandoned immediately and the engineering talent engaged thereon will be transferred to the XB-35 and XB-36 projects.

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T. J. HANLEY, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

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November 2, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

You directed that highest priority be given research and development activities for XB-35 and XB-36 airplanes. The attached memo from the Materiel Command has been studied by A-4, Director of Military Requirements and Plans.

Comments:

1. A-4 concurs with Materiel Command except for the removal of engineers from A-26 and P-75 projects.

2. The Director of Military Requirements, with the aid of the Materiel Planning Council, is considering the real value of the B-29, B-32 and B-33 with a view to narrowing the production program and recommends stopping the development and the procurement of the B-33 and using this force for engineering talent to expedite the B-35 and B-36.

I concur with the Director of Military Requirements.

T. J. HEANLEY, Jr.,
Brigadier General, U.S.A.
Deputy Chief of Air Staff.

Incls: Memo for DAS frm
Gen. Echols, 9-30-42
w/incls: Ltr frm Dep.
C/AS, 9-28-42.

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DOD Dir
By [illegible] Date 9/7/76

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August 27, 1942

SUBJECT: Report on Status of Long Range Aircraft. 9

TO : The Commanding General, Army Air Forces.

1. In compliance with directive from the Deputy Chief of Air Staff, August 11, 1942, the following report is submitted with reference to the status of 4,000 mile radius of action bomber, effort being made toward early procurement, and action possible to expedite the project, after inspection of activities at Wright Field, August 25-26, 1942.

2. SUMMARY.

a. Contracts. There are two projects actively being pursued by the Materiel Command in subject category as the result of design studies submitted approximately a year ago. These are the Northrup XB-35 on contract AC-21920 executed November 22, 1941 (one airplane later increased to two) and the Consolidated XB-36 on contract AC-22352 executed November 15, 1941 (two airplanes). In the case of the Boeing and Douglass Companies, no airplane contracts were negotiated. Douglass design study was translated into a cargo airplane developing into the C-74 type.

b. Delivery Dates. Based on the contracts mentioned, the first article XB-35 airplane is scheduled to fly November 22, 1943--two years from contract date--and the first article XB-36 is scheduled to fly May 15, 1944--two years and a half from contract date. In view of the fact that the XB-35 seems to be six months behind schedule in design (Appendix D), it can be expected that neither airplane in all probability will fly before the middle of 1944. In connection with the fact consequently that the first articles Boeing XB-29 and Consolidated

Chief of Staff	Asst. Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics

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XB-32 have taken approximately two years to reach flight stage, the development of these two larger airplanes--the XB-35 and XB-36--to the same point is being effected at about the same rate. From the standpoint of quantity production, a minimum of six months would in all probability have to be added to the middle of 1944, which would mean January 1945 before initial quantity production could be expected. This is based upon present scheduling of B-29 and B-32, which are smaller airplanes, under war conditions.

g. Appraisal of Present Status. The XB-35 and XB-36 airplanes have each recently completed mock-up stages and completed reports with revised specifications are in the process of preparation with copies thereof available in Material Command Headquarters upon completion. Appendices A and B indicate only partially revised data as a result of mock-up. Each will serve, however, to present the general characteristics of each development.

A rather broad evaluation of the XB-35 follows: This development is a good speculation in subject category with more unknown factors than the XB-36 airplane because of unorthodox design aerodynamically. If these unknown factors can be reduced to practical design assurance after test of flying scale model, possibly in November 1942, more accurate prediction of ultimate production possibilities can be reached. A particularly interesting aspect of this development, with a higher wing loading, is the extremely efficient load-range possibility because of high maximum lift/low minimum drag ratio inherent in the design. This is reflected in Appendix B last page, data showing range curves for several bombardment airplanes.

A similar broad evaluation of the XB-36 airplane follows: This development is considerably more conventional than the XB-35 except for its gross weight, and number of power plant units which will lead to considerable complexity of plumbing, wiring, controls, etc. Structurally and from the standpoint of size, the airplane has considerable practical background in the XB-19. With more power available and more efficient latter day design, it has been possible to considerably increase useful load and range.

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Both airplanes have the same basic power plant, 4 Row Wasp Major engines (P&W R-4360) developing 2800 and possibly 3000 horsepower eventually. The engine is relatively farther along than the airplane development in view of the fact that an engine has been flown in the A-41 Vultee Vengeance. Pratt and Whitney is continuing active development and flight testing. Barring unforeseen, unexpected, abnormal engine and supercharger (control) development problems, this part of the program seems to be well under way. Propellers, both Hamilton Standard and Curtiss, do not represent an abnormal problem; however, the reduction gearing for the XB-35 and also for the XB-36 will entail considerable development. With the former dual rotation 4 blade propellers and double speed reduction gear will mean a number of problems, particularly propeller control. With both, the development of satisfactory extension drive shaft is involved, and with the latter the engine-propeller location entails a structural problem to avoid torsion bending moments in the wing which might lead to flutter.

In both airplanes, insofar as other equipment is concerned, there is considerable development required; however, much of this is being proof-tested in the XB-29 and XB-32 airplanes, such as pressure cabin, dual turbo superchargers, armament, and fire control equipment, defrosting, deicing equipment, etc. From a tactical standpoint, there is a limitation in the XB-36 and possibly the XB-35, in that only 60% of guaranteed range has bullet-proof tank protection with 40% range in droppable bomb bay tanks. Full bullet proof protection is obtainable only at considerable price.

d. Influencing Factors. The aircraft development program and all associated equipment development are in the same category as the aircraft industry at large, with a vast manufacturing effort required and great competition for personnel and materials to meet it. Development and production programs have been scheduled for many months in advance. These are subject to change at any time for any number of reasons, many of which are beyond the control of the Material Command and the aircraft industry, for example priorities and allocations of material. The schedule development of the XB-35 and XB-36 has been in keeping with the whole Air Corps development program, except that the XB-35 seems to have been delayed (Appendix C). In this connection in order to assist Northrop in maintaining schedule it will be necessary to ensure the availability of engineering personnel.

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In consideration of maximum all out effort toward earliest procurement and quantity production of these airplanes the question of priorities immediately arises. If present contract schedules are adhered to, priorities in Air Corps development projects with manufacturers engineering personnel involved will have to be established. If present contract schedules are capable of being bettered by the assignment of additional personnel throughout all phases of development, again higher priorities will have to be established. Emphasis has been placed on aircraft production. When changes in airplanes are involved for tactical reasons or for other reasons, the required engineering in the industry very often must come from development projects.

3. CONCLUSIONS.

a. The XB-35 and XB-36 development programs have been pursued consistently in relation to contract schedules and the entire Air Corps development program.

b. The XB-35 schedule has been delayed because of shortage of engineering personnel at Northrup, due in part to conflict with other Air Corps programs (Appendix C).

c. Any improvement of XB-35 and XB-36 development over contract schedule and over existing schedule within Air Corps jurisdiction is dependent upon highest priority within the Air Corps and within WPB.

4. RECOMMENDATIONS.

a. Highest priority should be given Research and Development activities and highest priority should be given these particular projects by the Air Corps, with particular reference to Northrup requirement for engineering personnel. Other development or conflicting engineering projects in the Air Corps should be given appropriate priority.

b. Attempt should be made to secure AAA priority from WPB for the XB-35 and XB-36.

c. Economy in research and development projects should be attempted where possible.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Dep'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
		Encls. Appendix A Appendix B Appendix C Appendix D							JOHN F. WHITNEY, Colonel, A. C., The Air Inspector.	

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] C, Date 10/7/76

August 27, 1942

SUBJECT: Report on Status of Long Range Aircraft. B

TO : The Commanding General, Army Air Forces.

1. In compliance with directive from the Deputy Chief of the Air Staff, August 11, 1942, the following report is submitted with reference to the action that can be taken to expedite quantity deliveries of B-29 airplanes, after inspection of activities at Wright Field, August 25-26, 1942, and various conferences at Materiel Command Headquarters.

2. SUMMARY.

a. Contracts-development. The XB-29 airplane is covered by Contract AC-15429 (3 airplanes) with first article practically ready for initial flight tests in stripped down condition at Seattle during early September.

b. Contracts-production, are covered in Materiel Command Consolidated Statistical Report RM-80, Page 1-reverse (Appendix C), with early deliveries of Boeing YB-39 airplanes at Renton instead of Wichita starting March 1943.

c. Appraisal of present status. The XB-29 has been given high priority in development and is approximately on schedule. There are features in the airplane, as indicated in Appendix A and B, which may require continuing development after initial flight tests, such as certain aerodynamic and structural features, wheels and brakes, flap operating mechanism, deicers at high speed, cabin supercharging, and heating, power plant items including dual turbo-superchargers, generators and associated wiring, ignition, engine cooling at altitudes,

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Chief of Staff	Secy. Air Staff	A.C.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10

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etc. Armament, including fire control and radio installations, are also inclusive in the above category. The XR-3350-13 engines and propellers for this airplane are in satisfactory stage of development, although not proved.

With normal expectance in the engineering problems to be encountered during and after initial flight test, and assuming that the situation surrounding present priorities remains static, there is reason to believe that initial production of this airplane will move along reasonably according to schedule so far as the Boeing Company is concerned. The only known additional facilities and equipment required by this contractor appears to be that needed for the Renton Division (Appendix A) at Seattle where Boeing B-29 production airplanes will be manufactured.

4. Influencing factors. Production of B-29 airplanes has been scheduled a great many months in advance and the program not only of airplane production but all associated equipment and component parts with requirements therefor in personnel, materials, manufacturing facilities, and machine tools, etc. has been fitted into the over all, inter-related Air Corps program for production accordingly. The Boeing Company-Renton Division, The Bell Aircraft Company at Marietta, Georgia, and the Fisher Body Corporation at Cleveland are scheduled for production indicated in RM-80 (Appendix C). According to the Material Command, manufacturing facilities for Boeing at Renton already exist. Facilities for Bell at Marietta are well under way with AA-3 priority for materials and plant completion scheduled March 1, 1943--although Bell will be in before that date with training program. No difficulty is expected with Fisher Body plant at Cleveland, with completion also scheduled March 1, 1943.

Present planned production of Wright R-3350 engines for the B-29 airplane are based on output from Dodge Division of Chrysler with a new plant in Chicago now under way with fairly rapid progress being made and completion contemplated in November 1942. This is a $158,000,000 engine plant with machine tool equipment amounting to $100,000,000, and planned production output of 1900 engines per month. In addition to this, a new factory division of Wright Aeronautical at Patterson, New Jersey, is planned for completion about February 1, with fairly rapid progress now

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being made. Production output of 500 R-3350 engines from this plant with 1500 from Chrysler will total 2000 per month. The machine tool problem for both of these plants is considerable and every effort is being made to provide the necessary machine tools, however even with highest priority the equipment of the aforementioned plants with necessary machine tools is still uncertain.

3. CONCLUSIONS.

a. The present program of XB-29 airplane development for production has been consistently followed and appears very promising.

b. The present program of B-29 airplane production has also been consistently followed and appears promising. The three manufacturers involved are going ahead with their respective parts of the program and are acquiring manufacturing facilities, with considerable engineering and tooling for production, ahead of development. The additional manufacturing facilities and machine tool requirements, beyond the immediate control of the Materiel Command and the aircraft industry, may require assistance from the War Department and higher authority.

c. Any action that can be taken to expedite the quantity delivery of B-29 airplanes to a greater degree or faster rate than now involved after two years development and many months planned production effort will have to take into consideration the effect of such action on the entire airplane production program. The aircraft industry is now considerably loaded down so that readjustment of production seems required rather than the acquisition of additional facilities to manufacture airplanes. (Appendix B - par. 1d).

d. As indicated by the Materiel Center, contractors may be able to exceed present schedules. This is particularly true of airframe production, provided the necessary flow of materials and required equipment can be maintained without interruptions.

e. Expedited deliveries of B-29 airplanes should consider also the stage of development and manufacturing facilities for the B-32 and B-33 in a consolidated program following on the heels of B-17 and B-24 production.

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f. It is believed undesirable to interfere with B-17 and B-24 production in order to acquire more immediate deliveries of B-29 airplanes, until such time as production of and replacement with this model, or additional models, can be assured. The familiarity factor in manufacture of B-17 and B-24 is an important production asset and these airplanes are not yet obsolescent.

4. RECOMMENDATIONS: To expedite deliveries of B-29 airplanes on an economic basis, it is recommended that:

a. Highest possible priority and support be given to present development and production program, including acquisition of manufacturing facilities, by the Air Corps and War Production Board.

b. Lengthy development of the XB-29 new features and equipment should not be permitted to hold up production of a fundamentally sound airplane with already developed equipment. This may apply particularly to armament. Improved features should be added progressively in production.

c. The Material Command should weigh the development program and manufacturing facilities for the B-32 and B-33 airplanes relative the B-29 to obtain the best and earliest model, or models, with tactical superiority to follow up and progressively replace, as feasible, the B-17 and B-24 airplanes, still maintaining the over all, and perhaps increased, program of production for this type.

JOHN F. WHITELEY,
Colonel, Air Corps,
The Air Inspector.

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Appendix A
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Appendix C

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Long Range Aircraft

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WILLIAM E. HALL
Colonel, A. C.

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Rm.4307
72485

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

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DOD ltrs.
By [illegible] 10/7/76

September 28, 1942

SUBJECT: Development and Production of XB-29 Airplanes.

TO: Commanding General, Materiel Command.

1. As a result of recent inquiry into the above subject, the following action is desired:

a. Highest possible priority and support should be given to present development and production program, including acquisition of manufacturing facilities, by the Air Corps and War Production Board.

b. Lengthy development of the XB-29's features and equipment should not be permitted to hold up production on a fundamentally sound airplane with already developed equipment. This may apply particularly to some of the armament. Improved features should be added progressively in production.

c. At the earliest possible moment after the initial flight test programs of the XB-29 and the XB-32 airplanes, the performance and manufacturing facilities of these two models should be weighed and a report forwarded to this Headquarters to indicate the logical production program.

By command of Lieutenant General ARNOLD:

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L. S. KUTER
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff

File
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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

September 28, 1942

SUBJECT: Development of XB-35 and XB-36 Airplanes.

TO: Commanding General, Materiel Command.

1. As a result of recent inquiry into the subject above, the following action is desired:

a. Highest priority should be given research and development activities for these particular projects by the Air Corps, with particular reference to Northrup requirements for engineering personnel.

b. An attempt should be made to secure AAA priority from W.P.B. for these airplanes.

2. Information is requested as to what action can be taken to carry out paragraph 1 above.

By command of Lieutenant General ARNOLD:

L. S. KUTER
Brigadier General, U. S. Army
Deputy Chief of the Air Staff

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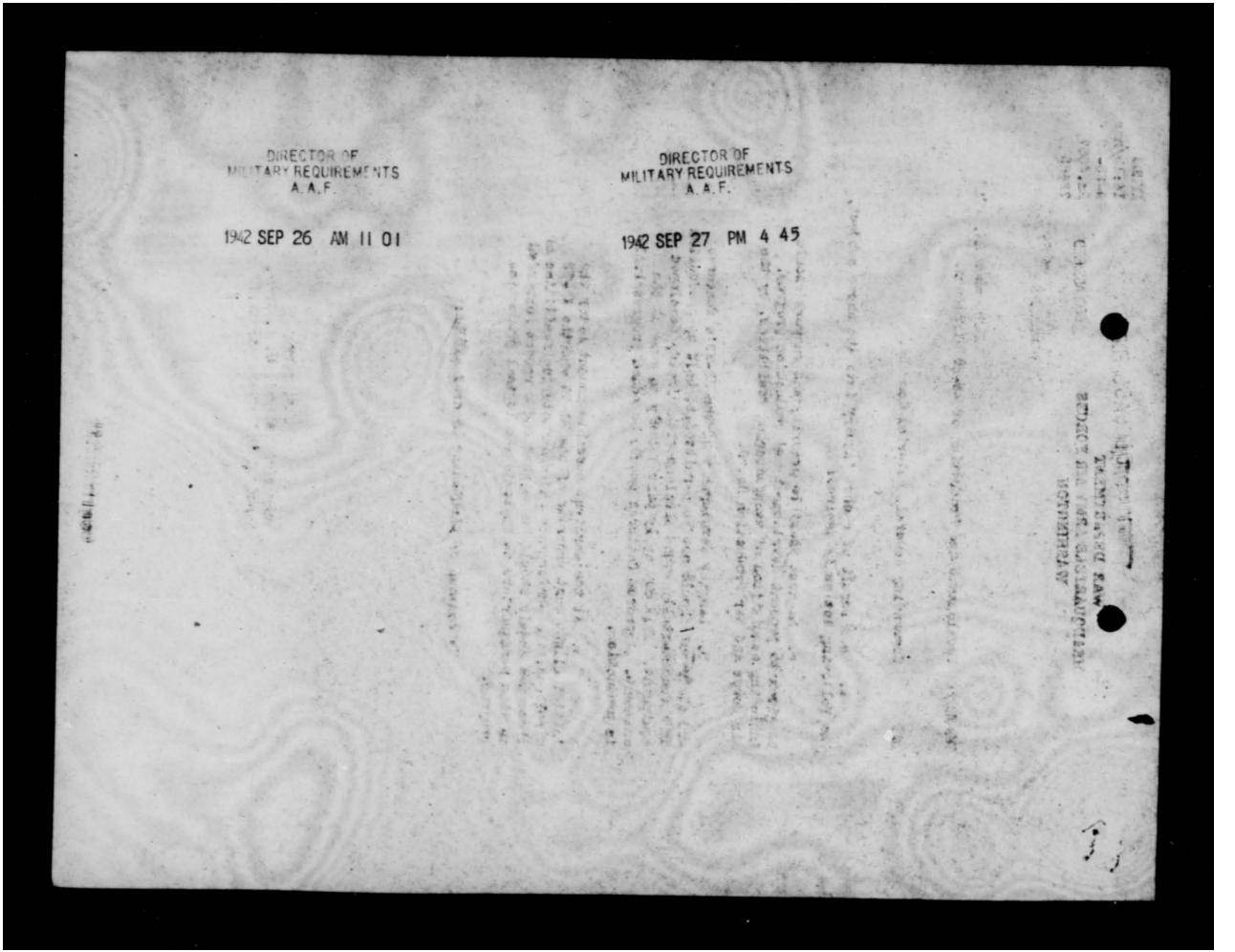

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Long Range Aircraft

1. AFRAS AFRAI 1942 C-11

1. It is desired that an inspection of Material Command activities be conducted at the earliest practicable date and that your report thereon to the Commanding General, Army Air Forces, be submitted through this office concerning the following items:

a. What is the status of the development of the 4000 mile radius of action bomber? Has a maximum all-out effort been made towards its earliest procurement and quantity? (Reference: A-[illegible]) What action can be taken to expedite this project?

b. What action can be taken to expedite the quantity delivery of B-29 type airplanes.

L.S.K.
AFRAS

Cy-General Arnold
Cy-General Stratemeyer
Cy-Commanding Gen. Material Command
Cy-Director of Mil. Requirements

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Ltr
8 Jan. & 20 June 1951
By [signature] Date 10/7/76

File No. _____

Tally No. AAF _____

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SUBJECT: Reliability of P-38 and P-40 Airplanes.

NO.	FROM	TO	DATE	COMMENTS AFDAS LSK:cmc
1.	AFDAS	AFDMC	1942 8/10	For the purpose of refuting malicious rumors as to the reliability of our aircraft, it is necessary that certain data be assembled. The general trend of the desired data is indicated by the following questions, specific answers to which are desired. Any additional data bearing on this subject will be appreciated. 1. How many P-40's have flown across Africa to China? What per cent were lost in transit? What were the reasons for losses (if available)? 2. Same data as 1, above, concerning movements across Africa to the Middle East. 3. In P-40 airplanes, what is the accident rate per flying hour? What percentage of accidents are fatal, major or minor? How does the P-40 rate compare with other combat types? 4. How many P-38 airplanes have flown across the North Atlantic to England? What per cent were lost in transit? What percentage of aircraft shipped across the North Atlantic were lost due to sinkings? 5. What are the rates on P-38's? Copies to: Gen. Stratemeyer, AFAAP, AFABI, AFTFS. L.S.K. AFDAS

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ROUTING AND RECORD SHEET

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SUBJECT: Reliability of P-38 and P-40 Airplanes.

GRB/jl - 3713

ITEM NO.	FROM	TO	DATE	COMMENTS
2. (cont)	AFDMC	AFDAS	1942 9/12	2. As of the above date, 43 P-40's had been flown across Africa and delivered to the Middle East. 3 additional planes destined for this theater were lost in transit for reasons not now known, a percentage loss of 6.52%. 3. 97 P-38's had been flown to England as of August 14, 7 additional planes were lost in transit, 6 of which cracked up on the Greenland Ice Cap due to bad weather conditions, a percentage loss of 6.73%. 4. Information is not presently available to supply accident rates per flying hour for P-38's, P-40's, and other types of fighter aircraft. 5. The following tabulations are based upon reports received up to August 1, 1942, covering all fighter aircraft flown in the continental United States during the Fiscal Year 1942. These reports are not complete for May and June. During this period there were 678 P-40 accidents, 126 P-38 accidents and 561 accidents in all other types of fighter aircraft.

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY INJURY CLASSIFICATION, FISCAL YEAR 1942

	Total Accidents	Fatal Acc.	Major Injury Acc.	Minor Injury Acc.	No Injury Acc.
RATES PER 100 AIRPLANES PER MONTH					
P-40	5.80	.66	.15	.47	4.53
P-38	3.68	1.05	.15	.20	2.28
Total Fighters	5.05	.64	.13	.42	3.86
PERCENTAGES OF ALL ACCIDENTS FOR TYPE					
P-40	100%	11.4	2.5	8.1	78.0
P-38	100%	28.6	4.0	5.5	61.9
Total Fighters	100%	12.6	2.6	8.3	76.5

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SUBJECT: Reliability of P-38 and P-40 Airplanes.

ITEM NO.	FROM	TO	DATE	COMMENTS — GRP/11 - 2985
2. (cont)	AFDMC	AFDAS	1942 9/12	

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY DAMAGE CLASSIFICATION, FISCAL YEAR 1942

	All Accidents	Wreck	Major Overhaul	Major Replacement	Minor Damage
RATES PER 100 AIRPLANES PER MONTH					
P-40	5.80	1.43	1.54	2.67	.16
P-38	3.68	1.78	1.20	.67	.03
Total Fighters	5.05	1.39	1.33	2.18	.14
PERCENTAGES OF ALL ACCIDENTS FOR TYPE					
P-40	100%	24.6	26.6	46.0	2.8
P-38	100%	48.4	32.5	18.3	.8
Total Fighters	100%	27.5	26.4	43.2	2.9

6. The percentage of all P-40 accidents for the Fiscal Year 1942 attributable to materiel failure was 25%; P-38's - 29.1%; and for all fighters - 26%.

7. Based on U. S. Army figures from May 1 to September 11, 1942, British Lend-Lease figures from February 1 to July 31, 1942, and Russian figures as of July 31, 1942, 7.9% of all aircraft shipped to foreign theaters were lost due to sinkings as against loss of 2.3% of such aircraft flown to such theaters.

B. E. GATES
Colonel, Air Corps
Director of Management Control

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SUBJECT: Reliability of P-38 and P-40 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
3	AFDAS	Colonel Sorensen	1942 9/13	AFDAS LSK:pfp 6371 1. General Arnold desires that the information contained in Par. #7 above be incorporated in the data you are preparing for him to present to the War Council on Wednesday, September 16th. 2. General Arnold also desires that the statistical data in this R & R be expanded to include the relationship between the P-40 and P-38 insofar as fatal accidents are concerned. He notes that in P-38's there are fewer accidents, but a larger percentage of fatalities. I believe that a statement of types of fighter accidents by injury classification, and also by damage classification per thousand hours of flying, will meet General Arnold's desires. L. C. Kuter, Brig. General, U.S.A.
4	AFABI Current Intel.	AFABI Major Haddock	1942 9/14	AFABI EOH/mb 6107 1. Note and add to your weekly report. 2. Although this office receives daily reports of all accidents, no statistics are kept. It is suggested that Major Thornton, Director of Statistical Control, Room 3214, may have this compilation. E. O. HUNTER, Lt. Col., A. C.

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SUBJECT: Reliability of P-38 and P-40 Airplanes

ITEM NO.	FROM	TO	DATE	COMMENTS GHH/jmc 72248
5.	AFABI	AFTFS	1942 9/15	1. Your attention is invited to Paragraph 2 of the 3rd item above. EBS EDGAR B. SORENSEN, Colonel, G. S. C.

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SUBJECT: Reliability of P-38 and P-40 Airplanes.

NO.	FROM	TO	DATE	COMMENTS CSP/sa 71742
6.	AFTFS	AFDAS	1942 9/22	

1. In reference to request from General Kuter dated September 13, 1942, requesting statistical data regarding relationship between P-38 and P-40 type airplanes, the following information is submitted. This data supplements the data by airplane month exposure which was previously compiled by this Directorate.

2. Flying time for Fighter type of aircraft during Fiscal Year 1942 has just been received from the Materiel Command, as follows:

P-40	-	181,832.7 Hrs.
P-38	-	51,434.4 Hrs.
Total Fighters	-	404,474.3 Hrs.

3. This averages approximately 15 hours per airplane month each for the P-40, P-38, and total Fighters. Accident rates per 1000 aircraft hours based on this time are tabulated below:

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY INJURY CLASSIFICATION, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

Type & Model	Total Accs.	Fatal Accs.	Major Injury Accs.	Minor Injury Accs.	No Injury Accs.
P-40	3.73	0.42	0.09	0.30	2.91
P-38	2.45	0.70	0.10	0.14	1.52
Total Fighters	3.38	0.43	0.09	0.28	2.58

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SUBJECT: Reliability of P-38 and P-40 Airplanes (cont'd)

NO.	FROM	TO	DATE	COMMENTS CSP/sa 71742
6. (cont'd)	AFTFS	AFDAS	1942 9/22	

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY DAMAGE CLASSIFICATION, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

TYPE & MODEL	TOTAL ACCIDENTS	WRECK	MAJOR OVERHAUL	MAJOR REPLACEMENT	MINOR DAMAGE
P-40	3.73	0.92	0.99	1.72	0.10
P-38	2.45	1.19	0.80	0.45	0.02
Total Fighters	3.38	0.93	0.89	1.46	0.10

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY CAUSE, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

Type & Model	Total Accs.	Personnel Error	Power Plant	Airplane Structure, Instruments, etc.	Total Materiel Failure	Misc. & Undetermined
P-40	3.73	2.57	0.48	0.46	0.93	0.23
P-38	2.45	1.33	0.48	0.23	0.71	0.40
Total Fighters	3.38	2.26	0.45	0.43	0.88	0.24

4. Aircraft accident rates for all types of aircraft, Total, U.S.A.A.F., are tabulated below for comparison purposes. These rates are based on accidents and aircraft hours for the period July, 1941 through May, 1942. Flying time is not yet available for the entire Fiscal Year 1942. Total aircraft time through May, 1942 = 7,045,844 hours.

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SUBJECT: Reliability of P-38 and P-40 Airplanes

NO.	FROM	TO	DATE	COMMENTS CSP/sa 71742
6. (contd)	AFTFS	AFDAS	1942 9/22	RESULTS - TOTAL U.S.A.A.F. AIRCRAFT ACCIDENTS JULY, 1941, THROUGH MAY, 1942 RATES PER 1000 AIRCRAFT HOURS

Hq. Army Air Forces
SEP 23 1942
Mail Received

TOTAL ACCS.	INJURY CLASSIFICATION Fatal	Maj. Inj.	Min. Inj.	No. Inj.	DAMAGE CLASSIFICATION Wreck	Over haul	Re-place ment	Minor	None
0.74	0.08	0.02	0.06	0.58	0.16	0.16	0.39	0.03	*

* Less than .005 per 1000 hours

CAUSES - TOTAL U.S.A.A.F. AIRCRAFT ACCIDENTS JULY, 1941, THROUGH MAY, 1942 RATES PER 1000 AIRCRAFT HOURS

TOTAL ACCS.	PER-SONNEL ERROR	MATERIEL FAILURE Power Plant	Air-plane Struct. & Equip.	Total Materiel Failure	MISCELLANEOUS & UNDETERMINED
0.74	0.59	0.05	0.06	0.10	0.05

S. R. HARRIS,
Col., A. C.,
Dir., AFTFS.

MAL/hk 3265

7.	AFCAS	AFMAG	9/27	For Files.

MILLARD A. LIBBY
Lt. Colonel, A.C.

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15 Jan. & 20 June 1974
By: [illegible] LC; Date 10/7/70

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Reliability of P-38 and P-40 Airplanes.

AFDAS
LSK:cmc

1. AFDAS AFDMC 1942 8/10

For the purpose of refuting malicious rumors as to the reliability of our aircraft, it is necessary that certain data be assembled. The general trend of the desired data is indicated by the following questions, specific answers to which are desired: Any additional data bearing on this subject will be appreciated.

1. How many P-40's have flown across Africa to China?
   What per cent were lost in transit?
   What were the reasons for losses (if available)?
2. Same data as 1, above, concerning movements across Africa to the Middle East.
3. In P-40 airplanes, what is the accident rate per flying hour?
   What percentage of accidents are fatal, major or minor?
   How does the P-40 rate compare with other combat types?
4. How many P-38 airplanes have flown across the North Atlantic to England?
   What per cent were lost in transit?
   What percentage of aircraft shipped across the North Atlantic were lost due to sinkings?
5. What are the rates on P-38's?

Copies to: Gen.Stratemeyer,
AFAAP, AFABI, AFTFS,
AFACT, AFADS, and
AFPRO.

L.S.K.
AFDAS

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30 June 1974
by [illegible] Date 10/7/76

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Reliability of P-38 and P-40 Airplanes.

AFRAS
LSK:pfp 6371

3 AFRAS Colonel 1942
Sorensen 9/13

1. General Arnold desires that the information contained in Par. #7 above be incorporated in the data you are preparing for him to present to the War Council on Wednesday, September 16th.

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L. S. Kuter,
Brig. General, U.S.A.

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Reliability of P-38 and P-40 Airplanes

GEN/jmm 72248

5. AFABI AFTPS 1942
9/15

1. Your attention is invited to Paragraph 2 of the 3rd item above.

EDGAR B. SORENSEN,
Colonel, G. S. C.

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DOD Ltrs.
Dec. & 20 June 1974
By [illegible] LC, Date 10/7/76

Reliability of P-38 and P-40 Airplanes.

CSP/sa 71742

6. AFTFS AFDAS 1942
9/22

1. In reference to request from General Enter dated September 13, 1942, requesting statistical data regarding relationship between P-38 and P-40 type airplanes, the following information is submitted. This data supplements the data by airplane month exposure which was previously compiled by this Directorate.

2. Flying time for Fighter type of aircraft during Fiscal Year 1942 has just been received from the Materiel Command, as follows:

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Total Fighters	-	404,474.3 Hrs.

3. This averages approximately 15 hours per airplane month each for the P-40, P-38, and total Fighters. Accident rates per 1000 aircraft hours based on this time are tabulated below:

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BY INJURY CLASSIFICATION, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

Type & Model	Total Accs.	Fatal Accs.	Major Injury Accs.	Minor Injury Accs.	No Injury Accs.
P-40	3.73	0.42	0.09	0.30	2.91
P-38	2.45	0.70	0.10	0.14	1.52
Total Fighters	3.38	0.43	0.09	0.28	2.58

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Reliability of P-38 and P-40 Airplanes (cont'd)

CSP/sa 71742

6. AFTFS AFDAS 1942
(cont'd) 9/22

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY DAMAGE CLASSIFICATION, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

TYPE & MODEL	TOTAL ACCIDENTS	WRECK	MAJOR OVERHAUL	MAJOR REPLACEMENT	MINOR DAMAGE
P-40	3.73	0.92	0.99	1.72	0.10
P-38	2.45	1.19	0.80	0.45	0.02
Total Fighters	3.38	0.93	0.89	1.46	0.10

P-40, P-38, AND TOTAL FIGHTER ACCIDENTS
BY CAUSE, FISCAL YEAR 1942
RATES PER 1000 AIRPLANE HOURS

Type & Model	Total Accs.	Personnel Error	Power Plant	Airplane Structure, Instruments, etc.	Total Material Failure	Misc. & Undetermined
P-40	3.73	2.57	0.48	0.46	0.93	0.23
P-38	2.45	1.33	0.48	0.23	0.71	0.40
Total Fighters	3.38	2.26	0.45	0.43	0.88	0.24

4. Aircraft accident rates for all types of aircraft, Total, U.S.A.A.F., are tabulated below for comparison purposes. These rates are based on accidents and aircraft hours for the period July, 1941 through May, 1942. Flying time is not yet available for the entire Fiscal Year 1942. Total aircraft time through May, 1942 = 7,045,844 hours.

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Reliability of P-38 and P-40 Airplanes

CSP/sa 71742

6. AFTFS AFDAS 1942
(contd) 9/22

RESULTS - TOTAL U.S.A.A.F. AIRCRAFT ACCIDENTS
JULY, 1941, THROUGH MAY, 1942
RATES PER 1000 AIRCRAFT HOURS

	INJURY CLASSIFICATION				DAMAGE CLASSIFICATION				
TOTAL ACCS.	Fatal	Maj. Inj.	Min. Inj.	No. Inj.	Wreck	Over haul	Re-place ment	Minor	None
0.74	0.08	0.02	0.06	0.58	0.16	0.16	0.39	0.03	*

* Less than .005 per 1000 hours

CAUSES - TOTAL U.S.A.A.F. AIRCRAFT ACCIDENTS
JULY, 1941, THROUGH MAY, 1942
RATES PER 1000 AIRCRAFT HOURS

		MATERIEL FAILURE			
TOTAL ACCS.	PER-SONNEL ERROR	Power Plant	Air-plane Struct. & Equip.	Total Material Failure	MISCELLANEOUS & UNDETERMINED
0.74	0.59	0.05	0.06	0.10	0.05

S. R. HARRIS,
Col., A. C.,
Dir., AFTFS.

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DOD ltrs
By [illegible] Date 8/10/70

Airplanes for General Harmon.

AFDAS
LSK:cmc

1. AFDAS AFACT 1942 8/7

1. It is understood that General Harmon's Command has been allotted five single-engine two-passenger airplanes.

2. In view of the fact that we have recently given six AT-6's to the Mexicans, please investigate the feasibility of providing five airplanes for General Harmon.

3. Your remarks and recommendations are desired.

L.S.K.
AFDAS

---

2 AFACT AFDAS 1942 8/10

WHS:cmc

1. At the time this Division was called upon to comment on AT-6's for the Mexicans, the following was stated:

"If the AAF must give up additional aircraft to Mexico, the need for action to review trainer allocations under paragraph 14 of C.C.S. 61 is made more urgent."

2. Action under C.C.S. 61 as recommended was forwarded to AFCAS in B&R of 8/8/42 (copy attached).

3. If this action is approved and the reallocation is successful, then it is believed that we can make up the deficiency caused by the allocation to Mexico and further, we can distribute AT-6's to General Harmon and other overhead activities on a very limited basis.

Incl.
B&R (cy) fn [illegible]
AFCAS, 8/8/42, [illegible]
"Realloc of Trai[illegible]

R. W. H.
C/AFACT

8/17/42 General Kuter has given final instructions to A[illegible]

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-1-

Air AD 452.1 (523)

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
By [illegible] Date 10/9/72

File No. _____

Tally No. AAF _____

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

SUBJECT: Airplanes for General Harmon.

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFACT	1942 8/7	1. It is understood that General Harmon's Command has been allotted five single-engine two-passenger airplanes. 2. In view of the fact that we have recently given six AT-6's to the Mexicans, please investigate the feasibility of providing five airplanes for General Harmon. 3. Your remarks and recommendations are desired. L.S.K. AFDAS
2	AFACT	AFDAS	1942 8/10	WRB:vme 1. At the time this Division was called upon to comment on AT-6's for the Mexicans, the following was stated: "If the AAF must give up additional aircraft to Mexico, the need for action to review trainer allocations under paragraph 14 of C.C.S. 61 is made more urgent." 2. Action under C.C.S. 61 as recommended was forwarded to AFCAS in R&R of 8/8/42 (copy attached). 3. If this action is approved and the reallocation is successful, then it is believed that we can make up the deficiency caused by the allocation to Mexico and further, we can distribute AT-6's to General Harmon and other overhead activities on a very limited basis. Incl. R&R (cy) fm AFACT to AFCAS, 8/8/42, sbj-- "Realloc of Trainers" R. W. H. C/AFACT

Files

8/17/42 GENERAL HUTER HAS GIVEN FINAL INSTRUCTIONS TO A-3 ORALLY

JRB

Hq. Army Air Forces
AUG 11 1942
AAG Received

A-3 to see if puddle-fin fuss won't suffice

(Do not use reverse side) F-4091, AF, Rev. 8/14/41

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C
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Reallocation of Trainers RAF and AAF

WRB:rvme

1 AFACT AFCAS 8/8 1942

1. For your information the following is quoted from C.C.S. 61/1 (ATS Agreement):

"14. The present allocation of trainer aircraft* will hold good until the repercussions of this agreement upon requirements in crews have been analyzed, when the trainer allocations will be adjusted by agreement."

2. The repercussions referred to above are the question of how many trainer airplanes to be taken back from the British, considering the two (2) periods June 1, 1942, through December 31, 1942, and after January 1, 1943.

3. The ATS Agreement took back from the British 53.36% of the combat airplanes scheduled for delivery between June 1 and December 31, 1942, under the block system interpretation of the Arnold-Portal agreement. This should be the minimum percentage of trainer aircraft returned to the AAF.

4. It is recommended that, since C.C.S.' policy is clear, the AAF members of the MAC (Air) be directed to effect immediate redistribution in favor of the AAF of at least 50% of the trainers now set up for the British under MAC (Air) Case 90.

R.W.H.
C/AFACT

* MAC (A) Case 90

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Conversion of P-51's.

AFDAS
LSK:cms

1. AFDAS AFACT 1942 8/9 Confirming our dictograph conference this date the Commanding General has decided that the proposal on the conversion of P-51's to dive bombers will be implemented without change. 800 P-51's are to be converted.

Copy to AFDMR.

L.S.K.
AFDAS

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Dispatched
AUG 11 1942
AAG

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Mr. Gray

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DOD ltr
8 Jan. & 20 June 1974
By [illegible] Date 9/10/76

Production of Cargo Planes by Kaiser.

1. S/AS AFACG 1942 1. To note.
AFCAS 8-16
AFRAS
AFAMC

Incls.
Ltr for Gen Marshall
fr JCS w/3 Incls.

R. C. W. B.
S/AS

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Inv/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

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AUG 17 1942
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a 8/16/42

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August 1, 1942.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Kaiser Cargo Hearings.

1. Attached hereto is a brief statement pertaining to the shortages of materials and tools necessary to carry out the Air Program. There are also attached:

a. Mimeograph copy of a written statement furnished the Reynolds Committee by Mr. T. P. Wright.

b. Copy of a secret memorandum from the Joint Chiefs of Staff to Judge Patterson, giving policy in regard to substitution of cargo planes for combat planes.

2. Suggest you contact Judge Patterson before you appear before the Committee. He has had several conferences with Mr. Nelson and Mr. Kaiser, and Judge Patterson has agreed to send a C-46 to Kaiser for examination and submission of a proposal with the understanding that he will agree in writing that he will undertake a contract with a priority rating so long that it cannot interfere with the present aircraft program. He, of course, cannot build cargo planes under these conditions, but I am afraid that he will accept the proposition, and later, through political influence, get his priorities raised.

O. P. ECHOLS,
Major General, U.S.A.,
Commanding General,
Material Command.

3 Incls.
1. Statement re shortages.
2. Mr. Wright's statement, 7/30/42.
3. Cy memo fr Joint Chiefs of Staff, 7/29/42 (Secret).

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GENERAL ARNOLD'S STATEMENT

PRESENT CARGO PROGRAM

At the present time the Army has in production four types of cargo planes which are designed for carrying air freight, parachute troops and the special equipment for airborne ground troops. They are the Douglas C-47, the Curtiss C-46, the Douglas C-54, and the Consolidated B-24 (converted bomber).

In addition, the Lockheed Constellation, the Curtiss C-76 (cargo carrier of wood construction), the Waco C-62, also of wood, are scheduled to be in production within the next few months.

There are approximately 12,000 cargo planes on the aircraft program. Of these, 1,539 are to be delivered during 1942.

The Army Air Program has been carefully followed, and while there is no question in regard to the fact that we would like to have a greater number of cargo airplanes, we are also badly in need of additional long-range bombers. The attrition rates on combat airplanes are much higher than on cargo planes.

The size of the present air program is based on, and limited by, the quantities of materials and machine tools available.

MATERIALS PROBLEM

To date cargo airplanes, and most other military airplanes, have been built largely of aluminum alloy. The supplies of aluminum have been and are being expanded to the point where it is believed that there will probably be sufficient aluminum to meet the require-

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ments of the present aircraft program, but the present and projected supplies of aluminum cannot be augmented at an early date, and, consequently, any aircraft built of aluminum during the next two years must be produced from the present planned facilities. It is my information that, contrary to the popular belief, wood suitable for aircraft construction is definitely a critical material, especially the high-grade aircraft spruce previously used and the phenol-formaldehyde plastic binder used in making the spruce veneer. Many substitutes for spruce are being tried. Stainless steel, at one time considered as a substitute for aluminum, has been abandoned due to its high nickel content.

It is not believed it is clearly understood that at present the difficulty in connection with the acceleration of our present aircraft production schedules is due to the shortage of component parts; that is, those parts which are not made by the aircraft manufacturer himself, but are obtained from outside sources. Some of the more important of these are engines, propellers, superchargers, also landing gear legs, wheels, electrical equipment, engine and flight instruments, and hydraulic accessories. The manufacture of these items of equipment require alloy steels, copper and other critical materials as well as machine tools. Additional cargo planes cannot be built without these component parts, and these parts are not available and cannot be made available except by reducing the present program for combat airplanes.

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PROPOSAL TO CREATE A SUPPLY BOARD -

There is no necessity to create a Board to supervise the construction and procurement of transport aircraft. There is already in existence the Joint Aircraft Committee whose function is the production planning and coordination of the Aircraft Program. The Army and Navy have procurement agencies which are capable of carrying out these plans to the extent facilities, tools and materials can be made available.

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DOD Dir
8 Jan. & 20 June 1974
By [illegible] Date 7/10/70

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Procurement of Additional Liaison Airplanes (L-5 and L-6 Models)

WEH/lmm

1	AFCAS	AFAEP	1942 8/10	For concurrence and return.

W.E.H.
Secy/ A.S.

Incls.
Memo for CAS, dated
8/8/42, above subj
Tab A
Tab B

452.1 (519)

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AUG 10 1942
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DOD ltr.
5 Jan. & 20 June 1974
By [illegible] Date 9/16/76

Procurement of Additional Liaison Airplanes (L-5 and L-6 Models)

WEH:JT

3 AFCAS AFADS 1942
C-14

1. Approved.

2. For necessary action.

Incls.
n/c

W. H. H.
S/AS

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DOD ltrs
6 July & 20 June 1974
By [illegible] Date 9/6/76

August 12, 1942.

MEMORANDUM FOR GENERAL SOMERVELL:

Subject: Staff Transports for Service Commanders.

1. Reference is made to comments by Service Commanders (notably General Uhl), in Chicago, as to their requirements for staff transports.

2. Of all military agencies, the Army Air Forces understands most clearly the actual requirement by commanders with large areas of responsibility for staff transports. Adequate staff transports are a desirable and appropriate means to implement your movement "out of the muzzle-loader era". However, as combat and active theater requirements for air service increase, the supply of suitable staff transports becomes more and more limited. That broad statement is more readily understandable in the light of the recent withdrawal of DC-3 type airplanes from Army commanders, (including Generals Drumm and DeWitt) Air Force commanders, and commanders of both the Flying and Technical Training Commands in order to meet urgent requirements for cargo transports in active theaters.

3. A schedule for the assignment of staff transports to agencies under Services of Supply control, recently approved by the Chief of Staff and the Secretary of War, is attached hereto. This schedule indicated the best possibilities at the time of preparation. It is, however, optimistic as requirements to theaters increase. Any change in commitments normally delays or postpones such schedules. It is not practicable to forecast dates on which this schedule will be met.

4. It is suggested that, as a means of conserving the limited supply of staff transports that we may be called on to divert at any time, you urge your commanders to use rail transportation whenever practicable (as you and your staff did enroute to your Chicago conference) and rely on commercial airlines pending future changes in the availability of transports.

Dispatched
AUG 14 1942
AAG

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

Incl:
Cy. ltr to CG, AAF
AG 452.1 (5-27-42)
dated June 4, 1942.

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC, Date 7/6/76

AG 452.1 (5-27-42)MS-C VED/bjs-1708

June 4, 1942

SUBJECT: Assignment of Staff Airplanes

TO: Commanding General, Army Air Forces

1. C-45 type transport airplanes will be assigned in the following priority:

1. Commanding General, III Army Corps
2. Commanding General, Fourth Service Command
3. Commanding General, Seventh Service Command
4. Military Intelligence Section, Villavicencio Colombia
5. Military Intelligence Section, Quito, Ecuador
6. Military Mission, Bolivia
7. Military Mission, Chile
8. Military Intelligence Section, Rio de Janeiro, Brazil
9. Military Intelligence Section, Santiago, Chile
10. Military Intelligence Section, Buenos Aires, Argentina
11. Military Intelligence Section, La Paz, Bolivia
12. Commanding General, I Army Corps
13. Commanding General, X Army Corps
14. Commanding General, XI Army Corps
15. Replacement for Military Intelligence Section, and Military Missions.
16. Replacement for Military Intelligence Section and Military Missions.

2. OA-9 type amphibians will be assigned in the following priority as they are made available:

1. Military Intelligence Section, Ciudad Bolivar, Venezuela.
2. Military Intelligence Section, Iquitos, Peru.
3. Replacement for Military Intelligence Section.

By order of the Secretary of War:

J. A. ULIO
Major General,
The Adjutant General.

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DOD Ltr
6 Jan. & 20 June 1975
By [signature] LC, Date 7/6/76

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Long Range Tanks for our A-20 Airplanes.

AFDAS
LSK:cmc

1. AFDAS AFAEF 1942 6/6 Please see A-3 and A-4 and investigate the desirability of the manufacture of maximum long range tankage for all of our A-20 type airplanes.

Dispatched
AUG 7 1942
AAG

L.S.K.
AFDAS

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[signature] Gray
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4 AFDAS AFACT 8/17 Reference is made to paragraph 4, Item 3, and paragraph 7, Item #2, above.

Information is requested as to how approval of these recommendations would affect the A-20's series, including observation now in manufacture and in the future.

R.C.E.B.
Secy/ A.S.

Dispatched
AUG 17 1942
AAG

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Long Range Tanks for our A-20 Airplanes

WHE:JT 5246

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12 AFRAS File 1942 Noted.
Ltrs 10-3
AFACT
AFRMC

WILLIAM E. HALL
Colonel, G. S. C.

Dispatched
OCT 4 1942
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... June 1974
... Date 9/1/74

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August 17, 1942
CMcM:ob

~~SECRET~~
By Authority of
The Commanding General
Air Service Command
AUG 17 1942 RW
Date Initials

Lieutenant General Frank M. Andrews,
Commanding General, Caribbean Area,
Quarry Heights, Canal Zone.

Dear Andy:

In connection with your recent letter about the unsatisfactory condition of your LB-30's, I have instructed the San Antonio Air Depot to contact your Headquarters directly to find out when such aircraft would be delivered to that depot for repair, in order that they can schedule their work to give you prompt service. I have also issued instructions that the repair of this aircraft should be put on high priority.

The Air Service Command has informed me that there are very few spare engines for the LB-30 airplanes which we acquired from the British and, further, that there are no spare parts on hand to repair the engines. We are now procuring a fair supply of spare parts.

As a result of the above, I believe that the time taken to repair your aircraft at San Antonio will be materially reduced in the future.

Additional aircraft are scheduled for delivery to you in the near future.

Sincerely yours,

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

COMMAIL & RECORD BRANCH
Date 8-17-42
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN & OPER.
IN CASE ACTION

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Ci 8/19/42

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AUG 18 1942
AAG

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SIFIED
ltrs
Jan 30 June 1974
By: [illegible] Date 7/10/76

File No. _____

Tally No. AAF _____

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

SUBJECT: Pacific Patrol Planes.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Miller	1942 8/6	1. The following is quoted from a letter which I have just received from General Andrews: "Please find some way to keep our few LB-30s in commission. Our Pacific patrol is dangerously low. With no spare motors, LB-30s have to go to San Antonio and wait there until the motors are taken out, overhauled, and then put back in. The result is that 75% of them are out of action most of the time." 2. Look into this and see what you can do to correct the situation. H.H.A.
2.	AFASC	General Arnold	1942 8/10	(AFASC-O) CMcM/aas 1. There are very few spare engines for LB-30 airplanes since very few of these engines were procured from the British when the LB-30 airplanes were taken over by the Army Air Forces. In order to improve the situation in the Caribbean area, this office recommended to you by letter on July 17, 1942 that the LB-30 airplanes be withdrawn from the Caribbean area and returned to the states for use in Transition Training, and that B-24D airplanes for which there are sufficient engines, be furnished as replacements. This recommendation was disapproved. 2. This Headquarters has directed the San Antonio Air Depot to put the overhaul and repair of the LB-30 engines on the highest priority when such aircraft is delivered there for that work. It has further directed the Commanding Officer of the San Antonio Air Depot to contact the Caribbean Air Force direct by radio in order that they may know when to anticipate receipt of these LB-30s and thereby expedite such repair. A stock of repair parts for the LB-30
3.	General Arnold	a FASC	8/13/42	

Put the letter to Andrews

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Gen. 1969

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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: Pacific Patrol Planes

NO.	FROM	TO	DATE	COMMENTS (AFASC-O) CMcM/aas
2.	(Continued)			engines has been procured and it is believed that the time for this repair can be reduced in the future. This will operate to correct the situation now existing in the Caribbean.

for H. J. F. M.
CG/ASC

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

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DOD DIR
AFCAS
RCVE/ME

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FIGHTER AIRPLANE REQUIREMENT FOR GROUND SUPPORT UNITS

452.1 (514)

5.	DAS	ACT A-3	8/7	1. Your Item No. 4 above is approved. Please notify the Director of Military Requirements and issue suitable instructions to Materiel Command.

Dispatched
AUG 8 1942
AAG

Incl:
No Change

File 8/8/42

R.G.W.B.
S/AS

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Controlled Missiles

1. DAS PLANS 8/6

1. It is desired that your Division in conjunction with Director of Military Requirements make a study of [illegible] areas and determine characteristics and make suitable recommendations in order that determination may be made as to whether or not the Material Command should plan for the production of such equipment.

Copies to:

General Stratemeyer
General Kuter
DMR

Incl: Memo for C/AS
same subject as above

R.C.M.
S/AS

Dispatched
AUG 7 1942
AAG

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ci 8/8/42

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Date 7/10/72

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Aircraft and Equipment

WEH/lam

1 AFCAS AFADS 1942 8/1 For necessary action.

W.E.H.
Secy/ A.S.

1 Incl.
ltr fr Col. McMullen to
CAS, dated 7/29 above subj

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6 Jan & 20 June 1974
By [illegible] Date 7/1/76

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Air Force Operations Under Desert and Dusty Conditions.

WEHgul

1. AFCAS AFDTS 1942 7-30 For necessary action.

T.E.H.
S/AS

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JUL 31 1942
AAG

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7/31/42

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	Sta tistics	

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OS Ltr. 6 20 June 1971
By Alig AC Date 7/1/72

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Request by CWS Section for Aircraft Status Report

BHH:nl

S. AFCAS AFMSC 1942
7-29

1. In view of General Arnold's directive no additions will be made to the distribution list for this publication. Request contained in R&R #1 is disapproved.

2. If a copy of this report is furnished to the Director of Military Requirements or the Director of Base Services, they should be able to obtain the necessary information from either of these offices.

W.E.H.
S/AH

Dispatched
JUL 30 1942
AAG

File
a 7/30/42

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
Ad. Ref.
Gr. Sup.
Ins.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

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Date 9/1/82

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Conversion of 50 Lockheed C-60 Two-engine Transports to Navigat[illegible] Trainers for the Flying Training Command.

WEH:nl

5. AFCAS AFABS 1942 7-30

1. Reference is made to paragraph V.(Fi[illegible] action recommended)

2. Are the 50 C-60's now allocated to the Flying Training Command or is one of the purposes of this memorandum to obtain authority for that allocation?

Incls. Memo to CAS frm
A-4, 7-3-42
R&R to AFADS from AFACT 7-6-42(cc)

W.E.H.
S/AS

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JUL 30 1942
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Mil. Pers.
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J. Advoc.
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HENRY HARLEY ARNOLD

Box 121 Folder 3

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9 Sep. & 30 June 1974
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DOD Ltrs
8 July & 20 June 1974
By [illegible] Date 7/16/76

October 9, 1942

Boomerang Airplane.

Recorder, Joint Aircraft Allocations Committee,
Attention: Lt. J. H. Sennett,
Room 4116, Munitions Building,
Washington, D. C.

452.1 (599) B

1. I quote herewith a directive from General Arnold which is forwarded for your information:

"No.	FROM	TO	DATE	COMMENTS
1	General Arnold	Generals Stratemeyer AND Echols	1942 10-9	Note No. A 712 from Kenney relative to Boomerang airplane and utilization of supercharger. Also note following: "Designer assures us that all these bugs easily overcome. I have heard these things before and personally do not think the Boomerang with the turbo will be ready for fifty per month production for another year. One turbo supercharger has been furnished manufacturer already and we will give him another if necessary for his experimental development. Recommend no more superchargers be furnished manufacturer until and unless performance of Boomerang warrants it. At present time I do not consider that Boomerang has sufficient possibilities to warrant diversion of anything from American combat airplane production." See that this information is given to the recorder of the Joint Aircraft Allocation Committee. H.H.A."

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

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By officer ~~Comm~~ Messenger. ~~SECRET~~

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6 Jan & 30 June 1974
By [illegible] Date 9/10/76

OCT - 8 1942

MEMORANDUM FOR ADMIRAL WILLIAM D. LEAHY, U.S.N.
Chief of Staff to the Commander-in-Chief
of the United States Army and Navy

1. In reply to your memorandum of October 1, 1942 in regard to disposition of airplanes during the calendar year 1942, there is attached:

Exhibit A - Summary of Airplanes Produced during the period January 1, 1942 to September 30, 1942.

Exhibit B - Disposition of these 33,933 airplanes by type and country.

Exhibit C - Disposition by basic model.

2. There is now in process a complete review of training airplane requirements for the purpose of determining the extent to which production facilities now manufacturing training airplanes can be converted to the production of combat airplanes.

Dispatched
OCT 8 1942
AAG

3 Incls. as listed

G. C. MARSHALL
Chief of Staff

OCT 8 1942

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Ref. 4 June 1974
By [illegible] Date 7/10/76

Status of Tactical Airplanes Report

MAL/imm 5246

1 AFCAS AFDMC 1942 10-8

Both Generals Stratemeyer and Kuter have noted the attached report, and while favorably impressed, see no necessity for this office being included in the normal distribution thereof. Accordingly, the offices of the Chief of the Air Staff and Deputy Chief of the Air Staff will only be furnished this report on specific request.

M. A. LIBBY,
Lt. Col., G.S.C.

Dispatched
OCT 8 1942
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Incl.
Above mentioned report.

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6 June & 30 June 1974
By ALW DC Date 9/10/76

Production of Landplane Patrol Bombers for the U. S. Navy.

1 AFCAS Commanding 1942
General 10-6
Material
Command

1. Reference the enclosed confidential memorandum for the Assistant Secretary of War for Air and the Assistant Secretary of the Navy for Air, subject same as above, you will allocate to the Navy up to include 20 B-24 type airplanes per month over those scheduled for delivery currently approved by the Joint Aircraft Committee effective as of date of the enclosed approval which is July 7, 1942 (Par.4(a). If there were only 7 airplanes produced above those scheduled for delivery as approved by the Joint Aircraft Committee, that is the most that the Navy would receive. In other words, the Navy receives only the increase over production schedule of B-24 airplanes by Consolidated at San Diego up to include 20 airplanes.

Incl:
Above mentioned memo dtd 7-7-42

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

Cy to:
Assistant Chief of Air Staff, A-3
Assistant Chief of Air Staff, Plans
Director of War Organization and Movement
Director of Military Requirements

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EXHIBIT A

CASE NO. 2700

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON, D. C.

U. S. ARMY AIR FORCES
MATERIEL COMMAND
WASHINGTON, D. C.

7 July 1942

CONFIDENTIAL

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Memorandum for Assistant Secretary of War for Air
Assistant Secretary of the Navy for Air

SUBJECT: Production of Landplane Patrol Bombers for the U. S. Navy

1. In accordance with the agreement between the Assistant Secretaries of War and Navy for Air, representatives of the Army Air Forces, the Bureau of Aeronautics and the War Production Board have met for the purpose of determining means of satisfying the U. S. Navy's requirement for multi-engine landplanes without interference with the program of the Army Air Forces.

2. The representatives who took part in these discussions were:

For the U. S. Army Air Forces:

Maj. Gen. O. P. Echols, C. G., Materiel Command
Brig. Gen. B. E. Meyers, Executive, Materiel Command
Col. J. P. Sessums, Jr., Production Engineering Section

For the Bureau of Aeronautics:

Capt. Ralph Davison, Assistant Chief of the Bureau of Aeronautics.
Capt. H. B. Sallada, Director of Planning, Bureau of Aeronautics.
Lt. Comdr. G. W. Anderson, Jr. Planning Division, Bureau of Aeronautics.

For the War Production Board:

Mr. T. P. Wright, Assistant Chief, Aircraft Section.

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DOD ltrs
Jan. & 30 June 1974
By [illegible] Date 9/4/76

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SUBJECT: Production of Landplane Patrol Bombers for U. S. Navy

- -

3. The Navy's requirements for multi-engine landplanes on approved program are as follows:

CLASS	PREFERRED TYPE	BY 1 July 1943	ADDITIONAL BY 1 July 1944
4-engine	B-24	200	200
2-engine	B-25	400	500

4. As a result of discussion of the broad problems of aircraft production detailed means of satisfying the Navy's requirement, and concessions that could be made, the following plan is submitted:

(a) The production schedule of B-24 airplanes by Consolidated at San Diego will be increased by 20 airplanes per month over schedules currently approved by the Joint Aircraft Committee. These 20 airplanes will be scheduled for the U. S. Navy. Shortages of special equipment, turbo superchargers, etc., will be shared proportionately by the Army and the Navy. Each service will lend full support towards alleviating material shortages. The Army Air Forces will forego turbo superchargers for their cargo version of the B-24 until requirements for the bomber model for Army and Navy have been satisfied.

(b) The Navy will accept 600 Vega Venturas (basic model B-34) in lieu of B-25 airplanes previously requested and including 200 Venturas now on order. This production can immediately follow completion of current orders in January 1943 at the rate of approximately 100 airplanes per month without interference with the present planned B-17 production in the Vega plant. These airplanes will be scheduled and ordered by the Army Air Forces for the Navy, and paid for by the Navy.

(c) The Army Air Forces will schedule 300 B-25 airplanes for the Navy on an orderly delivery schedule beginning July, 1943. These deliveries can be made in the fiscal year 1944 without interference with the Army program as now planned.

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SUBJECT: Production of Landplane Patrol Bombers for U. S. Navy

(d) The Navy will turn over to the production cognizance of the Army Air Forces the Boeing Renton plant for the production of B-29 heavy bombardment aircraft, the Navy terminating or eliminating as necessary the PBB production at that plant to permit meeting the B-29 schedule. The Army Air Forces will initiate action with Boeing in this respect with the view towards permitting North American to continue production of B-25 medium bombers at Kansas City instead of converting this plant to B-29 airplanes.

(e) The Bureau of Aeronautics will initiate a study by Consolidated at San Diego to determine the extent to which PBY production at that plant interferes with the agreed acceleration of B-24 airplanes. At such time as is indicated as desireable to the Army, the Navy and the War Production Board, the Bureau of Aeronautics is prepared to convert this plant to the production, or assist in the production, of landplanes. Consideration will also be given in this study of ways and means to assist Consolidated in providing space for the construction of two X-B-36 airplanes for the Army Air Forces.

5. Upon the approval of the foregoing plan by the Commanding General, Army Air Forces, and the Chief of the Bureau of Aeronautics, the services concerned will proceed immediately to place it in operation.

S/ O. P. Echols,
Maj. Gen., U.S. A.A.F.

S/ Ralph Davison,
Captain, U.S.N.

APPROVED:

S/ H. H. Arnold,
Lieut. Gen. U.S.A.A.F.

S/ J. H. Towers,
Rear Admiral, U.S.N.

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Copies to:

Chief of Staff, U. S. Army.
Commander in Chief, United States Fleet.
Recorder, Joint Aircraft Committee.
Secretary, Munitions Assignment Committee (Air)
Maj. Gen. C. P. Echols.
Brig. Gen. B. E. Meyers.
Col. J. P. Sessums.
Captain Ralph Davison.
Captain H. B. Sallada.
Lt. Cdr. Anderson.
Mr. T. P. Wright.

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Information re C-54 Airplanes.

1 AFRAS AFDMR 1942
9/28

452.1 (594)

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2 AFDAS AFDMR 1942
9/29

AFDAS LSK:pfp 6371

1. Noted.

2. Colonel Partridge further informed by telephone by this office, that none of these afrplanes are operational at this time.

Dispatched
SEP 29 1942
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L. S. KUTER,
Brig. General, USA.
Deputy Chief of Air Staff.

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DOD Ltrs
8 Jan. & 20 June 1974
By [signature] C. Date 9/6/76

Decline in Aircraft Manufacture in September.

AFDAS LSK:pfp 6371

1 AFDAS AFADS 1942
9/30

1. It is desired that a brief statement be prepared explaining the drop in airplane production in September in contrast with August production.

2. This paper should be prepared with a view toward explaining the decline to General Arnold's satisfaction on his return.

3. It should naturally include remedial action that has been taken, together with such recommended action as just be taken by agencies higher than the Air Staff.

452.1 (595)

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OCT 1 1942
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L. S. KUTER,
Brigadier General USA,
Deputy Chief of Air Staff.

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Dated 20 June 1974
By [illegible] CC Date 9/10/76

SUBJECT: A plan showing a method of graphically presenting combat aircraft conditions in various theatres of operation.

AFABI
EOH/mb 6107

2. AFABI AFDAE 1942
Current Att: 10/1
Intel. Gen.
Enter

1. Noted.

2. The two sample charts have been handed to Major Smith of the Cartographic Section for his use in planning the setup of the new Air Room in the Pentagon Building.

EDGAR P. SORENSEN,
Colonel, G. S. C.,

Incls. withdrawn

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
Jan 4 20 June 1972
By [signature] Date 9/10/76

File No. _____

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

SUBJECT: A plan showing a method of graphically presenting combat aircraft conditions in various theatres of operation.

LSK:cmc 6371

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFABI	1942 9-28	To note. L. S. KUTER Brigadier General, U.S.A. Deputy Chief of Air Staff.
	Incl: Ltr to Gen.Kuter frm John M. Stebbing dtd 9-24-42 w/incls: two sample charts. subject as above.			
2.	AFABI Current Intel.	AFDAS Att: Gen. Kuter	1942 10/1	AFABI EOH/mb 6107 1. Noted. 2. The two sample charts have been handed to Major Smith of the Cartographic Section for his use in planning the setup of the new Air Room in the Pentagon Building. EDGAR P. SORENSEN, Colonel, G. S. C., Eoh. Incls. withdrawn
	Hq. Army Air Forces OCT 2 1942 AAG Received			
3.	AFDAS	AFMAG	10/3	MAL/hk 5265 For Files. MILLARD A. LIBBY Lt. Colonel, G.S.C.

File a 10/4/42

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Figure 1924
LLC Date 9/6/76

A plan showing a method of graphically presenting combat aircraft conditions in various theatres of operation.

LSK:cmc 6371

. AFDAS AFABI 1942
9-28

To note.

Dispatched
SEP 28 1942
AAG

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

Encl: Ltr to Gen.Kuter frm
John H. Stebbing dtd
9-28-42 w/incls: two
sample charts.
subject as above.

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Mr. Gray

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8 Jan & 20 June 1974
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HEADQUA[redacted]Y AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	483/1780
FILE NO.	

SUBJECT: Lessons Learned from 8th Air Force Operations to Date.

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFADS	AFDAS	1942 9-29	TJH/gwd 5316 1. Reference R&R, this office, dated September 25, 1942, above subject, the policy quoted therein has been changed in accordance with the copy attached hereto. Incls: Cy.memo,9/28/42,frm. AFADS to AFDMR,subj: "Policy,Reference Requests from Theatre Commanders." T. J. HANLEY, JR., Brigadier General, U. S. A.
	Hq. Army Air Forces 30 1942 AAG Received			
2.	AFDAS	AFMAG	10/1	MAL/hk 5265 1. For Files MILLARD A. LIBBY Lt. Colonel, G. S. C. Incl: n/c

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TJH/mhh 5316

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By [illegible] 9/1/06

September 28, 1942.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

Subject: Policy, Reference Requests From Theatre Commanders.

1. The following policy for action to be taken upon requests from Theatre Commanders for changes in aircraft or equipment to improve the efficiency of the aircraft or crew is announced:

When recommendations are made by Theatre Commanders for changes in aircraft to improve the efficiency of the aircraft or the comfort or efficiency of personnel, such recommendations will be investigated immediately and no recommendation will be disapproved without reference to the Director of Military Requirements. The Theatre Commander concerned will be informed of the action being taken upon his request.

By command of Lieutenant General ARNOLD:

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

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20 June 1974
By [illegible] LC Dir 91076

Interview with Lt. Col. D. B. Wagner, AC,
Washington, D. C., September 22, 1942.

Question: Will you describe your official capacity in the Southwest Pacific area, from the time you arrived until you left?

Answer: First I was commanding the Fighter Training School at Brisbane, Australia. Later, I was Director of Pursuit in the Northeastern area, Australia, including New Guinea. Still later, I was transferred to New Guinea in approximately the same capacity.

Question: Prior to that time did you serve with fighter units in the field?

Answer: Yes, I was Commanding Officer of the 17th Pursuit Squadron in the Philippines at the outbreak of the war.

Question: Do you believe that the operations in the Philippines served as a good testing ground for the determination of the suitability of our fighter tactics?

Answer: No. I believe that the operations in the Philippines were of a type which definitely did not give us a suitable test of our fighter airplanes and equipment.

Question: Do you believe that the operations in Australia and New Guinea served as a test for the suitability of our fighter tactics?

Answer: Yes, I do.

Question: What types of aircraft were at the disposal of units under your control?

Answer: P-40E and E-1's, P-39's and P-400's.

Question: The P-400 is approximately the same as the P-39D-1, is it not?

Answer: Yes, approximately the same.

Question: Against what types of enemy aircraft did your fighters operate?

Answer: They operated against enemy Zero type fighters and Zero one type fighters, in addition to type 96, 97, and Zero type Japanese bombers.

Question: What was the general employment of your fighters? I mean by that, were they employed in air defense in close support of bombardment missions? Were they employed in ground straffing, or in a combination of all?

Answer: The fighters were employed in nearly every phase of fighter operations, both defensive and offensive, which includes local defense of Port Moresby, escort of our own bombers, and ground straffing enemy aircraft and installations.

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Question: It is generally considered that there are three general schemes of tactical employment of fighters, that is, as in direct support of ground forces, as an interceptor, or as an accompanying fighter. Which of these three tactical roles were employed in your experience?

Answer: They were employed in all of these roles.

Question: Were the P-39's and P-40's especially suited for any of these three roles?

Answer: They were well suited for the support of ground troops.

Question: When employed in air defense as a defensive role, what were the principal points of inferiority and superiority between your fighter aircraft and the enemy's fighter aircraft?

Answer: First, points of inferiority: rate of climb, maneuverability, and ceiling. Second, points of superiority: we had superior fire power in all of our fighters over the Zero. Our airplanes were more rugged, were able to absorb a tremendous amount of enemy fire, were equipped with leak proof fuel tanks and had armor plate for the protection of the pilot, and were faster, especially in dives. The fact that our airplanes were equipped with armor plate and leak proof tanks saved the lives of many pilots. In my opinion, leak proof fuel tanks and armor plate protection, and also bullet proof wind screens are three "musts" in fighter aircraft.

Question: What is your opinion as to their suitability as accompanying fighters?

Answer: I consider them unsuitable.

Question: In what does their principal weakness lie?

Answer: In the P-39, its low ceiling and poor maneuverability when it reaches its ceiling, together with the fact that it carries only a limited amount of fuel, make it a poor escort fighter. In the P-40, the first two reasons being the same. However, the P-40 does carry a sufficient amount of fuel in its integral tanks, so that when supplemented by auxiliary external tanks it would have a suitable range for some escort missions.

Question: Are you familiar with the high altitude performance of the P-38 and the P-47?

Answer: I am familiar only from its specifications which I have read, and not from actual combat experience in these aircraft.

Question: From these specifications do you gather that these aircraft would have sufficient ceiling, speed, and maneuverability to accomplish the job of accompanying bombers within the limitations of a reasonable range of fighters?

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Answer: I believe the P-38, with external bellytanks which it is now equipped to carry, would prove from the points of altitude and range a good escort fighter. I do not believe the P-47, which is not equipped to carry an external fuel tank, has sufficient range for this purpose. However, I believe that both types of aircraft meet the necessary altitude requirements. I do not believe that either the P-47 or the P-38 have sufficient manouverability for an all-purpose fighter, but for the purpose for which these two aircraft were designed, high manouverability probably could not be expected.

Question: Do you believe that it is possible to incorporate in one airplane the ceiling, climb, invulnerability, ruggedness, endurance, and manouverability essential to carry out the missions of direct support of ground force accompanying our bombardment and acting as an interceptor fighter?

Answer: I do not believe that it is possible to have one airplane that could efficiently perform all these missions.

Question: In the operations of your fighters against the enemy bombers, what do you consider the outstanding characteristics of our fighters, both favorable and unfavorable?

Answer: 1st, unfavorable: The fact that they are unable to climb rapidly enough from the time of warning, until the Japanese bombers were overhead, to intercept them before they reached the bomb release line. 2d, flying characteristics above 20,000 feet are such that our fighters are unable to cope with enemy escort fighters when they reach their altitude. Favorable characteristics: The very excellent effect of our fire power against enemy aircraft, and the fact that our own fighters were equipped with leak proof tanks and armor plate to withstand enemy fire during attack.

Question: Will you discuss characteristics and relative suitability of Japanese aircraft and the American aircraft with which you are familiar?

Answer: The Zero fighter against which our P-40 and P-39 have had to do combat was designed as a fast climbing, light interceptor fighter, and attained these characteristics by sacrificing armor protection for the pilot, leak proof fuel tanks, and ruggedness of construction, all of which are present in our own fighters. The P-39 and P-40 in the capacity for which they are most suited, that is, ground support operations, are satisfactory airplanes. Since our fighters, that is the P-39 and P-400, were not designed for a high rate of climb and a high manouverability, they have not proved as efficient in these respects as the Japanese fighters. However, none of our fighter pilots that I know would rather fly a Zero in combat than the P-39 and P-40. The Zero fighter, when hit with a good burst of machine gun and cannon fire, usually goes to pieces. Our own planes have been able to absorb a large amount of enemy fire and still return to their airdromes to be repaired.

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15 June 43

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DOD DIR
Date 9/16/76

Fighter Aircraft Production and Commitments.

AFGAS LSK:pfp 6371

2 AFGAS AFDPU 1942
Program 9/30
Planning
Unit

1. It is desired that you contact the Directorate of Air Defense to revise downward our existing program with respect to fighters, coordinate that revision with A-2 and Plans, and forward the revised fighter program to this Headquarters for final approval.

2. At the time this revised program is forwarded to this office, your informal recommendation as to speeding up other portions of the program in compensation for this reduction, is desired.

Dispatched
OCT 1 1942
AAG

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Incl.
n/c

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

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Mr Kray

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DOD ltrs
Date 30 June 1974
By [illegible] Date 9/10/76

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OA-10's for Attrition and Maintenance

1. AFACT AFAMC 1942 thru AFCAS 9/20

WRB:ec 6110

1. It is requested that necessary action be taken to procure one OA-10 (FBY) per month beginning in October to support attrition and maintenance on the fourteen OA-10's to be in operation under the Army Air Forces by the end of this month (September).

cc to AFADS

ROBERT W. HARPER
Colonel, G. S. C.

WEH:JT 5265

452.1

2. AFCAS AFROM 1942 9-23

For comment.

WILLIAM E. HALL
Colonel, G. S. C.

EWH/bb 5642

588

3. AFROM AFCAS 9/28

1. Request contained in Item 1 concurred in. The procurement of one replacement OA-10 per month represents an attrition rate of approximately seven per cent per month for the 14 OA-10's now being procured, which is not excessive for the type of flying that will be required of these airplanes. In addition, it is desired to emphasize that there exists a definite requirement for additional airplanes of this type for use by Military Intelligence personnel, for exploration and survey along prospective air routes, for transportation of personnel and materiel in areas not suitable for land planes, and for rescue purposes along ferry routes to foreign theatres.

HUME PEABODY
Brig. Gen., U. S. A.
Dir., W.O.&M.

MAL/hk 5265

4. AFCAS AFAMC 9/29

1. Approved. For necessary action.

MILLARD A. LIBBY
Lt. Colonel, A.C.

Dispatched
SEP 29 1942
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Air AS 452.1 (588)

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By [illegible] Date 9/10/76

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Q1-10's for Attrition and Maintenance

[illegible] 5865

2 AFCAS AFRON 1942
9-23

For comment.

WILLIAM E. HALL
Colonel, G. S. C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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5 Jan 4 20 June 1974
By: [illegible] C, Date 7/10/74

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

SUBJECT: Operation of P-400 Aircraft in Cactus Area.

NO.	FROM	TO	DATE	COMMENTS LSK:cmc 6371
1.	AFDAS	AFAEP AFABI AFMAG (in turn)	1942 9-22	The attached memorandum is forwarded for you to note and then to the Air Adjutant General to file. L. S. KUTER, Brig. Gen., U. S. A.
Incl: Secret Memo for CG, AAF frm Gen. Handy, OPD, subj. as above.				
2	AFAEP	AFABI	9-23	OAA:dns 5833 1. Noted. O. A. ANDERSON, Colonel, G.S.C. Incl: n/c
3.	AFABI	AFMAG	9-24	GBR:lh 4700 1. Noted. EDGAR P. SORENSEN, Colonel, G. S. C. 1 Incl. n/c

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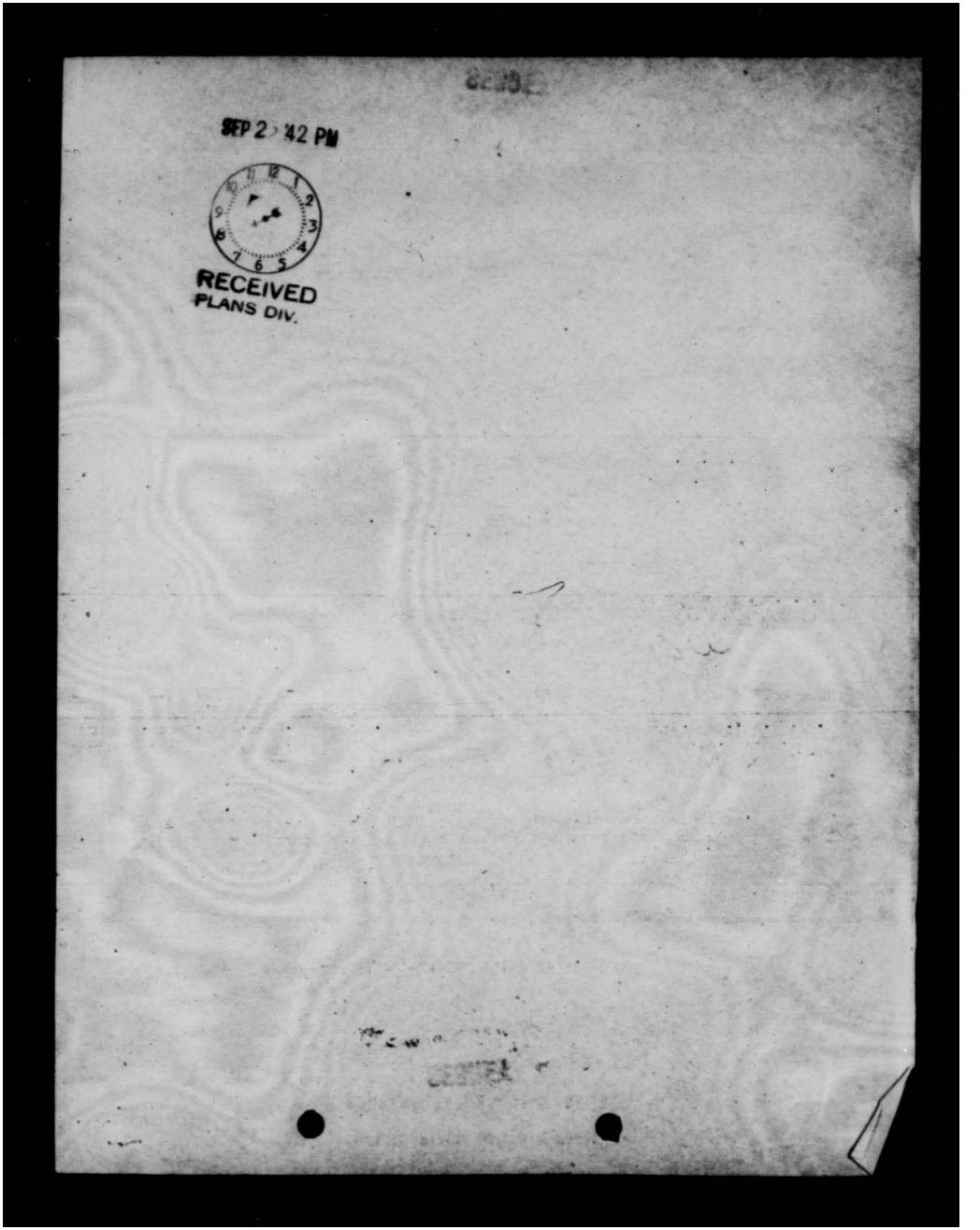

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By letter, 30 June 1972
NC, Date 9/10/72

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E.O. 12958, Sec. 3.6
NARA, Date 2-8-08

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

9/17/42

OPD 452.1 (9-14-42) September 17, 1942

To - Gen. Hunter

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Operation of P-400 Aircraft in Cactus Area.

1. In radio 249, September 13, 1942, (CM-IN-5418, 9/15/42), General Harmon states that against Zero type fighters in Cactus, a flight of 13 experienced pilots, well trained in technique against the Zero, lost in one engagement four P-400 and had eight damaged, six of which were damaged beyond repair.

2. On September 14, 1942, at your request, General Harmon was requested to state damage to Japanese aircraft by P-400 incurred during the Cactus operation in which the above reported losses were incurred (see WD radio #1355, CM-OUT-4850, 9/14/42).

3. In radio #293 (CM-IN-6757, 9/16/42), General Harmon reports losses inflicted on Japanese aircraft by P-400's alone during the Cactus operation in question were estimated as five (5) Zero type fighters. He further states:

a. This does not give the complete picture in view of the fact that P-400's were supported in the above action by F4F4 fighters operating from above.

b. That the losses reported were all incurred purely as a result of enemy action.

4. Available operations reports do not indicate date on which operation referred to took place. However, bagging of five Zeros by Sixty Seventh Squadron at Cactus was reported as on or about September 2, (see radio #2047 from New Caledonia, September 5th; CM-IN-2247, 9/6/42) and subsequent to August 23d, the date on which the last of 15 P-400's were flown to Cactus.

U.S. Army Air Forces
SEP 1942
AAG Received

SEP 19 1942
A.M.D. - SEC. AAF

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

DECLASSIFIED

WALTER C. SWEENEY, JR.,
Colonel, A. C.,
[illegible]e, Theater Group, OD-WDGS.

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DOD Dir.
By [illegible] Date 9/10/76

Operation of P-400 Aircraft in Cactus Area.

LSK:[illegible] 6871

1. AFDAS AFAEP 1942
AFABI 9-22
AFMAS
(in turn)

The attached memorandum is forwarded for you to note and then to the Air Adjutant General to file.

Encl: Secret Memo for CG, AAF
from Gen. Handy, OPD, subj. as above.

L. S. KUTZE,
Brig. Gen., U. S. A.

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Mr Gray
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By [illegible] Date [illegible]

Operation of P-400 Aircraft in Cactus Area.

2 AFAEP AFABI 9-23 OAA:dms 5833

1. Noted.

O. A. ANDERSON,
Colonel, G.S.C.

Incl: n/c

3. AFABI AFAEG 9-24 GBR:lh 4700

1. Noted.

EDGAR P. SORENSEN,
Colonel, G. S. C.

1 Incl. n/c

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Dec. 9/16/70

ANPD-42.

AFDAS LSK:pfp 6371

1 AFDAS AFAEP 1942
9/19

1. After a telephone conversation between General Deane and the undersigned, it is desired that action be taken on the inclosed paper substantially as follows:

"Memorandum for Secretary, Joint Chiefs of Staff:

ANPD-42, one copy of which is inclosed herewith, includes a statement of the number of airplanes by type required for the operational needs of the Army and the Navy in 1943. This study is forwarded for transmission to General Burns in accordance with your memorandum of September 16th.

It is suggested that General Burns be informed that this study is the result of the directive from the President, set forth in Part I in the study, and that it has been forwarded by the Chief of Staff to the Joint Staff Planners. General Marshall has also instructed this Headquarters to add to this study the requirement for airplane spares.

Both the Joint Staff Planners and this Headquarters are working on the study. Our addition of spares will result in a material increase in airplane requirements, especially in the long-range categories."

2. An additional copy of ANPD-42 can be obtained from the Air Adjutant General or from Colonel Ball.

Incl.
Memo for Gen. Arnold
frm Gen. Deane 9/16/42.

L. S. Kuter,
Brigadier General, U.S.A.

452.1
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SEP 19 1942
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Mr Gray
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DOD Ltr.
30 June 1974
Dir. Date 9/16/76

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Inclassified — By Command of the Chief of Staff
W. L. Corgan
CWO USAF
13 Sep 48

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

WDCSA 452.1 (9-17-42)

September 17, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Requirements for Air Ascendancy.

There is inclosed a copy of the request that the Joint Planners give further consideration to the report submitted to the President, "Requirements for Air Ascendancy."

It is desired that the Commanding General, Army Air Forces, prepare for Presidential approval a revised production and development program to meet the estimated deployment date when such date has been determined by the Joint Staff Planners. This program should include the spare parts requirements necessary for such a program.

Chief of Staff.

Incl.

To - Gen Kuter
Get action
started

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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Office, C. G., A.A.F.
SEP 18 1942
Received

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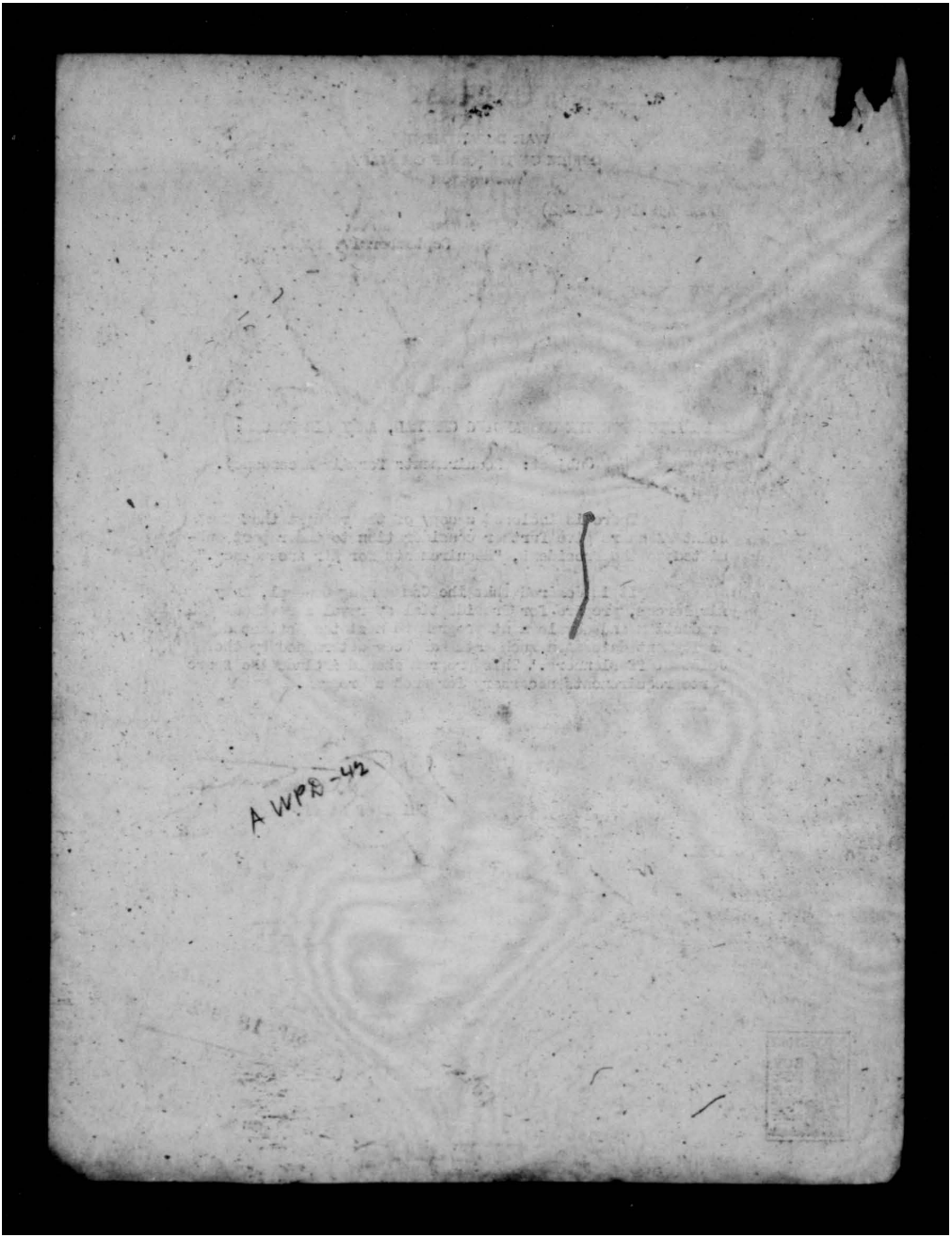

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Jan 1 20 June 1974
By [illegible] Date 7/10/86

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WDCSA 452.1 (9-17-42) September 17, 1942.

MEMORANDUM FOR THE SECRETARY, JOINT CHIEFS OF STAFF:

The attached report which has been submitted to the President presents what is considered the air requirements for complete air ascendancy over the enemy without regard to schedules of production possibilities or other competing military requirements.

It is requested that this report be referred to the Joint Planners for the further consideration contemplated in paragraph 3 of the President's directive based on these realities and the proper relationship of air power to the Navy and Ground Forces.

The attention of the Joint Planners should be invited to the fact that spare parts requirements have not been included in this study. These requirements should be reduced to equivalent airplanes and added to the total required. To meet the Presidential requirement of a second schedule based on the integration of other competing requirements, it is recommended:

a. That the study after spare parts requirements are added be accepted by the U. S. Chiefs of Staff as a goal for production development and deployment of United States air resources.

b. That the Joint Planners determine the approximate date deployment can be completed based on:

(1) Estimated availability of shipping under approved programs.

(2) Minimum essential deployment of Ground and Naval Forces under basic strategy as expressed in C.C.S. 91.

Chief of Staff.

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9 Jan & 20 June 1974
By: [illegible], Date: 7/10/70

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Requirements for Air Ascendancy.

LSK:cmc 6371

1.	AFDAS General Kuter	AFAMC General Echols	1942 9-18

1. Enclosed herewith are two papers which infer the approval as a target of the program set forth in AFPD-42. These papers require the computation of the spare parts requirements for addition to this study and, further, direct the Air Forces to be prepared to prepare for Presidential approval a revised production and development program.

2. Of all matters under consideration in the War Department, General Arnold considers nothing more important than this one.

3. It is directedthat direct liaison be established with the Joint Staff Planners and that further requirements on the Air Forces for data on this subject be met by your Command at the earliest possible dates.

L. S. KUTER
Brig.Gen., U. S. A.

Incls: Secret memo for the CG,AAF, frm Chief of Staff, dtd 9-17-42, Subj: Requirements for Air Ascendancy, w/incl: copy of memo for the Sec'y,Joint Chiefs of Staff, frm Chief of Staff, 9-17-42, WDCSA 452.1(9-17-42).

Copies to:
AFAAP,
AFASI,
AFACT,
AFADS,
AFAEP,
AFDMR,
AFCAS.

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Jan 20 June 1974
By: [illegible] Date: 9/10/76

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Destroyer Escort Flames.

[illegible]
[illegible]

1/ AFCAS Director 1942 of 9-16 Military Requirements.

1. General Arnold desires that you read enclosed papers very carefully and then discuss with General Echols. A recent R&R was written to you on this subject.

Incls: Tech.Report No.[illegible](Br.GenLyon)
[illegible]-17(Maj.Hitchcock)
[illegible]-24(Maj.Hitchcock)
Memo to Gen.Arnold from General Spaatz 8-21-42

Dispatched
SEP 17 1942
AAG

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

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Mr. Gray

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DOD ltrs.
Date 9/10/76

Status of Aircraft in Modification Centers.

WHE:ck 6116

1 AFACT AFMC thru AFCAS 1942 9-15

1. This Division has been advised that the format of the attached report was directed by AFACC.

2. It is recommended that another column be inserted to indicate the backlog of airplanes from production awaiting modification.

ROBERT W. HARPER
Colonel, G. S. C.

Incl:
Chart for Week End. 9/13/42
subject as above.

452.1

WHE:JT 5365

2 AFCAS AFMC 1942 9-17

1. Inviting attention to Item #1.

2. What is the distribution list of this paper?

Incl.
n/c

WILLIAM E. HALL
Colonel, G. S. C.

Dispatched
SEP 18 1942
AAG

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DOD Dirs.
By [illegible] Date 7/18/06

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Status of Aircraft in Modification Centers.

452.1 (579)

6 AFCAS -AFMSC 10-10 MAL/lmm 52b6

1. For advancement of your reasons as to why the recommendation of AFACT should not be effected as stated in paragraph 2, item #1, namely by adding another column to the weekly chart.

2. Every effort should be made to keep the number of reports required down to a minimum.

Dispatched
OCT 10 1942
AAG

M. A. LIBBY,
Lt. Col., G.S.C.

Incl.
n.c.

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DOD ltrs
8 June & 20 June 1974
By [illegible] Date 9/10/76

Status of Aircraft in Modification Centers

MAL:JT 5265

8 AFCAS AFMSC 1942
10-11

For necessary action to incorporate the desired information in future modification Center reports.

Dispatched
OCT 12 1942
AAG

MILLARD A. LIBBY
Lt. Col., S. S. C.

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] Date 7/6/76

Replacement of A-29's to China and Britain.

3 CONTINUED 9/11

4. It is recommended that the China request for replacement A-29's be considered as an added demand on the Munitions Pool controlled in Washington and the matter submitted to the NSC (Air) for consideration as to allocations from production.

ROBERT W. HARPER
Colonel, Air Corps

Incl. n/c

[illegible] 71109

4 AFAEP AFAMC 9/14
thru
AFCAS

1. This Division concurs in recommendations contained in Item 1 and also in Item 3, para. 3 and 4.

O. A. [illegible]
Colonel, G.S.C.

Incl. n/c

[illegible] 5[illegible]

5 AFCAS AFAMC 1942
(Col. Longmead) 9-17

Has decision been made yet concerning continuation of A-29 production?

Incl. n/c

WILLIAM E. HALL
Colonel, G. S. C.

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DOD ltrs.
20 June 1974
Dec. Date 9/10/70

Replacement of A-29's to China and Britain

452.1 (578)

WEB:JT 5265

5 AFCAS AFADE 1942 (Col. Longmead) 9-17 Has decision been made yet concerning continuation of A-29 production?

Dispatched
SEP 17 1942
AAG

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cv

Incl.
n/c

WILLIAM E. HALL
Colonel, G. S. C.

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DOD ltrs.
6 Jan & 20 June 1974
By [illegible] SC, Date 9/10/76

Replacement of A-29's to China and Britain

WHR:JP 5265

7 AUGUST Col. 1942 Inviting attention to Items #1, 2, 3, and 4,
Approved, 9-22 of this R & R.
[illegible]
[illegible]
[illegible] Incl. WILLIAM E. HALL
[illegible] n/a Colonel, G. S. C.

Dispatched
SEP 23 1942
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By DRORE LC; Date 9/6/70

Aircraft Situation Report

[illegible] 5[illegible]

1 AFCAS AFSNE 1942
9-17

For necessary action.

1 Incl.
Ltr 8-26-42 fr Air
Officer, HDC w/1 Incl.
and 4 Inds.

WILLIAM R. [illegible]
Colonel, G. S. C.

Dispatched
SEP 17 1942
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DOD ltrs.
Dec. 6, 20 June 1974
By [illegible] Date [illegible]

Aircraft Situation Report

MAL/imm 5246

1 AFCAS AFABI 1942 10-4

For indication as to whether or not the information requested in the basic communication should be furnished by the Director of Statistical Control.

M. A. LIBBY,
Lt. Col., G. S. C.

8 Incls.
basic com. to Tech Exec, Mater Center, Wright, fr Eastern Defense Comd, dated 8/28/42 with 1 incl.-copy Aircraft Situation, 5/31/42

6 Incls.

452.1 (577)

Dispatched
OCT 4 1942
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DOD ltrs
By [illegible] LC, Date 9/10/76

Aircraft Situation Report

MAL/imm 5246

1942

1 AFCAS AFABI 10-4

For indication as to whether or not the information requested in the basic communication should be furnished by the Director of Statistical Control.

M. A. LIBBY,
Lt. Col., G.S.C.

8 Incls.
basic com. to Tech Exec, Mater Center, Wright, fr Eastern Defense Cmmd, dated 8/28/42 with 1 incl.- copy Aircraft Situation, 5/31/42

6 Inds.

452.1 (577)

AFABI GBR:am 71092

2 AFABI AFCAS 10-5

1. The form SC-1 is believed to have been evolved only for the official information and use of those agencies within the War Department whose official duties require a knowledge of the information contained therein. Its content matter is such that wide spread dissemination is distinctly undesirable.

2. It is recommended that the request of the Eastern Defense Command and First Army Be disapproved.

EDGAR P. SORENSEN
Colonel, G. S. C.

Incls: n/c

MAL/imm 5246

3 AFCAS AFABI 10-6

For preparation of 7th indorsement to the basic communication for signature of Deputy Chief of the Air Staff, in consonance with your item #2 above.

Dispatched
OCT 7 1942
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M. A. LIBBY,
Lt. Col., G.S.C.

Incl.
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6 Jan & 30 June 1974
By [illegible] Date 9/10/76

452.1 (577)

MAL/imm 5246

5 AFDAS AFDMC 10-9

General Kuter desires that the attached proposed 7th Ind. be rewritten so that it will be addressed correctly to The Air Officer, EDC and First Army. He further desires that the indorsement so prepared be signed by Colonel Gates in his capacity of Director of Management Control. The body of the indorsement as now written is approved.

Dispatched
OCT 9 1942
AAG File

M. A. LIBBY,
Lt. Col., G.S.C.

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000 ltrs.
30 June 1974
LO, Date 7/1/06

Allocation of Fighter Aircraft.

AFDAS
LSK:pfp 6371

1 AFDAS AFACT 1942
9/14

The following directive governing the procedure to be applied in the allocation of aircraft from this date until further orders, is published in confirmation and extension of the oral directive issued by the Commanding General in a conference in his office on September 11, 1942. That conference was attended by all personnel involved with the allocation of fighter type aircraft. The directive issued orally that date pertained to fighter aircraft only. That directive will, however, be applied with equal force to the allocation of all aircraft excluding at this time only the A-20 types of airplanes.

1. The present procedure of allocating the first airplanes manufactured each month until the requirements of any single activity or agency have been met, will be discontinued. Aircraft will be allocated in the smallest practicable blocks (single airplanes when feasible) to all of the agencies or activities involved, and in the ratio of the intended total allocation of the anticipated output for the month.

2. As an example of the application of this policy, the following illustration is cited:

It is anticipated that the output of fighter airplanes for the next month will be 800 airplanes.

These airplanes are intended to be distributed as follows:

400 for augmentation and attrition in fighter units equipped with American aircraft in the principal theater.

100 to Russia
100 to the British
200 to other United States activities (Zone of Interior, attrition in minor theaters, augmented strengths in minor theaters, etc.)

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ei 9/15/42

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Mr Gray
Air AS 452-1 (573)

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Allocation of Fighter Aircraft.

AFDAS
LSK:pfp 6971

1 AFDAS AFACT 1942
Comb. 9/14

In accordance with the policy set forth in Paragraph #1 above, the first 60 airplanes manufactured during the month should be distributed as follows:

40 for augmentation or attrition in principal theater
10 to Russia
10 to the British
20 to other United States activities.

It may be impracticable to allocate these aircraft in units as small as the units indicated above in the case of fighters. Such units shall always be kept as small as practicable, however, and the flow of airplanes from the factory to the using activities shall be in accordance with the ratio of the totals to be allocated.

2. Your particular attention is invited to the fact that a failure to manufacture the anticipated number of aircraft in any given month, under this procedure, shall result in a uniform reduction in the numbers of aircraft set up for all agencies or activities.

Cys to
AFCAS, AFDMR, AFRAD, AFREM.

L. S. Kuter,
Brig. General, U.S.A.

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DOD ltrs
5 Jan 5 20 June 1974
LC, Date 9/10/76

Availability of P-47 Group.

1942
1 AFRAD AFCAS 9/12

F/NG/mgs — 72429

It is noted in the report of General Stratemeyer's Staff Meeting of August 25 that General Stratemeyer announced that the first group of P-47's will be in service by the end of October. For your information, it is estimated that not over fifty-eight (58) operational P-47's will be available by the end of October and that the first group will not be fully equipped before November 10th at the earliest. It is doubtful if the first P-47 Group can be dispatched for service before the end of November.

GORDON P. SAVILLE,
Colonel, Air Corps.

---

2 AFCAS Commanding Gen. Materiel Command 1942 9-15

3373
GHS/hd

1. About a week ago Mr. Ralph Damon, President of Republic, in the presence of General Kuter and myself, stated to General Arnold that there would be a sufficient number of operational P-47's turned out by his factory to equip one group by the end of October.

2. It is desired that you attain over Mr. Damon's signature, a confirmation of that statement if deemed advisable or, if in your opinion one group of operational P-47's will be available by the end of October, that you so state hereon.

3. It is desired that every possible effort be made to prevent any slow-up on the production of operational P-47's.

452.1 (572)

Dispatched
SEP 16 1942
AAG

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

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Ci 9/16/42

M. Gray

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Cir ab 452.1 (572)

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DOD DIR.
By [illegible] Date 7/10/76

Availability of F-47 Group

RCWR/hk 5246

4. CAS RAD 9/18 1. See Item No. 3 above.

Dispatched
SEP 19 1942
AAG File

GEORGE E. STRATEMEYER
Major General, U. S. A.

452.1 (572)

See aa & 370.5 (329)

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Avials 452.1 (572)

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DOD Ltr
By [illegible] Date 9/16/76

Availability of P-47 Group

GPS:sjp 71715

5 5. AFRAD AFCAS 1942 9/25

1. Information contained in Item No. 3 is noted. It is presumed that the expedition of operational P-47's is a result of personal arrangements with Mr. Ralph Damon. The statements made in Item No. 1 by this Directorate were based upon latest available Materiel Command estimates - RM 80, dated August 31, 1942. This document indicates that sixty-nine (69) "operational" P-47's should be delivered during the month of October, and one hundred fourteen (114) during the month of November. The term "operational" is applied to the 231st and subsequent articles to be produced by the Republic Factory, in accordance with advice of the Materiel Command.

2. A great deal of impetus has been put behind the effort to get the first P-47 Fighter Group into action. The P-47 airplane has been rather extensively advertised as being America's answer to the fighter plane problem. So far, it has failed to live up to that advertising. The first P-47 modified to enable it to participate in combat is shortly to be flown. It is essential that the first three of these "operational" airplanes be delivered to the Air Force Proving Ground, Eglin Field, immediately upon completion so that a quick and comprehensive test may be made in order that we may know whether the model has at last been made suitable. Assuming that it proves operational, these three airplanes should immediately be sent to the Fighter Command School, so that suitable tactics may be devised to fully exploit the airplane's potentialities. These tactics must be transmitted to the 56th Group, which is scheduled to be the unit to first use these airplanes in combat. It is not important for this unit to have attained a high degree not only of general training but of specialized knowledge of this particular airplane because of the attention which will be focused upon it in the early stages of its employment.

3. The current "unit schedule" published by AFROM, September 14, lists the departure date of the 56th Group as December 15. Consideration of all the factors involved, as

(continued)

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Availability of P-47 Group (Continued)

5. (Continued) indicated above, indicates the inadvisability of advancing this date. It is requested that all efforts to advance the date of dispatch of the first Group equipped with operational P-47's be resisted.

GORDON P. SAVILLE,
Colonel, Air Corps.

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3 AWAS 45211 (592)

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Availability of P-47 Group

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ASSIFIED
AD IDS
30 June 1974
Date 9/10/77

MAL/hh 5265

6. AFCAS AFACT 9/25
AFAEP
AFDMR AFROM
MMAT AFRAD
(in turn)

1. The comments of AFRAD have been noted.

2. Unless an unforeseen turn transpires in the existing tactical situation, no unit equipped with P-47 type airplanes will be dispatched for overseas assignment in an active theatre prior to December 15, 1942, the date now scheduled for departure of the 56th Fighter Group.

MILLARD A. LIBBY
Lt. Colonel, A.C.

4521 (572)

Carried by CAS

File
9/26/42

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD ltrs.
Incl. & 20 June 1974
LC; Date 9/18/78

File No. [illegible]

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

WD 1039

Tally No. AAF Case 718

SUBJECT: Comparative Performance of P-39D, P-40E, and F4F Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	AFDAS	AFRAD	1942 9/9	AFDAS LSK:pfp 6371 1. It is desired that a radiogram to General Harmon be prepared based on the inclosed memorandum dated September 5, 1942. General Harmon has reported by radio the superiority of the F4F4, and his objections to the employment of P-39's. General Arnold is unable to understand this objection based on the performance data at hand. L. S. Kuter Brig. General, U.S.A. Incl. Memo for Gen. Arnold frm Gen. Echols 9/5/42 subj. Comp. Perf. of P-39D, P-40E and F4F airplanes.
2	AFRAD	AFDAS	1942 9/11	F/FHG/MGS — 72429 1. In accordance with verbal instructions, no radiogram has been prepared for transmission to General Harmon. 2. A copy of an R&R to AFAMC is attached for your information. A copy of the reply will be furnished. 2 Incls: 1 Incl. added: Incl. #2, cy R&R as above with 1 incl. GORDON P. SAVILLE, [illegible] Colonel, Air Corps,
3.	DAS	MAG	9/14	RCWB/hk 5246 1. Noted. 2. Please file. R. H. HARPER Major, A. C. Incl: n/c

Eq. Army Air Force
SEP 14 1942
AAS Received

452.1 (571)

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V-6071, AF. Rev. 8/16/41

Page No. - 1

1039

SECRET Cir. Ltr. 452.1 (571)

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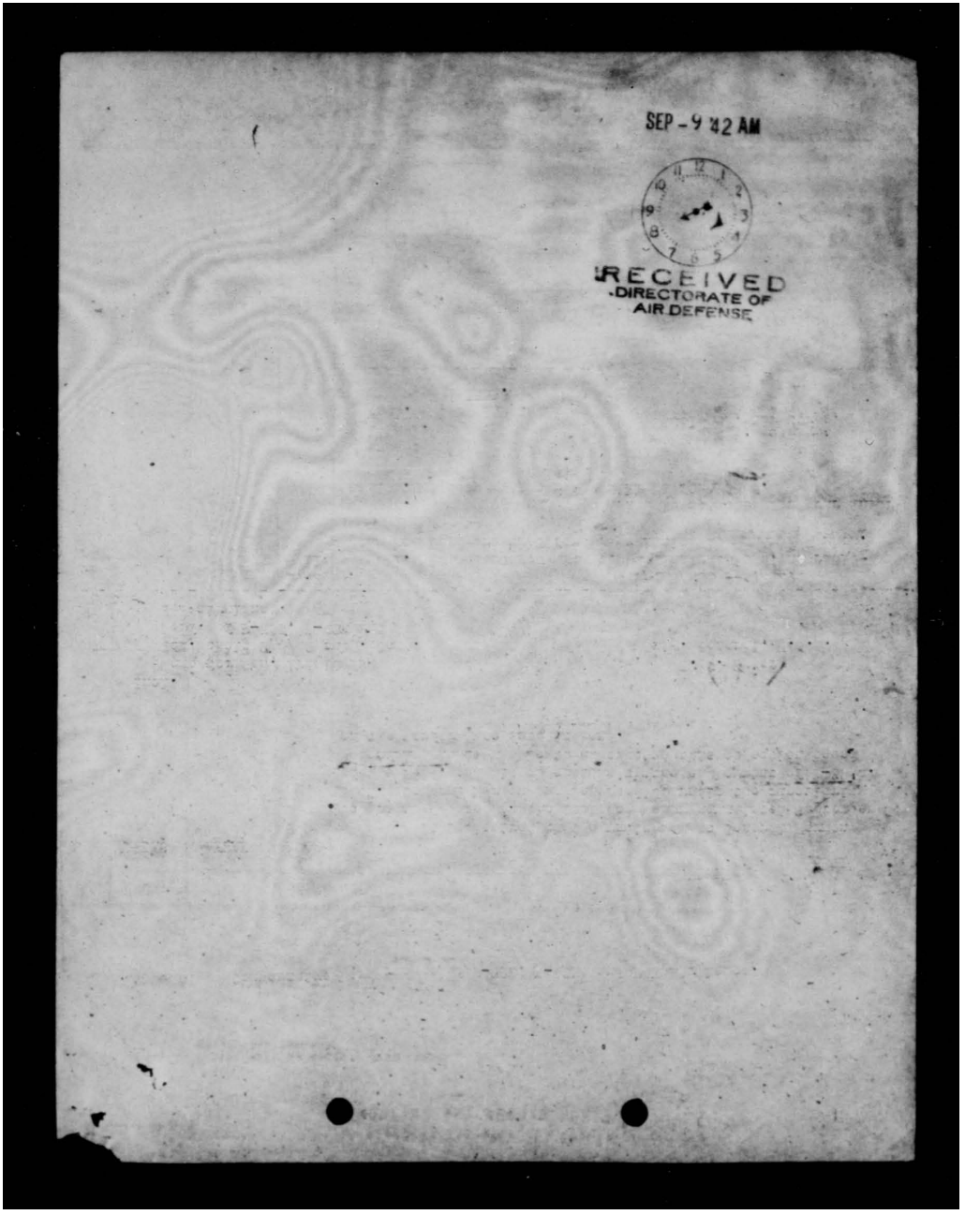

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DOD ltrs
[illegible] June 1974
By [illegible] Date 9/10/76

Comparative Performance of P-38B, P-40E, and P4F Airplanes.

AFDAS
LEX:pfp 6871

1 AFDAS AFRAD 1942 9/9

1. It is desired that a radiogram to General Harmon be prepared based on the inclosed memorandum dated September 5, 1942. General Harmon has reported by radio the superiority of the P4F4, and his objections to the employment of P-38's. General Arnold is unable to understand this objection based on the performance data at hand.

Incl.
Memo for Gen. Arnold frm
Gen. Echols 9/5/42 subj. Comp.
Perf. of P-38B, P-40E and
P4F airplanes.

L. S. Kuter
Brig. General, U.S.A.

F/PRG/NGS — 72429

2 AFRAD AFDAS 1942 9/11

1. In accordance with verbal instructions, no radiogram has been prepared for transmission to General Harmon.

2. A copy of an R&R to AFAMC is attached for your information. A copy of the reply will be furnished.

2 Incls:
1 Incl. added:
Incl. #2, cy R&R as above
with 1 incl.

GORDON P. SAVILLE,
Colonel, Air Corps,

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Air AD 452.1 (57)

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September 5, 1942.

MEMORANDUM FOR: The Commanding General Army Air Forces

Subject: Comparative Performance of P-39D, P-40E, and F4F Airplanes.

1. As per your verbal request, herewith is comparative performance of subject airplanes:

High Speed at Critical Altitude.

a. P-39D 368 mph at 13,800 feet.
b. P-40E 342 mph at 12,500 feet.
c. F4F4 316 mph at 19,400 feet. Rate of Climb - 1,400 feet per minute.

High Speed at 20,000 feet. (Extrapolation from actual performance curves)

a. P-39D 360 mph at 20,000 feet. 740 bhp throttle open and mixture for best power. Rate of Climb - 1,300 feet per minute.
b. P-40E 332 mph at 20,000 feet. Rate of Climb - 1,340 feet per minute.
c. F4F4 314 mph (from c. above) Rate of Climb - 1,380 feet per minute.

Gross Weight

a. P-39D 7,525 pounds.
b. P-40E 8,252 pounds.
c. F4F4 7,489 pounds overload.

Fire Power

a. P-39D One 37 millimeter cannon with 30 rounds. Two synchronized .50 caliber with 200 rounds per gun. Four free firing .30 caliber with 1,000 rounds per gun.
b. P-40E 6 free firing .50 caliber with 235 rounds per gun.
c. F4F4 4 .50 caliber guns with 200 rounds per gun normal. 6 .50 caliber guns with 235 rounds per gun overload.

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Incl #1

AG AO 452.1 (571)

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Gasoline Supply

a. P-39D 120 gallons built-in. Equipped to accommodate 75 gallon or 150 gallon auxiliary droppable tank.

b. P-40E 144 gallons built in. Accommodates either 75 gallon or 150 gallon auxiliary droppable tanks.

c. P4F4 Normal built-in capacity 110 gallons. Overload 144 gallons. Equipped to accommodate two 50 gallon auxiliary droppable tanks.

144
100
244

O. P. ECHOLS
MAJOR GEN., U.S.A.
COMMANDING GENERAL
MATERIEL COMMAND

Wing Loading: F4F4 28.5
P-39 36

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DOD ltrs
6 Jun & 20 June 1974
By [signature] Date 7/18/76

Performance Data.

1942
1 AFRAD AFAMC 9/11
Thru:
AFDMR

F/FHL/mgs — 72429

1. The information shown in the attached paper has been extracted from page 9, Materiel Command Consolidated Statistical Report, Section VI, Airplane Characteristics and Performance, dated July 31, 1942.

2. Since these performance figures are contained in an official publication it is assumed that they are accurate and the date of publication indicates they are relatively current. If these particular figures differ from actual performance figures it may be assumed that all characteristic and performance figures require study.

3. It is requested that this Directorate be informed as to the accuracy of this data.

4. In case no revision of data is required it is believed that the form of presentation must be made more comprehensive so as to permit direct comparison of all fighter aircraft from sea level to service ceiling. This Directorate is now preparing a form which will be submitted in the near future indicating those items of characteristics and performance which must be clearly presented in order to permit accurate comparisons to be drawn.

1 Incl:-
Data fr Mat. Comd
Rpt as listed above.

GORDON P. SAVILLE,
Colonel, Air Corps.

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Incl #2

-1-

~~SECRET~~ Air AG 452.1 (571)

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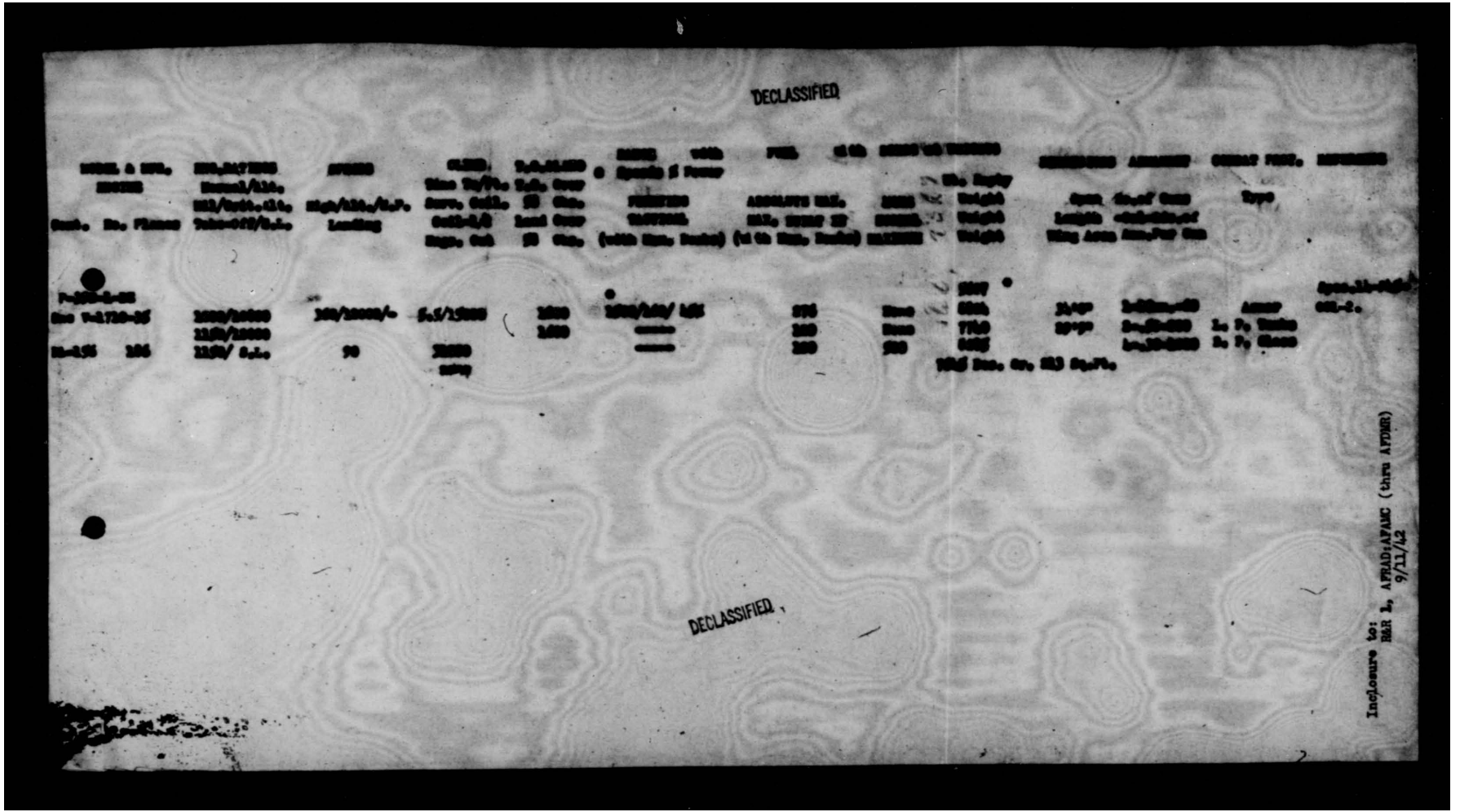

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By [illegible] LC Date 7/18/70

7/18/42

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND
WASHINGTON

SEP 18 1942

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Fighter Development.

1. Reference your memorandum dated September 12, 1942, above subject, the following information on the status of 75 mm. airplanes is submitted in the order in which they will be available:

a. Douglas B-25C (modified medium bomber type):

This project consists of the modification of the nose section of a B-25C. The 75 mm. gun will be manually loaded from a position aft of the pilot's seat. The gun is secured to the floor structure of a tunnel leading to the bombardier's compartment. The present B-25 nose is to be replaced by a removable nose section permitting the gun to project beyond the surface of this section, eliminating the blast tube. Test firing of this gun is to be conducted with the gun and nose section of the airplane mounted on the same test frame used by Douglas on the XA-26B. After test firing it is intended to assemble this nose section as part of the airplane. Test firing is scheduled for September 16, 1942. The 75 mm. gun, which is actually to go in the airplane, is to be shipped to the contractor on October 1st ready for firing. Estimated first flight on October 15, 1942.

452.1

526

Armament ..... 1 - 75 mm. - 20 rds.
2 - .50 - 300 rds. - Fx. - nose
1 - .30 - 600 rds. - tail
4 - .50 - 400 rds. - Fl. (present B-25C turrets.)

High Speed at
Critical Altitude .. 300 mph @ 16,800 ft.

Service Ceiling .... 24,000 ft.

Time to Climb ..... 5-1/2 minutes to 10,000 ft.

Noted

b. Douglas XA-26B (modified light bomber type):

Proof firing of the 75 mm. installation in a test nose section of a fuselage was completed in June with no indications of adverse gun blast

10/5/42 file

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effect on the airplane structure. First flight scheduled for December, 1942. Five-hundred (500) units on production contract.

Armament ..... 1 - 75 mm. - 20 rds.
2 - .50 - 200 rds. - Fl. - lower turret
2 - .50 - 200 rds. - Fl. - upper turret (to supplement fwd. fire)

High Speed at Critical Altitude .. 364 mph @ 17,000 ft.

High Speed @ S.L. .. 330 mph

Service Ceiling .... 25,700 ft.

Time to Climb ..... 4.8 min. to 10,000 ft.

Rate of Climb ..... (S.L. - 2800 f.p.m.
(5000 - 2300 f.p.m.
(10,000 - 1900 f.p.m.
(15,000 - 1650 f.p.m.

c. Curtiss-Wright XP-71 (Fighter Type):

Twin-engine - Pratt & Whitney X-Wasp, dual rotation pusher props, tricycle landing gear, gross weight - 35,670 lbs.

Contract approved March 6, 1942. Contract delivery date for first article, December, 1943. Two on contract. The Ordnance Department has test fired the 75 mm. gun for this airplane and is shipping the gun, mounting, and equipment to the contractor the latter part of this month. This equipment is to be installed in a nose section firing mockup, after which the entire installation is to be shipped to Aberdeen for check firing.

Armament ..... 1 - 75 mm. - 20 rds.
2 - 37 mm. - 60 rds. - nose

High Speed at Critical Altitude .. 428 mph @ 25,000 ft.

Service Ceiling .. 37,000 ft.

Time to Climb ..... 12 min. to 25,000 ft.

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Memorandum for General Arnold
(cont'd.)
Subject: Fighter Development.

Rate of Climb ..... S.L. - 900 f.p.m.
5,000 - 2700 f.p.m.
10,000 - 2660 f.p.m.

d. Beech XA-38 (Destroyer Type):

Twin-engine - Wright Cyclone R-3350, twin rudder, gross weight - 27,000 lbs.

This airplane is being procured as a result of conference held in the Office of Director of Military Requirements, August 14, 1942, at which decision was reached to negotiate with Beech for the procurement of two (2) 75 mm. destroyer airplanes. The contract is being negotiated at this time. The first article is scheduled to fly in October, 1943.

Armament ..... 1 - 75 mm. - 20 rds.
2 - .50 - 300 rds. - fx. - nose
4 - .50 - 200 rds. - fl. - (360° fire)

High Speed at
Critical Altitude .. 371 mph @ 18,000 ft.

High Speed @ S.L. .. 320 mph

Service Ceiling .... 31,000 ft.

Rate of Climb ..... S.L. - 2400 f.p.m.

O P Echols
O. P. ECHOLS,
Major General, U. S. A.,
Commanding General,
Materiel Command.

Incl.
cy ltr to Gen Spaatz from Gen Arnold 9/12/42
cy memo for Gen Echols from Gen Arnold

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A-1138

Air AD 452.1 (566)

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC, Date 9/16/76

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COPY

September 12, 1942

Major General Carl Spaatz
Commanding General, 8th Air Force
London, England

Dear Tooey:

In connection with your Cablegram #263, I have sent a memorandum to General Echols, copy attached. I should get some information from him that will enable me to know what steps to take next. In the meantime, I will hope that you will continue to send me your ideas so that we can have the best information available at all times to guide us in our developments.

Kindest personal regards.

Sincerely,

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

Incl:

Cy. memo. to Gen. Echols.
9/12/42, frm Gen. Arnold, re
"Fighter Development".

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September 12, 1942

MEMORANDUM FOR GENERAL ECHOLS:

Subject: Fighter Development.

Recent information received as a result of actual experience in combat indicates quite definitely the necessity for some long range free thinking with regard to development of fighters for the future. It is my opinion, and apparently that of many others, that the ability of the B-17 to "take it" came as a distinct surprise to the Germans. There is also no doubt in my mind that it won't be very long before they create a "fortress destroyer" of some type or another.

It is also very obvious that it won't be long before the Germans themselves build a flying fortress of their own, heavily armored and armed, which we will have to knock out of the skies. Our first endeavors to secure a fortress destroyer were with the airplane now being built by Douglas, armed with a 75 mm. gun. I am not so sure that that airplane is getting along as fast as it should or has been guided from the tactical viewpoint.

The above ideas are confirmed by cablegram received this date from General Spaatz.

I would like to have you bring me up to date with regard to the 75 mm. plane, outlining its performance at various altitudes and giving me its characteristics, together with any information which you may have as to when it will be available for its flight tests.

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

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By [illegible] Date 7/10/70

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Report on Status of Long Range Aircraft.

JFW:a 2642

1. AFTAI AFDAS 1942 9-12

1. Reference is made to report on the above subject from this office dated 8/27/42. The attached letter from Consolidated Aircraft Corporation is forwarded in connection with this report and for file therewith.

2. It will be noted in paragraph 2 of attached letter that concern is exhibited relative possible increase in gross weight of the airplane because of additional armament and equipment. It will be noted in paragraph 4 that the prototype airplane is expected to fly in May 1944 at the present rate of progress. This date will undoubtedly be influenced by the extent of changes involved because of additional armament and equipment.

JOHN F. WHITELEY,
Colonel, Air Corps.

1 Incl.
Ltr 9/8/42 frm Cons
Aircrft Corp

452.1 (570)

EPS/bk 73691

2. DAS Thru DMR 9/15 to ADS

1. To be noted and attached to an earlier paper on same subject.

Dispatched
SEP 16 1942
AAG

Incl: n/c

E. P. STREETER
Major, G. S. C.

File
ci 9/16/42

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DOD ltrs.
8 Jan. & 30 June 1974
By: [illegible] Date: 9/16/76

Airplane Summary (Preliminary Report).

1. A-4
1 AFRAS AFMSC 1942
thru 9/12
2. AFRME

AFRAS
LSK:pfp

1. It is believed that the inclosed report was forwarded to the Commanding General by the Materiel Command.

2. This is forwarded for notation, comment if desired, and for necessary action if any, by the Director of Statistical Control through the Director of Management Control.

452.1 (568)

Incl.
Conf. Rpt. Subj: Airplane Summary, Aug. 1942.

L. S. Kuter,
Brig. General, U.S.A.

Dispatched
SEP 14 1942
AAG

File
ci 9/14/42

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DOD Ltrs.
Dec. 20 June 1974
By [illegible] DC, Date 7/8/76

September 18, 1942

5132 Major Lint
Maj. P. S. Emrich

Col. Hugh J. [illegible]
Sperry Gyroscope Co., Inc.,
Manhattan Bridge Plaza,
Brooklyn, New York.

Dear Hugh:

Reference your letter of September 6, the Army Air Forces will make available to the Sperry Gyroscope Company on loan one (1) Boeing 247 for the conduct of research in your instrument development program.

You will be notified by the Material Command of the Army Air Forces as to when this plane will be available for delivery to your company.

Sincerely yours,

Dispatched
SEP 18 1942
AAG Yale

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

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Dak
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Gr. Sys.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Met. C.
A. S. C.
F. C.

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Air AS 452.1 (564)

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SPERRY GYROSCOPE COMPANY, INC.

Manhattan Bridge Plaza
Brooklyn, N.Y.

September 8th, 1942

Major General Geo. E. Stratemeyer
Chief of Air Staff
Headquarters, Army Air Forces
Washington, D. C.

Dear George:

Attached hereto are two papers which set forth the necessity for additional aircraft in Sperry's Flight Department if current work for the Air Corps and the Navy is not to be seriously interfered with.

It occurs to me that you might like to have your staff check this over and recommend to General Arnold the action, if any, that can be taken.

Sincerely,

M. J. KNERR

Encls.
2 Secret
(cy not made for A-3)

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SPERRY GYROSCOPE COMPANY, INC.
MANHATTAN BRIDGE PLAZA
BROOKLYN, N. Y.

BRANCH OFFICES
SAN FRANCISCO
SEATTLE
LOS ANGELES
CLEVELAND
NEW ORLEANS

TELEPHONE
CUMBERLAND 6-5600

CABLE ADDRESS
SPERRYGYRO

September 8th, 1942

Major General George E. Stratemeyer
Chief of Air Staff
Headquarters, Army Air Forces
Washington, D. C.

Dear George:

Attached hereto are two papers which set forth the necessity for additional aircraft in Sperry's Flight Department if current work for the Air Corps and the Navy is not to be seriously interfered with.

It occurs to me that you might like to have your staff check this over and recommend to General Arnold the action, if any, that can be taken.

Sincerely,

H. J. Knerr

Encls.
2 SECRET

Air Ctr 1452, 561

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INTER-OFFICE

SPERRY GYROSCOPE COMPANY, INC.

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1974
By [illegible] Date 9/10/76

NO. & FILE 5240

TO Col. Hugh J. Knerr

DECLASSIFIED

FROM C. A. Frische

DATE September 2, 1942

SUBJECT

~~SECRET~~

1. Attached is a copy of the airplane program ahead of us for the next year or so as presented to our Board of Directors in justification for the purchase of a new airplane. The report is rather long but quite complete, and you will notice that we have a rather full flight schedule planned and could justify two airplanes. In the appendix of the report, you will also find one page of general flight statistics for the month of June and July 1942 concerning the operations of this department. You will note that we derive a considerable number of flying hours per airplane considering that installations have to be made and removed between successive flights.

2. The new airplane which we desire to purchase must be one which is satisfactory for automatic instrument landing, since it is our plan to devote about fifty percent of this airplane's time to that project. The remainder of the flight time will be divided among projects as noted in the appendix of the attached report. You will notice they are quite numerous and all quite important.

3. Some of these projects, as for example the A-6 pilot, are on a Wright Field contract. Should we so desire, we could obtain almost immediately a contract for any number of the others as for example automatic instrument landing, several of the remote compass systems such as the flux valve, and A-5, S-1 bombsight glide attachments.

4. A considerable amount of the work is also connected with product improvement. For example, the electric servo work listed in the appendix points toward removing the bottleneck which we now encounter in hydraulic servos. It might be said that our Lockheeds are available for most of this work. That is not true for the following reasons:

5. Both Lockheeds are now converted to carry Radar equipment, that is plastic noses have been added. The flight schedules for this Radar equipment are so crowded and overlap so much that these airplanes will be inaccessible for any other work for probably the next year. Furthermore, the Lockheeds are not suitable for experimental work on automatic instrument landing since they have decided ground-looping tendencies.

6. The other two airplanes, namely the Stinson and the Bellanca, are not big enough. A list of suitable airplanes for our needs considering landing characteristics and ruggedness of landing gear, plus adequate cabin space are as follows:

Boeing 247D
DC-2
DC-3
B-18

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Air AD 452.1 (564)

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SPERRY GYROSCOPE COMPANY, INC.

NO. & FILE 5240

TO Col. H. J. Knerr

FROM C. A. Frische

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DATE September 2, 1942

SUBJECT Page 2

The order in which they are named is not significant except that the three Douglas airplanes are probably more desirable than the Boeing, since the generator size on the Boeing engines is limited to 50 amperes. For some time we have been considering the purchase of a 247D Boeing in our own minds with particular regard for the one at present owned by the Celanese Corporation. However, it was not apparent until two weeks ago that our schedule was so crowded that action would have to be taken immediately. As a result of this, the attached report was prepared and presented to the Sperry Board of Directors for approval. We obtained approval to spend $41,000 for this airplane.

7. We approached the Celanese Corporation and were informed that they were no longer in a position to negotiate with us concerning the sale of this airplane since it was at the moment being taken over by the C.A.A.. We contacted the C.A.A. officials here in New York and were told that this airplane was being assigned to the director of Federal Airways, and that they would not consider our request at all. At the present writing, this airplane is still in the hangar at LaGuardia Field. We were not even given an opportunity to present our case and provide justification for our needs.

8. It might be said that the program as outlined in our appendix is not connected with very many specific government contracts and thus does not justify the purchase or loan of another airplane. Obviously that is not the case since there is widespread interest in government circles in many of these projects in cases where they know of them. The initiation of many of these projects comes as a result of our close contact with the operating services and our own flight experience where we have obviously a very definite need. A good many of these projects have to be flight tested during the early stages of experimentation so that we may determine their worth before too much time and effort is spent on them.

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C. A. Frische
Director of Flight Research

CAF:MEP

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INTER-OFFICE

SPERRY GYROSCOPE COMPANY, INC.

DECLASSIFIED
000 ltrs
8 Jan. & 20 June 1974
By [illegible] Date 7/10/76

NO. & FILE 5240

TO Mr. P. R. Bassett

FROM C. A. Frische

DATE August 21, 1942

SUBJECT Purchase of 2470 Boeing Airplane

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ALLOCATION OF PRESENT AIRPLANES

NX 28991 - This is the second Lockheed Hudson we purchased from the British last year. This airplane has a plastic nose and is used exclusively for Radar work. So far this airplane has been used exclusively by the group working on A.S.D. and A.I. for the Navy. Engineering difficulties on these projects have been such that these projects have not had over 10% of their required flight time. The following flight schedule is proposed for these projects:

Aug. 20 - Aug. 31	-	A.S.D.
Sept. 1 - Sept. 10	-	A.I.A.
Sept. 10- Oct. 10	-	A.S.D.
Oct. 10 - Nov. 10	-	A.I.A.
Nov. 10 - Dec. 10	-	A.S.D.
Dec. 10 - Jan. 10	-	A.S.F.
Jan. 10 - Feb. 15	-	A.S.D.
Feb. 15 - Mar. 15	-	A.S.F.
Mar. 15 - Apr. 15	-	A.I.A.
Apr. 15 - May 15	-	A.S.D.

The A.G.L. system will be ready for airplane installation about August 24. The A.G.L. tests should run to at least October 1.

Aug. 24 - Oct. 1 - A.G.L.

This flight schedule on A.S.D., A.I.A. and A.G.L. as submitted by the project engineers is optimistic by at least 100% since none of the men involved have had previous experience in putting equipment in airplanes. Past experience has shown that unforeseen installation difficulties and new problems due to unforeseen problems connected with flight of equipment have always and will continue to require airplane time much in excess of that predicted. It

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NO. & FILE 5240

TO Mr. P. R. Bassett

FROM C. A. Frische

DATE August 21, 1942

SUBJECT Page 2

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should be brought out at this time that this fact provides the biggest reason for maintaining adequate flying facilities of our own, since adequate installation and ground test time is not available in borrowed government craft.

NX 21771 - This airplane is at present in a 4-week lay-up for installation of a plexiglass nose and 200 amp. generator so that it may be used for B.T.O. B.T.O. will be ready to fly before this airplane is ready for flight.

Sept. 15 - Jan. 1 - B.T.O.

From Jan. 1 to Sept. 1, B.T.O. will require this airplane intermittently.

NX 15300 - Bellanca is devoted exclusively to instrument landing. This equipment will be delivered in September and flight tests will probably continue on until October. This airplane is owned at present by the instrument landing contract. If the proposed Boeing 247D is purchased, we plan to offer the Bellanca for sale to the government or a private agency in October or November and credit the instrument landing A.O., since this airplane is not suitable for experimental automatic landing. We paid $25,000. We should be able to sell it for $20,000. If the Boeing is not purchased, we will have to either purchase the Bellanca with our own funds or turn it over to the government on the instrument landing contract.

NC Boeing 247D (Proposed) - Upon acquisition of this airplane it is proposed to install the automatic blind landing project immediately. This project will take 50% of this airplane's flight time from Sept. to next June. The other 50% will

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NO. & FILE 5240

TO Mr. P. R. Emmett

FROM C. A. Frische

DATE August 21, 1942

SUBJECT Page 3

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be used for miscellaneous projects as listed in the appendix to this report.

NX 17114 - Stinson - This airplane will be used exclusively for A-4 pilot test, tracking flights for anti-aircraft and aircraft targets, and small instrument tests. These projects are too numerous to itemize. It is estimated that we will have at least 200 hours of such flight time for the next year.

Since the Bellanca was purchased last spring the Radar load on our airplanes has tripled. This has made necessary the addition of a plexiglass nose on the original Lockheed. These Radar projects will, to a large extent, remove the two Lockheeds from general test work such as is listed in the appendix. Due to the narrow landing gear, and single engine, and size, the Bellanca is not well suited for automatic blind landing. The Boeing is almost ideal (except for lack of tricycle landing gear) for automatic landing and also the general test work.

This Boeing airplane has been appraised by the government and may be taken over any minute. It will probably be our last opportunity to get an airplane of this type for less than $100,000.

It is urgently requested that this matter receive favorable immediate attention. The pertinent facts on this airplane are as follows:

Present owner - Celanese Corporation
Verbal quoted price - $41,000 - includes 1 spare engine worth $3,000 and 1 spare tire worth about $200.

In addition, this airplane has had a complete overhaul costing $15,000 within the last 8 months. Engines have 200 hours since overhaul.

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APPENDIX

The major projects (except the automatic pilot test) have been assigned to airplanes as listed above. The other projects with estimated flying hours are listed as follows:

JOB	SUBJECT	ESTIMATED HRS.	PLANE
25836	Constant Air Speed Control	20	Lockheed or Boeing
25849	Remote Turn Control	15	Lockheed or Boeing
25876	Automatic Drift Correction (A-5 pilot, radio direction finder, remote turn control hook-up)	25	Lockheed or Boeing
25871	Electric servo performance study	15	Lockheed or Boeing
25871	Torque "follow-up" electric servo	20	Lockheed or Boeing
A.O. 10069 A.O. 12254	A-6 Automatic Pilot	75	Lockheed or Boeing
25850	Flight Recorder Studies of A-5 & A-6 pilots	15	Lockheed or Boeing
	Improved constant altitude control in relation to radio glide path control: (present altitude control plus rate of altitude change damping and integrating error correction)	10	Lockheed or Boeing
25765	A-5, S-1 bombsight glide control with integrating error correction	5	Lockheed
25920	Flux Valve Compass controlled A-5 pilot	20	Lockheed or Boeing
	New B.T.O. - A-5A vertical gyro with flat selsyn pick-offs	20	Lockheed
25871	Redesigned A-6 pilot with new electric instruments	100	Lockheed or Boeing

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JOB	SUBJECT	ESTIMATED HRS.	PLANE
	Halsey:		
A.O. 11333	Flight checks on A-5 production difficulties	50	Boeing or Lockheed
	Unforseen developments	100	Lockheed or Boeing
		Total 370	
	Enval		
25759	Electric Flight Instruments	100	Lockheed or Boeing
25778	Periscopic Sextant	30	Lockheed
25844	Attitude Gyro (360° freedom horizon)	50	Acrobatic Special
25863	Liquid Erection Systems	20	Lockheed
25875	Flux Valve Compass Testing	80	Lockheed or Boeing
25881	Small Gyro Compass	10	Lockheed or Boeing
25880	Gas filled gyro		Lockheed
25899	High Density Rotor	25	Boeing
25909	Synchronous Gyro		Stinson
		Total 315	
25826	Slave Gyro Mag. Compass	30	Lockheed or Boeing
25730	Horizon Compass	15	Stinson
25886	Improved Flight Indicators	10	Stinson & Boeing
		Total 55	
		740	

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GENERAL FLIGHT STATISTICS FOR JUNE AND JULY

Airplane	No. Flights	No. Projects Flown	No. Personnel Flown	Hours
June				
NX21771 Lockheed	14	4		34:00
NX28991 Lockheed	2	None (due to maintenance. Lack of flights due to engine failure)		2:45
NX17114 Stinson	19	2		13:00
NX15300 Bellanca	30	2		34:00
TOTAL	65	8	278	83:45
July				
NX21771	32	9		54:20
NX28991	19	3		25:45
NX17114	21	2		16:20
NX15300	48	1		34:30
TOTAL	120	15	450	130:55
GRAND TOTAL	185	17	728	214:40

During the calendar year '41 on the two airplanes which the Company owned the full year, we flew 212 hours in the Stinson and 335 hours in the Lockheed. We acquired the second Lockheed in December. This airplane has been flown only 40 hours because of major engine failures and priority trouble on getting them overhauled.

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The Bellanca was purchased in March 1942. This airplane has been flown 127 hours since that time.

The original Lockheed NX21771 has also been used for many bombing tests. Over 500 bombs have been dropped from this airplane.

C. A. Frische
Director of Flight Research

CAF:MEP

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Ltrs. File No. _____
Tally No. AAF _____

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SUBJECT: Letter from H. J. Fr[illegible]

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NO.	FROM	TO	DATE	COMMENTS
				EPS:af 73691
3.	AFCAS	AFMAG	1942 9/17	1. For dispatch. E. P. Streeter E. P. STREETER Major, G. S. C. Incl.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

[redacted]

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By [signature] SC, Date 9/8/76

File No. _____

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

Serial No. AAF _____

SUBJECT: Letter from H. J. Knerr

NO.	FROM	TO	DATE	COMMENTS 3373 GES/hd
1	AFCAS	Assistant Chief of Air Staff A-3	1942 9-10	1. For preparation of reply for my signature and such action as you deem advisable. Coordinate your action with the Director of Military Requirements and the Director of Bombardment. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff. T-14 JJO'S:vme 6110
Incl: Ltr from H.J. Knerr, 9-8-42 with two SECRET Incls.				
2	AFACT	AFCAS	9/15	1. The availability of planes such as Sperry Gyroscope Company desires to purchase from civilian sources has been drained by the Army Air Forces. There is no further production of Boeing 247's and the only other Transport available from production is a Lockheed Lodestar (C-60) which Sperry does not want, due to its ground looping tendency. 2. The type of research work being conducted by Sperry is of such unquestionable value to the Army Air Forces that every effort should be made to supply them with the type of aircraft they desire. 3. The Air Transport Command now has most of the Boeing 247's which had been taken over from the civilian airlines. They have re-assigned them on contract to civilian airlines, in order to give transport transition training to C.P.T. pilots. The Air Transport Command (Colonel Love) states that they will be willing to release a Boeing 247 for assignment to Sperry in return for a Lockheed C-56E which will be delivered to the Army Air Forces this month. 4. It is the recommendation of this Division that one (1) Boeing 247 be withdrawn from the Air Transport Command and assigned to the Materiel Command for use by the Sperry Gyroscope Company in their instrument research development program. 5. Attached hereto is a letter addressed to Mr. H. J. Knerr, of the Sperry Gyroscope Company, prepared for your

(Do not use reverse side) U-0271, AF. Rev. 9/10/41

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Letter from H. J. Knerr

ITEM NO.	FROM	TO	DATE	COMMENTS
2.	CONTINUED		9/15	signature. 6. If this is what you desire, this Division will issue the necessary instructions to War Organization & Movement to pick up one (1) of the Boeing 247's from AFATC and assign it to the Materiel Command for use by the Sperry Gyroscope Company.

Hq. Army Air Forces
16 1942
Received

Incl. added
Ltr to H.J.Knerr
for Gen Stratemeyer's sig.

ROBERT W. HARPER
Colonel, G. S. C.

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DOD ltrs.
Sept. 6 Jan. & 20 June 1974
By [illegible] LC. Date 9/10/74

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Letter from H. J. Knerr

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GES/hd

1 AFCAS Assistant Chief of Air Staff A-3 1942 9-10

1. For preparation of reply for my signature and such action as you deem advisable. Coordinate your action with the Director of Military Requirements and the Director of Bombardment.

Incl:
Ltr from H.J. Knerr, 9-8-42
with two SECRET Incls.

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

2 AFACT AFCAS 9/15

1. The availability of planes such as Sperry Gyroscope Company desires to purchase from civilian sources has been drained by the Army Air Forces. There is no further production of Boeing 247's and the only other Transport available from production is a Lockheed Lodestar (C-6E) which Sperry does not want, due to its ground looping tendency.

2. The type of research work being conducted by Sperry is of such unquestionable value to the Army Air Forces that every effort should be made to supply them with the type of aircraft they desire.

3. The Air Transport Command now has most of the Boeing 247's which had been taken over from the civilian airlines. They have re-assigned them on contract to civilian airlines, in order to give transport transition training to C.P.T. pilots. The Air Transport Command (Colonel Love) states that they will be willing to release a Boeing 247 for assignment to Sperry in return for a Lockheed C-56E which will be delivered to the Army Air Forces this month.

4. It is the recommendation of this Division that one (1) Boeing 247 be withdrawn from the Air Transport Command and assigned to the Materiel Command for use by the Sperry Gyroscope Company in their instrument research development program.

5. Attached hereto is a letter addressed to Mr. H. J. Knerr of the Sperry Gyroscope Company, prepared for your

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Letter from H. J. Knerr

[redacted] 9/15 signature.

6. If this is what you desire, this Division will issue the necessary instructions to War Organization & Movement to pick up one (1) of the Boeing 247's from AFASC and assign it to the Material Command for use by the Sperry Gyroscope Company.

Encl. added
Ltr to H.J.Knerr
For Gen Stratemeyer's sig.

ROBERT W. HARPER
Colonel, G. S. C.

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DOD Dir. 5200.9 June 1974
By [illegible] Date 9/10/76

Letter from H. J. Knorr

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1	AFCAS	Assistant Chief of Air Staff A-3	1942 9-10

1. For preparation of reply for my signature and such action as you deem advisable. Coordinate your action with the Director of Military Requirements and the Director of Bombardment.

Dispatched
SEP 11 1942
AAG

Incl:
Ltr from H.J. Knorr, 9-8-42
with two SECRET Incls.

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

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Mr. Gray

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DOD Jtrs
6 Jan & 20 June 1974
By: [illegible] LC: Date 10/9/74

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CONFIDENTIAL

Pursuit Airplane Requirements for 1943.

LSK:cmc 6371

AFDAS AFDER 1942
9-8

Note General Arnold's pencilled comment on the second page of your memorandum. I believe that this question will be answered in the study General Hansell has prepared.

L. S. KUTER
Brig.Gen., U.S.A.

ncl: Conf.Memo for OS,AAF,
frm Gen.Fairchild, 9-4-42,
subj. as above.

Dispatched
SEP 10 1942
AAG

File

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Mr Gray
Air AD 452.1 (563)

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DOD ltrs
8 Jan June 1974
By [illegible] LC. Date 9/10/76

MUNITIONS ASSIGNMENTS COMMITTEE
(AIR)
WASHINGTON

September 5, 1942.

MEMORANDUM FOR MAJOR GENERAL GEORGE E. STRATEMEYER

SUBJECT: Review of the Aircraft Resources of the United Nations as of July 1, 1942.

1. The data for the charts on U. S. production which were submitted to you by General Burns was taken from RM-80. This is the official delivery schedule for the Munitions Assignments Board.

2. The data on inventories of the Army Air Forces is supplied regularly to Dr. Lubin by the Director of Statistical Control, Army Air Forces.

3. Dr. Lubin has regular channels with the other services and nations through which he receives information on their production and inventories.

Noted
[illegible]

J. A. Saalfield
J. A. SAALFIELD
Major, Air Corps
Asst. Secretary

To Mr Gray: For File

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DOD ltrs
8 Jan & 20 June 1974
By [illegible] I.C. Date 9/12/76

Consolidated Bomber

1973
GAS/hd

3 AFCAS Commanding General Air Transport Command 1942 9-7

1. It is desired that a report be made herein when the LB-30 at Wayne County has departed that station in flying condition. Is it to be used by the 2nd Air Force or are the British taking this ship over?

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

4521 (560)

Dispatched
SEP 8 1942
AAG

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Mr Gray

Air as 4521 (560)

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DOD ltrs
29 June 1974
AC. Date 9/10/70

Consolidated Members

WHE/Lam 5265

5 AFGAS AFASC 1942 9-20 Please follow up and submit report hereon when final disposition is made.

W.E.HALL,
Colonel, G.S.C.

Dispatched
Sep 21 1942
AAG File.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Rule No. _____
8 Jan. & 20 June 1974
By: [signature] Date: 9/16/70
Tally No. AAF _____

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

SUBJECT: Airplanes in sub-depots and depots.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	Ass't Ch. of Staff, A-3	1942 8-22	GES:nl 1. In your report submitted to General Arnold yesterday, it showed 532 airplanes in sub-depots and depots out of commission. 2. Instructions have been issued to the Air Service Command to set up a control office within its headquarters to control the repair of airplanes in all of its four service areas. By that I mean, if a certain airplane is out of commission awaiting parts, due to not having an aileron part and maybe some other part in its area, and over in another area, there is another airplane that needs a horizontal stabilizer, there is no reason why the horizontal stabilizer that is good cannot be taken off the first airplane and sent to the second airplane. That is, from one service area to another service area. 3. General Arnold desires that a report be submitted as of August 31st to arrive in his office on September 1st showing the number of airplanes that are in sub-depots and depots which will be compared with the report that you submitted to him yesterday. He is interested to know if our central control on parts is beneficial and permits more airplanes to be repaired and gotten out into the service. 4. You will inform the Air Service Command that such a report and comparison is going to be made in order that more airplanes can be taken out of the sub-depots and depots. G.E.S. G.E.S. AFCAS

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Airplanes in sub-depots and depots.

ITEM NO.	FROM	TO	DATE	COMMENTS — WRB:vme 6110
2	AFACT	AFDMC Copies of Items 1 and 2 to AFASC and AUG 25 42 PM RECEIVED AFDMC	1942 8/24	1. Report referred to in paragraph 1 of item 1 above was prepared in your office on 8/21/42, entitled "Location of Combat Airplanes of the Army Air Forces by Types." 2. Report directed in paragraph 3 of item 1 above will be prepared in your office and submitted through this Division on 9/1/42. 3. This Division has advised AFASC (Colonel Watson) as directed and AFDMC will maintain liaison with AFASC in the preparation of this report. ROBERT W. HARPER Colonel, Air Corps
3	AFMSC	AFACT	9/1	AFMSC-5 AP:ld 1. In accordance with your request, the attached report entitled "Army Air Force Tactical Airplanes in Depots and Sub-Depots as of August 31, 1942", is submitted. C. [illegible] Dir. Stat. Cont. 1 Incl. (Report).

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Airplanes in Sub-Depots and Depots.

ITEM NO.	FROM	TO	DATE	COMMENTS RWH:meb 6109
4	AFACT	AFCAS	9-2	Report as directed in Item 1 submitted herewith. Airplanes which were being modified at depots and sub-depots, but carried under "At Modification Centers" in chart of August 21, have been extracted therefrom and are now carried in figures of attached chart. In view of this fact and the further addition of transport airplanes under "First-Line Airplanes" a comparable figure between the two charts is obtained as follows:

FIRST-LINE AIRCRAFT
IN DEPOTS AND SUBDEPOTS

(Excluding airplanes being modified)

	In Com.	Out of Com.	Total
August 21st Table	197	532	729
August 31st Table (Excluding modifications)	137	558	695
Less Transports shown on Aug. 31 Table	1	15	16
August 31st Table	136	543	679

452.1 (558)

Noted H. H. A. by [illegible]

1 Incl.
Chart

ROBERT W. HARPER,
Colonel, Air Corps

Mr. Gray
For File.

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DOD ltrs.
8 Jan. & 20 June 1974
By [signature] LC, Date 9/6/26

SUMMARY BY TYPE

A.A.F. TACTICAL AIRPLANES IN DEPOTS AND SUB-DEPOTS

AS OF AUGUST 31, 1942

Type	FIRST LINE COMBAT AND TRANSPORT AIRPLANES					SECOND LINE COMBAT AIRPLANES				
	Awaiting Parts	Under-going Repair	Undergoing Modification	Awaiting Flyaway or Shipment	Total	Awaiting Parts	Under-going Repair	Undergoing Modification	Awaiting Flyaway or Shipment	Total
Bomber, Heavy	41	79	26	30	176	-	-	-	-	-
Bomber, Medium	49	49	16	18	132	17	20	16	15	68
Bomber, Light	40	41	13	11	105	5	3	2	3	13
Fighter	118	126	25	77	346	19	6	-	5	30
Transport*	6	9	57	1	73					
Total	254	304	137	137	832	41	29	18	23	111
OTHER TACTICAL TYPES	46	30	4	49	129					

* All transport airplanes are shown under "First Line Airplanes".
SOURCE: Air Service Command

AAF - Management Control
Office, Director of Statistical Control

Aircraft and Equipment Division
September 1, 1942

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DOD ltrs
8 Jan & 30 June 1974
By [signature] C. Date 9/10/80

Airplanes in Sub-Depots and Depots.

RWH:mob 6109

4 AFACT AFCAS 9-2

Report as directed in Item 1 submitted herewith. Airplanes which were being modified at depots and sub-depots, but carried under "At Modification Centers" in chart of August 21, have been extracted therefrom and are now carried in figures of attached chart. In view of this fact and the further addition of transport airplanes under "First-Line Airplanes" a comparable figure between the two charts is obtained as follows:

FIRST-LINE AIRCRAFT
IN DEPOTS AND SUBDEPOTS

(Excluding airplanes being modified)

	In Com.	Out of Com.	Total
August 21st Table	197	532	729
August 31st Table (Excluding modifications)	137	558	695
Less Transports shown on Aug. 31 Table	1	15	16
August 31st Table	136	543	679

1 Incl.
Chart

ROBERT W. HARPER,
Colonel, Air Corps

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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 DMR-1946

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SUBJECT: Airplanes for Second Air Force.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Stratemeyer	1942 8/28	1. The following is a quotation from a letter I received from General Olds relative to securing more airplanes for his OTU's: "The greatest immediate gain could be accomplished if you would authorize the air echelons to proceed from the Second Air Force, upon completion of OTU, by rail to modification centers, pick up their unit aircraft, and rejoin their groups in the concentration area with modified aircraft. This would result in a gain of approximately 60 airplanes to the Second Air Force for continuous use. It would also obviate delays incident to daylight contact ferrying by the Air Transport Command of both modified airplanes from modification centers to the concentration area and of discarded OTU airplanes from the concentration area back to the Second Air Force." 2. I would like to have the above carried out as soon as possible, for 60 airplanes right now are 60 airplanes.
2	AFCAS	AFDMR	8/29	Please prepare directive and keep copy for this. G.E.S. C/ A.S.

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Page No. _____

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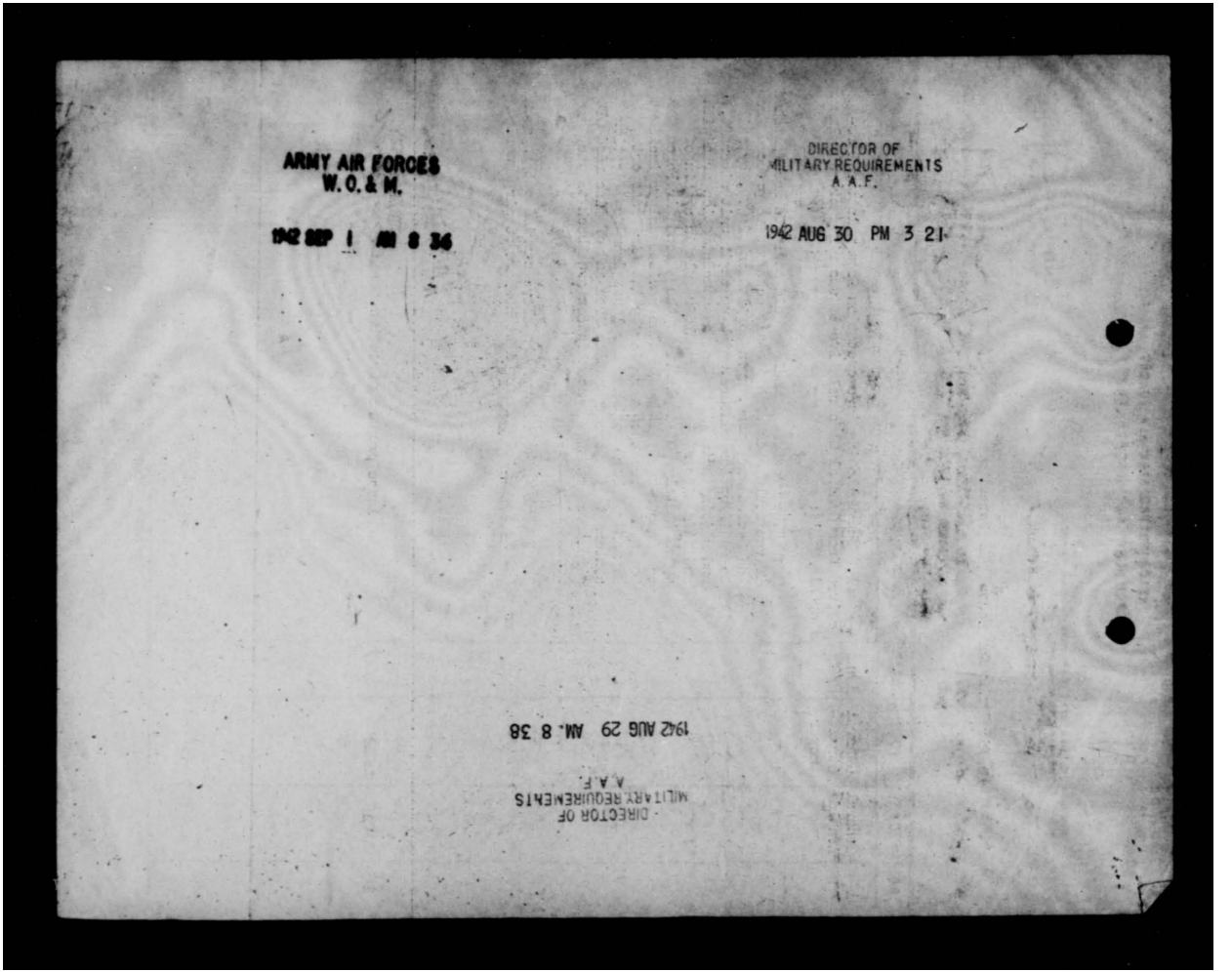

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HEADQUARTERS CONFIDENTIAL

ROUTING AND RECORD SHEET

page 2

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DOD Ltrs.
June 1974
By: Date: 9/10/70

TALLY NO.	DMR-1944
FILE NO.	

SUBJECT: Airplanes for Second Air Force

ITEM NO.	FROM	TO	DATE	COMMENTS MSF:j 6765
3.	AFDMR	AFCAS	9/5/42	1. This plan, as directed, has been put into operation. The 91st Group has moved into the concentration area without taking any airplanes from the Second Air Force area. This was planned in advance, as they were able to get some of the new airplanes delivered to them before their move, and the remainder were already being delivered in the concentration area directly. The 303d and 305th Bombardment Groups will also move out without taking any airplanes from the Second Air Force area and will assist the Air Transport Command in picking up their airplanes from the modification centers and movement to the concentration area. 2. It is hoped that after the mass movement which takes place this month is over, it will be possible in the future to furnish new airplanes to the groups in the Second Air Force well before the time they are scheduled to move to the concentration area. MUIR S. FAIRCHILD, Major General, U.S.Army
4	AFCAS	File	1942 9-7	Noted. WILLIAM E. HALL Colonel, A. C.

Army Air Force
6 1942
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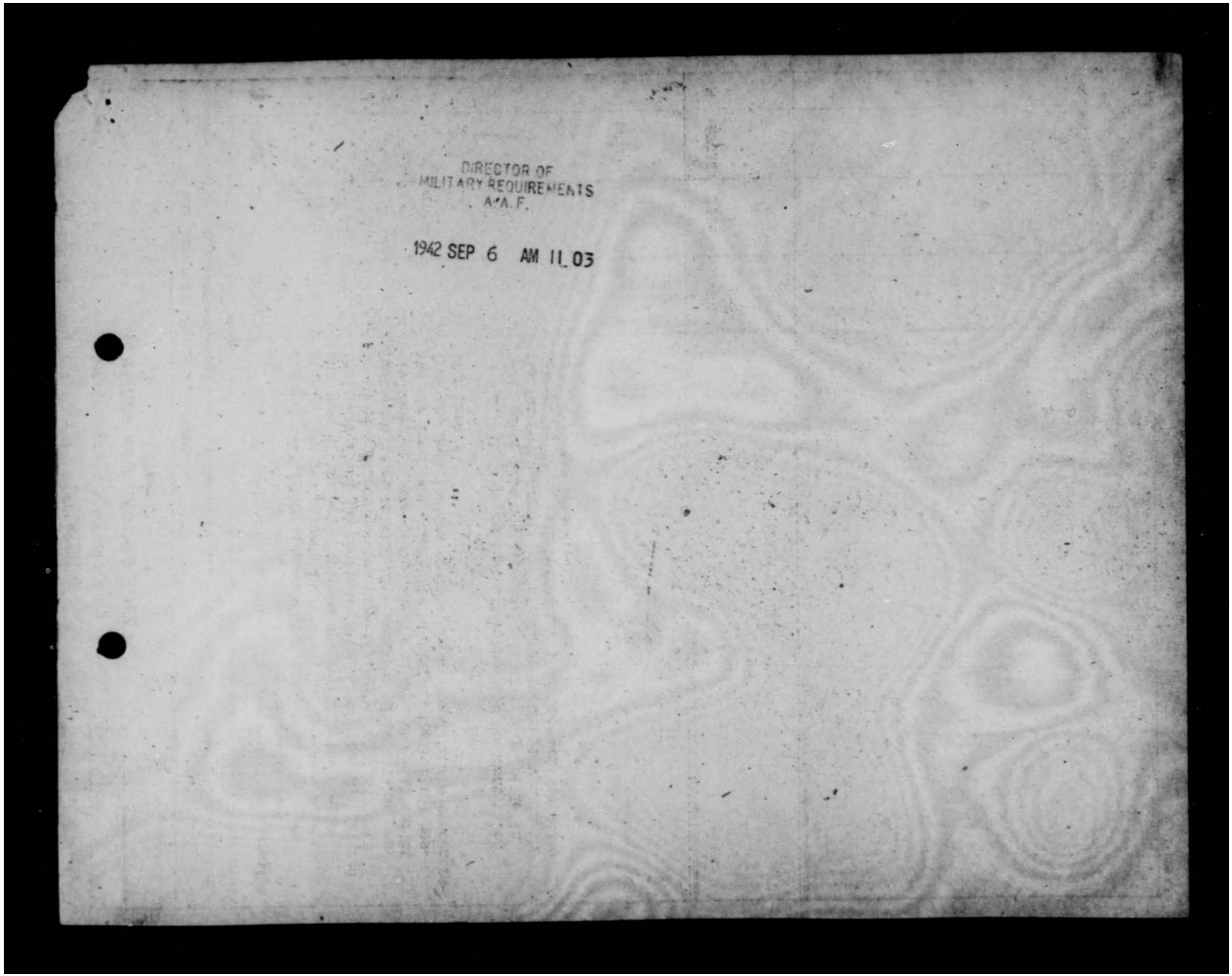

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ROUTING AND RECORD SHEET

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DOD Ltr.
By [illegible] Date 7/16/76

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

Tally No. AAF _____

SUBJECT: Modification Center Schedule.

NO.	FROM	TO	DATE	COMMENTS LSK:cmc 6371
1.	AFDAS	AFACT	1942 9-5	1. In connection with the enclosed Modification Center Schedule, General Arnold has directed that the 44th Bombardment Group, Heavy, be increased in strength to a full ~~[illegible]~~ four squadron group prior to its take-off. 2. This change may force a delay in the departure date of this group. 3. Please endeavor to solve this problem without delay or reduction in the strength of other units. If that cannot be done, take the necessary squadron from the 90th Group. 4. Please have a solution to this added requirement for approval by General Arnold on Tuesday, September 8th. 5. Notify the Director of Military Requirements of the action taken on this Schedule which he prepared. L. S. KUTER Brig. Gen., U.S.A. Incl:-Modification Center Schedule, dtd 8/31/42, prep. by Gen.Meyers. Confidential - 5 pages.
2.	AFACT	AFDAS	9-6	OSP/HB 5243 1. Only two solutions are possible: either take one squadron from the 90th Group, which will not be sanctioned by OPD or secure authority to activate one squadron in excess of the Troop Basis, send it through OTU with another group, and send it after the 44th Group. 2. Director of Bombardment agrees these are the only methods, as the movement of seven Heavy Groups this month has left no reserve of planes or personnel from which to construct another squadron. In fact, the 44th Group is having trouble completing its three squadrons. Incl.n/c ROBERT W. HARPER Colonel, Air Corps

Hq. Army Air Forces
SEP 7 1942
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Modification Center Schedule.

ITEM NO.	FROM	TO	DATE	COMMENTS
3	AFDAS	AFACT	1942 9-8	WEH:JT 5265 An additional squadron will be activated, trained and ordered to join the 44th Group at the earliest practicable date. Incl. n/c WILLIAM E. HALL Colonel, A. C.
4.	AFACT	AFDPU	9-12	LBK/HB 5243 For necessary action. ROBERT W. HARPER Colonel, Air Corps Incl.n/c
5.	AFDPU	AFDAS	1942 9-17	BLS/lal 71089 Necessary action is being taken to authorize the activation of the 506th Bombardment Squadron (Heavy) at Salt Lake City, Utah for assignment to the 44th Bombardment Group (Heavy). Incl. n/c A. L. MOORE Colonel, G. S. C.
6	AFDAS	File	1942 9-18	WEH:JT 5265 Noted. Incl. n/c WILLIAM E. HALL Colonel, G. S. C.

Hq. Army Air Forces
18 1942
AAG Received

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DOD Dir.
Date 9/16/70

Modification Center Schedule.

WMS:JT 5265

3 APRAS APRST 1942 9-8 An additional squadron will be activated, trained and ordered to join the 44th Group at the earliest practicable date.

Incl.
n/c

WILLIAM E. HALL
Colonel, A. C.

File

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SEP 11 1942
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By [illegible] Date [illegible]

8/31/42

HEAVY BOMBARDMENT

	ALLOCATION	TYPE	NUMBER AIRPLANES	DUE TO LEAVE	NOW AVAILABLE NUMBER	WHERE	WILL BE READY
1	306th	B-17	36	9/10	35	Manchester	Complete
					1	Langley (trouble)	
2	93rd	B-24	36	9/10	36	Manchester	Complete
3	90th	B-24	35	T.H. At Sacramento as follows:			
				8 by 9/2	8	Ft. Worth	(Ready)
				9 " 9/4	9	St. Paul	9/2
				9 " 9/6	6	St. Paul	9/5
					3	Ft. Worth	9/6
				9 " 9/8	9	Ft. Worth	9/7
4	91st	B-17	35	9/15	6	Boise	
					5	Bangor	
					9	Enroute Bangor	
					6	Middletown	(Ready)
					1	Tulsa	(Ready)
					8	Tulsa	9/10

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	ALLOCATION	TYPE	NUMBER AIRPLANES	DUE TO LEAVE	NOW AVAILABLE NUMBER	WHERE	WILL BE READY
5	44th	B-24	27	9/15	27	St. Paul	9/13
6	303rd	B-17	35	10/1	28 7	Cheyenne Tulsa	9/17 9/17
7	305th	B-17	35	10/1	20 15	Cheyenne Tulsa	9/27 9/25
8	Replace-ment for Sumac	B-17	10	9/15	6 4	Cheyenne Cheyenne	Ready 9/10

Put in a 4th Sqdn

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8/21/44

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	ALLOCATION	TYPE	NUMBER AIRPLANES	DUE TO LEAVE	NOW AVAILABLE NUMBER	WHERE	WILL BE READY
9	10th Air Force	B-24	12	9/15	1 11	New York New York	Ready 9/13
10	Replacements for Wildflower	B-17	18	10/1	10 8	Cheyenne Tulsa	9/30 9/28
11	Bronze	B-24	18	10/1	18	Ft. Worth	11/1 (Delayed by winterization)
12	Replacements for:						
	6th AF	B-24	1	10/1	1	St. Paul	9/20
	8th AF	B-24	3	10/1	3	St. Paul	9/24
	9th AF	B-24	4	10/1	4	St. Paul	9/28
	10th AF	B-24	5	10/1	5	New York	9/26

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~~MEDITERRANEAN~~ BOMBARDMENT

8/31/44

	ALLOCATION	TYPE	NUMBER AIRPLANES	DUE TO LEAVE	NON AVAILABLE NUMBER	WHERE	WILL BE READY
1	310th	B-25	57	9/15	7	Walterboro	
					4	Enroute Walterboro	
					9	Kansas City	(Ready)
					37	Kansas City	9/7
2	319th	B-26	57	9/15	9	Omaha	(Ready)
					48	Omaha	9/7
3	320th	B-26	57	10/1	57	Omaha	9/10 (X)
4	17th	~~B-25~~ B-26	57	~~10/1~~ 10/1	57	~~Kansas City~~ Omaha	9/15 9/15

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LIGHT BOMBARDMENT

	ALLOCATION	TYPE	NUMBER AIRPLANES	DUE TO LEAVE	NOW AVAILABLE NUMBER	NOW AVAILABLE WHERE	WILL BE READY
1	47th	A-20B	57	24 by 9/15 Balance by 10/1	35 7 15	Kansas City Enroute Kansas City To be produced	24 by 9/10 Balance by 9/23

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DOD 1/3
Dec 6 60 June 1974
By: [illegible] DC, Date 9/10/76

Modification Center Schedule.

LSK:cmc 6371

1. AFDAS AFACT 1942 9-5

1. In connection with the enclosed Modification Center Schedule, General Arnold has directed that the 44th Bombardment Group, Heavy, be increased in strength to a full force squadron group prior to its take-off.

2. This change may force a delay in the departure date of this group.

3. Please endeavor to solve this problem without delay or reduction in the strength of other units. If that cannot be done, take the necessary squadron from the 90th Group.

4. Please have a solution to this added requirement for approval by General Arnold on Tuesday, September 8th.

5. Notify the Director of Military Requirements of the action taken on this Schedule which he prepared.

L. S. KUTER
Brig. Gen., U.S.A.

Incl:-Modification Center Schedule, dtd 8/31/42, prep. by Gen. Meyers. Confidential - 5 pages.

File
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Mr Gray
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By [illegible] Date 7/16/76

P-39 Fighter Airplanes attached.

Page 5

3 AFDTS AFAMC
cont. Thru:
AFDAS

3. Insofar as elimination of identification devices is concerned it does not appear that consideration was given to the requirements in the theatre to which the aircraft are destined. It is recommended that proposed changes be referred to the theatre concerned to determine whether or not the changes, if made, would make the aircraft non-operational (at the time I left England a day fighter without IFF would not be operational).

H. M. McCLELLAND,
Brig. Gen., U. S. Army.

Incl.
n/c

WEH:JT 5265

4 AFDAS AFDMR 1942
9-5

Inviting attention to Items 2 and 3.

1 Incl.
n/c

WILLIAM E. HALL
Colonel, A. C.

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C 9/6/42

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SEP 6 1942
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DOD Dir.
6 Jan. & 30 June 1972
Date 11/6/76

Requirements for Trainer Planes versus Tactical Planes

WEN:JT 5265

6 AFGAS AFDPU 1942 Inviting attention to Item #5.
,9-10

Dispatched
Sep 11 1942
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Incls.
n/c

WILLIAM E. HALL
Colonel, A. C.

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8 Jan. & 30 June 1974
By [illegible] LC. Date [illegible]

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Dispatched
SEP 5 1942
AAG

MEH:JT 5265

4 AFCAS AFMSC 1942
(Attn: 9-4
Major
Thornton)

1. It has been informally reported that your office has recently received from General Arnold instructions reference furnishing information of this nature.

2. For concurrence in view of paragraph 1, this item.

3. Due to figures contained herein, this file has been classified by this office as Confidential.

File
Cr 9/8/42

Incls
n/c

WILLIAM E. HALL
Colonel, A. C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DECLASSIFIED
Date 7/6/76

SUBJECT: Report of Progress - Modification Centers

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFDAS	File	1942 9-6	RCWB:JT 5246 The attached has been noted by General Kuter. 1 Incl. R&R fr Gen Arnold to Gen Echols 9-3 w/1 Incl. R. C. W. BLESSLEY Colonel, G. S. C.

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DOD Ltr.
20 June 1974
LC; Date

Report of Progress - Modification Centers.

1 General Arnold General Echols 1942 9/3

Note the attached report on Modification Centers. From this it is obvious that we are going backward instead of forward. In each case the number of airplanes completed during August is less than the number received during August so that we have a sum total of 1,038 on hand at the end of August and we started with a total of 597 on hand.

The above condition must be improved. Submit a memorandum telling me how you are going to do it.

Incl:
Rpt. on Modification Centers,
August - 1942.

H. H. A.

COPY FOR GENERAL KUTER

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30 Mrs.
Date 9/10/70

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MODIFICATION CENTERS

REPORT OF PROGRESS

August - 1942

Type of Airplane	Modification Center	On Hand 8-1-42	Received During August	Completed Modification During August	On Hand 8-31-42	Remarks
B-17F	Cheyenne	0	6	0	6	British
B-17F	Cheyenne - Denver	35	64	39	60	
B-17F	SAAD	26	0	26	0	Completed
B-17F	Middletown	24	4	23	5	Completed
B-17F	Ogden	7	1	6	2	Both airplanes wrecked & at Depot for repairs (not being modified)
B-17F	Tulsa	10	32	3	39	
B-24D	St. Paul	37	67	49	55	
B-24D	Fort Worth	24	24	15	33	
B-24D	New York	13	1	1	13	
B-24D	New York	12	7	13	6	British
		188	206	175	219	

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Date 6 Jun 1961
ILC Date

Type of Airplane	Modification Center	On Hand 8-1-42	Received During August	Completed Modification During August	On Hand 8-31-42	Remarks
B-25C	Kansas City	0	67	25	42	
B-25C/D	" "	66	[illegible]	[illegible]	[illegible]	
B-25C	" "	0	12	11	1	Russia
B-25B/C	" "	0	12	0	12	British
B-25C	" "	0	10	0	10	British
B-26A	Omaha	50	8	33	25	
B-26B	"	7	125	18	114	
B-26B	"	0	18	0	18	
B-26B	Minneapolis	3	5	8	0	Completed
B-34	Dallas	30	112	1	141	
B-34	Brownsville	8 / 164	17 / 469	0 / 147	25 / 486	
322	Dallas	119	0	0	119	
C-47/53	Memphis	5	2	5	2	One modified but wrecked (fire)

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Type of Airplane	Modification Center	On Hand 8-1-42	Received During August	Completed Modifications During August	On Hand 8-31-42	Remarks
C-60	Dallas	9	1	6	4	
Lodestar	Dallas	4	0	0	4	
A-31	Atlanta	34	43	31	46	
A-20B	Kansas City, Mo.	0	35	0	35	
A-20B	Memphis	14	78	14	78	Russia
P-36G	Memphis	16	0	0	16	Peru
A-24	Tulsa	17	12	0	29	
P-38F-4	Dallas	27		26	1	Remaining airplanes stripped for parts
	Total	597	845	404	1,038	

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Report of Progress - Modification Centers

RCHB:JT 5246

1 AFDAS File 1942 9-6

The attached has been noted by General Exter.

1 Incl.
Ltr fr Gen Arnold to Gen Echols 9-3 w/1 Incl.

R. C. W. HERSELEY
Colonel, G. S. C.

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By [illegible] Date [illegible]

SEP 11 1942

Mr. Tom M. Girdler
1510 Republic Building
Cleveland, Ohio

Dear Tom:

Thank you for your letter of September 2nd in regard to modification centers. Nelson's letter to you merely reiterated some of the difficulties we have been up against. It has been a tough problem to set up these modification centers from scratch and get them operating with sufficient output to handle all the airplanes coming off the production lines.

With specific reference to B-24 airplanes, these various dispersal and modification center set-ups were created at a time when Consolidated was hopelessly incapable of taking on any modifications themselves, without greatly affecting San Diego production. Of course, the ideal is to have you incorporate these changes in your production line. If and when this can be accomplished, there will cease to be a need for Modification Centers as now set up. We are setting up Tucson as a Modification Center to concentrate on B-24 modification until you can absorb these changes in production.

Nelson's letter to you is substantially correct in regard to component shortages which are extremely tight at this time. We are doing everything possible to correct this situation. In this connection Nelson did not mention shortages of components which Consolidated furnishes. For example, the day he wrote the letter there were certain castings and brackets which were short to complete airplanes in the Dispersal Center at Tucson. While your shortages have shown some improvement, we cannot urge you too strongly to insure proper follow-up by your own people.

We have made rapid strides in the efficiency and output of our Modification Centers. We are now trying to reduce to an absolute minimum the period of time an airplane stays in these Centers as well as cutting to the bone the necessary modifications.

I feel that Consolidated is finally getting in a position where they will be of more help to the Air Forces in accomplishing modifications expeditiously. Your people have a list of both the "must" and "desirable" changes to be introduced into the B-24 production line and you can be of great assistance if you leave no stone unturned to have these changes incorporated into the production line as rapidly as possible without interfering with your production schedules.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
[illegible]
War O&M
[illegible]
Tech. S.
[illegible]
Weather
Traffic
Photo. M&C
Tech. Insp.
Pers. Rel.
Pers.
Mil. Pers.
Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
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DOD ltr
8 Jan. & 20 June 1974
By [illegible] Date 9/10/74

AFAMC-2
BEM:dh:lw
9-9-42
Ext. 2554.

Mr. Tom M. Girdler

This whole modification problem has been a matter of great concern to me and I am delighted that you are equally concerned about it. I am personally following the matter as a whole and hope you will do likewise insofar as B-24 airplanes are concerned.

Sincerely,

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

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
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DOD Rts.
8 Jan & 20 June 1974
By [signature] C. Date 9/16/76

T. M. GIRDLER
1510 REPUBLIC BUILDING
CLEVELAND, OHIO

September
2nd,
1942

Lieutenant General H. H. Arnold
War Department
Headquarters of the Army Air Forces
Washington, D. C.

Dear General:

I enclose herewith, copy of a memorandum sent me yesterday by Captain William Nelson. It may be of some use to you. Of course, it is his opinion and some of the points may be objected to by many people. We will continue to battle with this problem.

Yours sincerely,

Tom M. Girdler

TMG:BJM
ENCLOSURE
AIRMAIL

Office, C. G., A.A.F.
SEP 4 1942
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DOD Hrs.
& 30 June 1971
By [signature] LC. Date 9/16/76

CONSOLIDATED AIRCRAFT CORPORATION
Fort Worth Division
Fort Worth, Texas

September 1, 1942

Subject : Army Modification Centers B-24 Airplanes

To : T. M. Girdler

Copies to : Messrs. C. W. Perelle, C. T. Leigh and I. M. Laddon

As of the 28th of August Modification Centers and dispersal base, Tucson had the following B-24 Airplanes:

	On Hand and In Transit	Of Which there were Ready for Delivery
La Guardia Field, New York	13	0
Northwest Airlines, St. Paul Minn.	60	19
Consolidated Aircraft Corp. Fort Worth, Texas	33	0
Tucson, Arizona	32	13
Total	138	32

The number of airplanes at Tucson and at Modification Centers varies considerably from day to day. It is believed that the figures given above are on the low side. Normally about 150 airplanes are on hand.

Delivered B-24 Airplanes leave San Diego going to Tucson for the incorporation of shortages. Tucson is essentially a dispersal base. These shortages are caused to a large extent by the lack of availability of G. F. E. equipment. In certain specific cases counted, each airplane had from 6 to 10 shortages. The following items of G. F. E. are representative materials required currently:

Oil Temperature Indicators
Fuel Pressure Indicators
Manifold Pressure Transmitters
Gun Adapters
Oxygen Regulators
Oxygen Cylinders
Astro Compass
Fire Extinguishers
Turn Indicators
Ammunition Boxes

The length of time an airplane stays at Tucson depends upon the availability of Material.

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To: T. M. Girdler

Modification Centers at New York, St. Paul and Fort Worth are being used for the incorporation of (76) changes in accepted airplanes and for repairs to certain airplanes damaged after acceptance. The principal changes now being incorporated include the following:

(a) Installation three Nose guns, two side guns and one tunnel gun
(b) Installation Type C-1 Ammunition boxes
(c) Installation various communications items.
(d) Installation Bomb Bay Fuel tanks
(e) Installation oxygen bottles and regulators
(f) Nose wheel structure reinforcement
(g) Miscellaneous changes.

Some of these changes are being incorporated at San Diego in production Airplanes. Excepting for new changes that come up, airplanes will eventually come out of San Diego complete. In this connection, it should be noted that present list of changes are the results of initial theater of war operation and should be, to an extent, the last large group of items that are absolutely essential for war operations.

Tucson is expected to be available as a Modification Center between the first of November and the end of the year.

B-24 Airplanes leaving San Diego are essentially completed airplanes excepting for shortages and changes that develop as a result of a theater of war operations. It is an opinion that these airplanes ought to be utilized at bases where they are suitable without Modification. If Modifications are necessary, they should be reduced to the smallest amount practicable so that the Modification Center can turn out Airplanes in a hurry. Discussions with Fort Worth on Modifications indicate that the Army has not been clear cut in the way of what is wanted and that materials required from the government for the work are slow in being made available. Much time has been lost through lack of decisions and availability of expected G. F. E. At present it appears that the matter is slowly evolving so that Fort Worth should be able to turn Airplanes out very quickly provided the extent of changes is limited to those that are now established. In general, it would appear that the decision as to the use for the B-24 should be made at an early date so that the changes can be incorporated at San Diego while the airplanes are in production. In this way, the airplanes to be completed at San Diego would be so near to effective use that there would be very little work to be done at the Modification Center.

It is recommended that the following steps be taken to make the B-24 Airplanes available for service at the earliest date:

(a) Army provide Government Furnished Equipment on schedule as required, drawing this equipment from Willow Run, Depot Spares Consignments and elsewhere. In every case G. F. E. Should be given highest Priority and should be made available, for production airplanes as required.

(b) Army decide without delay as to the changes that are to be incorporated in B-24 Airplanes so that they can be installed wherever possible in Production Airplanes at San Diego.

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To: T. M. Girdler

(c) Reduce Modification Centers for B-24 Airplanes to one, eliminating La Guardia Field and Northwest Airlines. Have Fort Worth handle all Modification until Tucson is in a position to undertake the work. Thereafter have Tucson act as the Modification Center for B-24 Airplanes.

(d) Until Tucson is prepared to undertake Modifications, have airplanes flown directly from San Diego to Fort Worth, having shortages incorporated at the same time that work is being done on changes at Fort Worth.

(e) The work done at the Modification Center shall be fast and effective in character. It shall be done with materials in hand. Niceties of production are not essential.

(f) Establish a fixed period for airplanes to be in the Modification Center. At present this should be limited to a maximum of 10 days.

(g) Have pilots and crews available to ferry airplanes as soon as they are completed.

(h) Air Forces Command to place a limit on the number of Airplanes held in the Modification Center.

(i) Maintain close contact with Modification Center by Air Force Representative, the Air Force Representative so assigned should have authority to act promptly on questions raised.

(j) Establish some relative order of priority on changes so that unnecessary efforts will not be expended and airplanes held up for improvement and convenience changes. (Suggested order given in the Appendix)

William Nelson

WN:obd

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CONSOLIDATED AIRCRAFT CORPORATION
Fort Worth Division
Fort Worth, Texas

APPENDIX I

Shortages, changes, repair work and overhaul work on airplanes can be classified as to degree of necessity. By using these classifications determination can be made very quickly as to whether or not an airplane shall be held for the work concerned. The terms are applicable primarily to changes but may be used for shortages, repair work and overhauls likewise. The classifications:

Mandatory - Needed for flight and safety. Until done, the airplane is grounded or restricted. Changes in G. F. E. introduce mandatory changes. Flight instruments are mandatory. Mandatory changes are to be incorporated regardless of effect on operations or production and without delay.

Essential - Needed as military necessity in theater war operations. Incorporated by contractor without affecting production. Otherwise by Modification Centers or services. The use of essential should be limited to real factors.

Improvement - Made provided production or operations are not affected. May be military improvement or improved performance item but is not to hold up the airplane movement at any time. Most shortages and changes fall in this class.

Convenience - As other conditions permit without affecting production or operations in any way. Usually something which can be incorporated in airplane lots as released or in airplanes being overhauled.

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Fort Worth Division
Fort Worth, Texas

APPENDIX I (continued)

Airplanes may be delivered with shortages and changes provided they are not "mandatory" or "essential". Airplanes may be delivered with "essential" shortages and changes provided they are not the contractors responsibility. "Essential" shortages and changes shall be incorporated by Modification Centers where they have not been completed by the contractors.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD Dir
Date 4/20/76

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

Tally No. AAF _____

SUBJECT: Army Modification Centers B-24 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Meyers	1942 9/4	Note the attached and prepare a reply for my signature to Mr. Girdler. H. H. A.
	Incl: Ltr. to Gen. Arnold, 9/2/42, frm Mr. Tom M. Girdler /w/ Ltr. to Mr. Girdler, re above subj., 9/1/42, frm Mr. Wm Nelson of Consolidated Aircraft Corp. /w/ Appendix I.			
2	General Meyers	General Arnold	9/9 1942	Reply to Mr. Tom Girdler is attached. B.E.M.
	Incl. n/c			

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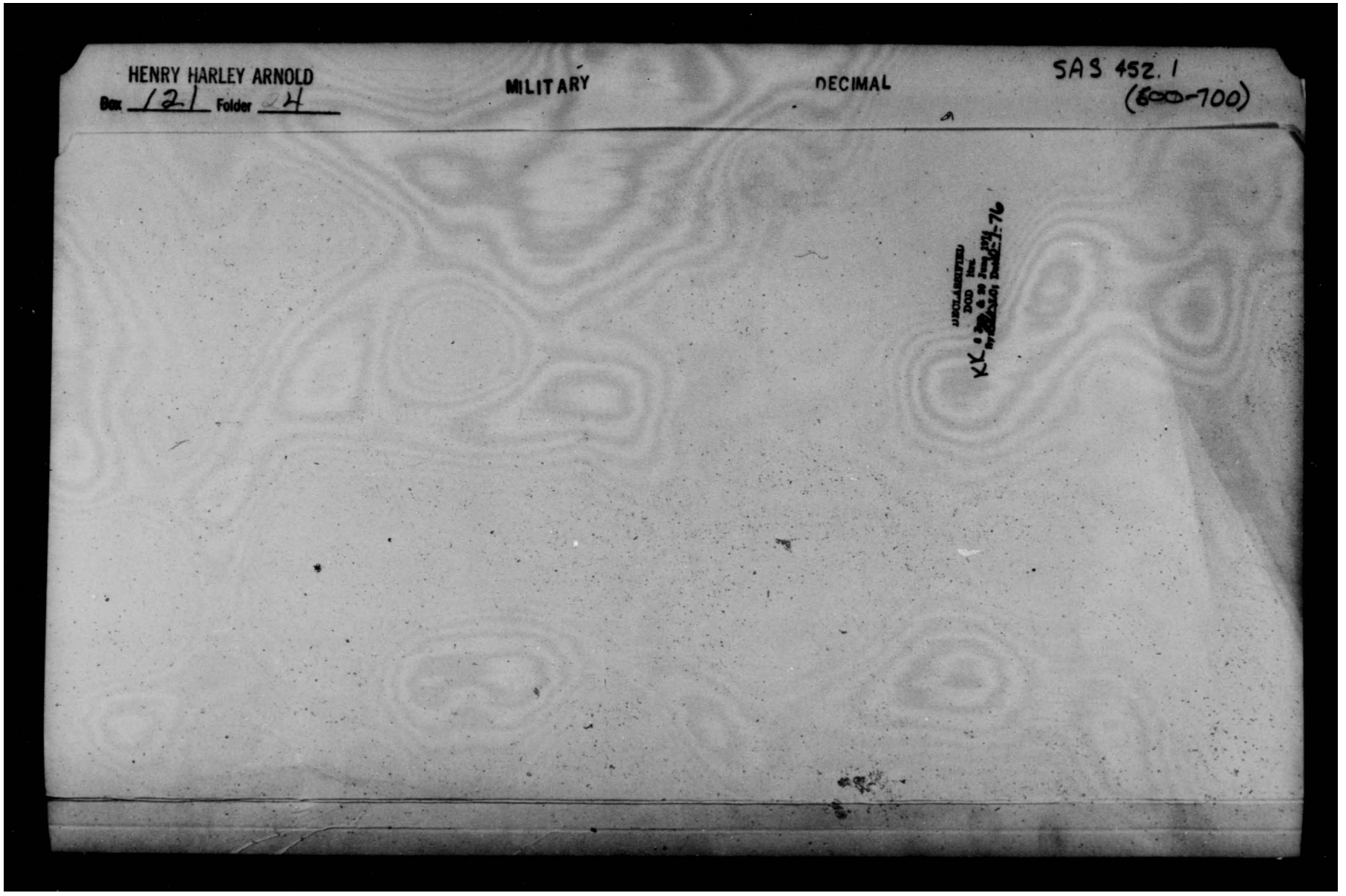

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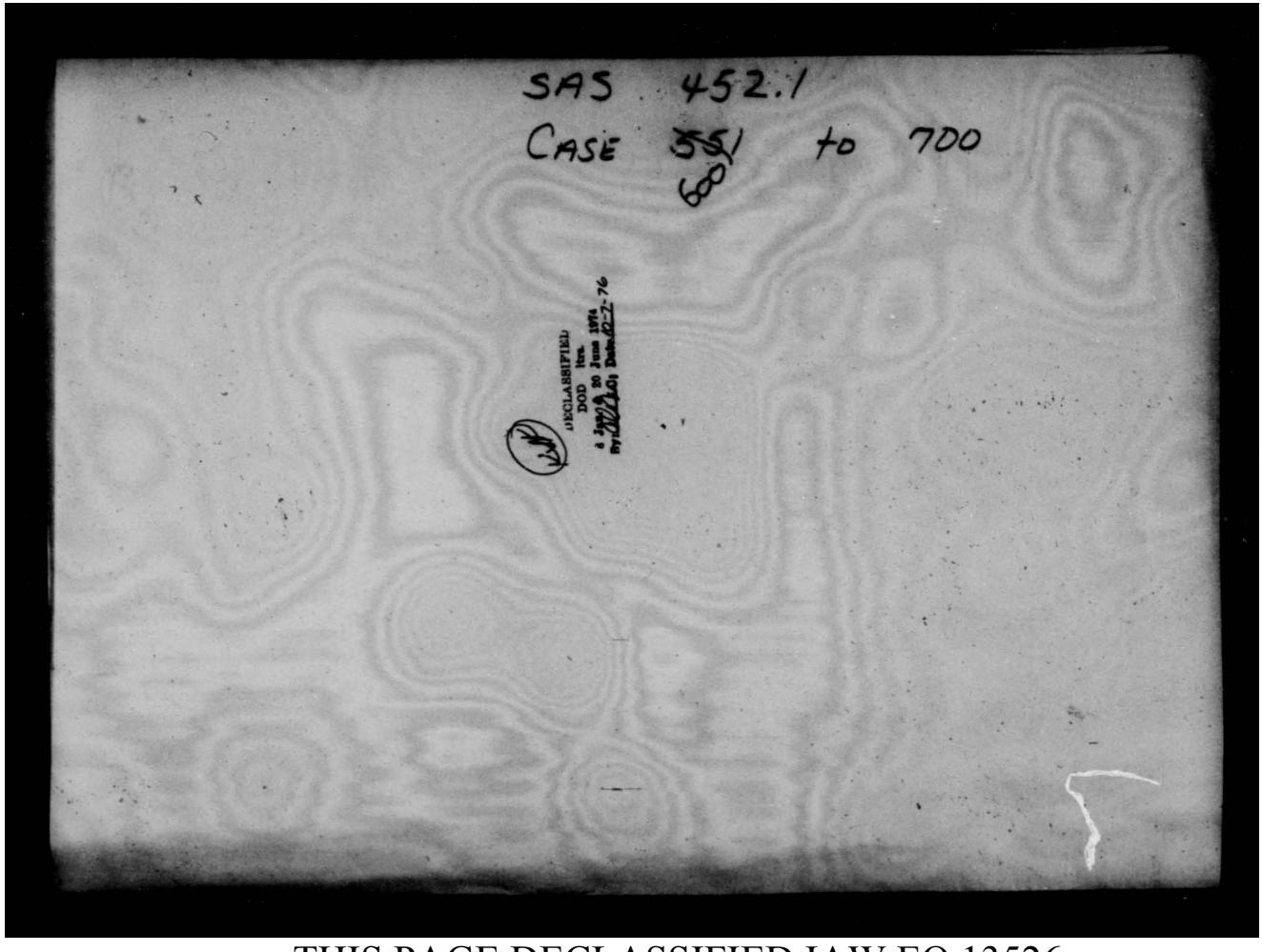

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H.H.A

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6 Jan. & 20 June 1974
By [illegible] Date 9/10/76

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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December 16, 1942

452.1 (700)

MEMORANDUM FOR GENERAL ARNOLD:

At the end of the meeting this morning of the Munitions Assignment Board, a civilian showed graphs on charts setting forth the following programs:

RM 80
8 K
8 L (8 L being, as you know, the President's program of 82,000 combat airplanes.)

There was another graph drawn on the charts which was an estimated production figure and when the civilian was asked by Mr. Hopkins from what source he obtained this estimated production figure, he was informed that it was the WPB, but that the Materiel Command had furnished the estimates to the Board.

The general reaction to these graphs within the Munitions Assignment Board was one of defeatism on the part of our aircraft production people. Mr. Hopkins then pointed out that the Navy would certainly get their escort vessels 100% and that in all probability the Army would get their tanks 100%, and he could not understand why such estimated production figures should be considered when the president has been informed by Mr. Nelson and others that the 82,000 program could be met.

It is my opinion that we should use the 8 L figures, demand that we not only retain all the tools that we are getting, but that we get more and that we fight for our 82,000 airplanes just like the Navy fights for their escort vessels and like the Army and the British fight for their tanks.

Certainly to my mind, we should not accept anything short of the production figures that the president has ordered. That is the program that we should adhere to, follow through on, and just plain raise hell whenever anything interfers with it, as my understanding is that the President expects this production.

G.E.S.
G.E.S.

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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By [signature] LC Date 9/10/76

2 AFCAS AFABI 12-15

1. It is the opinion in this office that the information desired by the RAF Delegation as stated above can be made available to them thru the offices of the Combined Chiefs of Staff, if that agency so desires.

2. Should the assumption stated in paragraph 1, above, prove erroneous, return this paper for a decision by General Stratemeyer.

M. A. LIBBY,
Lt. Col., G.S.C.

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Requirements for Additional Primary Trainer Production

WRB:hl 6109

4 AFACT AFCAS 1942 12/22

1. A certain amount of confusion has arisen as a result of comparing an analysis of trainers required to man the combat aircraft production scheduled in 8-K (paragraph 4 of AFAMC memo) versus the trainers required to meet the approved AAF, USN and RAF training programs (paragraph 3 of AFAMC memo).

2. The results of this paragraph 4 study indicate a certain amount of overtraining of pilots in the three (3) air services---but, it is believed, the AAF can least afford to call a halt in the existing training effort. Recent negotiations with the Brisith have indicated the value of keeping training programs ahead of combat programs for bargaining purposes if nothing else.

3. It is recommended that AFAMC hold to the 8-L primary trainer program if all services concerned will share the deficit proportionately. Otherwise there is no alternative but to proceed with the full JAC case #3131 procurement requirement.

4. Three hundred (300) PT's per month is agreed as the level for 1944 (Paragraph 8 of AFRIT's proposed letter).

air ag 452.1 (698)

ROBERT W. HARPER
Colonel, G.S.C.

Incl.n/c

---

5. AFDAS AFADS 12-27

WEH:hjb 5246

1. For concurrence.

Dispatched
DEC 27 1942
AAG

WILLIAM E. HALL
Colonel, G. S. C.

Incl.

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Requirements for Additional Primary Trainer Production.

Asst. Chief of Air Staff, R-4. 1/30/43

Secretary of the Air Staff. 10

MAL/mdg/5265

The Deputy Chief of the Air Staff directs this paper be sent to files in view of the recent decision of the Joint Aircraft Committee regarding trainer requirements.

DECL

Incl. n/c

Dispatched
JAN 31 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G.S.C.

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A. S. C.
F. C.

WDG:JB 5788

3 AFMAG AFACT 12-18 For comment or concurrence.

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air Adj. Gen.

Incl. n-c

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RP:[illegible] 3590

2. APRIL AFGAS 1942
12-16

Attached is memorandum prepared for the signature of the Chief of the Air Staff.

Incl. Added-
Memo. to Mat.
Div.

L. S. SMITH,
Brig. General, U. S. A.

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J. Advoc.
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Finance
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Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Hist. C.
A. S. C.
F. C.

December 16, 1942.

MEMORANDUM FOR: Commanding General, Material Command

SUBJECT: Requirements for Additional Primary Trainer Production. No Name. 12-11-42.

1. Under date of October 20, 1942 a Special Committee prepared a report to the Joint Aircraft Committee described as Case No. 3131 - study of 1943 Training Requirements.

2. The Primary Training Aircraft requirements of the Army were based on the training program being increased from 75,000 to 102,000, this increase past 75,000 starting in March of 1943.

3. Since that time the Commanding General, Army Air Forces, has decided to level off on an 80,000 training program. This program is in respect to primary training will level off in May, 1943.

4. The number of primary training planes required by the Flying Training Command for the year 1943 based on student population in the schools and one plane to each 3.2 student, will be 4455.

5. In addition to this the Navy has asked for 2909 - British 1270, Latin America 240 or a total of 8874.

6. S-4 production reveals 8309 training planes available in 1943 leaving a shortage of 565 planes, if all requirements are met.

7. In answer to 4th paragraph, sub-paragraphs a and b, the estimated inventory January 1st Primary Trainers is approximately 4800. 8874 additional planes are required in 1943. Based on these figures a production of 300 per month or 3600 per year is erroneous.

8. When this standing inventory (Army & Navy) of approximately 10,000 is reached then 300 per month would be required for attrition. It would appear that 300 Primary Trainers will be sufficient in 1944.

9. The Army peak required inventory is 6650. We understand the Navy is 3000.

By command of Lieutenant General ARNOLD:

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

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8 Jan. & 20 June 1974
By [illegible] LC, Date 7/10/76

Requirements for Additional Primary Trainer Production.

WEN:cc 637R

1 AFCAS AFRIT 1942
12-12

The attached memorandum for the Chief of Air Staff from Material Command is forwarded to you for preparation of reply for General Stratemeyer's signature.

Incl: Confidential Memo for
Chief of Air Staff frm
Material Command, dtd 12-11-42,
Subject as above.

WILLIAM E. HALL,
Colonel, G.S.C.

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Mr. Will
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December 11, 1942.

MEMORANDUM FOR: The Chief of the Air Staff.

SUBJECT: Requirements for Additional Primary Trainer Production.

1. At its meeting on November 19, 1942, the Joint Aircraft Committee approved the Material Command(s amendment to the training airplane production program as approved under case No. 3200, (War Production Board Report S-L).

2. Included in its action on the amendment was a directive to the Army Air Forces to investigate the necessity for increasing primary trainer production beyond that established by the action cited above.

3. A report of the study of 1943 training aircraft requirements, prepared by a special subcommittee of the Joint Aircraft Committee, and approved as Case No. 3131 on October 22, 1942, lists the following requirements for primary trainers:

U.S. Army	6337
U.S. Navy	2909
British (from U.S.)	1270
Latin America	240
TOTAL	10,756

4. An analysis of trainer airplane requirements prepared by AFMSP, and forwarded to this Command through AFDAS by R and R, dated November 11, 1942, contains this statement, and this recommendation:

a. "Present inventories of primary trainers are nearly as great as will ever be required".

b. "Convert immediately all primary trainer capacity in excess of 300 per month, (about one-half of scheduled production) to production of 2-engine advanced trainers".

5. W.P.B. Report S-L as approved by the Joint Aircraft Committee, schedules 285 2-engine advanced trainers less than Report S-K; and 320 primary trainers more than Report S-K. The quantity of primary trainers

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The Chief of the Air Staff. December 11, 1942.

CONFIDENTIAL

scheduled in Report S-L is 8,355. A comparison between that total and the two requirements mentioned in paragraphs 3 and 4, above, follows:

	CASE 1192	STUDY BY AFAMC
Requirements	10,796	9,400
S-L	8,355	8,355
Difference	2,408 (Deficit)	4,755 (Surplus)

6. Information is requested by the Materiel Command as to the necessity for increasing primary trainer production in 1943 beyond the quantity of 8,355 already scheduled; and a decision as to the extent to which that necessity, if any, should be satisfied.

For the Commanding General:

B. E. MILLS
Brigadier General, U.S.A.
Chief of Staff
Materiel Command

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Dated 20 June 1974
By [illegible] Date 9/10/76

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2 AFCAS AFRDE 12-14

1. Noted by General Stratemeyer

2. Returned for your files.

Dispatched
DEC 15 1942
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M. A. LIBBY,
Lt. Col., G.S.C.

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2 AFCAS AFAMC 12/12

1. Approved.

2. For necessary action.

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Lt. Col., O.S.C.

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Liaison Aviation for Troop Carrier Operations

8. AFDAS AFRAS 1942
12-26

MAL:hjb 5265

1. General Hanley approves the recommendations set forth in the preceding item.

2. The attached papers are returned in accordance therewith.

MILLARD A. LIBBY
Lt. Col., G. S. C.

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6 Jan. & 20 June 1974
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4 AFCAS AFAHI 12-17

1. General Hanley desires Colonel Sorenson note the attached merely for any information it may contain in connection with the study he is now undertaking in defining the functions of the Office of Strategic Services and the Joint Psychological Warfare Committee.

Dispatched
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2. For return to this office upon completion of the foregoing.

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M. A. LIBBY,
Lt. Col., G.S.C.

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Liaison Aviation for Troop Carrier Operations

MAL/imm 5265

6 AFCAS Advisory Council Attn: Colonel Cabell 1942 12-23

1. General Hanley desires that you review the attached and render your comments hereon.

2. He is of the opinion that "Tab D" should be prepared for dispatch. The pencilled corrections appearing thereon were made by him.

M. A. LIBBY,
Lt. Col., G.S.C.

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By [illegible] NC, Date 7/8/76

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2 AFCAS AFDMR and AFACT 12-13

1. For coordination in the attached proposed memorandum for the Chief of Staff.

2. Your comments and recommendations reference this study are desired.

Dispatched
DEC 13 1942
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M. A. LIBBY,
Lt. Col., G.S.C.

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Arrangements to Send Barclay-Grow Airplane to Greenland on Rescue Mission

MAL/lmm 5265

2	AFCAS	AFATC (Attn: Col. Gates)	1942 12-16	1. Note General Stratemayer's approval. 2. For necessary action.

M. A. LIBBY,
Lt. Col., G.S.C.

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Ski Equipped Airplanes

DECLASSIFIED
DOD Ltr.
Dec 19 1974
By [illegible] LC; Date 9/10/78

Air Ag 453.1 (692)

WER:JT 5246

6 Chief Air 1943 For remark concerning paragraph 2, Item #5 and
of Air Transport 1-5 return.
Staff Command

Dispatched
JAN 5 1943
AAG

File

WILLIAM E. HALL
Colonel, G. S. C.

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DOD Dir.
By [illegible] Date [illegible]

452.1 (692)

TO: Director of Military Requirements

FROM: Secretary of the Air Staff.

DATE 1/30/43

COMMENT NO. 8
MAL/mdg/5265

1. Note the comments of the Air Transport Command in the preceding item.

2. Your further remarks and recommendations are desired.

Dispatched
JAN 31 1943
AAG

Incl. n/c

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MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

File 1/31/43

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DOD ltrs
5 Jan & 26 June 1974
By: [illegible] LC, Date: 9/16/76

Ski Equipped Airplanes.

1 AFCAS Director 1942
of 12-11
Military
Requirements

1. Your attention is invited to Message No. 832, December 9th from Wincott at Greenland. I have changed the action copy to you.

2. General Arnold cannot understand why we have not taken action on getting some ski equipped airplanes to places like Greenland and Alaska for rescue purposes. He feels that this matter of living from hand to mouth must be corrected. You will take the necessary steps to have a couple dozen ski equipped airplanes purchased or manufactured and delivered to those places where they may be used for rescue purposes.

Cy to:
Assistant Chief of Air Staff, A-4
Assistant Chief of Air Staff, A-3
Commanding General, Materiel Command
Commanding General, Air Transport Command
General Kepler

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

Dispatched
DEC 11
AAG

All A S 452.1 (692)

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By special messenger

Mrs Ingram
All A S 452.1 (692)

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DECLASSIFIED
DOD Ltr
Jan. 4 30 June 1974
By [illegible] Date 7/16/70

Ski Equipped Airplanes

[illegible] 3487

2 AFDNR AFCAS Attn: General Strate-meyer [illegible] AFACT

to meet the requirements for the rescue activities carried on by the Command. Except for two (2) AT-7 airplanes assigned to the 1st Mapping Group and two assigned to the Greenland Base Command, all of the AT-7, AT-6, and L-4B airplanes equipped with skis will be available for assignment to the Air Transport Command.

(CONTINUED) DEC 21 42 PM

RECEIVED

cc to AFATC, AFACT
AFRON, AFRMC

DAVENPORT JOHNSON,
Major General, U. S. Army,
Directorate of Military Requirements

JJO'Seck 6701

3 AFACT AFCAS 12-21 Attn: General Strate-meyer

Noted.

ROBERT W. HARPER
Colonel, G. S. C.

---

4 AFCAS Director of Military Requirements 1942 12-23 Attn: Col. [illegible]

[illegible]
GRS/hd

1. This paper will be returned to this office when the AT-7's have been winterized and fitted with skis, as listed in paragraph 5a, comment #2. In that paragraph it was stated that two airplanes would be ready for delivery on or about December 23rd and that the remaining eight would be available for delivery to other rescue stations about January 10th.

2. By comment hereon keep me advised as to the status of the complete winterization of the airplanes listed in comment #2 in order that I can keep General Arnold advised.

Dispatched
DEC 24 1942
AAS File
Ci

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

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DOD dir
5 Jan. & 30 June 1974
By [illegible] C. Date 9/16/76

Weather Reconnaissance Planes

Assistant Chief of Air Staff, A-3. 1/11/43

Deputy Chief of the Air Staff. S
TJH/ovs/6571

1. The necessity for weather airplanes will be recognized by the Air Staff and all Directorates and airplanes will be assigned to Weather Squadrons in a priority lower than our present commitments for other organizations if production makes such action possible during the first half of 1943.

Incls: n/c.

Copies:
Ass't Chief of Air Staff, A-4.
Director of Technical Services.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
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DOD Dir
By [illegible] Date 7/10/76

Weather Reconnaissance Planes

Thru Chief of the Air Staff, to Commanding General, Army Air Forces 1/8/43

Assistant Chief of the Air Staff, A-4. 4

ECL/mec 71172

1. A-4 Division does not concur in the assignment of B-24 airplanes to the Weather Squadron in the first half of 1943. During that interval first priority must be given to meeting commitments to tactical organizations. All heavy bombers which are not adequately equipped for combat should go into the Flying Training Command and OTU organizations.

2. If heavy bomber production reaches the 8-L target it should be possible to assign B-24's to the weather squadron during the last half of 1943.

3. For the first half of 1943 the low level of production of heavy bombers and transports, coupled with the high level of commitments made for distribution, operate to make impractical the assignments of airplanes for the special weather service runs.

4. In order to determine the value of "balloon runs" as an aid to ferry operations, it appears logical to assign to the Air Transport Command six (6) A-28's or A-29's (Hudsons) of which the Air Forces have approximately 134 on hand. If operating conditions permit the scheduling of weather flights on a 400 mile radius from Goose, BW-1 and Reykjavik, each leg of the route may be completely covered as far as weather data is concerned.

5. This office does believe that our experience in the United States with CAA flight control based on ground observations has proven those observations to be extremely inadequate. The data which is based upon ground observations is of practically no value in planning for long range flights above the cloud deck or between layers.

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

Incls - n/c

Added - Memo for Col Zimmerman
from Gen McClelland 11/18/42

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DOD dir.
By [illegible] NARS, Date 7/02

Weather

Weather Reconnaissance Planes.

AFTSW (OP) FD'O/lmh 73918

1 AFDTS (Gen. Arnold) (Gen. McClelland) 1942 12/11

1. I feel very strongly that weather reconnaissance planes operating regularly over the North Atlantic would materially improve the forecast service of our units in this area, and particularly in the British Isles.

2. Inclosure 1, copy of an RAR from ATC with the attached pilot reports, is a sample of the results of the lack of weather data over the ocean. Inclosures 2 and 3 are unsolicited and independent letters from experienced men in the field, with their ideas on weather planes. In addition, the following excerpt from a wire from the ATC control officer at Stornowayas received at Presque Isle on October 22, 1942:

"IF WEATHER IN UK IS TO BE FORECAST WITH ANY DEGREE OF ACCURACY FOR MOVEMENT OF U S FERRY AIRCRAFT IT IS ABSOLUTELY ESSENTIAL THAT WEATHER INFORMATION WEST OF BRITISH ISLES BE AVAILABLE STOP INFORMATION REGARDING MOVEMENT OF FRONTS IS ALMOST COMPLETELY LACKING UNTIL WEATHER ALONG WEST COAST IS EFFECTED AND CAUSES UNNECESSARY BURDENING OF COMMUNICATION CHANNELS WITH EMERGENCY CANCELLATIONS AND WEATHER AMENDMENTS STOP RAF HAVE SCHEDULED WEATHER FLIGHTS BUT THE OPERATION OF SAME IS UNRELIABLE STOP IT IS REQUESTED THAT SUITABLE AIRCRAFT BE MADE AVAILABLE AT STORNOWAY TO ACT AS A WEATHER SHIP OPERATING WEST AND NORTHWEST OF THIS STATION TO OBTAIN WEATHER INFORMATION."

SAS 452.1 (6)

3. Gen Arnold 12/16
A-3
A-4
Comment + recommendation
H H A.

3. The British weather flights are not adequate, although I understand that flight is made whenever weather conditions permit. The schedule calls for 1 flight per day over each of the 4 courses shown in black on the map attached as inclosure 4. During a period of 32 days, ending October 23, information for the following number of flights was received at Presque Isle:

Magnum	15
Bismth	13

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M Cochran
Decd 12-17-42

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DOD ltrs
1 Jan & 30 June 1974
By [illegible] Date 9/10/76

Weather Reconnaissance Planes.

AFTSW (OP) FD'O/lmh 73918

1 AFDTS Gen. 1942 Epicure 9
(Cont'd) Arnold 12/11 Wick Recipe 0
Gen.
McClelland

The data derived from the Wick Recipe flight is released only to tactical units. Of the others, it will be noted that the best record was made by the flight from Iceland. However, even in this case, flight was made less than 50 per cent of the time.

4. To supplement the above flights, it is felt that steps should be taken to inaugurate the AAF weather flights shown in red on the map. The Stornoway-Reykjavik shuttle will be of great value to the 8th Air Force and other tactial units, as well as to the Transport and Ferry Commands. In addition, mail, limited freight and passengers could be carried.

5. The AAF Weather Reconnaissance Squadron (Test) #1 was activated August 21, 1942, but is still being kept at reduced strength at Patterson Field, pending the future availability of suitable aircraft.

6. I therefore recommend that this squadron be brought to strength and placed in operation on the Northeast Route in time for the spring traffic. It is my conviction that all Air Forces units operating in this area will considerably benefit from this additional Weather Service.

H. M. McCLELLAND,
Brigadier General, U. S. Army,
Director of Technical Services.

4 Incls:
#1 - Cy R&R fm ATC w/pilot Rpts.
#2 - Excerpt of Ltr. fm. Maj. Holzman, 10/17/42
#3 - Cy Ltr fm Capt. Sykes w/1st Ind.
#4 - Map

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DOD Ltr
18 Jan & 20 June 1974
By [illegible] Date 9/16/76

Accurate Estimates of Aircraft Availability

[illegible]:ck 6701

1 AFACT AFADS 1942
12-18

copy to

AFGAS
AFAEP
AFAMC

1. Confirming conversation with your Division (Colonel Langmead) it is requested that A-4 provide AFAMC each month with an estimate of "give aways" for each subsequent twelve months.

2. Only in this fashion can AFAMC determine the overall load to be placed on modification centers and estimate the net combat aircraft to be available for AAF operations and training in compliance with attached directive.

3. Necessity for this estimate from AFADS to AFAMC has been cleared with AFDAS. Due regard will be given by AFADS to the time limits in each month, set in attached directive to AFAMC.

ROBERT W. HARPER
Colonel, G. S. C.

Incl:
Mimeo Memo to CG, Mat. Cond
frm Gen. Stratemeyer,
11/27/42

DEC 18 42 PM

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Air Adjutant General

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Ca 12/20/42

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000 ltrs.
Jan. 20 June 1974
UC. Date 9/10/76

Weather Reconnaissance Planes

WRB:ck 6702

3 AFACT AFACG 1942
12-26
thru
AFAES
AFCAS

1. Recommend that three (3) B-24's per month, beginning in January, to a total of twelve (12) aircraft be made available to the Weather Directorate and thereafter provision made to replace actual attrition.

2. It is contemplated in the above recommendation that six (6) aircraft will be based in the United States (available for roving assignments) and six (6) in the European Theater of Operations.

3. Cognizance has been taken in recommendation above of the cable from General Doolittle (CM-IN 10306, December 23, 1942) requesting assignment of a weather squadron to the Twelfth Air Force.

ROBERT W. HARPER
Colonel, G. S. C.

Incls. n/a

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Jan. & 20 June 197
By [illegible] Date 9/10/76

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

SECRET
Auth. C.G. AAF
Nov. 27, 1942
Initials [illegible]
Air AG

November 27, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Accurate Estimates of Aircraft Availability.

1. The Air Staff requires accurate information on the availability of aircraft in order to plan allocations of aircraft and schedule personnel, activation of units, and equipping of units. The present method of using delivery schedules (RM-80D) is not satisfactory for this purpose. A careful study of the entire problem has determined that effective Army Air Forces program planning requires that the agencies charged with the responsibility for developing the program have access to accurate monthly estimates of the number and types of completely modified and operational aircraft which will be available for assignment to all components of the Air Forces.

2. It is directed that the Materiel Command prepare a schedule of estimated monthly deliveries of completely modified and operational aircraft, by type, which will be available for assignment to the Army Air Forces, covering the same period as is covered by RM-80D; and that such schedule be revised concurrently with each new publication of RM-80D.

3. It is also directed that all directorates and staff divisions responsible for the preparation of Aircraft Allocation Charts use, as a basis for the preparation of such Charts, estimates so prepared by the Materiel Command.

4. It is desired that these Charts be available for distribution by December 15th.

By command of Lieutenant General ARNOLD:

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

Copies furnished: all directors and chiefs of all divisions of the air and operating staffs, this headquarters.
Commanding Generals.
Army Air Forces Air Transport Command.
Army Air Forces Air Service Command.

For information and compliance with paragraph 3, if applicable.

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DO
By [illegible] Date 9/10/96

Installations of Guns in B-25's and B-26's.

TJH:cmc 6371

1. AFDAS AFRDB 1942
12-5

1. Colonel Rodieck, of OPD, states that General Whitehead is very much perturbed over the failure of the Material Division and the Army Air Forces to pay any attention to his requests for the installation of nose guns in B-26's and tail and waist guns in B-25's. Colonel Rodieck saw these guns installed in these airplanes and flew in a B-25 which was so equipped. General Whitehead said that his stock answer from the Material Division is that these guns cannot be installed.

2. It is desired that you investigate this matter and take appropriate action.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Copy for General Stratemeyer.

Dispatched
DEC 8 1942
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Air AS 452 (688)

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Mr Will

Air AS 452 (688)

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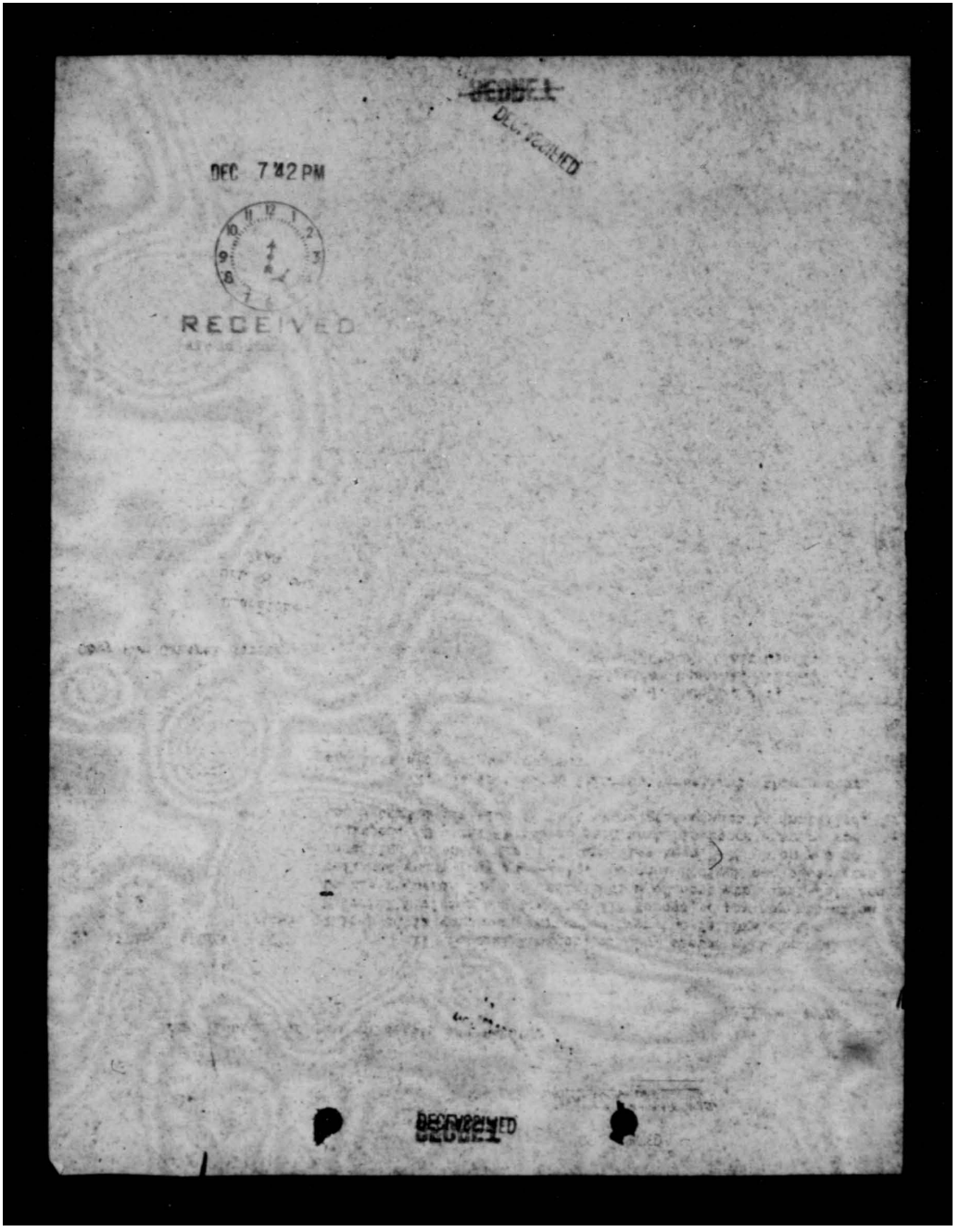

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DOD Dir. 5 Jan. & 30 June 1974
By Alexander Date 9/1/76

Installations of Guns in B-25's and B-26's.

53/1s V2465

2. AFMDS AFDAS 12/12
thru
AFDMR

1. Previous reports on armament installations in the Australian theater have been received by this office and all have been carefully studied and evaluated with reference to the improvement of armament in both heavy and medium bombardment aircraft.

2. The B-26 installation diagrams and photos received from this theater show the same type installation as appeared in the early modified B-26 airplanes. At the present time the current version of the B-26 has four .50 cal. machine guns firing from fixed positions on either side of the radio compartment; i.e. two per side, and one fixed forward firing cal. .50 in the bombardier's compartment. In addition there is a centre-mounted cal. .50 installed for flexible use incorporating a cone of fire of 5° up, 15° down, and 14° to either side or laterally. This is considered superior to any of the proposed installations that have been received.

3. The B-25 installations at present consist of one forward firing cal. .50 in the bombardier's compartment and one flexibly mounted in the centre of the nose approximately in the center line of the airplane. This gives a cone of fire encompassing a lateral fire of 30° to either side or a 60° cone and a vertical fire of 20° up and down or a 40° cone. This arrangement gives an elliptical cone of 40° x 60° which will cover the forward area not covered by the present turrets.

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Installations of Guns in B-25's and B-26's.

53/1s 72485

2 AFRDB AFDAS 1942
Cont. THRU 12/12
AFDMR

The installation of more guns as shown by pictures from that theater indicates a much inferior mounting of the flexible gun because of the extreme lightness of the supporting mounts. The photo shows a diamond shaped plate riveted between the two vertical plexiglass supports about 2"+ or - above the stringer or support running laterally across the nose. This gives only two main supporting parts with the structure riveted thru plexiglas whereas the present modified installation is rigidly mounted with added extrusion stringers and a flat steel splate making a sturdier and more dependable mount.

4. Colonel Rodieck of OPD, in a telephone conversation, stated that the installation with which he was familiar incorporated cal. .30 guns in the waist and tail positions in addition to the current upper and lower turret installation It appears that in the field holes were cut in the fuselage behind the armor plate bulkhead and the guns placed there. This office is in receipt of no requests for an installation of this nature and consequently has not been able to take action. The original B-25 airplanes incorporated an arrangement somewhat on this order but it was abandoned.because the unsatisfactory fields of fire and small gun-size placed the crew in a very compromising position. Cable No. A1039 from Australia of 11-8-42 states that lower turrets are needed in B-25C/D airplanes and that none should be delivered without this installation. This apparently refutes their statement as to a desire for waist and tail guns inasmuch as cal. .50 guns would be an impossible installation in the correct position with the present turret set-up.

At the present time plans are being formulated and action started to remove the lower Bendix turret, an inadequate piece of armament, and to install as a substitute cal. .50 waist guns and cal. .50 tail guns with perhaps cal. .50 tunnel guns in the aperture left by the removal of the lower turrets. The above is tentative as far as tunnel guns are concerned, but adequate fire power is mandatory. However, at this time the installation of cal. .50 guns in waist and tail of the present B-25's is not advisable due to the necessity of "beefing-up" the structure for this arrangement. This armament set-up as desired in the theater has been figured with the load computer furnished with B-25 airplanes and it was found that the index moved to about 41.5 with full load for takeoff, which is undesirable.

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Installations of Guns in B-25's and B-26's.

SS/ls 72485

2. AFRDB AFCAS 1942 Cont. Thru 12-12 AFDMR

5. All requests for changes or modifications received from theaters of action are given thorough study, and every effort is made to comply with such requests, where possible within the structural and performance capabilities of the aircraft.

E. L. HUBANK,
Brig. Gen., U.S.A.

MAL:JT 5265

3 AFCAS AFRDB 1942 12-26

General Manley has noted the foregoing and directs that you furnish this information to General Whitehead.

MILLARD A. LIBBY
Lt. Col., G. S. C.

Dispatched
DEC 27 1942
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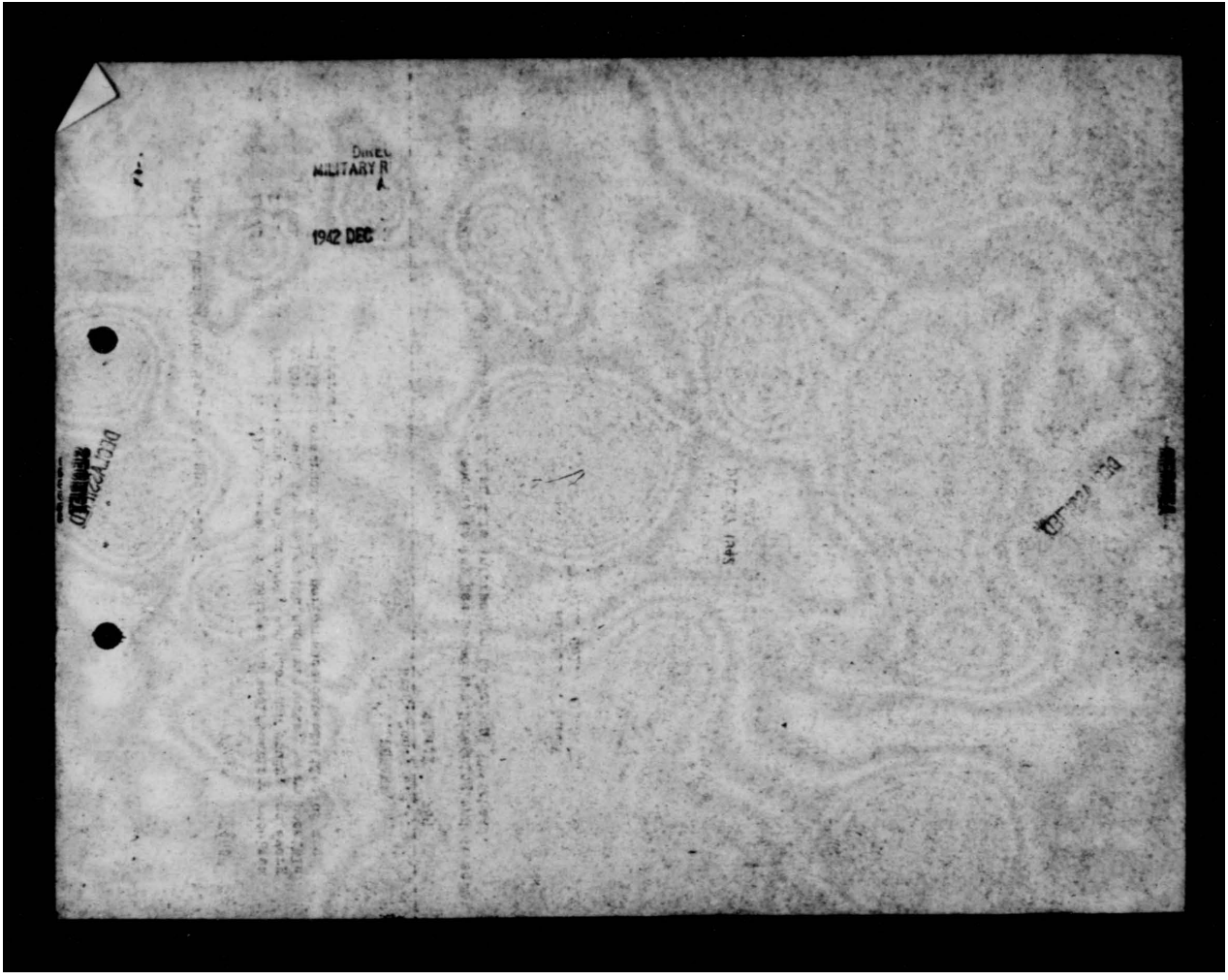

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DOD ltrs
Date 7/10/76

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AFACT
Lt. Col. J. J. O'Shea
Ext. 6702

DEC 8 1942

Lieutenant General Ben Lear,
Commanding General, Second Army,
Memphis, Tennessee.

Dear Ben:

I appreciate your need for a faster airplane. In your determined effort to keep your ground forces abreast of this fast-moving warfare, an airplane is the logical means of transportation for you.

The air transport picture, however, is not very bright. We do not now have sufficient Troop Carrier Groups to meet requests for additional air transportation from Generals Spaatz, Doolittle, and Kenney. These requirements must be met by maintaining the production flow of transports into Troop Carrier Groups being activated, equipped and trained.

In addition, the C-60 type aircraft is urgently needed in the Flying Training Command as navigational trainers and as tow tugs in the Glider Pilot Schools.

I regret that this letter cannot be more promising in providing you with a C-60; however, I feel sure you realize how acute the air transport problem is.

With kindest personal regards,

Sgd. H. H. Arnold

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

Dispatched
DEC 8 1942
AAG

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AT
8/31/44

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Copy for GENERAL ARNOLD

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WAR DEPARTMENT
HEADQUARTERS SECOND ARMY
MEMPHIS, TENNESSEE

THE COMMANDING GENERAL

November 28, 1942.

Lt. General H. H. Arnold,
Headquarters Army Air Forces,
Washington, D. C.

My dear Hap:

Will you kindly make another attempt to provide the Commanding General of the Second Army (me) with a suitable type airplane.

With my present plane--Boeing C-73--it is necessary for me to land in four places between here and San Diego. Its cruising rate in still air is 140 miles per hour.

This cruising rate and limited gasoline supply slow up travel to a very considerable extent.

How about giving me a C-60, which is designated as a troop carrier, I believe, and let me put some seats in it, etc. This ship, as I understand it, has a capacity of twelve seats plus the crew, and a fuel range of 1,000 miles, and relatively high speed. Such a ship would permit me to save at least one day between San Diego and this place.

Otherwise I am well and send you best wishes.

Sincerely,

BEN LEAR,
Lieutenant General, U. S. Army,
Commanding.

P.S. The above would be considered a Christmas present, even though delivery took place almost immediately.

B. L.

12/2/42
→A-3
Prepare reply for my

12/2/42

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AFABI
JMH:mm
Wrt 12-8-42
Br 71577
Rm 3 E 150

DEC 11 1942

Colonel William J. Donovan, Director,
Office of Strategic Services,
Washington, D. C.

Dear Colonel Donovan:

In reply to your letter of December 2 I have looked into the matter and the possibility of our being of assistance would appear to be remote. Although several types of training and observation aircraft now in production combine some of the features you describe, we have not as yet developed any airplane that would meet all of the requirements essential to the purposes you have in mind.

The Experimental Engineering Section of the Material Command has considered the problem and has come to the conclusion that adaptations of existing types, to provide longer range or lower landing speeds, would neither be practicable nor feasible.

For reasons which you will readily appreciate it would not be possible, except at the expense of our present combat and training programs, to attempt to design and produce a new type of aircraft incorporating the desired performance characteristics.

Sincerely yours,

Dispatched
DEC 11 1942
AAG

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

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Cy for General Stratemeyer

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DOD ltr
Dated 20 June 1974
By [illegible] Date 9/10/76

Possibility of making use of small airplanes for placing men and materials in enemy-occupied territories.

3373
GES/hd

1 AFCAS Assistant Chief of Air Staff A-2 Atten: Col.Ball 1942 12-4

Dispatched
DEC 5 1942
AAG

1. It is desired that you prepare a reply to the enclosed letter from Mr. Donovan for my signature. Remember we had a conversation with Huntington and Bruce recently in my office. I don't know what we can do in the way of sending any airplanes at this time. You might contact A-3 and the Materiel Command (General Meyers) to see if we can do anything for them. I don't, however, want to do anything that will interfere with training or allocation of airplanes to combat units.

File

Incl:
Ltr to Gen. Stratemeyer from Mr. Donovan dtd 12-2-42

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

air ad 452.1 (686)

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~~SECRET~~

Miss Ingram
air ad 452.1 (686)

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DECLASSIFIED
DOD ltrs
3 Jan. & 20 June 1974
By [signature], Date 7/1/76

SECRET
DECLASSIFIED

Assignment of Airplanes.

3373
GES/hd

1 AFCAS Director of Military Requirements 1942 12/4

1. General Arnold told me this morning there were some 5100 airplanes manufactured and accepted during the month of November.

2. It is desired that you prepare a report for submission to General Arnold, showing where

a. All airplanes that were modified during the month of November were assigned.

b. All airplanes manufactured during the month of November that did not require modification were assigned.

3. It is desired that this report be expedited and be submitted not later than noon, Monday, December 7th.

Copy to:
General Hanley
Asst.Ch.Air Staff A-3

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

Dispatched
DEC 4 1942
AAG

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Mr Gray

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ltrs.
5 Jan. & 30 June 1974
By [illegible] Date 7/10/74

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AAG 4232

Assignment of Airplanes.

Assignment of Airplanes.

3373
GES/hd

1 AFCAS Director of Military Requirements 1942 12/4

1. General Arnold told me this morning there were some 5100 airplanes manufactured and accepted during the month of November.

2. It is desired that you prepare a report for submission to General Arnold, showing where

a. All airplanes that were modified during the month of November were assigned.

b. All airplanes manufactured during the month of November that did not require modification were assigned.

3. It is desired that this report be expedited and be submitted not later than noon, Monday, December 7th.

Copy to:
General Hanley
Asst.Ch. Air Staff A-3

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

DE/bb 2983

2 AFDMR AFCAS 12/5 Report required by item 1 inclosed herewith.

Incls.
Orig. & 2 copies of:
Deliveries of Aircraft Products
in Nov. 1942.
Flyaways from Mid-Centers Nov. 1942.

DAVENPORT JOHNSON
Major General, U.S.A.

2 Gen 12/8/42
Arnold

Gen Johnson
noted
[illegible]

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G. Kinkead

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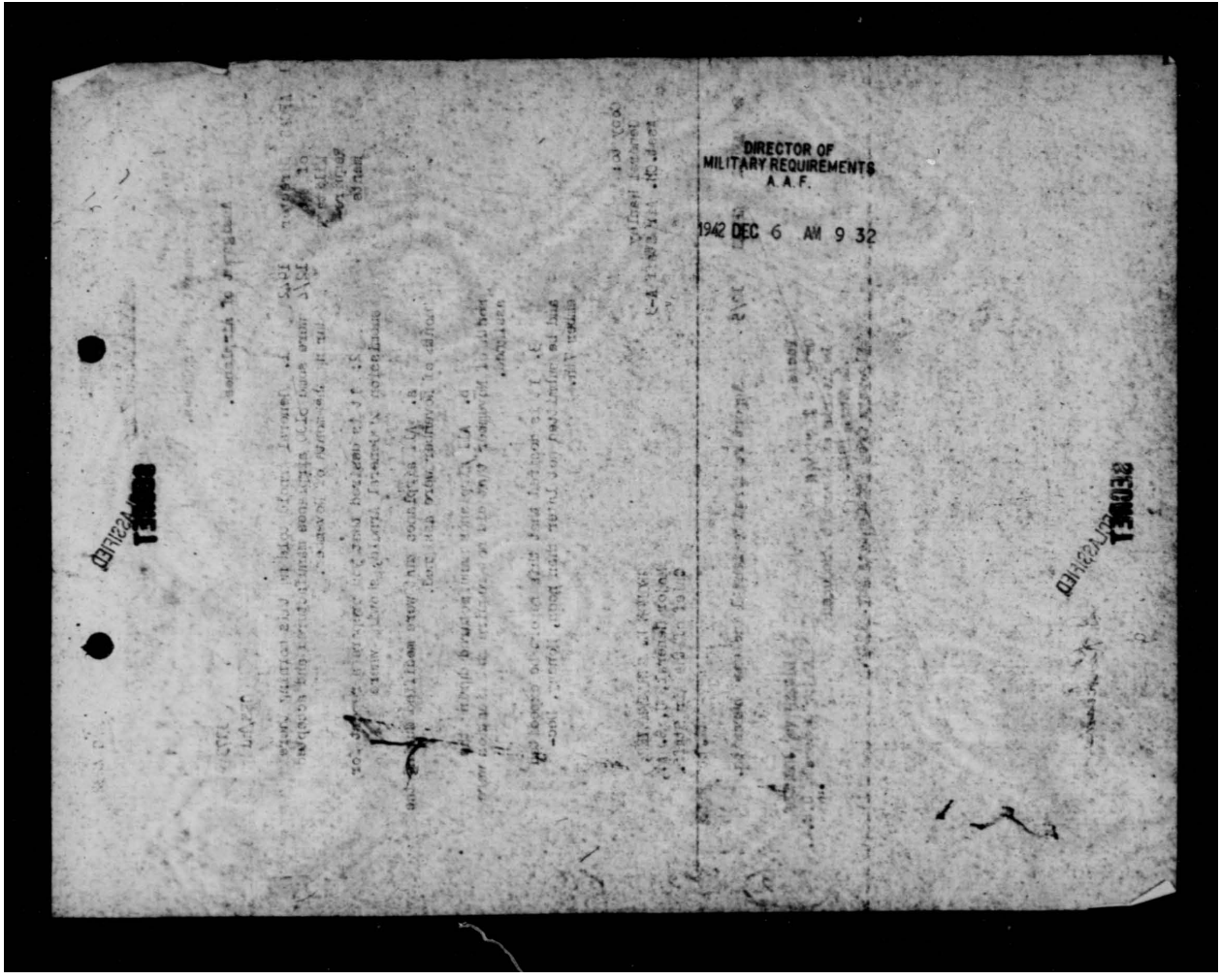

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DOD ltrs.
18 Jan. & 20 June 1974
By [illegible] Date 7/10/76

Plans for the Re-enforcement of the 12th Air Force.

TJH:cms 6371

1 AFDAS AFACT 1942
12-2

1. I want to get for General Beedle Smith at once a complete statement of our plans for reenforcement for the 12th Air Force in accordance with the attached memorandum. Show what is set up for this Theater, when it will be shipped and how. Items 1 and 3 are circles by General Arnold and should be considered at least as a tentative approval. Item 2 should be discussed with a view of showing just exactly what can be done along this line.

2. This information must be available for General Smith before he leaves, which will be very soon.

Dispatched
DEC 2 1942
AAG

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T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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422. Myrtle Hill (604)

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DOD ltr.
30 June 1974
By [illegible] Date 3/6/75

A-4 Inc. 2857

Air Filters

MMF/gwd 4849

1. AFADS AFDAS 1942
12-1

1. Reference is made to Cable No.2677, dated November 24, from Cairo, above subject.

2. Your attention is invited to the attached detailed reports from the Materiel Command and the Air Service Command.

DEC 2 42 AM

3 Incls:
~~1-R&R frm. AFAMC to AFADS, dtd.11/16/42, subject: Report on Air Filters, w/1 Incl.~~
1 2-R&R frm. AFAMC to AFADS dtd.11/28/42, subject: P-40 Air Filters, w/3 Incls.
2 ~~3-Memo~~ frm. AFADS to AFASC, dtd.11/25/42, subject: Air Filters, w/1 Ind. & 1 Incl.

3. Conf. Radio No. 2677

RECEIVED
Air Adjutant General

Dispatched
DEC 5 1942
AAG

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

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~~CONFIDENTIAL~~

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000 lbs
By [signature] Date 9/10/76

HEADQUARTERS ARMY AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

DECLASSIFIED SECRET

SUBJECT: B-24 Airplanes to be equipped with A.S.V. Equipment.

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	Director of Military Requirements	1942 12-1	1. Confirming General Arnold's instructions this date, it is desired that you submit to him a report showing how many B-24 type airplanes are to be equipped with A.S.V. equipment, by months including the months of October, November, and thence on throughout the year 1943. This matter will be discussed with General McClelland (Director of Technical Services) and General Larson (Commanding General, Anti-Submarine Command).
	Cy to: General Hanley			GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
2.	AFDMR	AFRDB	12-3	HCL:eb 5132 1. For appropriate attention to Item 1. for DAVENPORT JOHNSON, Major General, U.S.Army.
3	AFDMR	General Stratemeyer	12-3	MEG/br 3487 1. There is attached hereto a memorandum from the Director of Bombardment setting forth the status of ASV equipped airplanes. 2 Incls: Incl 1 Memo, 12-3-42 Incl 2 Chart, 8-28-42 DAVENPORT JOHNSON, Major General, U. S. A.

DEC 4 42 AM

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Air Adjutant General

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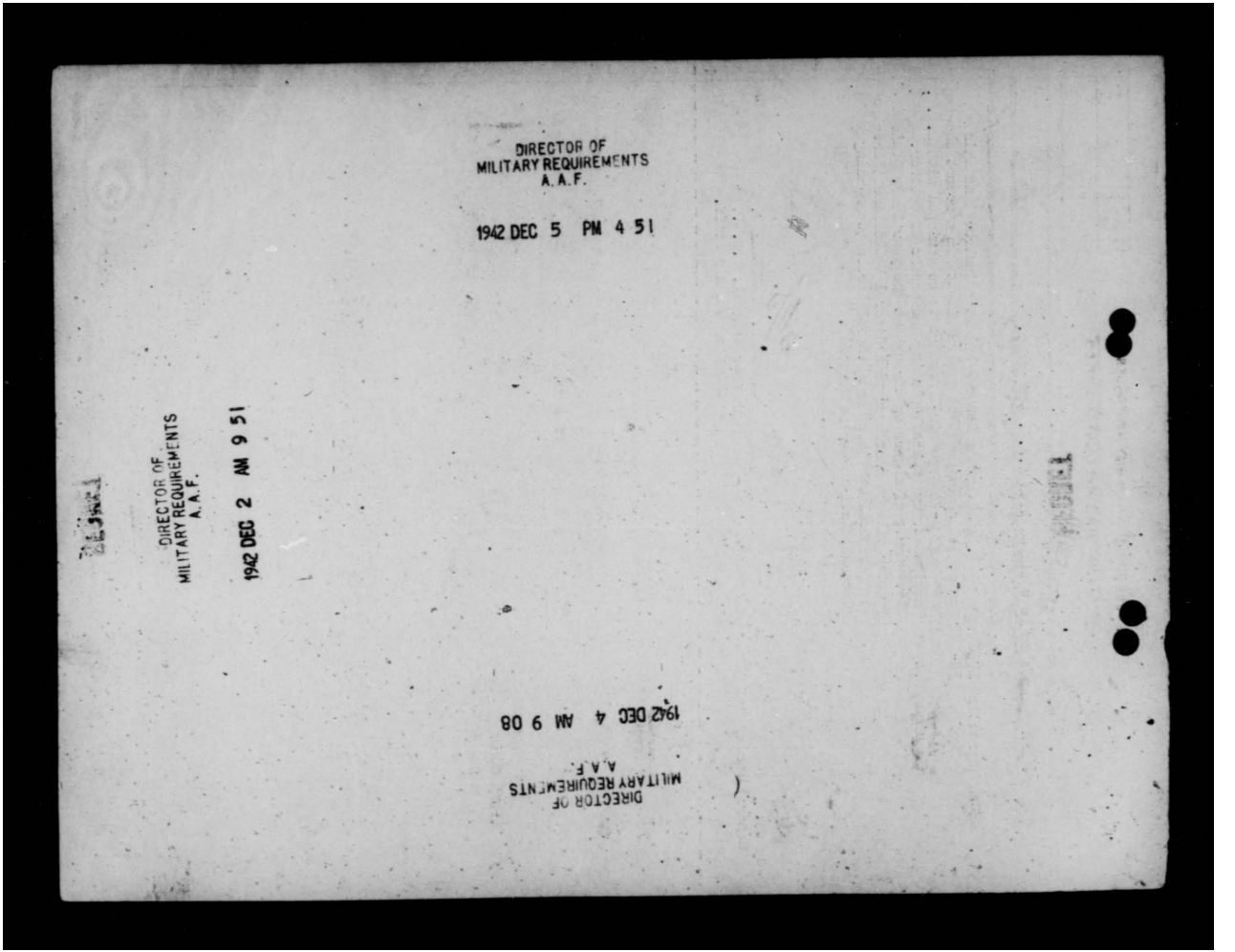

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ROUTING AND RECORD SHEET

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TALLY NO.	4418
FILE NO.	

SUBJECT: B-24 Airplanes to be equipped with ASV Equipment.

ITEM NO.	FROM	TO	DATE	COMMENTS
4	AFCAS	AFDMR	1942 12-4	MAI/[illegible] 5265 It is desired that another chart of ASV Installation (8/28/42) preferably typed as an original be furnished for General Arnold's book. General Stratemeyer will want to retain the attached copy for his information. M. A. LIBBY, Lt. Col., G.S.C. Incls. n.c.
5.	AFDMR	AFRDB	12-5	LIH:ha 6782 1. For compliance. [redacted]
[illegible]				[illegible] charts which include allotments to the South Pacific area as were requested from New Caledonia in Cable #595, dated Dec. 3, 1942. 2 Incls. Incl.1-N/c Incl.2-Chart, 8/28/42, w/d. Incl.3-added-copies of chart per above, 12/4/42 [illegible] L. EUBANK, Brig. Gen., U.S.A.
7	AFDMR	AFCAS	12-9	LIH:db 6782 Copies of chart attached for Generals Arnold and Stratemeyer. DAVENPORT JOHNSON, Major General, U.S.A. 2 Incls: n/c

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Air Adjutant General

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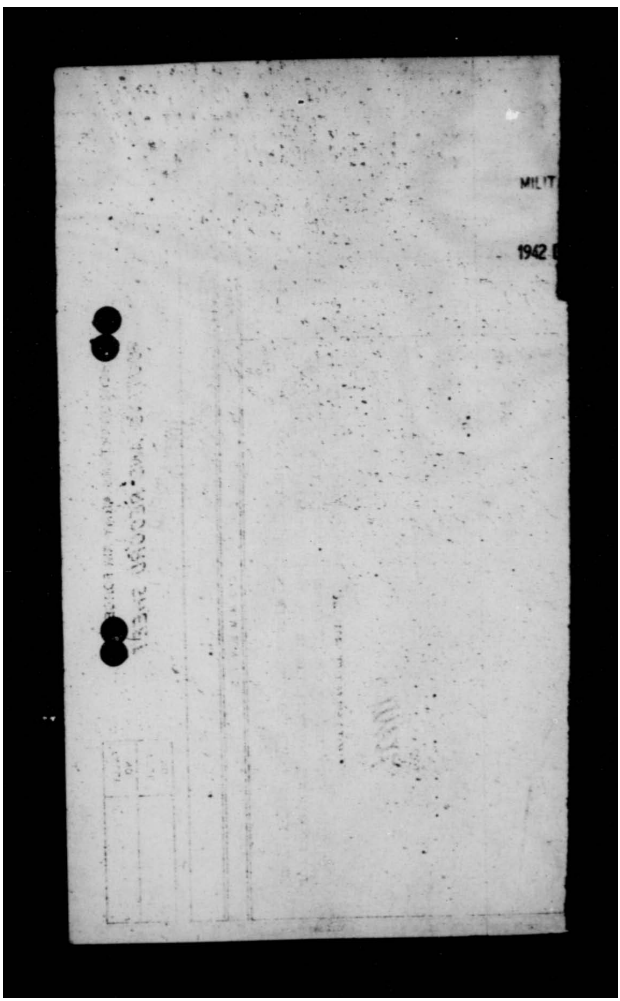

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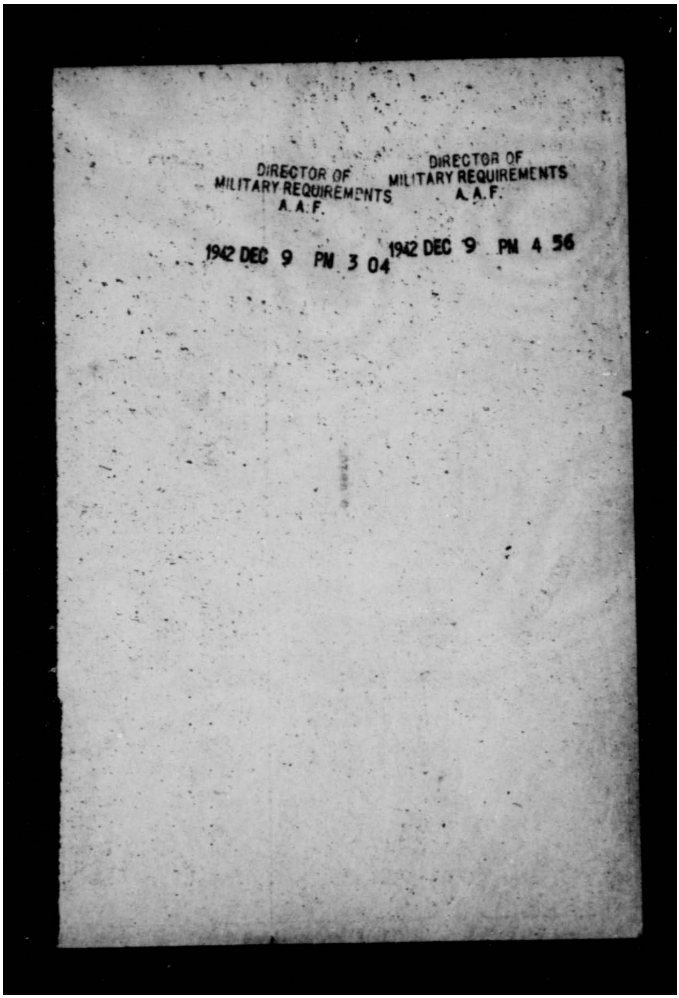

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HEADQUARTERS ARMY AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
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SUBJECT: B-24 Airplanes to be equipped with ASV Equipment.

ITEM NO.	FROM	TO	DATE	COMMENTS MAL/imm 5265
8	AFCAS	AFMAG	1942 12-12	1. Noted by General Stratemeyer.
				2. For file.
				MAL. M. A. LIBBY, Lt. Col., G.S.C.
				Incl. n.c.

File a 12/10/42

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By Aliffer, D.C., Date 3/16/76

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WAR DEPARTMENT
Headquarters of the Army Air Forces
WASHINGTON

~~SECRET~~
By Authority of
The Commanding General
of the Army Air Forces
DEC - 3 [illegible]
DATE INITIALS
DEC - 3 [illegible]

MEMORANDUM FOR GENERAL STRATEMEYER:

SUBJECT: ASV Equipped Airplanes.

1. The following airplanes have been equipped with ASV for the theaters shown:

ANTI-SUBMARINE COMMAND

49 B-18B	(ASV-10)	SCR-517
11 B-17E	(Mark II)	SCR-521
39 B-34	(Mark II)	SCR-521

WESTERN DEFENSE COMMAND AND ALASKA

13 B-24D	(Mark II)	SCR-521
4 LB-30	(Mark II)	SCR-521
7 B-17E	(Mark II)	SCR-521
34 B-25	(Mark II-kits only)	SCR-521

CARIBBEAN DEFENSE COMMAND

16 LB-30	(Mark II)	SCR-521
45 B-18B	(ASV-10)	SCR-517
19 B-17E	(Mark II)	SCR-521
13 B-24D	(Mark II)	SCR-521

NEWFOUNDLAND

5 B-17E	(Mark II)	SCR-521

GREENLAND

8 B-25	(Mark II)	SCR-521

HAWAII

47 heavy bombardment airplanes	(Mark II)	SCR-521

(This figure is known to vary since the theater commander reduces the figure or increases it depending upon the tactical problem. However, it is believed that the average number of planes in use at all times is around 50.)

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SUBJECT: ASV Equipped Airplanes.

CAIRO

7 B-24D (Mark II) SCR-521

PROJECT MK-63

9 B-24D (ASV-10) SCR-517C

AUSTRALIA

12 B-17E (Mark II) SCR-521

INDIA

4 B-24D (Mark II) SCR-521

2. POLICY

a. The following policy on the installation of ASV equipment is announced for planning purposes:

(1) Heavy Bombardment:

(a) Airplanes, allocated to theaters having sea search as the primary mission or weather and terrain which are of such hazard to navigation as to outweigh the loss in performance due to ASV equipment, shall be equipped 100 percent. At the present time, these theaters are the Caribbean, Eastern (including Newfoundland), Greenland, and Western (including Alaska).

(b) Airplanes, allocated to theaters where both naval targets and effective fighters opposition are expected, shall be equipped in such percentage as the theater commander desires. At the present time, these theaters are the Pacific, Southwest Pacific, Middle East and Indian.

(c) Airplanes, allocated to striking forces operating against well defended land targets, shall not be equipped with ASV. At the present time, the only theater of this type is the European theater.

(2) Medium Bombardment:

(a) Airplanes, allocated to theaters having anti-submarine search-attack as the primary mission or weather and terrain conditions which are of such hazard to navigation as to outweigh the loss in performance due to ASV equipment, shall be equipped 100 percent. At the present time, these theaters are the

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SUBJECT: ASV Equipped Airplanes.

Caribbean, Western (including Alaska), and Eastern (including Newfoundland), Greenland, Iceland and Ascension Island.

(b) Airplanes, allocated to theaters where both naval targets and effective fighter opposition are expected, shall be equipped in such percentage as the theater commander desires. At the present time, these theaters are the Pacific, Southwest Pacific, Middle East and Indian.

(c) Airplanes, allocated to striking forces operating against well defended land targets, shall not be equipped with ASV. At the present time, the only theater of this type is the European theater.

b. SCR-521 (ASV Mark II) will be installed on heavy bombers until SCR-517 (ASV-10) is available. SCR-521 will not be installed on medium bombers, with possible exception of B-25 airplanes for Alaska and Australia. Until production quantities of SCR-517 are adequate to meet requirements, the following priorities will govern:

1st Priority:	B-24D airplanes, allocated to anti-submarine units.
2nd Priority:	B-18A airplanes, assigned to the Eastern Defense Command and the Caribbean theater.
3rd Priority:	B-34 airplanes, assigned to the Eastern Defense Command and the Caribbean theater.
4th Priority:	B-24 Airplanes, allocated to Alaska.
5th Priority:	B-25 airplanes, allocated to Alaska.
6th Priority:	B-25 airplanes, allocated to anti-submarine units.
7th Priority:	B-25 airplanes, allocated to all other theaters, in approximately equal percentages.

c. The following percentages of total airplanes delivered to theaters will be equipped with ASV, with the exception that airplanes delivered to Hawaii will not be equipped with ASV Mark II because installations are being made locally:

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SUBJECT: ASV Equipped Airplanes.

Eastern and Western Defense Commands, Alaska, Newfoundland, Ascension Island - 100%

Authority: Basic Policy.

Caribbean Theater - 100%.

Authority: Letter, 6th Air Force, 7-2-42, subject, "Installation of Special Equipment on Bombardment Airplanes".

Hawaii, 1 per squadron and flight (approximately 40%).

Authority: Cable #2213, 8-13-42, signed Emmons.

Middle East - 10%.

Authority: Cable #3918, 8-15-42, from New Delhi.

India & China - 10%.

Authority: Cable #3918, 8-15-42, from New Delhi.

Southwest Pacific Area:
Heavy bombers - 20%; medium bombers - 15%.

Authority: Cable #C 354, 8-26-42, signed MacArthur.

d. Attached is a chart, based on the above percentages and the latest allocation charts, to show the magnitude of the ASV program. Except for experimental purposes, no B-17F or B-26B installations are planned at present.

3. The status of the B.T.O. projects is as follows:

a. Several different types of radar apparatus for bombing are nearing completion and will soon be ready to undergo simulated operational tests at Eglin Field. These sets, with an estimate of the date of arrival at Eglin are shown in the following table:

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SUBJECT: ASV Equipped Airplanes.

NAME	WAVE-LENGTH	MFG.	APPLICATION	AIRPLANE	DATE
1. Mk II B.T.O.	60	Br.	Low altitude bombing over water	B-25	12/42
2. Mk II B.T.O.	60	Br.	Low altitude bombing over water	B-24	1/43
3. BASV(SCR-517C)	10	R.L.	Low altitude bombing over water	B-24	12/42
4. BASV(SCR-517C)	10	BTL	Low altitude bombing over water	B-18	12/42
5. BASV(SCR-517C)	10	BTL-WE	Low altitude bombing over water	B-24	1/43
6. SCR-519T-4	3	Sperry	High altitude bombing over land or water	A-29	1/43 ?
7. SCR-519T-3	10	BTL-WE	Medium altitude bombing over water	B-24	2/43
8. Project "Eagle"	3	R.L.	High altitude bombing over land or water	B-24	6/43

F. L. Anderson Jr.

F. L. ANDERSON, JR.,
Colonel, Air Corps,
Deputy Director of Bombardment.

Incl:
1 chart 8-28-42
ASV Installations.

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

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DOD Ltrs.
Dec. 20 & 20 June 1974
By [illegible] Date 9/10/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

December 10, 1942

MEMORANDUM FOR GENERAL STRATEMEYER:

Subject: ASV Equipped Airplanes.

1. The following tabulation of ASV installations in B-24 type aircraft for the period prior to December, 1942, has been extracted from memorandum, same subject, dated December 3, 1942, and is furnished herewith:

WESTERN DEFENSE COMMAND AND ALASKA	
13 B -24D (Mark II)	SCR- 521
4 LB-30 (Mark II)	SCR- 521
CARIBBEAN DEFENSE COMMAND	
13 B-24D (Mark II)	SCR- 521
16 LB-30 (Mark II)	SCR- 521
CAIRO	
7 B-24D (Mark II)	SCR- 521
PROJECT MK-63	
9 B-24D (ASV-10)	SCR-517C
INDIA	
4 B-24D (Mark II)	SCR-521

TOTALS: -- 46 B-24D
20 LB-30

2. In addition to the above, there are 47 heavy bombardment airplanes in Hawaii equipped with SCR-521. Breakdown as to airplane types included in the aforementioned figure was not given.

MAL.
M. A. LIBBY,
Lt. Col., G. S. C.

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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8 Jan 8 30 June 1974
By: [illegible] C. Da: 10/7/76

B-24 Airplanes to be equipped with A.S.V. Equipment.

3373
GHS/hd

1. AFCAS Director 1942
of 12-1
Military
Requirements

1. Confirming General Arnold's instructions this date, it is desired that you submit to him a report showing how many B-24 type airplanes are to be equipped with A.S.V. equipment, by months including the months of October, November, and thence on throughout the year 1943. This matter will be discussed with General McClelland (Director of Technical Services) and General Larson (Commanding General, Anti-Submarine Command).

Dispatched
DEC 1 1942
AAG

Cy to:
General Hanley

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

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By 1024/12/36 Date 10/7/76

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AFAEP
AN/sl - 3281
wtn. 11/28/42
NOV 30 1942

MEMORANDUM FOR ADMIRAL McCAIN:

Subject: Allocation of aircraft to the British.

Your memorandum of the 25th inst., noting with gratification the cooperative attitude with which Navy and Army Air Forces representatives have approached their joint tasks in setting up recommendations for a new agreement to control the allocation of aircraft to the British, and in connection with the formulation of a basis for the 1943 production program, is gratefully acknowledged. The courteous and considerate spirit of your note is no doubt indicative of the chief source of that cordial attitude which I, and members of my staff, habitually encounter in our contacts with the Bureau of Aeronautics.

You may be sure that I fully share your concern that representatives of the Air arms of our military forces of the land and sea, respectively, continually foster the cooperative attitude above referred to, thereby promoting their common interests and facilitating accomplishment of their respective missions.

With reference to the activities of the combined committee on allocation of aircraft to the British, the very fine work done by Commander G.W. Anderson, of your staff, has been particularly brought to my attention. I am told that the scope and versatility of his factual resources, his candor of expression, tact, and forcefulness in presentation of his points, contributed very materially to progress of the work of the committee.

I understand, as you do, that the rearrangement of allocations to the British is in no wise to disturb the schedule for the delivery of four hundred B-24's and three hundred B-25's to the Navy at the approximate rates stated in your memorandum. Our planning operations do take into consideration the delivery of these seven hundred airplanes to the Navy, out of the "80% estimated delivery" of the target production program.

I concur entirely with the thought expressed in the last paragraph of your letter and have no doubt that we will be able to face the home front with the same unified effort which we are exerting abroad against the enemy.

Sgd. H. H. Arnold

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

COPY FOR GEN. ARNOLD

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By [illegible] Date 10/7/76

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

Aer-PL-6*EK

MEMORANDUM for General Arnold.

In connection with our discussions on the allocation of aircraft to the British, I am very much impressed with the way the Army Air Force and Navy representatives have gotten together. The same is true with Davison and Echols in handling their problems concerning the production program. This is as it should be if we are going to win this war.

It seems to me that one of the underlying causes of many of the unfavorable press comments on lack of cooperation between the services has been unnecessary quarrelling on the part of Army and Navy representatives in Washington on assignments of airplanes - particularly the B-24's and B-25's, which you are ordering for the Navy.

I understand that in working out the British allocations, our representatives have taken cognisance of these planes for the Navy, 400 B-24's at approximately 31 a month in 1943 and 300 B-25's at 25 a month beginning in April 1943; that these planes are in the "80 percent estimated delivery" of the target production program and that you have allowed for them in planning your organization. Is this your understanding?

I am in full accord with the statement which you made at yesterday's conference with the British that the United States services want every possible combat airplane in action against the enemy in 1943. We must work towards that objective together.

In presenting the 1943 allocations of aircraft to the Chiefs of Staff and the President, we should have the Army Air Forces and the Navy's air component flying "wing to wing" without any reservations just as the boys in the combat areas are flying their planes against the enemy.

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DECLASSI[redacted]

ASV INSTALLATION

	Dec. B-24	Dec. B-25	Jan. B-24	Jan. B-25	Feb. B-24	Feb. B25	March B-24	March B25	April B-24	April B-25	May B-24	May B-25	June B-24	June B-25	July B-24	July B-25	Aug. B-24	Aug. B-25	Sept. B-24	Sept. B-25	Oct. B-24	Oct. B-25	Nov. B24	Nov. B-25	Dec. B-24	Dec. B-25	Total B-24	Total B-25
WDC	1	-	-	-	5	-	14	-	11	-	11	-	29	-	4	11	4	11	4	11	35	12	5	12	5	12	128	69
Anti-Sub. Command	3	5	1	10	4	11	4	37	16	22	28	8	34	26	25	21	32	21	27	10	37	11	100	8	26	8	337	198
Caribbean	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	-	11	-	11	-	12	-	60
Alaska	1	2	1	2	1	2	1	2	1	3	11	3	2	4	2	4	2	2	2	2	2	2	2	2	2	2	30	32
Hawaii	1	-	1	-	1	-	4	-	1	-	10	-	2	-	5	-	12	-	2	-	2	-	2	-	2	-	45	-
Australia	3	1	2	2	3	2	3	2	5	2	3	1	3	1	10	1	6	2	4	2	4	2	4	2	4	2	54	22
So. Pacif.	1	3	1	2	2	2	1	2	1	4	2	4	4	5	5	8	3	6	3	6	4	6	2	6	2	6	31	60
India & China	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	2	1	2	1	1	2	1	2	1	1	2	15	18
Middle East	2	-	1	2	2	2	2	3	3	4	3	4	4	5	4	5	5	5	3	4	3	3	3	4	3	4	38	45
Ascension Island	-	1	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	5
Total	13	13	8	19	19	20	30	47	39	37	69	23	79	43	56	52	65	50	46	62	89	48	120	46	45	49	678	509
N[illegible] & British*	12	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	35	-	432	-
GR.TOTAL	25	13	43	19	54	20	65	47	74	37	104	23	114	43	91	52	100	50	81	62	124	48	155	46	80	49	1110	509

*Noses only. Percentages Used:
B-24 WDC -100% Anti-Sub.Command -100% Alaska -100% Hawaii -40% Australia -20% So. Pacific -20% India -10% Middle East -15%
B-25 WDC -100% Anti-Sub.Command -100% Alaska -100% Australia -15% So.Pacific -50% India -10% Middle East -15%
Ascension Island -100% Caribbean - 100%

AFRDB 12/4/42.

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8 Jan. & 20 June 1974
By [illegible] Date 12/17/96

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Jan 20 June 1974
By [illegible] Date 10/7/76

Allocation of aircraft to the British.

1	General Arnold	General Strate-mayer	1942 11/25	Note the attached and prepare reply for my signature.

H. H. A.

Incl: Memo to Gen. Arnold frm Adm. McCain, undated, re above subj.

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Rec'd. H. Donlen

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30 June 1974
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AW/al - 3281
wtn. 11/28/42

MEMORANDUM FOR ADMIRAL McCAIN:

Subject: Allocation of aircraft to the British.

Your memorandum of the 25th inst., noting with gratification the cooperative attitude with which Navy and Army Air Forces representatives have approached their joint tasks in setting up recommendations for a new agreement to control the allocation of aircraft to the British, and in connection with the formulation of a basis for the 1943 production program, is gratefully acknowledged. The courteous and considerate spirit of your note is no doubt indicative of the chief source of that cordial attitude which I, and members of my staff, habitually encounter in our contacts with the Bureau of Aeronautics.

You may be sure that I fully share your concern that representatives of the Air arms of our military forces of the land and sea, respectively, continually foster the cooperative attitude above referred to, thereby promoting their common interests and facilitating accomplishment of their respective missions.

With reference to the activities of the combined committee on allocation of aircraft to the British, the very fine work done by Commander G. W. Anderson, of your staff, has been particularly brought to my attention. I am told that the scope and versatility of his factual resources, his candor of expression, tact, and forcefulness in presentation of his points, contributed very materially to progress of the work of the committee.

I understand, as you do, that the rearrangement of allocations to the British is in no wise to disturb the schedule for the delivery of four hundred B-24's and three hundred B-25's to the Navy at the approximate rates stated in your memorandum. Our planning operations do take into consideration the delivery of these seven hundred airplanes to the Navy, out of the "80% estimated delivery" of the target production program.

I concur entirely with the thought expressed in the last paragraph of your letter and have no doubt that we will be able to face the home front with the same unified effort which we are exerting abroad against the enemy.

s/ H. H. Arnold

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

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Jan. 6-20 June 1974
By [illegible] Date 10/7/76

U.S.War Production Objectives, 1943.

1. AFDAS AFADS 1942 12-3 General Arnold particularly objected to paragraph 6a. of the attached memorandum since he states that the letter referred to is not in conflict with his views and that he OK'd it.

Incl: Secret Memo for Gen.Arnold frm Col. Ballard, A-4, dtd 11-29-42, Subj. as above. w/incls: Exhibits I and II.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

AFADS
EBB/gwd
Ext.3131
Rm.1040/3D, Pentagon

November 29, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: U. S. War Production Objectives, 1943.

1. Reference is made to the letter of November 26, 1942, copy attached as Exhibit I, from the Joint Chiefs of Staff to Donald Nelson. This letter stated a list of items purported to be the opinion of the Joint Chiefs of Staff as items to be considered as a "No. 1 Group" for 1943 production.

2. This list is virtually a quotation from Tab "A" of letter, dated November 16, 1942, from the Joint Chiefs of Staff to Mr. Auguste Richards of the Army and Navy Munitions Board. Since you withdrew your concurrence from this letter, the list contained in the letter of November 26 cannot be considered representative of the views held by the Joint Chiefs of Staff.

3. General Meyers has already advised you of the adverse effect that a priority program, based upon such a list, would have on aircraft production. This Division feels it imperative that you be advised further concerning the resultant reduction in the production of equipment needed for training, maintenance, repair and operations within the continental United States, which will take place if these priorities are approved.

4. The priorities recommended, and the modifications approved by General Meyers, will place navigation and other equipment used for training, maintenance, ground radio, machine shop and refueling vehicles, oxygen recharging assemblies, and thousands of other items, which are required in the continental United States, in a priority below that of the entire Navy Program and a large portion of the Ground Force Program.

5. It is believed that the modifications to Tab "A" of the Joint Chiefs of Staff priorities, proposed by General Meyers (Exhibit II attached), adequately meet the mission of the Materiel Command, but fail to recognize the supply problem as it pertains to the missions of the Flying Training, Technical Training and Air Service Commands, and to the Air Forces as a whole.

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Jan. & 30 June 1974
By [illegible] Date 10/7/76

6. In view of the foregoing, it is recommended that:

a. Admiral Leahy be advised that the letter to Donald Nelson, dated November 26, 1942, is in conflict with your views on priorities.

b. General Meyers, as Production Requirements Representative on the Joint Staff Planners, be instructed to advise this Headquarters as to the likelihood that equipment and supplies needed for the 107,000 plane program, which are stated in Sections II and IV of the Army Supply Program, will be fully provided by Industry under either the Joint Chiefs of Staff priority plan, or the modifications to the plan proposed by General Meyers.

Encls:
Exhibit I - Cy. ltr. to Joint Chiefs of Staff, Subj: Recommended Priorities for 1943.
Exhibit II- Cy. ltr. to Mr. Nelson frm. Adm. Leahy, dtd. 11/26/42.

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

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JCS
JSD

THE JOINT CHIEFS OF STAFF
WASHINGTON

November 26, 1942.

The Honorable
Donald M. Nelson,
Chairman, War Production Board,
Room 5055 Social Security Bldg.,
Washington, D. C.

My dear Mr. Nelson:

The President has directed the Joint Chiefs of Staff to submit to you the list of items which they consider to be what he terms a "Bn. 1 Group" and which must be produced in 1943 in order to produce a balanced war program. He further directed that you be requested to state categorically whether or not this program is possible of accomplishment.

FOR COMPLETION IN 1943

(a) 82,000 combat aircraft
25,000 training aircraft
The necessary equipment, armament, ammunition, and accessories for aircraft in the amounts to be used in active theaters within the succeeding 6 months.

(b) Munitions and miscellaneous and expendable supplies in amounts equivalent to the amounts required to be used in active combat theaters within the succeeding 6 months and included in Sections I and III of the Army Supply Program.

(c) The following ships for the Navy:

Battleships	2
Large Cruisers	0
Heavy Cruisers	4

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Exhibit 1

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Light Cruisers	9
Aircraft Carriers	13
Auxiliary Aircraft Carriers	18
Destroyers	119
Destroyer Escort Vessels (Navy Contracts)	260
Submarines	59

The necessary equipment and accessories to make the above ships "ready to fight."

(d) The following ships to be constructed by the Maritime Commission- Transoceanic vessels, seagoing tankers, seagoing oil barges and appurtenant tugs, and escort vessels and auxiliary carriers to be constructed for the Navy, all with necessary arms and equipment, to be commissioned within 12 months.

FOR COMPLETION IN 1944

The 1943 production program to provide for the completion in 1944 of the following naval vessels:

Battleships	1
Large Cruisers	2
Heavy Cruisers	6
Light Cruisers	14
Aircraft Carriers	11
Auxiliary Aircraft Carriers	18
Destroyers	107
Destroyer Escort Vessels (Navy Contracts)	420
Submarines	92

Sincerely yours,

For the Joint Chiefs of Staff:

/s/ WILLIAM D. LEAHY,
Admiral, U. S. Navy,
Chief of Staff to the
Commander in Chief of the Army and Navy.

Distribution:
Admiral Leahy
General Marshall
Admiral King
General Arnold
General Somervell
General Tompkins
Colonel McFarland
Operations Div.
Aide to CINCUSA
Capt. Chapman
Comdr. McDowell
OPD Records
Playbook

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NAVY DEPARTMENT
WASHINGTON

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5 Jan. - 30 June 1974
By [illegible] Date 10/7/[illegible]

From: Lt. General Somervell
Vice Admiral Robinson
Brig. General Meyers
Rear Admiral Davison

To: U. S. Joint Chiefs of Staff

Subject: Recommended Priorities for 1943

Enclosure:
(a) Priorities Directive + Tab A - as Presented to U. S. Joint Chiefs of Staff, J.C.S. 146/1, November 17, 1942.

1. We recommend that the following listed programs be given a preferential priority over all other scheduled programs:

(a) The currently approved aircraft program (including lighter than air) consisting of approximately 82,000 combat planes and approximately 25,000 other types of planes, operationally complete with authorized spares.

(b) 330 destroyer escort vessels. (260 under construction by the Navy and 70 under construction by the Maritime Commission.)

(c) 6 aircraft carriers due to be completed by Spring 1943.

(d) Ammunition required for combat purposes.

2. The remainder of the military programs to continue in their relative positions as shown in Enclosure (a).

3. In making these recommendations, the undersigned have been guided by the conclusions of the U. S. Joint Chiefs of Staff as expressed in their memorandum for the President of 22 October, 1942.

[illegible] SOMERVELL,
Lieutenant General
Commanding, Services of Supply
War Department

[illegible] ROBINSON
Vice Admiral, USN
Chief of Procurement & Material
U. S. Navy

[illegible] MEYERS
Brig. General
Chief of Staff
Material Command
War Department

[illegible] DAVISON
Rear Admiral, USN
Asst. Chief, Bureau of Aeronautics
U. S. Navy

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Exhibit 2

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Dec. 6 20 June 1974
By [illegible] Date 10/7/76

November 27, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Accurate Estimates of Aircraft Availability.

1. The Air Staff requires accurate information on the availability of aircraft in order to plan allocations of aircraft and schedule personnel, activation of units, and equipping of units. The present method of using delivery schedules (RM-80D) is not satisfactory for this purpose. A careful study of the entire problem has determined that effective Army Air Forces program planning requires that the agencies charged with the responsibility for developing the program have access to accurate monthly estimates of the number and types of completely modified and operational aircraft which will be available for assignment to all components of the Air Forces.

2. It is directed that the Materiel Command prepare a schedule of estimated monthly deliveries of completely modified and operational aircraft, by type, which will be available for assignment to the Army Air Forces, covering the same period as is covered by RM-80D; and that such schedule be revised concurrently with each new publication of RM-80D.

3. It is also directed that all directorates and staff divisions responsible for the preparation of Aircraft Allocation Charts use, as a basis for the preparation of such Charts, estimates soprepared by the Materiel Command.

4. It is desired that these Charts be available for distribution by December 15th.

By command of Lieutenant General ARNOLD:

/s/ Geo. E. Stratemeyer

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

Dispatched
Dec 1
AAG

File

Copies to all Directorates of the Air Staff.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
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F. C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

DECLASSIFIED
DOD Ltr. 5 Jan. & 30 June 1971

SUBJECT: Accurate Estimates of Aircraft Availability.

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFMAC	1942 11-28	It is desired that the attached Secret Memorandum for the Commanding General, Materiel Command, subject as above, be mimeographed and that copies be sent to all divisions and directorates of the Air Staff. The original memorandum is to go to the Commanding General, Materiel Command.

TJH:cmc 6371

Incl: Secret Memo for the CG, Materiel Command, frm Gen. Stratemeyer, dtd 10-27-42, subject as above.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.
Deputy Chief of Air Staff

Done 11-30-42

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DOD ltrs.
Jan 20 June 1974
By: [illegible] Date: 10/7/76

Accurate Estimates of Aircraft Availability.

TJH:cms 6371

1. AFDAS AFMAG 1942
11-28

It is desired that the attached Secret Memorandum for the Commanding General, Materiel Command, subject as above, be mimeographed and that copies be sent to all divisions and directorates of the Air Staff. The original memorandum is to go to the Commanding General, Materiel Command.

Incl: Secret Memo for the CG, Materiel Command, frm Gen. Stratemeyer, dtd 11-27-42, subject as above.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.
Deputy Chief of Air Staff

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DOD ltrs
6 Jan. - 6 30 June 1974
By [illegible] Date 10/17/76

TO: Deputy Chief of the Air Staff.

DATE 1-12-43

FROM: Assistant Chief of the Air Staff, A-4

COMMENT NO. 4
WMK/fmv 74380

1. The following R&R from Director of Bombardment is quoted for your information.

"1. The B-24 type airplane has had a history of nose wheel trouble, which involved shimmying with and without structural failure, and structural failure due to hard landings, rough fields, etc. The manufacturer has "beefed up" the structure several times, and the current production models have an improved shimmy dampener believed to be satisfactory.

2. All cases of shimmy known to this office have been traced to inadequate maintenance. Cairo and London have reported, by cable, that they have had absolutely no trouble with shimmying, which indicates that their maintenance is satisfactory.

3. The Consolidated Aircraft Company has sent nine representatives to Australia, who should have arrived by this time. In view of this and the information contained in the original cable from Australia that effective local measures had already been initiated, it is recommended that no further action be taken."

2. In addition, it has been found that flaws in the original castings of the nose wheel collars on B-24s have also been causing failures. However, this has been corrected and no further unsatisfactory reports have been received.

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

Incls: n/c

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DOD Hrs.
18 Jan & 20 June 1974
By [illegible] Date 10/7/76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO.	3023
FILE NO.	DECLASSIFIED

SUBJECT: Trouble with B-24's in Australia.

ITEM NO.	FROM	TO	DATE	COMMENTS TJH:cmc 6371
3.	AFDAS	AFADS	1942 12-11	This report has been shown to General Arnold. He is not satisfied with the explanation that this trouble is caused by faulty maintenance. Watch for reply from Kenney which may give more information.

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff

Incl: n/c.

FROM: Assistant Chief of the Air Staff, A-4

COMMENT NO. 4
WMK/fmv 74380

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Incls: n/c

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

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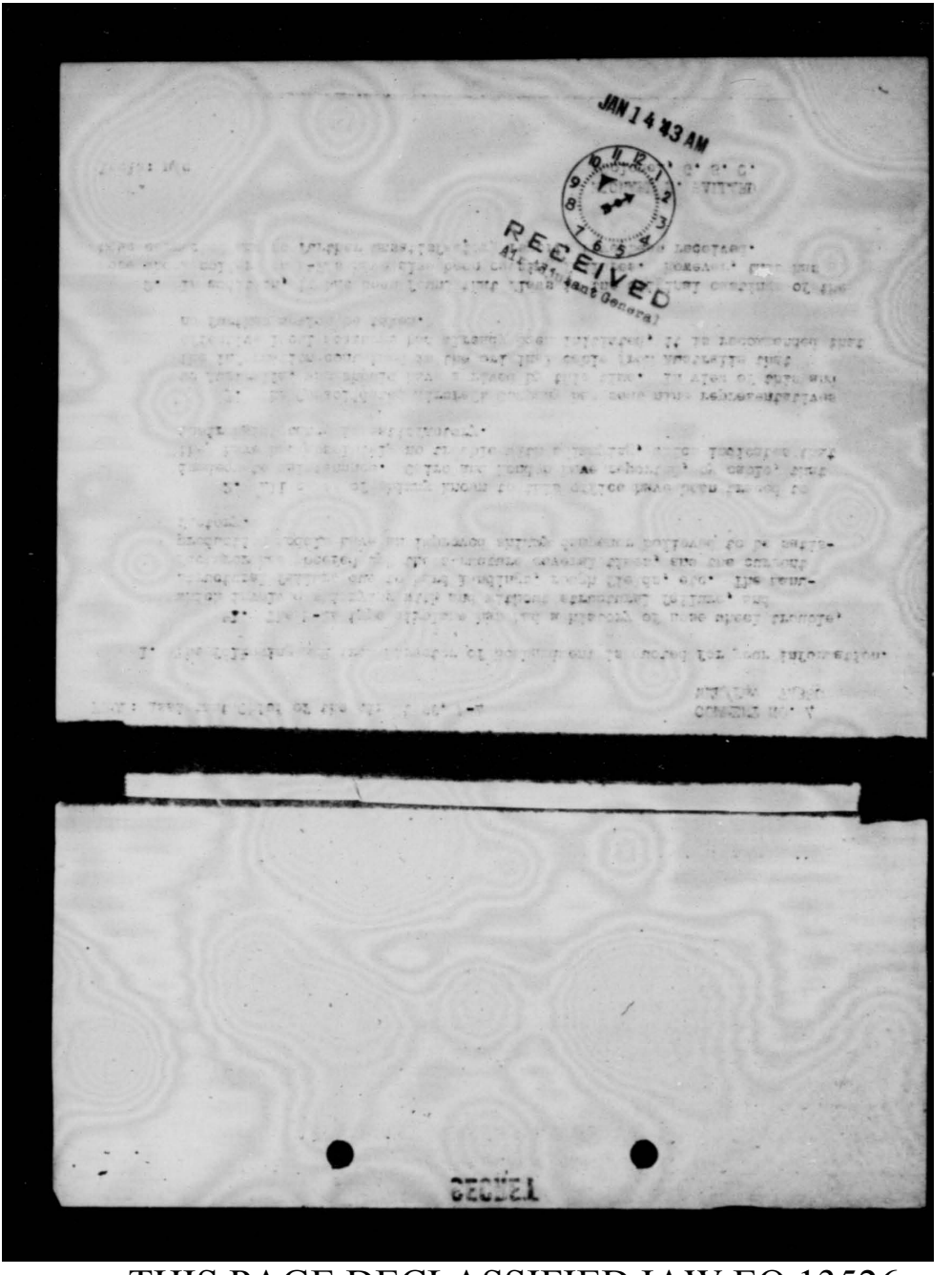

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs.

TALLY NO	2839
FILE NO	

SUBJECT: Trouble with B-24's in Australia.

3373
GES/hd

ITEM NO	FROM	TO	DATE	COMMENTS
1	AFCAS	Assistant Chief of Air Staff A-4	1942 11-28	1. In the War Room this morning it was reported to General Arnold that General Kenney was having trouble by the shimmying of the nose wheel in his B-24's. General Arnold cannot understand why this fault should be found in Australia and no other theaters. We have had no such reports from China, the Middle East, Alaska, nor United Kingdom. 2. It is desired that you take this matter up with the Materiel Command and the Director of Bombardment and submit the results of your investigation of this matter. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
2.	AFADS	AFCAS	12-8	AFADS MMF/ceh 4849 1. Attached is report from Materiel Command relative to the shimmying of the nose wheel in the B-24's. As soon as report is received from Director of Bombardment, same will be sent you. RICHARD H. BALLARD Colonel, G. S. C. Assistant Chief of Air Staff, A-4. Incl: RR fr AFAMC 11-30 w/ cy Memo 11-29 to CG, AFAMC w/ cy RR 11-28 fr AFCAS

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD ltrs
Jan. 20 June 1972
By [signature] Date 9/1/76

File No. _____

Tally No. AAF _____

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

SUBJECT: Trouble with B-24s in Australia

NO.	FROM	TO	DATE	COMMENTS WM:das - 3601
1	AFAMC-6	AFADS Atten: Col. Ballard	1942 11/30	1. Nose wheels on B-24 airplanes in 2nd Air Force were giving a great deal of shimmy trouble several months ago. After thorough investigation by Consolidated and Materiel Command, it was found most of the trouble was experienced in training centers. In these centers, the number of take-offs and landings is much greater than under ordinary conditions, and due to the rush of the training program, little time was left for servicing. Improper servicing and maintenance of torque dampeners seemed to be the basic causes of the shimmy trouble. Consolidated was requested to look into the basic design of the nose wheel and make any changes which will lessen the amount of trouble being caused. 2. The following steps have been taken to decrease the shimmy trouble in these airplanes: a. The nose wheel floor structure has been beefed up. b. More attention is being given to proper servicing of torque dampeners. c. A new type shimmy dampener, the Houdin, is soon to be installed on subject airplanes. This new dampener should be in the production line shortly after December 1st, and it is expected to remedy all shimmy trouble. This office has received no further reports of shimmy dampener trouble since, until this report came in from General Kenney. 3. Air Service Command is at the request of General Kenney, sending five Consolidated representatives to Australia to aid in the relief of this trouble. 4. Just why this fault should be found in Australia and no other theatre cannot be understood, unless it is due to faulty maintenance.

SECRET
By Authority of
The Commanding General
Materiel Command, AAF
12/1/42 [initials]
Date Initials

1 Incl. - Cy Memo for CG, Mat.Com., 11/29/42, w/incl.

[signature]
J. W. SESSUMS, JR.
F-4071, AF. Rev. 8/14/42
Colonel, Air Corps.

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8 Jan & 20 June 1974
By [illegible] Date 10/7/76

ADS/2214

November 29, 1942

MEMORANDUM FOR: COMMANDING GENERAL, MATERIEL COMMAND
DIRECTOR OF BOMBARDMENT.

SUBJECT: Trouble with B-24's in Australia.

1. Attention directed to attached Routing ~~and Record~~ Sheet from the Chief of the Air Staff which is self-explanatory.

2. You will immediately initiate investigation as directed in paragraph 2 of Routing and Record Sheet referred to, submitting detailed report to this division.

By command of Lieutenant General ARNOLD:

(Signed) Richard H. Ballard

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

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By [illegible] Date 10/7/76

Trouble with B-24's in Australia.

3373 GES/hd

1.	AFCAS	Assistant Chief of Air Staff A-4	1942 11-28	1. In the War Room this morning it was reported to General Arnold that General Kenney was having trouble by the shimmying of the nose wheel in his B-24's. General Arnold cannot understand why this fault should be found in Australia and no other theatres. We have had no such reports from China, the Middle East, Alaska nor United Kingdom.

2. It is desired that you take this matter up with Materiel Command and the Director of Bombardment and submit the results of your investigation of this matter.

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

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DOD Ltr.
9 Jan. & 20 June 1974
By [illegible] C. Date 10/7/76

Trouble with B-24's in Australia.

3373
GES/hd

1 AFCAS Assistant 1942
Chief of 11-28
Air Staff
A-4

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2. It is desired that you take this matter up with the Materiel Command and the Director of Bombardment and submit the results of your investigation of this matter.

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

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Dec. 6 90 June 1974
By: [illegible] Date: 10/7/76

AFADS [illegible]/ceh 4849

2. AFADS AFCAS 12-8

1. Attached is report from Materiel Command relative to the shimmying of the nose wheel in the B-24's. As soon as report is received from Director of Bombardment, same will be sent you.

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

Incl:
RR fr AFAMC 11-30
w/ cy Memo 11-29 to CG, AFAMC
w/ cy RR 11-28 fr AFMDS

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5 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Trouble with B-24's in Australia.

TJH:cmc 6371

3. AFDAS AFADS 1942 12-11

This report has been shown to General Arnold. He is not satisfied with the explanation that this trouble is caused by faulty maintenance. Watch for reply from Kenney which may give more information.

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff

Dispatched
DEC 14 1942
AAG

Incl: n/c.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: Allocation of Planes for January, February, and March, 1943.

3373
GES/hd

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	Assistant Chief of Air Staff A-3	1942 11-28	1. This is to confirm instructions issued by General Arnold this morning. You will prepare a paper for General Arnold, setting forth how we intend to use our airplanes allocated for the year 1943. You will figure for the three months' period; January, February, and March. As you know, Air Marshal Evill and Air Marshal Slessor will probably present to the Prime Minister, the fact that they have sixteen squadrons that will have to be disbanded if they do not secure airplanes for them. The allocation will be made on the basis of entire output, first figuring the number of airplanes that we get under the 80% quota and then figuring the airplanes that we will get and the British will get under the 20% quota. In the case of modifications, General Arnold stated that both the British and ourselves would have to take any delay incurred alike. 2. The distribution should be over the three months period on this basis; out of the 80%, we would obtain seventy-six and the British four. Out of the remaining 20%, the British ten and we ten. That would make out of each one hundred airplanes, eighty-six for the A.A.F. and fourteen for the R.A.F. If, for example, 900 heavy bombers were manufactured during January, February, and March, we would get 86 x 9 and the British would receive 14 x 9. 3. This was my understanding of General Arnold's instructions. Check this with Colonel Langmead and see if he received the same impression from General Arnold when he issued those instructions. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
	File a 2/3/42			Returned Paper requested delivered by hand to Gen. Arnold 11/29/42 - File

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3-1109 A.F.

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8 Jan. & 20 June 1974
By [illegible] LC Date 10/7/76

ROUTING AND RECORD SHEET

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SUBJECT: Allocation of AT-7B Airplane to Meet C-45 Requirement for Staff Transports.

ITEM NO.	FROM	TO	DATE	COPY COMMENTS JJO'S:vme 6110
1.	AFACT	AFROM	1942 9/8	1. It is desired that the first fifty articles of AT-7B Airplanes produced on Contract No. AC-24998 be used to meet the requirement for staff transports and target control airplanes as indicated in attached tab. 2. Thereafter, five (5) AT-7B airplanes may be used monthly to meet unforeseen requirement for staff transports. ROBERT W. HARPER Colonel, Air Corps Incl. Tab.

Copy of Directive Rec'd by AFROM

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8 Jan. & 20 June 1974
Rec'd 10/7/76

TALLY NO.	
FILE NO.	

SUBJECT: AT -7 Airplanes

3373
GES:nl

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	Director of Individual Training	11-22	1. During the recent inspection at Fort Bragg, I noticed two AT-7's (new airplanes) that had been assigned there for general flying. 2. I have also been informed that three brand new AT-7's have been assigned to Ft. Leavenworth, Kansas. 3. It was my understanding that there was a great shortage of this type of navigation trainer and I cannot understand why the five airplanes listed above are not assigned to training ~~where~~ they are seriously needed. 4. In view of the fact this type airplane is assigned to Ft. Bragg and Fort Leavenworth, I am assuming that there are probably many others assigned throughout the country. 5. Have we reached the point where we do not need these airplanes as navigation trainers? It is desired that you look into this and give me some satisfactory explanation or take the necessary steps to recall these airplanes to the FlyingTraining Command. GEORGE E. STRATEMEYER
2.	AFRIT-2A	AFCAS, AFACT, AFROM.	1942 11-26	1. Enclosed herewith is copy of directive to AFROM from AFACT in regard to the assignment of AT-7B airplanes, which explains the location of AT-7 airplanes as indicated in Item 1. 2. There exists at present a shortage of 238 navigation trainers. It is requested that AT-7 airplanes referred to in Item 1 be turned over to AFFTC for use as navigation trainers, and that action be instituted to revoke instructions in attached R&R until such time as this shortage has been made up. 1 Incl. Cy Directive, 9-8-42. L. S. SMITH Brig. General, U.S.A. Director of Individual Training

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Air Adjutant General

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SUBJECT: AT -7 Airplanes

NO.	FROM	TO	DATE	COMMENTS JBS:JB 5789
3	AFMAG	AFACT	1942 11-28	For remark. JOHN B. COOLEY Col. A.G.D.
				JJO'S:ek 6701
4	AFACT	AFMAG	12-7	1. Air Corps contract #24988 called for the construction of 250 C-45 type light transports to meet requirements for staff transports and military missions as indicated in attached directive from the Adjutant General. In addition, the AAF had established requirements for this type of aircraft as control planes of the radio operated target aircraft. These requirements were cut to a minimum and were consolidated in the attached list dated September 9, 1942. 2. Upon recompilation of requirements for navigational trainers by the Flying Training Command the Joint Aircraft Committee changed Air Corps contract 24988 to call for the construction of 250 AT-7's rather than 250 C-45's. The J.A.C. realized that an AT-7 could be used to meet transport and radio control ship requirements whereas the C-45 could not be used as a navigational trainer without major modification. 3. In order to meet previously established requirements for this type of airplane 50 AT-7's were set up, since there is no other light transport capable of meeting these requirements. 4. The flow of two-engine planes other than trainer types, to the Flying Training Command has been

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SUBJECT: AT-7 Airplanes

NO.	FROM	TO	DATE	COMMENTS
4	(Continued)			increased monthly to meet their increased requirements. B-34's have been allocated as navigational trainers, 40 B-25's will be assigned to them this month, and a total of 129 C-60's are at present allocated to the Flying Training Command to be used as tow planes in the glider school and navigational trainers. 5. With the possible exception of 3 of the AT-7's assigned to the 3rd Staff Sq. at Sherman Field, it is believed that the present assignment of these airplanes is necessary. If the AT-7's are withdrawn the requirement would have to be met by the assignment of larger type transports of the C-47, 53, or 60 type of which we are very critically short. 6. The shortage of navigational trainers in the Flying Training Command will be met from production of AT-7's, the assignment of C-60 and B-34's by the end of March, 1943. ROBERT W. HARPER Colonel, G. S. C. Incl: 1 - Unfulfilled Commitments for C-45 type airplanes on Contract AC-24988 2 - Cy AG 452.1 (5-27-42)MS-C Ltr to CG, AAF, June 4, 1942
5	AFCAS	AFWAG	12-11	FOR FILES. M. A. LIBBY, Lt. Col., GSC Incl. n.c.

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Air Adjutant General

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9 September 1942

Unfulfilled Commitments for C-45 type Airplanes on Contract AC-24966

Priority

1. Military Intelligence Section, Villavicencio, Colombia
2. Military Intelligence Section, Quito, Ecuador
3. Military Mission, Bolivia
4. Military Mission, Chile
5. Military Intelligence Section, Rio de Janeiro, Brasil
6. Military Intelligence Section, Santiago, Chile
7. Military Intelligence Section, Buenos Aires, Argentina
8. Military Intelligence Section, La Paz, Bolivia
9. CG I Army Corps (if a C-45 has not already been furnished)
10. CG, X Army Corps
11. CG XI Army Corps
12. Replacement for Military Intelligence Section and Military Missions
13. Special Weapons Section, Wright Field, for installation of radio control target equipment (Wanted October 1, 1942)
14. CG, Replacement & School Command
15. CG, Air Borne Command
16. 3d Staff Sq, Sherman Field
17. 3d Staff Sq, Sherman Field
18. 3d Staff Sq, Sherman Field
19. Tow Target Sq, Biggs Field
20. Tow Target Sq, Biggs Field
21. Tow Target Sq, Biggs Field
22. Tow Target Sq, March Field
23. Tow Target Sq, March Field
24. Tow Target Sq, March Field
25. Special Weapons Section, Wright Field
26. Special Weapons Section, Wright Field
27. Tow Target Sq (get designation from Col. Gabel AFRDS)
28. Tow Target Sq (get designation from Col. Gabel AFRDS)
29. Tow Target Sq (get designation from Col. Gabel AFRDS)
30. Tow Target Sq (get designation from Col. Gabel AFRDS)
31. Tow Target Sq (get designation from Col. Gabel AFRDS)
32. Tow Target Sq (get designation from Col. Gabel AFRDS)
33. Regional Control Officer, AACS, African Region
34. Asst. Military Attache for Air, Central America
35. CG, Field Artillery School

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AG 452.1 (5-27-42) MS-C VED/bjs-1705

June 4, 1942

SUBJECT: Assignment of Staff Airplanes.

TO: Commanding General, Army Air Forces

1. C-45 type transport airplanes will be assigned in the following priority:

1. Commanding General, III Army Corps
2. Commanding General, Fourth Corps Area
3. Commanding General, Seventh Corps Area
4. Military Intelligence Section, Villavicencio, Colombia
5. Military Intelligence Section, Quito, Ecuador
6. Military Mission, Bolivia
7. Military Mission, Chile
8. Military Intelligence Section, Rio de Janeiro Brazil
9. Military Intelligence Section, Santiago, Chile
10. Military Intelligence Section, Buenos Aires, Argentina
11. Military Intelligence Section, La Paz, Bolivia
12. Commanding General, I Army Corps
13. Commanding General, I Army Corps
14. Commanding General, XI Army Corps
15. Replacement for Military Intelligence Section and Military Missions
16. Replacement for Military Intelligence Section and Military Missions

2. OA-9 type amphibians will be assigned in the following priority as they are made available.

1. Military Intelligence Section, Ciudad Bolivar, Venezuela.
2. Military Intelligence Section, Iquitos, Peru
3. Replacement for Military Intelligence Section.

By order of the Secretary of War:

J. A. ULIO
Major General
The Adjutant General

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5 Jan 4 20 June 1974
By [illegible] Date 10/7/76

JWA:mtg 72669

2. AFRIT-2A AFCAS, AFRCT, AFROM. 1942 11-26

1. Enclosed herewith is copy of directive to AFROM from AFACT in regard to the assignment of AT-7B airplanes, which explains the location of AT-7 airplanes as indicated in Item 1.

2. There exists at present a shortage of 238 navigation trainers. It is requested that AT-7 airplanes referred to in Item 1 be turned over to AFFTC for use as navigation trainers, and that action be instituted to revoke instructions in attached R&R until such time as this shortage has been made up.

L. S. SMITH
Brig. General, U.S.A.
Director of Individual Training

1 Incl.
Cy Directive,
1-8-42.

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5 Jan. & 20 June 1974
By [illegible] C. Date 10/7/76

AT -7 Airplanes

JBS:JB 5789

3 AFMAG AFACT 1942
11-28 For remark.

JOHN B. COOLEY
Col., A.G.D.
Asst. Air Adj. Gen.

Incl. n-c

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A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
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Stat. Pl.
Log. Pl.
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A. S. C.
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9 Jan 1974
By [illegible] LC Date 10/17/70

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Request for data on aircraft in theaters.

MPSeam 5613

2. AFABI AFCAS 11-27 1. Recommend approval.

Eq. Army Air Force

NOV 28 1942 1:00 pm

AAG Received

EDGAR P. SORENSEN
Colonel, G. S. C.

Incl.
n.c.

3. AFCAS AFABI 11-28 Approved.

MAL/imm 5265

Dispatched

NOV 29

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M. A. LIBBY,
Lt. Col. G.S.C.

Incl.
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JJO'S:ek 6701

4 AFACT AFMAG 12-7

1. Air Corps contract #24988 called for the construction of 250 C-45 type light transports to meet requirements for staff transports and military missions as indicated in attached directive from the Adjutant General. In addition, the AAF had established requirements for this type of aircraft as control planes of the radio operated target aircraft. These requirements were cut to a minimum and were consolidated in the attached list dated September 9, 1942.

2. Upon recompilation of requirements for navigational trainers by the Flying Training Command the Joint Aircraft Committee changed Air Corps contract 24988 to call for the construction of 250 AT-7's rather than 250 C-45's. The J.A.C. realized that an AT-7 could be used to meet transport and radio control ship requirements whereas the C-45 could not be used as a navigational trainer without major modification.

3. In order to meet previously established requirements for this type of airplane 50 AT-7's were set up, Since there is no other light transport capable of meeting these requirements.

4. The flow of two-engine planes other than trainer types, to the Flying Training Command has been

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WAR DEPARTMENT

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18 Jan & 20 June 1974
By: [illegible] LC, Date 10/7/76

December 1, 1942

MEMORANDUM FOR GEN. G. E. STRATEMEYER:

SUBJECT: Attendance at Demonstration of Light Airplanes.

1. The following officers of AFRAS attended a demonstration of light airplanes at Congressional Airport from 2:00 P. M. to 3:50 P. M., this date:

Col. O. P. Weyland, Deputy Director
Col. W. R. Grove, Chief Ground Division
Col. P. E. Gabel, Chief Observation Division

2. Among those in attendance were Generals Mc Nair, Parks, and Lentz, of AGF; General Winship; representatives of Air War Plans and A-3; many civilians representing aviation interests including Department of Commerce, and many officers representing the Army, Navy, Marine Corps, and Royal Air Force. Demonstrations proceeded according to the attached schedule.

3. Attached hereto is a program which was followed. During the course of the demonstration announcements were made based upon papers forwarded from your office to this office 11/23/42 as attachments to R&R, subject: "Light Airplane Engine and Spare Requirements". Many of the statements made therein were given over the loud speaker verbatim. While the demonstration outlined the potentialities of the light airplane many over optimistic claims were made for it. As an example, after three airplanes loaded with combat crew took off, requiring about 200 yards (down hill) the announcer explained that while approximately 200 yards was required in this case normally it would take-off in about 65 yards. Tactics employed in the tactical demonstrations were those employed normally by our attack aviation.

4. The results of this demonstration appear to substantiate the recommendations made in R&R to your office on this subject, 11/27.

O. P. WEYLAND,
Colonel, A. C.
AFRAS

Incl.
Schedule demonstration

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Jan. & 20 June 1974
By: [illegible] LC; Date: 10/7/76

Light Airplane, Engine and Spares Requirements (continued)

MAL/imm 5265

3 AFCAS AFRAS 1942 11-30 General Stratemeyer desires that Colonel Schlatter see him regarding this upon his return.

M. A. LIBBY,
Lt. Col., O.S.C.

Dispatched
NOV 30 1942
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DATE INITIALS

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8 Jan. & 20 June 1974
By: [illegible] Date 10/7/76

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A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
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Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

December 11, 1942

MEMORANDUM FOR Assistant Chief of Staff, OPD, W.D.G.S.

Subject: Distribution of report.

1. Reference is made to your Memorandum of November 23, 1942, OPD 452.1 (11-23-42), to the Chief of the Air Staff, subject as above.

2. The Operations Division has been placed on the distribution list for two copies of the report in question, beginning December 1, 1942 (published December 8, 1942).

For the Commanding General:

Dispatched
DEC 11 1942
AAG

FRED C. MILNER
Colonel, A.G.D.
Air Adjutant General.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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BY AUTHORITY OF THE
CHIEF OF ARMY AIR FORCES
11/28/42 JBC
DATE INITIALS

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SUBJECT: Distribution of report

NO.	FROM	TO	DATE	COMMENTS JBC:JB 5789
1	AFMAG	AFMSC & AFABI	1942 11-28	For remark and recommendation. Please expedite. JOHN B. COOLEY Colonel, A.G.D. Asst. Air Adj. Gen. 1 Incl. Memo fr. Gen. Handy, 11-23-42
				AFMSC-2 ADT/wet 74940
2.	AFMSC	AFCAS thru AFABI	1942 12/1	1. The report "Combined Allied Air Strength and Estimated Axis Air Strength" was developed by direction of General Arnold. Its distribution is now confined to General Arnold, General Stratemeyer, A-3 and one copy for G-2 and A-2. 2. The report referred to contains data as to aircraft strength and location of the other Allied Nations in addition to those of the United States, as well as estimated figures for the Axis. 3. Approval is requested for the distribution indicated in Paragraph 1 of this comment and decision is sought as to the additional distribution requested in the inclosed memorandum from Assistant Chief, War Department General Staff. Incl: n/c CHARLES B. THORNTON Lt. Colonel, Air Corps
3.	AFABI	AFCAS	12-3	WB:am 4700 1. Recommend approval. EDGAR P. SORENSEN Colonel, G. S. C. Incl: n/c

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SUBJECT: Distribution of Report

NO.	FROM	TO	DATE	COMMENTS
4.	AFCAS	AFMAG (Thru AFMSC)	1942 12-5	MAL:bb 5265 1. Approved. MAL. M.A. LIBBY, Lt. Colonel, G.S.C. Incl. n/c
5.	AFMSC	AFMAG	1942 12/9	ADT/jw 74940 1. Distribution of the two copies of the report requested in the attached memorandum will be accomplished beginning with the report as of December 1, 1942, published December 8, 1942. C.B.T. CHARLES B. THORNTON Lt. Colonel, Air Corps

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15 Jan. & 20 June 1974
By [illegible] Date 10/7/76

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BY AUTHORITY OF A.C. OF S. OPD
11/26/42
Date Initials

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

OPD 452.1 (11-23-42)

November 23, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Distribution of Report.

1. Request that the Operations Division be placed on the distribution list for the report of Combined Allied Air Strength and Estimated Axis Air Strength, published by the Statistical Control Branch of the Air Staff. Two copies of this report are requested, one for use in the S. & P. Group and one for use in the Theater Group.

2. A report giving this information would be of great value to the Strategy Section in connection with planning carried on by Subcommittee appointed by the Combined Chiefs of Staff, and in connection with planning which the Strategy Section undertakes on its own initiative. The Theater Group deals with operational problems and likewise has frequent need for the information contained in the subject report.

NOV 28 '42 AM

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

C. K. Gailey
C. K. GAILEY,
Colonel, General Staff,
Executive, OPD

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Distribution of report

JBC: JB

1 AFMAG AFMSC & [illegible]2
AFABI 11-28 For remark and recommendation. Please expedite.

Dispatched
NOV 23 1942
AAG

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air Adj. Gen.

1 Incl. Memo fr.
Gen. Handy, 11-23-42

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
[illegible]
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
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6 Jan. to 20 June 1974
By: [illegible] Date: 10/7/76

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BY AUTHORITY OF A.C. OF S., OPD

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Date Initials

OPD 452.1 (11-23-42)

November 23, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Distribution of Report.

1. Request that the Operations Division be placed on the distribution list for the report of Combined Allied Air Strength and Estimated Axis Air Strength, published by the Statistical Control Branch of the Air Staff. Two copies of this report are requested, one for use in the S. & P. Group and one for use in the Theater Group.

2. A report giving this information would be of great value to the Strategy Section in connection with planning carried on by Subcommittee appointed by the Combined Chiefs of Staff, and in connection with planning which the Strategy Section undertakes on its own initiative. The Theater Group deals with operational problems and likewise has frequent need for the information contained in the subject report.

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

C. K. GAILEY,
Colonel, General Staff,
Executive, OPD

TO ACCOMPANY

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6 June & 20 June 1974
By [illegible] AC; Date 10/7/76

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Allocation of aircraft to the British

1. General Arnold — General Stratemeyer — 1942 — Note the attached and prepare reply for my signature.

H.H.A.

Incl. Memo to Gen. Arnold frm Adm. McCain, undated, re above subj.

2. AFCAS — General Anderson. Plans — 11-25 — It is desired that you prepare reply to the enclosed memorandum from Admiral McCain, for General Arnold's signature. Get this in quickly.

NOV 27 '42 AM

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

1 Incl. m/c

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General

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MAL/imm 5265

5 AFDAS AFADS 12-17

1. General Hanley is not satisfied with your comments reference this matter.

2. He desires a positive statement that will indicate that aircraft routed to Africa through the U. K. are being equipped with dust filters and that General Doolittle is being informed of our efforts along this line.

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M. A. LIBBY,
Lt. Col., G.S.C.

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Dust Filters.

TJH:cmc 6371

1. AFDAS AFADS 1942
11-25

1. Your attention is invited to Cable No. 5166, London, dated November 23rd, 1942. It is my impression that our aircraft routed to Africa through the U.K. are not equipped with dust filters.

2. Get action at once on equipping all aircraft with these filters so that we wont have to go through the same troubles we did in the Middle East. Keep Doolittle informed of our efforts along this line.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

NO 7 42 AM

RE[illegible]VED
Ai[illegible] General

Handed to Col Ballard by Gen Hanley 11/25

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Mr. Will

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8 Jan & 29 June 1974
By [illegible] Date 10/7/76

Combat Program for 1943 - 1944

WHB:ck 6701

1 AFACT AFDMR 1942
AFAEP 11-25
AFBPU

copy to
AFCAS

1. Forwarded for your comments is attached study relative to the effect the 82,000 plane program in 1943, and the monthly rates it will set for 1944, will have on AAF programs.

2. Inclosure entitled "Factors Used in the Revision of the 1943-44 Tactical Program" was worked out in conjunction with AFRIT and the type directors concerned.

3. The quantity of advanced two engine trainers available is relatively constant through 1943 under the 25,000 trainer aircraft program and consequently the portion of training two engine AT's can absorb is limited. Further expansion of two engine AT's can only be accomplished at the cost of combat aircraft. Inasmuch as capacity combat aircraft production has been directed more AT's (2E) would endanger the combat program.

4. As a result of Paragraph 3 above a considerable burden of the training of personnel capable of manning aircraft in combat must be done in combat aircraft. Excluding fighters which can take care of their own requirements, the situation in bombers was assumed to be as follows:

a. Heavy bombers - most capable of surviving in actual combat and most costly to divert to training - therefore numbers in training activities to be kept to minimum.

b. Medium bombers - only bombers available in quantity to AAF in sufficient time to ready personnel for tremendous expansion of bombardment aircraft due in

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Combat Program for 1943 - 1944

1 (Continued)

last half of 1943 - therefore to bear maximum load in combat categories limited only by the necessity of maintaining units overseas at this time.

2. Light and dive - not available in sufficient quantity nor well suited to major training tasks.

3. Particular reference is invited to the very great increase in monthly rate of aircraft production scheduled for the last half of 1943 - a trend which it is believed will entail considerable anticipatory training rather than concurrent training.

NOV 25 42 PM

4. Reference is further invited that outside of the minimum provisions made within the light and fighter categories for observation units - additional observation units can be created at a cost of three light bomber squadrons and two fighter squadrons for every two observation groups.

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Air Adjutant General

ROBERT W. HARPER
Colonel, G. S. C.

Incl:
Study as indicated in Par. 1

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO.	AFPMP-9B
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SUBJECT: Cable #L-611.

ITEM NO.	FROM	TO	DATE	COMMENTS
				9B-MKG-eg-72379
1.	AFPMP	General ~~ARNOLD~~ Stratemeyer	11-24-42	1. This office replied to Cable #L-611, November 20th, from New Caledonia. This Cable noted that 7-B-25 Airplanes had arrived at New Caledonia and were without crews.

2. After coordination with AFRDB, a reply was sent giving the following information:

"2 B-26 crews are now at Long Beach and expected to fly loss replacement planes in approximately two (2) weeks. 7 B-26 crews are scheduled to be available from RTU's on December 5th. 3 B-25 crews are scheduled to be available from RTU's on December 30th. All of the above to be sent at the earliest practicable time".

3. In view of other commitments, AFRDB advised that no additional B-25 crews could be sent at this time.

4. Air Transport Command, Long Beach, advises it is quite possible that the two (2) planes to go to New Caledonia will be B-25 planes in which event the two (2) crews now under their jurisdiction will be transitioned there.

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Air Adjutant General

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J. M. BEVANS,
Colonel, Air Corps.

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8 Jul. & 20 June 1974
By [illegible] Date 6/7/00

Training Airplanes Requirements for our pilot objective. 3373 GES:nl

1. AFCAS Dir. of Program Planning 11-20-42

1. The President has directed that 82,000 airplanes be manufactured in 1943. Of that number the Army Air Forces will receive a certain number of combat planes. The question that must be answered is how many pilots must we train to fly the combat airplanes that we intend to manufacture. This number must include a certain portion of pilots. This number is necessary for replacements, fillers, and expansion of Air Force Flying Activities and double combat crews were recommended and necessary.

2. It is my understanding that our present program is to go to the 75,000 pilot training rate early in 1943. General Arnold is under the impression that this number is too great. What should be our objective to man the combat airplanes that we will receive in 1943. The reason that General Arnold is concerned about this subject is that in order to meet the requirement for training airplanes under our present 75,000 pilot training rate, we would be required to discontinue the manufacture of combat airplanes in order to manufacture training airplanes. This, of course, he does not want to do. What then is the requirement in training airplanes necessary to meet our objective in pilots to man the combat airplanes that the Army Air Forces will receive next year.

3. It is therefore directed that you immediately confer with A-3, Plans and the Director of Individual Training and determine what our pilot requirements should be as a result of the President's directive to manufacture next year's 82,000 airplanes. This must be in General Arnold's hands next Wednesday morning. Have it in my hands by 8:00 a.m. that day.

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

ALM:dal 4563

c.c. Director of Individual Training
c.c. Ass't Ch of Staff, A-3,
c.c. Ass't. Ch of Staff, Plans

2. AFDPU / AFCAS 1942

1. At a conference held in General Arnold's office on Tuesday, November 23, attended by Generals Echols, Smith, Myers, Anderson and Colonels Harper, Moore and others; Gen. Arnold's decision was that the 273 group program was the approved program and that the airplane production or airplanes on hand did not affect the Program.

2. He also stated that the production of pilot trainors would be all that the Army Air Forces would get and that the

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Training Airplanes Requirements for our pilot objective.

2. Continued 1942
AFDPU AFCAS NOV 25

Army Air Forces would train as many pilots as they could with that number of airplanes and that would be all.

3. General Smith stated that he could reach the 75,000 rate with that number of airplanes but that he could not exceed it. This automatically establishes the 75,000 pilot rate for 1943.

AUBRY L. MOORE
Colonel, G. S.C.

3 AFCAS AFMAG 12-10 FOR FILES.

M. A. LIBBY,
Lt. Col., G.S.C.

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08 Jan. & 20 June 1974
By: [illegible] Date: 6/7/76

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Stripped P-40 Group

F/FHO/cf 72429

1. AFRAD General Arnold 1942 11/24

1. A relatively large quantity of stripped P-40 airplanes have been recently ordered. Flight test of this stripped airplane indicates that it can be most successfully employed against any aircraft up to 20,000 feet and will have a fighting ceiling of approximately 30,000 feet.

2. Prejudices have built up throughout the service against the P-40 series. It is considered desirable that the first unit to be completely equipped with the stripped P-40 be free of prejudice in order to fully exploit its increased performance while intelligently accepting the decreased range and fire power.

3. It is therefore recommended that one Fighter Group be equipped with stripped P-40's as soon as reasonably possible and dispatched to an active theatre. Recommend that Colonel Francis H. Griswold, AFRAD, command this Group. This officer has had wide and varied Fighter experience and has been closely connected with the P-40 stripping program since its inception.

4. If you concur, this Directorate will take necessary action to implement the recommendations contained in paragraph 3.

MORRIS R. NELSON,
Colonel, Air Corps,
Acting Director.

---

2. Gen. Arnold General Stratemeyer 11/26

"If no objections start the ball rolling"

H.H.A.

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Stripped P-40 Group.

Asst.Ch
3. AFCAS Air Staff 11-26
A-3

1. Note General Arnold's Comment #2. I see no objection and if you agree, issue the necessary directive to the Director of Military Requirements to proceed with the plan as outlined in paragraph 3 of Comment #1.

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

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NOV 27 1942
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Report of Aircraft

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4 AFCAS AFMSF 11-25 Approved.

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M. A. LIBBY,
Lt. Col., G.S.C.

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8 Jan. & 20 June 1974
By: [illegible] Date: 10/7/76

November 22, 1942

Mr. Donald Nelson
War Production Board
Washington, D. C.

Dear Mr. Nelson:

As you know, I fully appreciate your desire and your efforts to facilitate the production of military aircraft. In this light I have carefully studied the draft of your letter of November 11, 1942, to Mr. Charles E. Wilson concerning the powers of the Aircraft Production Board. The implications of it are such that I feel an expression of my views are necessary.

We all recognize the fact that an evil now exists, namely a lesser production rate for aircraft than is desired for the prosecution of the war. Regardless of the tremendous strides made in aircraft production, the fact remains that it is insufficient.

The intent of your directive is to correct that evil. It appears to me, however, that the method proposed does not accomplish that, but on the contrary definitely substitutes another evil, namely the breaking-up of a going concern, the Army Air Forces Materiel Command.

From the beginning, the Army Air Forces Materiel Command has been responsible for the major portion of aircraft production. It is organized to accomplish this task and has acquired great experience in its accomplishment and with increasing success. Aircraft production is not now as great as desired because there has not been allocated to it the materials, tools, manpower or facilities needed. Nor has the establishment of priorities as between aircraft, other munitions, ships, civilian requirements, etc. been accomplished satisfactorily. Decisions on these questions are outside the scope of the Materiel Command or any other production agency, hence the creation of another production authority would not resolve these questions.

Of great importance is the intimate connection between aircraft production and the other responsibilities of the Army Air Forces. The new board, under the proposed directive, would break that intimate connection, with results that might be disastrous to the strategic and tactical capabilities of the Army Air Forces. Many of the decisions now made by the

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Joint Aircraft Committee and Aeronautical Board cannot be made by other than the heads of the respective arms of the Services, hence the functions of those two boards cannot be delegated to an outside production authority.

In my opinion the necessary first step to be taken is for the President or you to announce categorically that the Material Command is not to be divested of its responsibility. Any directive to whatever Aircraft Board you set up, prescribing its duties and responsibilities, would then be drafted in the light of the decision to leave the Material Command alone. The next step is for all agencies to give whole-hearted support to the President's directive to produce 82,000 tactical and 25,000 training aircraft in 1943 by allocating the necessary materials, tools, manpower, facilities, etc. to aircraft production.

In view of the above, I desire to express strongly my non-concurrence with the proposed directive and to request that you reconsider the provisions of that directive. I feel that if you and Mr. Wilson could sit down and discuss this with Mr. Patterson, Mr. Lovett, General Echols and me, much could be accomplished.

Sincerely yours,

Sgd. H. H. Arnold

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

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: Summary Analysis of British Aircraft Production and Progress October 1942.

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFMSP	AFCAS	1942 11/19	1. Attached is a report prepared by the Liaison Officer of this office showing analysis of British aircraft production and progress during October 1942. 2. This report is submitted for your comment, information, and reference. C.B.T. 1 incl. CHARLES B. THORNTON Lt. Colonel, Air Corps
2	AFCAS	FILES	1942 11-24	Noted. WEH:JT 5246 1 Incl, n/c WILLIAM E. HALL Colonel, G. S. C.

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8 Jan. & 20 June 1974
By [illegible] LC; Date 4/7/76

ANALYSIS OF BRITISH AIRCRAFT PRODUCTION

FOR OCTOBER 1942

Liaison Division
Chief, Statistical Control
Air Staff, Management Control
Nov[illegible]

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I. BRITISH AIRCRAFT PRODUCTION

The total number of new aircraft delivered for October averaged 955 per week which is slightly below the September figure, but a breakdown of these statistics shows that this drop was the result of fewer deliveries from abroad rather than any production lag in Great Britain.

Figures on British aircraft production show that the weekly average for October was 6% over that for September. This increase enabled British production to reach a total which was 98% of its October target program compared to 92% for September.

However, in the categories concerning deliveries from Canada and the United States, the figures after the first week in October dropped sharply from the September level. Totals for the month averaged 76 per week, compared to 131 during August and September. This drop more than balanced the increase in British production, resulting in the slight decrease in new deliveries.

These production figures are based on acceptances at the factory and therefore do not correspond with actual receipts by the R.A.F. This is the result of the interval between acceptance by Government inspectors at the factory and delivery to the R.A.F. during which time the aircraft undergo various stages of modification and in addition are subjected to flight tests. An analysis of figures in previous months shows that actual deliveries to the R.A.F. may vary as much as 10-15%, from acceptances, depending on the rapidity with which

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accepted aircraft pass through the modification centers. An understanding of this modification "pipeline" lag is necessary for a complete picture of British production.

Figures on new aircraft do not give the full story on production. To this must be added the number of repaired aircraft which are approximately 40% of total aircraft production. During October, the number of repaired aircraft averaged 375 per week, a slight increase over September. This can be attributed almost entirely to large increases in the last two weeks of the month when the figures topped 400 per week for the first time.

A breakdown of the production and repair figures by type shows that production increases were especially marked in heavy and medium bombers, fighters, and general reconnaissance planes while large increases in repair production were found in heavy bombers, naval, and training planes. No type fell far below its September figure.

Glider production fell substantially below the target program for the first half of the month but improved during the last two weeks.

II. ENGINE PRODUCTION

Engine production remained at the September level, with approximately 1150 new engines produced per week. Approximately 60% of the British production has been concentrated on the Merlin and Hercules models, in particular the Merlin 20 series and the Hercules 6 series. The Cheetah engines continue to be the most currently used model manufactured for training planes.

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The number of engines repaired took a sharp drop for the two weeks October 10-24 which resulted in a 3% decrease for the month compared to September. However, a new weekly high of 700 engines were repaired during the week ending October 31.

III. PROPELLOR PRODUCTION

Propellor production remained stabilised during October at a level of about 1150 per week. Thus the number of new propellors is keeping pace with engine production. However, the assembly of American propellors in RAF and MAP plants and depots in United Kingdom has been substantially reduced, the figures dropping from 237 to 56 for the week of October 17.

IV. ARMAMENTS

Armament production has, in general, stayed relatively constant during the month. Production of guns declined very slightly for the .303 Brownings and Vickers.

Bomb production showed a marked increase in several categories, particularly the 1000 lb. general purpose bomb, the 250 lb. and 500 lb. armor piercing bomb, and the 500 lb. medium capacity bomb. Production of a 8000 lb. high capacity bomb, which was inaugurated during September, has continued at a rate of approximately 35 per month.

V. SHIPMENTS FROM THE UNITED STATES

Shipment of various items, particularly propellors and bombs, from the United States directly to the RAF through MAP has

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been greatly reduced. However, shipments of the Packard Merlin 28 engine have been maintained at their previous rate while there has been a great expansion in shipments of the 20 mm. gun.

VI. EMPLOYMENT IN BRITISH AIRCRAFT INDUSTRY

Employment indices show a slow steady increase in all branches of the aircraft industry and in all geographical regions of the country. Using the date of November 22, 1941, as a base, total employment has risen 20%. Most of this increase can be attributed to the 50% growth in the number of women workers compared to a 10% rise in men employees. At the present time, one-third of the employees in the aircraft industry are women, and this fraction is increasing steadily.

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Summary Analysis of British Aircraft Production and Progress October 1942

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6 Jan. & 30 June 1974
By [illegible] C. Date 10/7/76

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AFDAS AFDMR 11-23 Your action is approved. It is directed that General Kenney be notified.

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M. A. LIBBY,
Lt. Col., G. S. C.

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Training Airplanes Requirements for our pilot objective.

1. AFCAS Dir. of Program Planning 11-20-42

1. The President has directed that 82,000 airplanes be manufactured in 1943. Of that number the Army Air Forces will receive a certain number of combat planes. The question that must be answered is how many pilots must we train to fly the combat airplanes that we intend to manufacture. This number must include a certain portion of pilots. This number is necessary for replacements, fillers and expansion of Air Force Flying Activities and double combat crews were recommended and necessary.

2. It is my understanding that our present program is to go to the 75,000 pilot training rate early in 1943. General Arnold is under the impression that this number is too great. What should be our objective to man the combat airplanes that we will receive in 1943. The reason that General Arnold is concerned about this subject is that in order to meet the requirement for training airplanes under our present 75,000 pilot training rate, we would be required to discontinue the manufacture of [illegible] airplanes in order to manufacture training airplanes. This, of course, he does not want to do. What then is the requirement in training airplanes necessary to meet our objective in pilots to man the combat airplanes that the Army Air Forces will receive next year.

3. It is therefore directed that you immediately confer with A-3, Plans, and the Director of Individual Training and determine what our pilot requirements should be as a result of the President's directive to manufacture next year's 82,000 airplanes. This must be in General Arnold's hands next Wednesday morning. Have it in my hands by 8:00 a.m. that day.

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

cc-Director of Individual Training
cc Ass't Ch of Staff, A-3,
cc-Ass't Ch of Staff, Plans

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Mr Will

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8 Jan & 20 June 1974
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AFACT
Lt. Col. J.J.O'Shea
Ext. 6701
ek

Written 11/13/42

NOV 13, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Assignment of Airplane for Secret Project C5A-NDRC.

1. Reference your memorandum, same subject, dated November 10,1942.

2. Complete specifications for this airplane require considerable modification so it has been suggested to Lt. Col. Reginal Looker that arrangements be made to have Mr. Harold Burris-Meyer, Official Investigator, Project C5A, visit Mitchel Field and examine a C-78 airplane to determine if it will serve the purpose. If the C-78 airplane is found satisfactory one will be assigned to Mitchel Field for Mr. Burris-Meyer's use.

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

dispatched by officer courier
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Dec. 20 June 1974
By [illegible] Date [illegible]

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
Military Intelligence Div.
G-2
Washington, D. C.

November 10, 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES
(ATTENTION: AFROM)

Subject: Purchase of or assignment of aeroplane for secret project C5A - NDRC.

1. Request is made for purchase or assignment of a commercial type aeroplane for use in connection with secret project C5A - NDRC.

2. Complete specifications for this aeroplane have been conveyed to Major M. O. Dick, A.F., of the Direction of War Organization and Movement.

3. It is desired that this aeroplane be assigned to an Air Corps activity in the New York area and be delivered for the use of Mr. Harold Burris-Meyer, Official Investigator, Project C5A-NDRC, at as early a date as possible at Caldwell-Wright Airport, Caldwell, New Jersey.

4. A definite period cannot be stated for the experiments to be conducted making use of this aeroplane; it is probable however, that the period will be no longer than seven weeks from the date of delivery.

/s/ GEO. V. STRONG,
Major General,
A. C. of S., G-2

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DOD Reg.
1 of 5 Jan. & 30 June 1974
By [illegible] DC Date 10/7/86

Purchase of or assignment of aeroplane for secret project C5A - [illegible].

1 General A-3 1942 For preparation of reply for my signature.
Arnold 11/12

H. H. A.

Incl: Memo for CG/AAF frm
Gen. Strong, 11/10/42
re above subj.

JJG'Seek 6701

2 AFACT AFACG 11-13 Attached hereto is memorandum prepared for your signature.

Hq. Army Air Force
NOV 1942
AAG Received

ROBERT W. [illegible]
Colonel, G. S. C.

Incl: added: Memo

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Ans as 452.1 (648)

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By [illegible] Date 8/2/76

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A. Def.
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Gr. Sup.
Base S.
War O&M
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Civ. Pers.
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Stat. Pl.
Leg. Pl.
Mob. C.
A. E. C.
F. C.

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JBC:JB 5789

5 AFMAG AFTAS 11-26 For comment or concurrence.

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air Adj. General

Dispatched
NOV 27 1947
AAG

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6 Jan & 20 June 1974
By [illegible] Date 10/7/76

Conversion of airplanes to evacuate wounded.

GES:nc 3373

1. General General 11-12
Strate- Fairchild
meyer

1. I presented the enclosed papers to General Arnold and he agrees that we should avoid all these modifications. He asked the question - "What is your plan to evacuate the wounded?" I told him that all theaters had transports which carry supplies enroute and that they could well return the wounded. The question then is, as he stated, - Will our transports take litters? I answered that I did not know. He then stated that if this was our "out" on the question and if gadgets could be put in the transports to take litters, that he would go with us on this method of evacuating the wounded.

2. Based on the above, a plan will be prepared, setting forth how the wounded can be evacuated by the utilization of troop carrier and theater-of-operations transports.

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

Incls.
R/R with 7 comments, subj:
Conversion of Liaison Type Airplanes.
Proposed letter to CG Materiel Command, subj: Ambulance airplanes for Air Evacuation Sqd. Light.

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8 Sep 1 30 June 1972
By [illegible] C. Date 10/7/[illegible]

MEO/br 3487

2 AFDMR AFRAS 11-14
Attn
Colonel
Weyland

1. This connects with our conversation of yesterday as relating to the evacuation of wounded by aircraft. This paper has been returned because of the insistence of this office that the activation of any puddle jumper squadrons for wounded evacuation is not required. The general plan of evacuation appears to this office to be:

a. From the proximity of the battle line or forward areas of operation to collecting stations from 5 to 15 miles behind the lines by automobile ambulance.

b. From collecting stations to rear areas of the theater by Troop Carrier Command airplanes. From the rear areas of the theater of operations to the zone of communi-

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8 Feb. & 30 June 1974
By [illegible] D.C. Date 10/77

Conversion of Airplanes to Evacuate Wounded.

MEG/br 3487

4 AFDMR AFCAS 1942 11-25

1. In compliance with directive contained in paragraph 2, item 1 above, this office concurs in the recommendations contained in part II, Item 3 above. The plan outlined appears sound, utilizes available organic Troop Carrier Command aircraft for that part of the evacuation which requires aircraft in the theater of operations. It is further the opinion of this office that the evacuation from the collecting stations through the clearing stations to evacuation hospitals should not be attempted by the use of any type of aircraft that such evacuation should be performed exclusively by SOS Medical Units (ground ambulances).

M. S. FAIRCHILD,
Major General, U. S. A.

Incls. n/c

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By [illegible] Date 10/7/78

Part of incl 1

MEGrvk 3487

7. AFDMR AFTAS 11-8

1. Attached hereto is a copy of directive forwarded to the Materiel Command this date. Further instructions will have to be issued to the Materiel Command covering the painting and markings desired.

2. It is suggested that representatives of your office examine the airplane being procured by the Navy (can be seen at the Anacostia Naval Air Station), to determine if the painting and markings thereof are satisfactory for Army Air Forces use.

MUIR S. FAIRCHILD,
Major General, U. S. Army.

Incl. cy ltr to AFAMC

Incl 1

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs.
Jan. 4 20 June 1974
By [illegible] Date 7/1/76

File No. 452.1

Tally No. AAF _____

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SUBJECT: Equipment, Airplanes, Assignment

452.1 (640)

NO.	FROM	TO	DATE	COMMENTS PEG/ess/72810
1	AFRAS	AFDAS	1942 11/11	1. The following information has been received from AFROM concerning shipments of Liaison Aircraft to foreign theatres:

a. Ordered by OPD 10/30 to be shipped as indicated:

5th Arm Division Arty	3	
2nd Arm Division	6	
9th Amphibious Div	12	
35th F A Regt	6	
18th F A Brig	21	48

b. Ordered by OPD confirm. 10/30 - departed 9/25 to be shipped as indicated:

3rd Amphib Division	15	
2nd Arm Division	6	
9th Amphib Division	3	
58th and 62nd F A Bns Arm	6	30

c. R/R A-3 to comply with cable request from SW Pacific theatre:

Brisbane by 12/31 crated (R/R A-3)	8	
Australia by March 1943 ( )	18	26

d. R/R A-3 to comply with cable request from SW Pacific theatre:

New Caledonia (8 have been shipped)	20	
Poppy, Fan Fan, Roses, Button (etc.)	24	44

e. AFRAS, to supply Obs units committed. 148

67th Obs Gp	36	
68th Obs Gp	36	72

Grand Total 220

File 11/14/42

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Air Adjutant General

for D. M. SCHLATTER
Colonel [illegible] 8/14/41
Director of Air Support

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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8 Jan. & 20 June 1974
By [signature] S.C. Date 10/7/76

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SUBJECT: Aircraft Shortages

NO.	FROM	TO	DATE	COMMENTS
1	AFDAS	AFACT	1942 11-12	MAL/imm 5265 The attached tabulation was compiled from information contained in cable #4670. General Hanley understands this to be in error and is desirous that you keep him informed of the aircraft shortages in the units listed together with allocations made by you to bring these units up to authorized aircraft strength. MAL. M. A. LIBBY, Lt. Col., G. S. C. RAG:ek 6701
2	AFACT	AFDAS	11-16	1. All the units listed received their total unit equipment prior to departure from the United States. 2. Once a unit is committed to any theater, replacement airplanes are assigned from production to take care of the estimated attrition and are dispatched to the theater in which that unit is operating. Airplanes within the theater are not reported by serial number and, by decision of the Air Force commander, may be assigned to any of the units operating with that type of airplane within the theater. As a result, airplanes within a theater cannot be identified as belonging to any one unit. The total number of airplanes reported on hand are assumed to be divided between the several units operating that type of aircraft. For example, the 301st Heavy Group (B-17) should have its proportionate share of the B-17 type airplanes on hand. The six groups on hand or en route in the European Theater as of November 15, 1942 were reported to have 205 B-17F airplanes. This total shows 5 short on hand but with 11 en route and 102 being prepared for these units which will bring them up to their authorized strength.

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Air Adjutant General

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SUBJECT: Aircraft Shortages

NO.	FROM	TO	DATE	COMMENTS
2	(Continued)			3. Allocations have been and are being made to maintain these units at authorized strength. ROBERT W. HARPER Colonel, G. S. C. Incl: n/c

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SUBJECT: Aircraft Shortages

ITEM NO.	FROM	TO	DATE	COMMENTS
3	AFDA S	AFMAG	1942 11-23	MAL/imm 5265 1. Noted by General Hanley. 2. For files. MAL M. A. LIBBY, Lt. Col., G.S.C. Incl. n.c.

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8 Jan. & 20 June 1974
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Tabulation of Shortages Cable No. 4670

Type Plane	Organization	Number Required	Number On hand	Number Short
B-17	301st Group	35	31	4
B-25	310th Group	57	32	25
B-26	319th Group	57	23	34
A-20	47th Group	57	14	43
P-39 (Fighter)	81st Group	80	39	41
P-39 (Fighter)	350th Group	80	9	71
P-38	82nd Group	80	0	80
	1st Group	80	76	4
F-4	12th Photo Squadron	13	0	13
	5th Photo Squadron	13	10	3
P-39 (Photo)	68th Observation Group	36	10	26
C-47, & C-53	60th Group	52	46	6
	64th Group	52	51	1
Totals		692	341	351

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TALLY NO.	
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SUBJECT: Fighter Production Setup.

ITEM NO.	FROM	TO	DATE	COMMENTS GES:nc 3373
1.	AFCAS	Asst.Ch Air Stf. Plans [illegible] Anderson	11-9	This is to confirm instructions issued this date by General Arnold that you look into our fighter production as setup in our 82,000 airplane program known as 8-K. This will be considered and recommendations submitted in the study that you are now making in collaboration with the R.A.F. Officers who are here with Air Commodore Slessor.
				GEORGE E. STRATEMEYER, Major General, U. S. A. Chief of the Air Staff.
Cy to:				
	General Hanley Dir. Air Defense.			
2	AFAEP	AFACG	11-~~18~~ 19	RPW:dns 71127

1. A comprehensive study was made in August 1942 by this Division of the Fighter Production ceiling that should be considered in future planning. This study indicated that to meet current AAF expansion in fighter, observation, dive bomber and photographic units, and to provide for foreign allocations of 250 airplanes per month, an output of about 19,000 fighters would be needed in 1943, and that somewhat in excess of that figure would be needed for all purposes during 1944 and 1945.

2. Subsequent developments point to foreign requests for allocations in excess of 250 a month during 1943. It is highly probable that British and Russian allocations alone may exceed a total of 3,000 airplanes in 1943.

3. The 8K program set for 1943 19,789 fighters as a target production objective which it was not deemed advisable to reduce. The current Omega V breakdown of the 82,000 airplane production program for 1943 contemplates an output of 23,648 fighters. The anticipated need as determined by the August study is roughly 80% of the Omega V output. It has been customary to plan expansion schedules on 80% of target production figures. Furthermore previous experience has shown that about 10-15% excess capacity above eventual requirements is necessary if model changes are to be accomplished without undesirable aircraft

Concur 11/19/42 [illegible]

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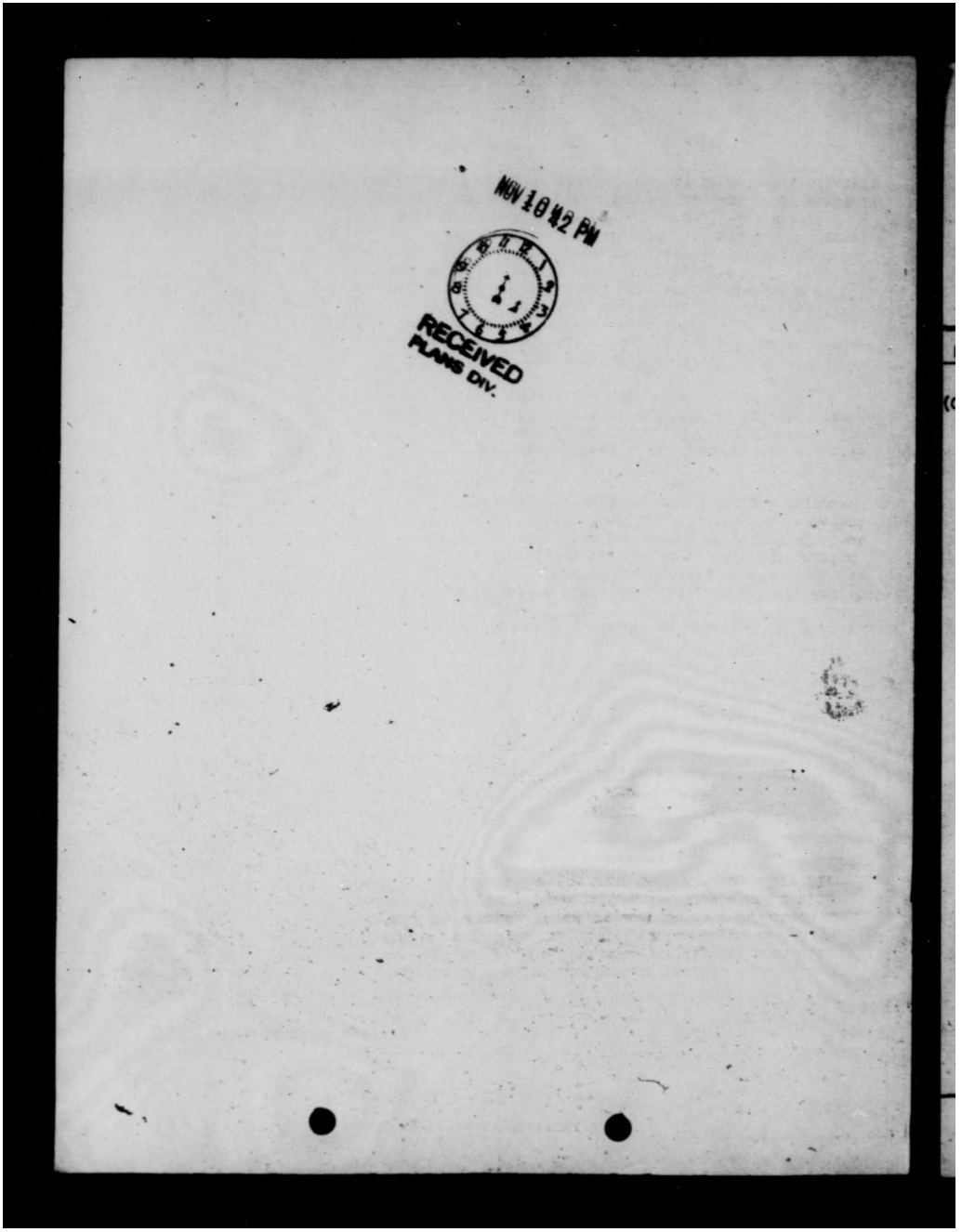

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ROUTING AND RECORD SHEET

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SUBJECT: Fighter Production Setup.

NO.	FROM	TO	DATE	COMMENTS
2 (Cont'd)	AFAEP	AFACG	11-~~18~~-17	shortages during the period of changeover. 4. In the opinion of the Materiel Command, a reduction of several thousand fighters during 1943 would result in a relatively small increase in dive bombers, and would not materially assist the production of other types. Added to this is the well recognized fact that the fighter airplane is a tactically flexible type, and can profitably be used for ground support, bombing, and observation. Particularly important is the adaptability of the fighter to ground support and light bombing missions in augmentation of or in lieu of the aircraft normally designed for such missions. It is therefor apparent that a small increase in dive bombers would not offset in overall air strength the larger loss in fighter aircraft. 5. With regard to types, the Omega V program plans changeover from the P-39 to the P-63, the continuation of the P-38, P-47, P-51 and P-61, and the introduction of the P-60 and P-40x airplanes as interceptor fighters, both of which show sufficient promise to warrant present production plans. 6. For the reasons enumerated above, it is not considered advisable to curtail the contemplated fighter production. For Randolph P. Williams O. A. ANDERSON, Brigadier General, U.S.A.

Coordination:
AFACT
AFADS
AFAMC
AFRAD

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5 Jan. & 20 June 1974
By [illegible] C. Date 10/76

Trainers for the R.A.F.

TJH:eva 6371

452.1 (638)

6. AFDAS AFACT 1942 11-11

1. The information contained in the above items and the attached R&R, subject, "Trainers for the AAF," dated 10/23/42, should be considered in the study now being conducted by you in conjunction with Plans for a reallocation of airplanes.

2. Attention is invited to the fact that no recommendations were included in item #5 above.

Incls: #1 and #2, n/c.
Added--#3, Conf. R&R #1 frm AFCAS to AFACT dtd 10/23, "Trainers for the AAF," w/incl cy R&R 10/21 frm AFACT to MAC dtd 10/21 same subj. #4, R&R #2 frm AFACT to AFCAS dtd 10/26, same subj. #5, R&R #1 frm AFACT to AFCAS dtd 8/8/42, "Reallocation of Trainers RAF and AAF.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	2624
FILE NO.	

SUBJECT: Loss of P-38 Airplanes by Sinkings.

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	AFADS	1942 11-10	MAL/imm 5265 1. General Stratemeyer is of the opinion that the attached copy of a memorandum to the Commanding General, Air Service Command, indicates misdirection in address. It should have been sent to AFACT. 2. While allocation of aircraft engines and spare parts are the responsibility of the Air Service Command, the allocation of aircraft is the responsibility of A-3. MAL M. A. LIBBY, Lt. Col., G.S.C. 1 Incl. copy of above mentioned memo., dated 11/6/42
2.	AFADS	AFCAS	11-18	WMB/mhh 2879 1. The attached memorandum to the Air Service Command, which was misdirected, has been cancelled. The Director of Air Defense, in collaboration with A-3, has taken the following action: a. The aircraft lost have been considered a part of the attrition aircraft of the 12th Air Force, just as though the aircraft had been lost in combat. b. Due to the fact that the 12th Air Force has high priority, aircraft are being provided to maintain units at strength as fast as they are available from the factory lines. Richard H Ballard RICHARD H. BALLARD, Colonel, G. S. C., Assistant Chief of the Air Staff, A-4. 1 Incl.

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8 Jan 4 30 June 1972
By [illegible] Date 8/7/76

AFADS
WMB/mhh
Ext. 5316

November 6, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Loss of P-38 Airplanes by Sinkings.

1. The Navy and G-2 have reported the sinking of the Keenes II, which carried a deck load of eight (8) P-38's and the Sourabaya, which carried a deck load of three (3) P-38 Lockheed planes. These airplanes were destined for the United States Armed Forces in Britain.

2. The New York Port of Embarkation has been notified of these two sinkings.

3. It is requested that the necessary steps be taken by the Air Service Command to replace, as quickly as possible, these airplanes, which were lost.

By command of Lieutenant General ARNOLD:

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

Distribution:
Cy. to Dir./Base Services.

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Cy for Sec/Air Staff

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Date 30 June 1974
Date 10/7/76

Fighter Production Setup.

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GES:nc 3373

1. AFCAS Asst.Ch 11-9
Air Stf.
Plans

This is to confirm instructions issued this date by General Arnold that you look into our fighter production as setup in our 82,000 airplane program known as S-K. This will be considered and recommendations submitted in the study that you are now making in collaboration with the R.A.F. Officers who are here with Air Commodore Slessor.

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

452.1 (638)

Cy to:

General Hanley
Dir. Air Defense.

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Mr Gray

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Cargo Planes.

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DOD ltrs
8 Jan. & 20 June 1974
By [signature] LC Date 10/7/76

1. General Arnold — General Strate-meyer — 1942 11/1

Note the attached. It should be sent to the board which is studying allocation of cargo planes.

Mr. Lovett misinterpreted my memorandum. I did not have in mind any particular employment of cargo airplanes by the airlines when I wrote my memorandum to him. What I did have in mind was a definite line of demarkation between airplanes used by our fighting forces and those that we turn over to the airlines for any purpose whatsoever.

H.H.H.

Incl:
Memo to Gen.Arnold 10/30/42 from Mr.Lovett /w/ memo of meeting held 10/23 on air transport policy dtd 10/30 frm Mr.Lovett; Ltr. to Mr. Monro 10/30 from Mr.Lovett, (Draft, not sent); R&R #1 frm Gen. Arnold to Gen. Stratemeyer 10/29 re above subj.; Memo of meeting on air transport policy dtd 10/23 frm Mr. Lovett.

---

2 AFCAS — Asst.Chief Air Staff 11-1 A-4

1. It is desired that the enclosed papers and comment #1 this paper, be considered in the study called for in comments #1 and #2 from General Arnold to me and from me to you under date of October 29th, subject: "Cargo Planes".

2. During the preparation of the study called for, General George or Colonel C. R. Smith, or their duly appointed representative, will be consulted in order that the desires of the Air Transport Command can be presented along with those of A-3 and Plans.

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Cargo Planes.

2. AFCAS Asst.Chief Air Staff A-4 (Cont'd) 11-1

3. The study called for above and in the comments referred to, will be submitted by Noon, November 6, 1942.

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

Incls: n/c
Cy to: Asst.Chief,Air Staff, A-3
Asst.Chief,Air Staff, Plans
C.G.,Air Transport Command.

CHJ:mec 71172

3. AFADS AFCAS General Stratemayer 11-9

1. Reference is made to copy of R&R dated October 29, 1942 on subject: "Cargo Planes" from General Arnold to General Stratemeyer, which was forwarded from your office to A-4.

2. Attached hereto is a Staff Study which was requested. Concurrence has been received from the following:

Assistant Chief of the Air Staff, A-3
Assistant Chief of the Air Staff, Plans
Commanding General, Air Transport Command
Director of Air Support.

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

Incl: n/c
added: Staff Study.

CHJ:cwm 6571

4. AFRAS AFAMS 1942 11-26

1. General Arnold will not consider this study in its present form since it does not give either the complete or the true picture.

2. It is desired that the study be reopened along the following lines:

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Cargo Planes

4. AFDAS AFADS 1942
(Continued) 11-26

a. Determine the requirements of the Troop Carrier Command by considering the needs for transports for the training of airborne and parachute ground troops and gliders.

b. Show definitely the needs of each theater in this respect and discuss the assignment of troop carrier groups for the purpose of performing theater supply functions. For strictly supply purposes within a theater such as Australia, one air transport group should be considered sufficient and should also be capable of transporting such ground troops as are needed. In the U.K., where plans contemplate considerable use of airborne troops, the basis of computation perhaps will be the need for transports for that purpose rather than the need for interior supply. It must be made evident that the requirement is tied to the troop basis either for the supply of air units or the transportation of ground troops.

3. The requirements of the Air Transport Command should be computed on the basis of the transportation of parts to maintain air units in the field, for the transportation of priority personnel, and for the operation of our supply system within the United States. It is realized that we can use all of the Air Transport that we can possibly get, but the computation for this study must be based upon the tonnage and number of passengers which must be moved in order to maintain our forces on the approved troop basis.

4. Consideration must also be given to our "give away" of transports. The Army Air Forces have made commitments to China, the U.K., British Dominions, to the Dutch, and to the ground forces, such as Service Commanders.

5. Production of transports during the next year must then be set out and allocated to our various consumers, but in a manner calculated to permit each service to operate as effeciently as possible.

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Incls: n/c

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Cargo Planes.

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4. AFDAS AFADS 1942 11-12

1. General Arnold does not agree to assigning 163 airplanes to the civil airlines as long as our Troop Carrier Commands and Air Transport Command show the shortages indicated in tab "D". He desires that this study be referred to a group of planners consisting of a representative from Plans, A-3, A-4, Air Transport Command, OPD, G-3 and G-4; that the complete over-all picture be considered and definite recommendations made to him for allocations.

2. There is no objection to taking up with the Materiel Command at the present time the question of an increase in production to meet the requirements shown herein but this matter should not be referred to the Joint Staff Planners because it is an Air Force matter only and does not concern the Navy.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: n/c.

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8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Trainers for the R.A.F.

RAG:ek 6701

5 AFACT AFCAS 1942 11-7

1. Items 2, 3, and 4 above are forwarded as was requested in R&R, AFCAS to AFACT, subject as above, dated October 23, 1942.

2. It appears that the AAF has not utilized one of the clauses in the ATP Agreement (C.C.S. 61/1) to recapture trainers, particularly advanced trainers, allocated to Great Britain - this despite the large inventory of obsolescent combat aircraft available to Great Britain as Advance Trainers, as shown on the attached chart, "R.A.F. Operational Obsolescent Aircraft Stocks." The advantage accruing to Great Britain for training purposes due to this source of airplanes is obvious.

3. The ratio of combat aircraft programs between the AAF and the Navy is approximately as follows: 5 to 1 in 1941, 4 to 1 in 1942, 3 to 1 in 1943. Yet the Navy is sharing Advance Trainers according to Item 4 practically in the ratio of 1 to 1. The burden on our training program to meet combat requirements should be considered in the allocation of Advance Trainers to meet AAF requirements, particularly considering the proportionate needs with respect to the Navy program.

4. Every effort has been made to lessen the effect on the AAF of the disporportionate division of Advance Trainers by practically denying any of these aircraft to any AAF activity except training. The results have been to impair the efficiency of weather, communication and other activities everywhere.

2 Incls:
#1 - n/c
#2 - Chart (added)

ROBERT W. HARPER
Colonel, G. S. C.

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Protection of [illegible]s.

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1 AFDAS AFAEP 1[illegible]
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Attached hereto is a secret chart prepared by General Russell of the desired air coverage furnished convoys. The only coverage now furnished is indicated by the arc drawn with Iceland as a center.

Since you are working on another paper in connection with protection of convoys, this is furnished to you for your consideration.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Loss of P-38 Airplanes by Sinkings.

MAL/imm 5265

1942
1 AFCAS AFADS 11-10

1. General Stratemeyer is of the opinion that the attached copy of a memorandum to the Commanding General, Air Service Command, indicates misdirection in address. It should have been sent to AFACT.

2. While allocation of aircraft engines and spare parts are the responsibility of the Air Service Command, the allocation of aircraft is the responsibility of A-3.

Dispatched
NOV 10 1942
AAG File

M. A. LIBBY,
Lt. Col., G.S.C.

1 Incl.
copy of above mentioned
memo., dated 11/6/42

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By [illegible] Date 11/7/76

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November 6, 1942

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF

Subject: Transfer of O-Type Airplanes to Tow Target Squadrons.

1. Included among the equipment of the 377th and 378th Bomb Gps (H), assigned to AAF Anti-Sjbmarine Command, are 61 O-Type airplanes (O-46, O-47 and O-52 models). It is felt that the need for these airplanes for towing and tracking missions in their present employment on Anti-Submarine Patrol, in view of their limited value in the latter function. It is therefore proposed to transfer them at the earliest practicable date to Tow Target Squadrons, this proposal meets with the approval of AFROM, AFDPU, AFRAD, AFRDB, [illegible] including schedule of transfer recommended in Par. [illegible].

2. The 124th and 128th Observation Squadrons are attached to the Anti-Submarine Command for patrol missions in the Gulf Coast area. AFRDB states that no units are presently available to replace them. Attention is invited to the existing shortage of Observation Units, which prevents fully meeting requirements deemed desirable to replace these two Observation Squadrons with properly equipped Anti-Submarine Command Units at the earliest practicable date, and return them to their proper role of Air Support of ground units.

IT IS RECOMMENDEDTHAT:

3. All O-type aircraft assigned to the 377th and 378th Bomb Groups (H) be reassigned to Tow Target Squadrons as follows: O-46's, immediately; O-47's, about Dec. 1st, 1942; O-52's, upon release by Commanding General, Anti-Submarine Command.

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Headquarters, Army Air Forces, November 6, 1942 (Continued)

452.1 (630)

4. The 124th and 128th Observation Squadrons be replaced by properly equipped Anti-Submarine Command units at the earliest practicable date, at which time these Observation Squadrons be relieved from attachment to the Anti-Submarine Command.

/s/ D.M.Schlatter

D. M. SCHLATTER
Colonel, Air Corps,
Director of Air Support

1st Ind.

WD Hdqrs AAF, Washington, D.C., November 7, 1942; To--Director of Air Support.

Approved.

Dispatched
NOV 9 1942
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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By [illegible] LC, Date 10/7/76

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Use of Air Transports by Air-borne and Parachute Troops.

MAL:af 5265

1. AFCKS AFACT 1942 11/1

1. General Hanley desires that a study be prepared for him in accordance with the original suggestions set forth in the attached memorandum for General Arnold.

MILLARD A. LINBY,
Lt. Colonel, G. S. C.

Incl.
Memo. for General Arnold.

JJO'S:ek 6701

2 AFACT AFCAS 11-6

1. The Airborne Command is at present using "mock up" transport airplanes for the purpose of obtaining logistical data on loading, seating arrangement of troops, etc. A total of nine (9) such "mock up" transports are now used by the Ground Forces.

2. Based on transport requirements of the Airborne Command for the training of paratroops, and Airborne Infantry the Assistant Chief of Staff, G-3, issued the attached directive to the AAF to furnish Troop Carrier Groups on call.

3. Since the primary mission of Troop Carrier Groups is to provide transportation for paratroops, Airborne Infantry and Glider units the Commanding General, Troop Carrier Command has arranged with the Airborne Command to rotate Troop Carrier Groups so that the unit training level of all Troop Carrier Groups may be maintained.

4. In view of the above any reduction of the number of Troop Carrier transports assigned to Airborne training will not release a like number of transports for the Air Transport Command since they will still be required by the Troop Carrier Command to meet present commitments.

NOV - 7 '42 PM

RECEIVED
Air Adjutant [illegible]

ROBERT W. HARPER
Colonel, G. S. C.

2 Incls.
1 added - copy memo frm G-3 to CG, AAF and CG, AGF

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Use of Air Transports by Air-Borne and Parachute Troops.

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3. AFDAS AFACT 1942
11-8

1. Even though a reduction of transports assigned to air-borne training will not release transports for the Air Transport Command, it will release them for some duty within the Air Forces.

2. It is believed that additional mock-ups for training of troops while on the ground and careful scheduling of training in the air will reduce the number of hours required at the present time for flying of ground troops.

3. It is requested that this matter be further investigated.

Dispatched
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T. J. HAELEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of the Air Staff

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10 AFCAS AFADS 11-3

For remark and recommendation reference the alleged improper application of the ATP agreement which is costing the AAF thirty-seven (37) badly needed B-34 aircraft.

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M. A. LIBBY,
Lt. Col., G.S.C.

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Jan. & 30 June 1974
By [illegible] Date [illegible]

Cargo Planes

1. General Arnold	General Strate-meyer	1942 11-1	Note the attached. It should be sent to the board which is studying allocation of cargo planes.

Mr. Lovett misinterpreted my memorandum. I did not have in mind any particular employment of cargo airplanes by the airlines when I wrote my memorandum to him. What I did have in mind was a definite line of demarkation between airplanes used by our fighting forces and those that we turn over to the airlines for anypurpose whatsoever.

H. H. A.

Incl:
Memo to Gen Arnold 10/30/42 from Mr. Lovett /w/Memo of meeting held 10/23 on air transport policy dtd 10/30 frm Mr. Lovett; Ltr. to Mr. Monro 10/30 from Mr. Lovett, (Draft, not sent); R&R #1 from Gen.Arnold to Gen. Stratemeyer 10/29 re above subj.; Memo of meeting on air transport policy dtd 10/23 frm Mr. Lovett.

452.1 627

2. AFCAS	Asst. Chief Air Staff 11-1 A-4	1. It is desired that the enclosed papers and comment #1 this paper, be considered in the study called for in comments #1 and #2 from General Arnol to me and from me to you under date of October 29th, subject: "Cargo Planes.".

2. During the preparation of the study called for, General George or Colonel C.R.Smith, or their duly appointed representative, will be consulted in order that the desires of the Air Transport Command can be presented along with those of A-3 and Plans.

3. The study called for above and in the comments referred to, will be submitted by noon, November 6, 1942.

Incl: n/c
cy to: Asst. Ch Air Staff A-3
" " " " Plans
CG. Air Transport Command.

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

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Mr. Gray
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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.

SUBJECT: Trainer Plane Requirements of the 8-K Aircraft Production Schedule.

NO.	FROM	TO	DATE	COMMENTS MKW:ms 71214
1	AFMSC-4	AFCAS	10/30 1942	1. Attached for your consideration is a copy of an analysis of the trainer plane requirements of the 8-K Aircraft Production Schedule. 2. This study is based on total U.S. production and includes estimated trainer plane requirements for Navy and Defense Aid. 3. The study indicates that revisions must be made in the production schedule and in allocations of aircraft for training and tactical use if we are to obtain maximum utilization of 1943 aircraft production. 4. This office is ready to assist to any extent necessary in calculating the implications of any proposed changes. CBT CHARLES B. THORNTON Lt. Col., Air Corps 1 Incl. Distribution: AFCAS AFACT AFDPU AFDMR AFRDB AFRIT*
2	AFCAS	AFMAG	12-9	MAL/imm 5265 FOR FILES. MAL M. A. LIBBY, Lt. Col., G.S.C. Incl. n.c.

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Dec. 20 June 1974
By [illegible] Date 10/7/76

ANALYSIS OF THE TRAINER PLANE REQUIREMENTS OF THE 8-K AIRCRAFT PRODUCTION SCHEDULE

DISCUSSION

Advanced 2-Engine Trainers

There is a serious shortage of advanced 2-engine trainers which will continue throughout 1943 and 1944 unless production schedules are revised. This shortage will amount to about 3500 in January, 1943, and will not be erased until about July, 1944. Furthermore, present plans call for a substantial number of 2-engine tactical planes to be used for training in advanced flying schools and in bombardier, navigator, and flexible gunnery schools. Should these tactical planes be made available for combat operations, it would then be necessary to replace them with additional 2-engine trainers. The shortage of 2-engine trainers would then increase to about 6500 in January, 1943, and would still be approximately 4000 in December, 1944.

Advanced 1-engine trainers can be substituted for advanced 2-engine trainers, as is now being done, but this is not satisfactory. Tactical types cannot be substituted because they are not available for training purposes. The obvious solution, therefore, is to increase production of 2-engine trainers.

Advanced 1-Engine Trainers

There is an excess of advanced 1-engine trainers which, under present production schedules, will increase from 1000 in January, 1943, to 8500 in December, 1944, even if no tactical planes are available for pre-operational training. If tactical planes are available for training as presently planned, the excess of advanced 1-engine trainers over requirements will increase from 2000 in January, 1943, to 10,000 in December, 1944.

Basic Trainers

There is a shortage of basic trainers which, under the 8-K production schedule, will decrease from about 3000 in January, 1943, to none in Aug., 1944.

Primary Trainers

Present inventories of primary trainers are nearly as great as will ever be required. Scheduled production, however, is about twice as great as will be required to replace attrition on this inventory. If primary trainers are produced as scheduled, there will be an excess of about 6000 by December, 1944.

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Balancing of Production

Part of the shortage of basic trainers may be made up from the excess of advanced 1-engine trainers. This is apparently a fairly satisfactory substitution, and if it is made, the shortage in basic trainers will be nearly wiped out by February, 1943. At this time, it would be desirable to reduce the production of advanced 1-engine trainers about one-third to 400 per month. This would be sufficient to maintain the required inventories from that time on.

If primary trainer production is reduced immediately to about 300 per month and advanced 1-engine trainer production is reduced in Febr., 1943, to about 400 per month, and if the resulting capacity released could be used to produce advanced 2-engine trainers in equal numbers, inventories of trainers of all types should be nearly in balance with requirements by the fall of 1943.

If by the fall of 1943, production schedules of tactical types are still the same as those now projected, it will be necessary at that time to curtail production of most types of trainers.

RECOMMENDATIONS

Convert Primary Trainer Plants to 2-Engine Trainer Production

Convert immediately all primary trainer capacity in excess of 300 per month (about one-half of scheduled production) to production of 2-engine advanced trainers. This might be done by conversion to 2-engine trainer production of the entire capacity of the Boeing Wichita Plant No. 1, which now produces both primary and 2-engine advanced trainers.

Convert Advanced 1-Engine Trainer Plants to 2-Engine Trainer Production

Starting about February, 1943, convert about one-third of advanced 1-engine trainer capacity, or all in excess of 400 per month, to production of advanced 2-engine trainers.

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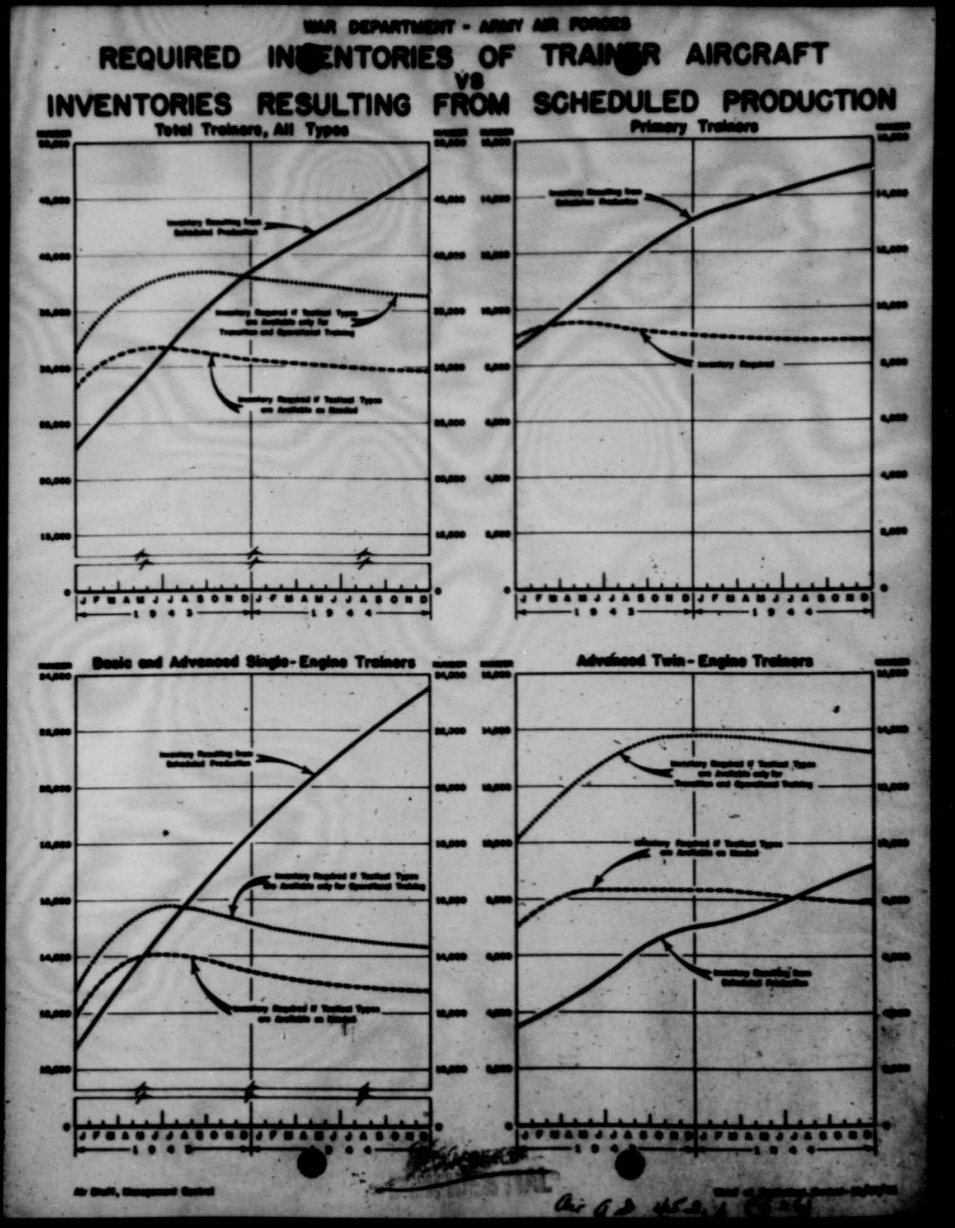

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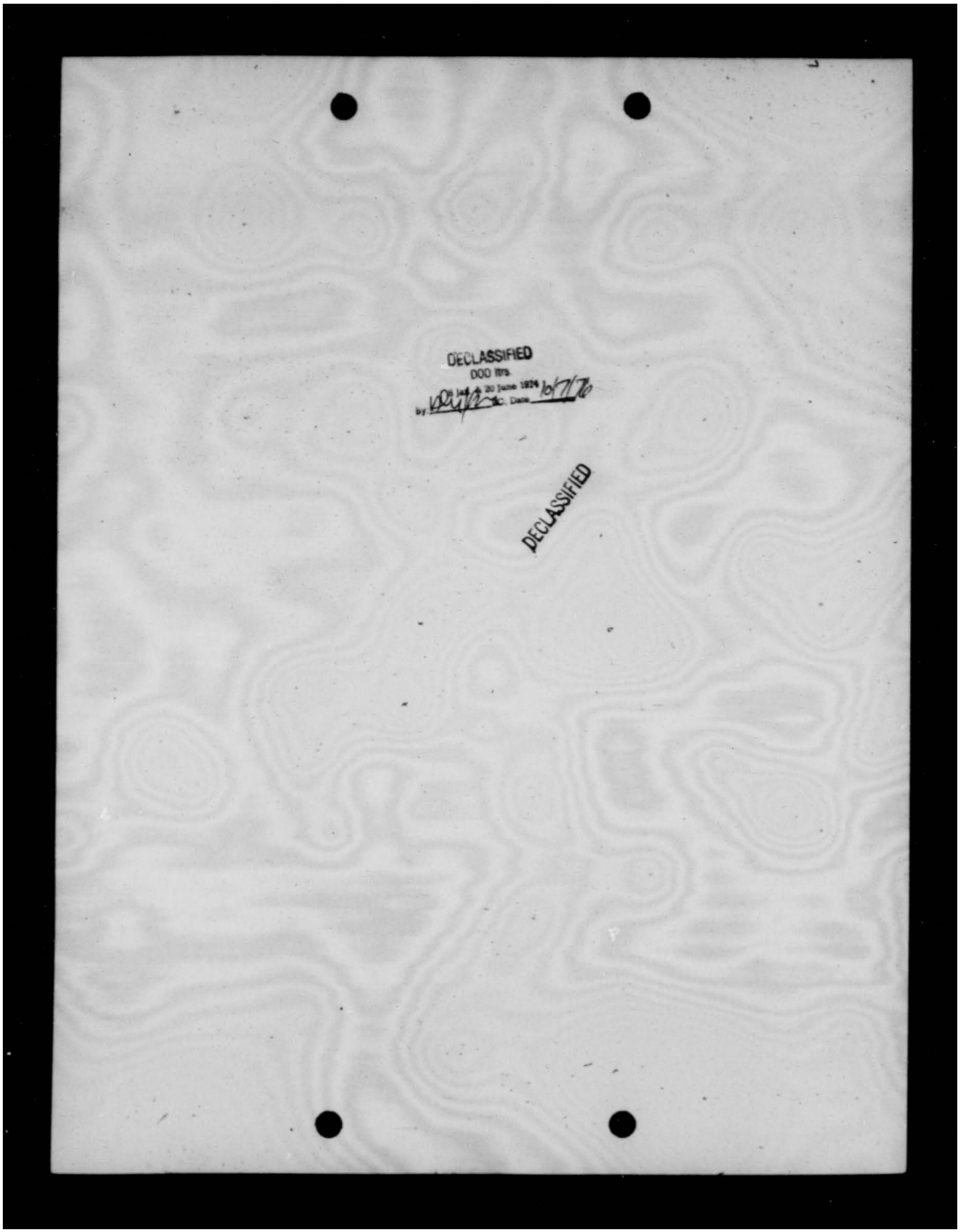

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SOURCES OF BASIC DATA

Production

W.P.B. S-K Initial Objective.

Training Requirements per Crew

Estimated by the Directors of Individual Training, Bombardment, Ground Air Support, and Air Defense.

ASSUMPTIONS

Production

Constant from June, 1944, on.

Training Requirements per Crew

Same for Navy and other crews as for Army Air Force crews.

Allocations

That trainer aircraft will be allocated to Navy and Defense Aid in numbers just sufficient to train crews for the tactical aircraft allocated.

Crews per Plane in Tactical Use

One

Attrition Rates

Combat Planes in Tactical Use:

	Percent Of Planes	Attrition Per Month
Active Theatres		
With Squadrons	40%	20%
Reserve and Repair (25%)	10%	0
Inactive Theatres		
With Squadrons	40%	5%
Reserve and Repair (25%)	10%	0
Total	100%	10%

- Net Attrition Rate - 10% per Month.

Transports: 4% per Month.

Tactical Planes in Training use: 4% per Month.

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Training Planes: 3% per Month.

Combat Crews: 3/4 of aircraft rate in Active Theatres, 2/5 of aircraft rate in Inactive Theatres, not 7% per month.

Transport Crews: 3/4 of aircraft rate, not 3% per month.

Instructor Personnel: 1% per Month.

Students: Various rates as estimated by the Director of Individual Training.

Air Staff, Management Control [illegible]

Chief, Statistical Control
(AFMSC-4)
October 29, 1942.

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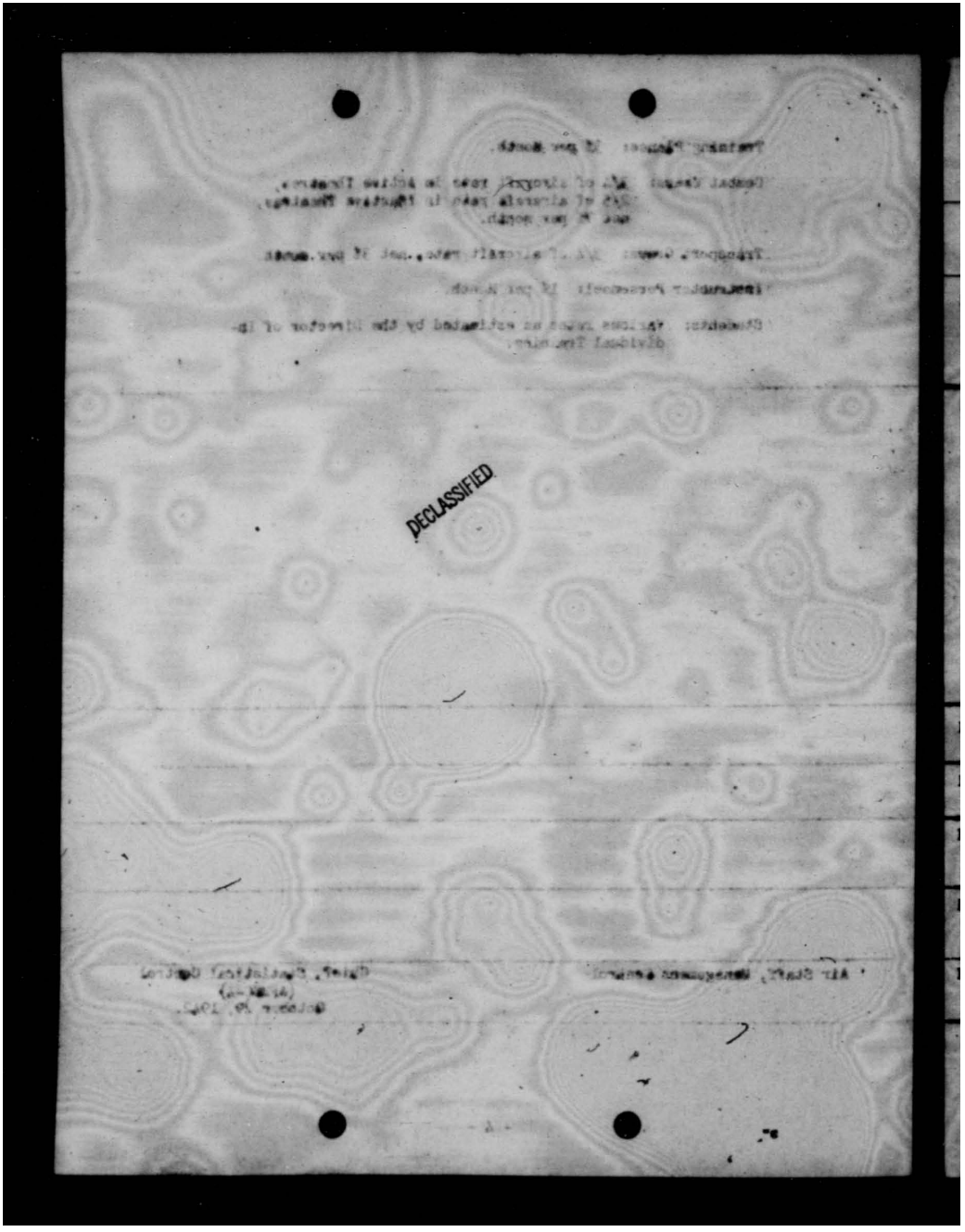

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REQUIREMENTS OF PLANES AND INSTRUCTORS
PER INDIVIDUAL IN TRAINING

	Duration	PLANES REQUIRED		INSTRUCTORS REQUIRED		Student Attrition Per Month
		No.	Type	No.	Type	
TRANSITION SCHOOL						
Heavy Bomb Pilot	9 wks.	0.33	Heavy Bombers	0.33	4-Eng. Pilot Instr.	1.0%
Medium Bomb Pilot	9 wks.	0.33	Medium Bombers	0.33	2-Eng. Pilot Instr.	1.0%
4-Eng. Trans. Pilot	9 wks.	0.33	4-Eng. Transports	0.33	4-Eng. Pilot Instr.	1.0%
2-Eng. Trans. Pilot	9 wks.	0.33	2-Eng. Transports	0.33	2-Eng. Pilot Instr.	1.0%
ADVANCED SCHOOL						
Heavy or Medium Bomb Pilot	9 wks.	0.25 0.25	Medium Bombers Adv. 2-Eng. Trns.	0.50	2-Eng. Pilot Instr.	0.8%
Light Level Bomb Pilot	9 wks.	0.25 0.25	Lt. Level Bombers Adv. 2-Eng. Trns.	0.50	2-Eng. Pilot Instr.	0.8%
Light Dive Bomb Pilot	9 wks.	0.25 0.35	Lt. Dive Bombers Adv. 1-Eng. Trns.	0.26	1-Eng. Pilot Instr.	0.8%
2-Engine Fighter Pilot	9 wks.	0.25 0.25	2-Eng. Fighters Adv. 2-Eng. Trns.	0.50	2-Eng. Pilot Instr.	0.8%
1-Engine Fighter Pilot	9 wks.	0.25 0.35	1-Eng. Fighters Adv. 1-Eng. Trns.	0.26	1-Eng. Pilot Instr.	0.8%
4-Engine or 2-Engine Transport Pilot	9 wks.	0.25 0.25	2-Eng. Transports Adv. 2-Eng. Trns.	0.50	2-Eng. Pilot Instr.	0.8%
BASIC SCHOOL						
Pilot	9 wks.	0.50	Basic Trainers	0.29	1-Eng. Pilot Instr.	5.0%
PRIMARY SCHOOL						
Pilot	9 wks.	0.32	Primary Trainers	0.02	Supervisors	18.7%
FLEXIBLE GUNNERY SCHOOL						
Bombardier - Navigator or Crew Member	5 wks.	0.07 0.04	Medium Bombers 1-Eng. Adv. Trns.	0.16 0.16	2-Eng. Pilot Instr. 1-Eng. Pilot Instr.	1.0%
NAVIGATOR SCHOOL						
Transport Navigator or Bombardier-Navigator	15 wks.	0.04 0.10	Medium Bombers Adv. 2-Eng. Trns.	0.20 0.16	Navigation Instr. 2-Eng. Pilot Instr.	8.0%
BOMBARDIER SCHOOL						
Bombardier - Navigator	12 wks.	0.08 0.33	Medium Bombers Adv. 2-Eng. Trns.	0.25 0.50	Bombardment Instr. 2-Eng. Pilot Instr.	8.0%

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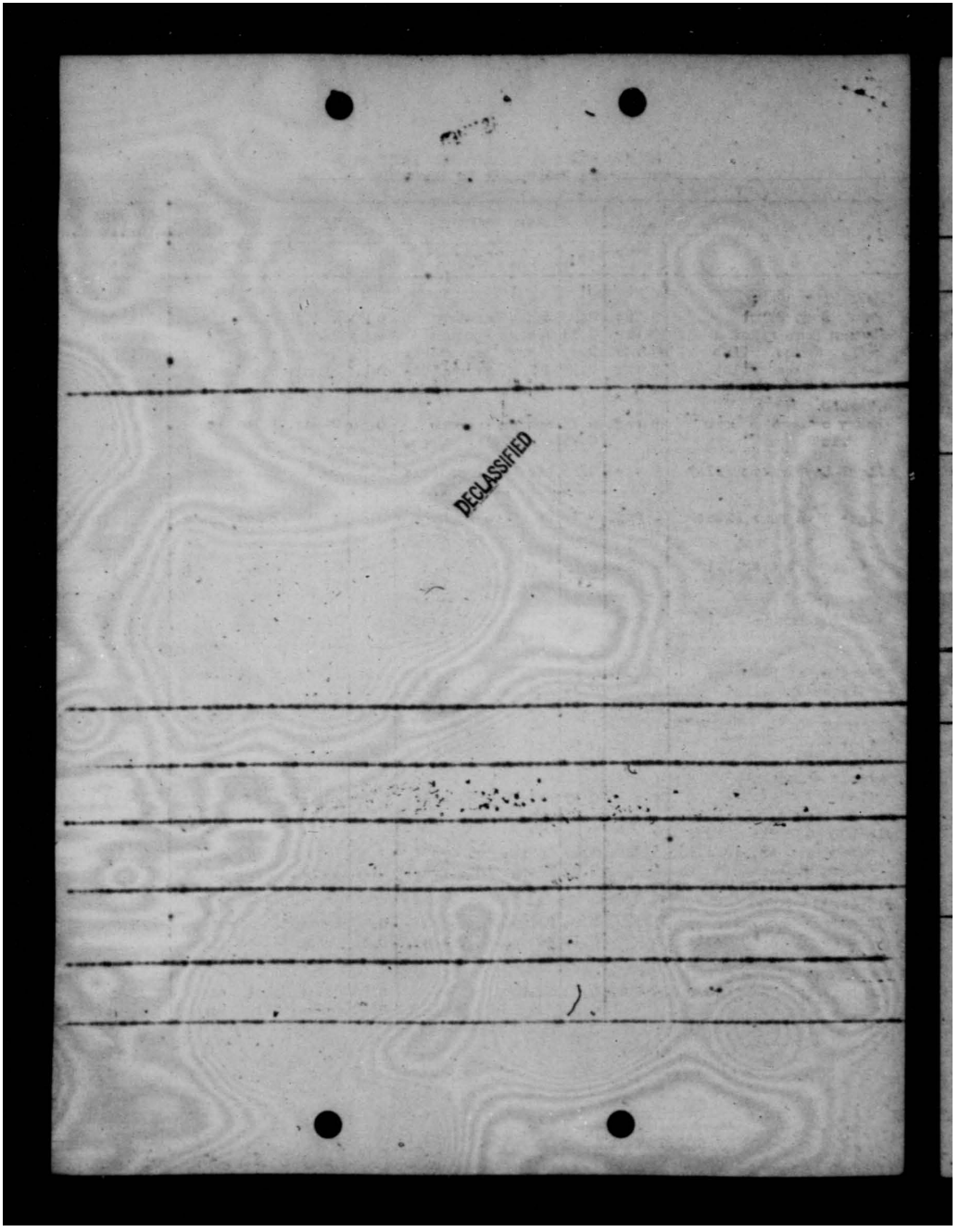

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REQUIREMENTS OF PLANES AND INSTRUCTOR CREWS PER CREW IN TRAINING

	Duration	PLANES REQUIRED		INSTRUCTOR CREWS REQUIRED	
		No.	Type	No.	Type
OPERATIONAL TRAINING, INDEPENDENT					
Heavy Bomb Crew	2 mo.	1.00	Heavy Bomber		
Medium Bomb Crew	6 wks.	1.00	Medium Bomber		
Light Level Bomb Crew	6 wks.	1.00	Lt. Lev. Bomber		
Light Dive Bomb Crew	6 wks.	1.00	Lt. Dive Bomber		
2-Engine Fighter Pilot	6 wks.	1.00	2-Eng. Fighter		
1-Engine Fighter Pilot	6 wks.	1.00	1-Eng. Fighter		
OPERATIONAL TRAINING WITH PARENT					
Heavy Bomb Crew	1 mo.	1.50	Heavy Bomber	1.67	Heavy Bomb Crews
Medium Bomb Crew	6 wks.	1.50	Medium Bomber	1.67	Medium Bomb Crews
Light Level Bomb Crew	6 wks.	1.67	Lt. Lev. Bomber	1.67	Lt. Lev. Bomb Crews
Light Dive Bomb Crew	6 wks.	1.67	Lt. Dive Bomber	1.67	Lt. Dive Bomb Crews
2-Engine Fighter Pilot	6 wks.	1.00	2-Eng. Fighter	1.00	2-Eng. Fighter Pilots
1-Engine Fighter Pilot	6 wks.	1.00	1-Eng. Fighter	1.00	1-Eng. Fighter Pilots
4-Engine Transport Crew	1 mo.	0.33	4-Eng. Transport	0.50	4-Eng. Transport Crews
2-Engine Transport Crew	1 mo.	0.33	2-Eng. Transport	0.50	2-Eng. Transport Crews
REPLACEMENT TRAINING, INDEPENDENT					
Heavy Bomb Crew	2 mo.	0.67	Heavy Bomber		
REPLACEMENT TRAINING WITH PARENT					
Heavy Bomb Crew	1 mo.	0.67	Heavy Bomber	0.33	Heavy Bomb Crews
Medium Bomb Crew	12 wks.	0.67	Medium Bomber	0.17	Medium Bomb Crews
Light Level Bomb Crew	8 wks.	2.00	Lt. Lev. Bomber	1.00	Lt. Lev. Bomb Crews
Light Dive Bomb Crew	8 wks.	2.00	Lt. Dive Bomber	1.00	Lt. Dive Bomb Crews
2-Engine Fighter Pilot	12 wks.	1.00	2-Eng. Fighter	0.33	2-Eng. Fighter Pilots
1-Engine Fighter Pilot	12 wks.	1.00	1-Eng. Fighter	0.33	1-Eng. Fighter Pilots
4-Engine Transport Crew	1 mo.	0.33	4-Eng. Transport	0.50	4-Eng. Transport Crews
2-Engine Transport Crew	1 mo.	0.33	2-Eng. Transport	0.50	2-Eng. Transport Crews

Office, Chief Statistical Control
Air Staff, Management Control
(AFMSC-4) October 26, 1942

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Trainer Plane Requirements of the S-K Aircraft Production Schedule.

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MKN:mm 71214

1 AFMSC-4 AFCAS 10/30 1942

1. Attached for your consideration is a copy of an analysis of the trainer plane requirements of the S-K Aircraft Production Schedule.

2. This study is based on total U.S. production and includes estimated trainer plane requirements for Navy and Defense Aid.

3. The study indicates that revisions must be made in the production schedule and in allocations of aircraft for training and tactical use if we are to obtain maximum utilization of 1943 aircraft production.

4. This office is ready to assist to any extent necessary in calculating the implications of any proposed changes.

OCT 31 42 AM

RECEIVED
Air Adjutant General

CHARLES B. THORNTON
Lt. Col., Air Corps

1 Incl.

Distribution: AFCAS
AFACT
AFDPU
AFDMR
AFRDB
AFRIT

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2 AFCAS

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Dtd. 20 June 1974
By: [illegible] Date: 10/7/78

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Trainer Plane Requirements of the 8-K Aircraft Production Schedule

MAL/Inm 5265

1	AFCAS	AFACT AFDPU AFDMR (In turn)	1942 11-3

1. General Hanley directs that you immediately transmit to him your comments and recommendations relative the analysis of the trainer plane requirements of the 8-K airplane production schedule which was furnished you by AFMSC on October 30, 1942.

2. AFDMR - Copies of the aforementioned schedule were also furnished AFRDB and AFRIT and it is requested that you bring this matter to their attention in order that General Hanley may receive their comments as soon as possible.

M. A. LIBBY,
Lt. Col., G.S.C.

452.1 (626) B

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6 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Missing Aircraft

WHS:JT 3846

1 AFCAS AFSCC 1942
10-31

1. Your attention is invited to the attached memorandum and General Arnold's note thereon.

2. General Stratemeyer directs that a complete report of the conduct of this search be submitted to him at the earliest possible moment. Whatever information is available on this subject should be telephoned to his office by 9 o'clock A.M., Sunday, November 1st.

3. This is to confirm telephone conversation this date between Colonel Love and Colonel Hall.

Dispatched
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1 Incl.
Memo 10-30-42 fr
Air AG Duty Officer

WILLIAM E. HALL
Colonel, G. S. C.

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000 ltrs
By [signature] Date 10/7/96

October 30, 1942

MEMORANDUM FOR: Air Adjutant General

Subject: Missing Aircraft

1. Major Six of Hamilton Field, California, called at 1830 on October 30, 1942, and reported that a B 24-D, No. 41-23967 was missing between Hamilton Field and Hickam Field.

2. The plane left Hamilton on October 28, 1942 at 0510 z and the estimated time of arrival was 13.1. The last communication was with the Flight Leader at approximately 150 miles out. The plane was part of a flight (unknown number of planes) of the 307th Bomb. Gp.

3. At 2003z October 28, Hickam Field radioed that the plane had arrived. At 2155z, October 28, Hickam Field radioed that the plane had returned to Hamilton. The Commanding General was not notified, as required, and, as a result, the report was not made until October 30, 1942. A sea search was conducted on October 29 and October 30 and will be conducted on October 31. The search has been without success. The Commanding General of the Second Air Force has now been notified.

4. The personnel are as follows:

Pilot - 2nd Lt GUSKEY, Robert H, 0-726384
Co-pilot - 2nd Lt. KRUSE, Kenneth E., 0-662803
Bombardier - 2nd Lt NICHOLSON, Kenneth M, 0-663304
Navigator - 2nd Lt JOHNSON, Carl W, 0-728394
Engineer - S/Sgt. Winkler, Lewis E
Radio - S/Sgt. Reiss, Julius
Asst. Engineer - S/Sgt. Dennison, Lee A.
Asst. Radio - S/Sgt. Watson, Gilbert O.
Tail Gunner - Sgt. Ince, Elmo F

5. All other planes of the flight completed the trip.
6. Duty officer, AFDTS notified.

CLIFTON B. CARTER
Captain, Air Corps
Duty Officer, Air Adjutant General's Office

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

2555

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DOD ltrs.
& 30 June 1974
By [illegible] LC, Date 11/7/76

SUBJECT: Cargo Planes.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Strate-meyer	1942 10/29	1) It has been recently stated by General George and Colonel C. R. Smith, "As from this date approximately 130 Army cargo planes as a maximum should be made available to our contractors together with approximately 780 pilots to tide us over the immediate shortage of experienced pilots.********** These 130 planes are in addition to the Army aircraft which have been previously made available for cargo operations." 2) It is obvious to me that if these 130 additional planes are made available to the airline companies without any tie-in with our demands for cargo planes in Australia, the Solomon Islands, Cairo, India, England, and Alaska, we will find ourselves in a very embarrassing situation. 3) In view of the above, it is desired that this matter be studied very thoroughly and carefully by our Plans, A-3, and A-4 sections so that a suitable and proper directive can be issued to the Air Transport Command. [signature]
2	AFCAS	Assistant Chief of Air Staff A-4	1942 10-29	3373 GES/hd 1. You will make and prepare the study called for in paragraph 3 of General Arnold's comment above. This plan will be very carefully coordinated with A-3 and Plans. 2. The Air Transport Command is admonished to make no decision or assignments of transports until the above plan is completed and approved by General Arnold. [signature] GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.

Cy to:
Assistant Chief of Air Staff, A-3
Assistant Chief of Air Staff, Plans
Commanding General, Air Transport Command

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F-4071, AF. Rev. 8/16/41

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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SUBJECT: Cargo Planes.

452.1

NO.	FROM	TO	DATE	COMMENTS
3.	AFADS Air Adjutant General	AFCAS	1942 11-9	Reference is made to attached copy of R & R. CHJ:mec 71172 623
	RECEIVED NOV 10 1942 PM			Incl. cy.R&R #3 fr. A-4 to CAS 11/9/42
				FRANK M WILLIAMS Lt. Colonel, G.S.C. Executive
				WEH:JT 5246
4	AFCAS Hq. Army Air Forces NOV 10 1942 AAG RECEIVED	FILES	1942 11-11	Noted. Incl. n/c
				WILLIAM E. HALL Colonel, G. S. C.

File 6 11/11/42

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DOD ltrs.
30 June 1974
Date 07/76

CNJ:mas 71172

3. AFADS AFCAS Gen. Strate-meyer 11-9

1. Reference is made to copy of R & R dated October 29, 1942 on subject: "Cargo Planes" from General Arnold to General Stratemeyer, which was forwarded from your office to A-4.

2. Attached hereto is a Staff Study which was requested Concurrence has been received from the following:

Assistant Chief of the Air Staff, A-3
Assistant Chief of the Air Staff, Plans
Commanding General, Air Transport Command
Director of Air Support

RICHARD H. BALLARD,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A4.

Incl n/c
added: Staff
Study

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DOD Ltr.
Date 10/7/76

MAS (Air) - Case #86

WMS:ck 6701

452.1 (620)

1 AFACT AFABS 1942
and 10-23
AFAMC
thru
AFAEP

It is requested that proposed extensions of assignments of aircraft to July 1, 1943 as authorized by MAS (Air) Case #86, Part 1, be coordinated by the Army members of the MAS (Air) with this Division and AFAEP before submission to the joint committee.

ROBERT W. HARPER
Colonel, G. S. C.

copy to AFSAS

Hq. Army Air Forces
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DOD Ltr
Date 10/7/76

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Employment of ASV-10 Equipped B-24's as Security for Special Operations.

3373
GES/hd

1 AFCAS Assistant Chief of Air Staff A-3 1942 10-23

1. Note General Arnold's comment attached hereto, which I quote: "I am of the opinion that memo - changed if necessary to reflect present plans - should be sent to Secretary of War. H.H.A."

2. You will contact General McClelland and prepare a plan for use of the 9 B-24's in order to conform to the instructions received from General Eisenhower as to his desired use of the ASV-10 equipped B-24's.

452.1

Incl:
Memo fr Gen. Arnold dtd 10-22
Memo fr Sec. of War dtd 10-21
Memo to Chief of Air Staff dtd 10-20

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

(617)

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C.S. 8/23/42

By Special Messenger

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Air Ass 452.1 (617)

Mr. Gray

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B-26's

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1. AFCAS Director of Bombardment. 10-14

1. Recently General Brett inspected the B-26 units at Ft. Wayne, Indiana and over the telephone he called my attention to the fact that these planes were set to carry about 1000# of articles, and that he believed (not knowing the operations that they are to participate in) such articles as dust radiators, canvas, cowling covers, alternate sets of shackles and a gunner's cot could be eliminated from the load carried in the B-26. I explained to him over the telephone that I believed if he knew where the B-26's were to operate he would probably understand why these articles were in the plane.

2. I received a letter from General Brett excerpts from which I quote for your information:

"With regard to our telephone conversation from Detroit I appreciate that there may be good reasons why you are doing what you are doing. I also appreciate that I don't know the whole story but I do feel that yours is rather an arbitrary attitude on good possibilities. I also appreciate it from the practical field operating standpoint. The plane is overloaded approximately three thousand pounds above the maximum overload and when a plane has to fly four and a half hours with a maximum overload weight, it would appear that someone would give serious consideration to the possibility of taking from that plane everything which may be shipped by other means. Also the question of pilot morale is rather serious, especially in this case, and over the phone I explained to you what appears to be a logical and practical method of applying operational knowledge to a rather serious situation.

"Knowing our pilots rather well, I appreciate tremendously that they will tackle anything that they are ordered to do but the present casualty list is such that I don't think you can afford to neglect any possibility of improving the situation."

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

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B-26's (continued)

1:fg 71676

2. AFRIB AFOAS 10-20

1. The 320th Bombardment Group at Baer Field, Fort Wayne, Indiana, has been the poorest group that has been produced to date and will be the poorest group that we will ever produce. General Giles, in dispatching airplanes over the North Atlantic Group, will dispatch them under contact conditions only. The urgency of sending these groups as soon as airplanes were received out of the modification center required that they be loaded to this condition.

2. A Weight Reduction Board has been appointed by this Directorate to make a study of reducing weights of bombardment airplanes. In the future it is planned that as much removable equipment as possible will be removed from airplanes and sent by boat to the Unit's destination.

3. Attached hereto is a list of the minimum weights on combat bombardment airplanes. The weights on these airplanes have been taken from our weight figures and then the machine guns, ammunition, removable armor plate and bomb bay tanks have been deducted. This has left the bare modified airplane with life rafts and radio equipment installed. To this we have added the fuel and oil in the regular tanks plus the fuel in one bomb bay tank. This fuel weight is necessary in order to provide the safety margin for flight across water. To this is added a crew of four, allowing 800 pounds per man which would ordinarily be the weight of the man plus his flying equipment, plus his parachute, plus 10 pounds of emergency rationing, plus about 20 pounds of personal baggage.

4. This does not allow for carrying any tools aside from a small radio kit and one crewchief's kit. It allows for no spare parts and no rations aside from the emergency quota. It does allow for the normal supply of water.

5. We are acutely aware of this critical situation of weight in airplanes. However, the performance of our airplanes to date over the European Continent has indicated that most weight added for armament purposes has been justified.

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10 June 1974
Date 10/7/76

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B-26's (continued)

6. Pilot morale in the 320th group is serious. It has been serious for a period of about six weeks. The Directorate has dispatched an officer to Ener Field to assist in instrument training in this unit. Consideration is being given to replacing the present group commander.

N. L. [illegible],
Brig. Gen., U. S. A.

Hq. Army Air Forces
OCT [illegible]
AAG RECEIVED

1 Incl.
List of minimum weights on combat bombardment airplanes.

MAL/imm 5265

3 AFCAS AFRDB 10-22

The foregoing comments pertaining to the 320th Bombardment Group have been noted by General Stratemeyer with grave concern. He desires that this unit be watched very carefully and make the necessary change in Commanding Officers, if indicated.

Dispatched
OCT 22 1944
AAG

M. A. LIBBY,
Lt. Col., G.S.C.

Incl.
n.c.

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Mr. Gray

Air as 452.1 (616)

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Minimum Weights on Combat Airplanes

	B-17F	B-24	B-26B	B-26C
Basic Weight less all guns, ammunition, removable armor plate and bomb bay tanks.	35,665	33,370	18,540	22,804
Plus full regular tanks of gas and oil.	11,800	15,000	4,620	6,345
	45,165	48,370	23,160	29,149
Plus crew of four; pilot, co-pilot, navigator, and engineer.	1,200	1,200	1,200	1,200
	46,365.	49,570	24,360	30,349
Plus one added bomb bay tank and gas.	2,770	2,770	1,800	1,890
	49,135	52,340	26,160	32,239
Range in miles with full load.	2,420 mi.	2,820 mi.	1,650 mi.	1,800 mi.
Longest flight point to point.	1,805	1,596	995	995

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DOD ltr
Date 10/7/76

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October, 22, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, SERVICES OF SUPPLY:

Subject: Aircraft Assigned for Use of the Northwest Service Command.

452.1 (615)

1. Referring to your conversation with General Arnold October 17 asking when the Northwest Service Command was to receive the Noordyn Norsemen airplanes promised them, the following information, based on the latest available delivery schedules is furnished:

a. There are now assigned and being used by the Engineers of the Northwest Service Command two (2) AT-7's and two (2) Noordyn Norsemen.

b. The schedule for delivery of four (4) more Noordyn Norsemen confirmed by the Air Forces representative at the Canadian factory is one each day from October 22 through October 25. The Air Transport Command has been instructed to have pilots at the factory so that delivery to the Northwest Service Command will be accomplished without delay.

c. One L 4B (puddle jumper) aircraft will be delivered to the Northwest Service Command by October 26. This will be replaced with one provided with skis and floats when the modification is completed.

d. Four (4) more Noordyn Norsemen are to be assigned to the Air Transport Command for use by the Northwest Service Command upon delivery. The latest schedule indicates that these airplanes will be made available by delivery of one (1) in November and three (3) in December.

Dispatched
OCT 22 1942
AAG

(Signed)
GEORGE E. STRATEMEYER,
Major General, U. S. Army,
Chief of the Air Staff

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[illegible] 20 June 1974
By [illegible] Date 10/7/76

Distribution List, Status of Aircraft by Theatres

[illegible]:JT 5246

1 AFCAS AFABX 1942
10-23

For recommendation and preparation of reply.

Dispatched
OCT 23 1942
AAG

1 Incl.
Memo 10-19-42 fr OPD

WILLIAM E. SALL
Colonel, G. S. C.

452.1 (614)

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Dec. 6 20 June 1974
By [illegible] LC, Date 10/7/76

Distribution List, Status of Aircraft by theaters

45-2.1 (614)

MAL/imm 5265

3 AFCAS AFABI 10-26 Returned unsigned in accordance with telephone conversation between General Hanley and Colonel Sorensen.

Dispatched
OCT 26 1942
AAG

M. A. LIBBY,
Lt. Col., G.S.C.

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DOD Dir.
Date 10/7/76

Distribution List, Status of Aircraft by theaters.

MAL/Tom 5265

5 AFEAS AFABI 1942 10-27

General Hanley approves and directs that you sign the proposed 1st ind. and transmit same to [illegible]

M. A. LINDY,
Lt. Col., G.S.C.

Incl.
n.c.

Dispatched
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By [illegible] 20 June 1974
By [illegible] LC; Date 10/7/76

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PREPARED BY ADVISORY COUNCIL

October 19, 1942

MEMORANDUM TO The Joint Chiefs of Staff

SUBJECT Aircraft Production for 1943.

1. The attached Memorandum to General Arnold from the Under Secretary of War dated October 17, 1942, is forwarded for consideration by the Joint Chiefs of Staff in connection with current studies on Aircraft Production for 1943.

2. Attention is invited to the statement of Judge Patterson's that the 82,000 tactical plane program in 8-K might be met if production of aircraft should be given the "green light" and accorded priority above all other production. It is necessary, therefore, that all agencies be given that "green light" immediately without awaiting final determination as to the extent of the augmentation of 8-K. Every day's delay costs the United Nations hundreds of aircraft which can never be replaced.

3. I recommend that Mr. Nelson be requested by the Joint Chiefs of Staff to expedite the issuance of instructions in accordance with the President's directive, to all production agencies giving the "green light" to aircraft production. Pending final determination by the Joint Chiefs of Staff of action to be recommended to implement the President's 100,000 tactical aircraft program, I recommend that production be based initially upon 8-K.

Incl.
Memo, 10/17
fr Patterson

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

Registered
OCT 19 1942
AAG

10/20/42 Copy made & sent to Col. Cabell.

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5 Jan & 30 June 1974
By [illegible] Date 11/7/76

PREPARED BY ADVISORY COUNCIL

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

Incl.
Memo, 10/17
fr Patterson

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000 Krs.
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
Washington, D.C.

October 17th, 1942.

Memorandum to General Arnold:

I have given my best consideration to aircraft production for 1943. I have also gone over the matter at length with General Knudsen, Mr. Lovett and the officers in charge of aircraft production in the Army Air Forces. What appears below represents their views as well as mine.

Any program that calls for 100,000 tactical and 31,000 training planes (131,000 altogether) in the types desired by the Army and the Navy is utterly unattainable. It would be beyond our capacity even if production of aircraft should have absolute first call on the entire resources of the nation. So far as I can find out, no person in the Army, the Navy or W.P.B. who has had close familiarity with aircraft production has any confidence that schedules calling for 131,000 planes in 1943 can be met.

On the other hand, a program calling for 82,000 tactical and 25,000 training planes (107,000 in all) along the lines of 8-K is a practical program. It might be met if production of aircraft should be given the "green light" and accorded priority over all other production. This will be true only if the program is settled promptly and necessary measures for priority taken without delay. Otherwise production for 1943 will not exceed 100,000 planes in the rough proportion of three tactical planes for one training plane.

There is a third point, one of prime importance. If the program is set at a figure far beyond our capacity, we will actually get fewer planes than we would get if the objective were within striking distance. On the 131,000 program a great deal of our resources will be spent on construction of new plants which at best will yield little in 1943, but which are likely to cut down actual output of finished planes. In the interest of maximum production of planes in 1943, the schedule should not be set at a point that has no basis in the realities of the situation.

I know of no question that is more important in the winning of the war than the proper planning of aircraft production for the coming year.

/s/ Robert P. Patterson,
Under Secretary of War.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOD Dirs.
E.O. 12356, Sec. 3.3 & 3.4(b) June 1982
By [illegible] NARA, Date 10/7/96

SUBJECT: Aircraft Production for 1943.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Stratemeyer	1942 10/19	Note the attached from Judge Patterson, Under Secretary of War. Judge Patterson makes some very positive statements: 1. Any program that calls for 100,000 tactical and 31,000 training planes is utterly unattainable. 2. Any program that sets a figure far beyond our capacity will result in fewer planes being obtained than one which is within reason. 3. A program calling for 82,000 tactical and 25,000 training (about 8-K) is a practical program. In view of the fact that the whole production program for the United States is more or less upset and will not resume 100% all-out effort until a decision is made in this connection, it is desired that you have representatives from Plans, Materiel, and Military Requirements get together on this at once and give me recommendations of a practical nature which, in your opinion, can be met, for me to submit to the President. In this connection, it should be borne in mind that our personnel program should be a cushion over and above any production program which we anticipate. H. H. A.
Incl:	Memo for Gen. Arnold from Judge Patterson, 10/17/42 re above subj.			

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Oct 20/42. Mtg held in conf room this A.M. Gen Echols, Gen Brett, Gen Kuter, Gen Somervell, Gen Styer, Gen Gross, Gen Craig, Gen Arnold, Col Kenney, Col Lutes, Col Eaker, Col Wolfe, Col Hansell, Col Kilner, Col Wilson, Col Hunter, Col Hoyt, Col Wickham, Col Hodges, Col Hall, Col Hutchinson, Col Hansell

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DOD Rrs.
Dated 20 June 1974
By [illegible] Date 6/7/76

Transition of some of the B-17 personnel to the B-24's.

LSK:cmc 6371

1. AFDAS 1)AFDMR 1942
2)AFRDB 10-20
3)AHMAG
(to file)

1. The attached letter pertains to the lengthy letter carried to General Hale's Headquarters by Colonel Reeder. Although not mentioned in this letter, the lengthy radiogram informing General Hale of the excellent combat record of the B-24 airplane must have surely arrived prior to preparation of this letter.

2. It is desired that the Air Adjutant General check the receipt of the radiogram referred to above.

452.1 (613)

Incl: Secret Ltr to Gen. Stratemeyer frm Col. Wm.J.Flood, Hqrs, 7th Air Force, subject as above.

L. S. KUTER,
Brigadier General, U.S.A.

Cable No. 635, dated 10/10/42
to Hawaii

Orig sent to Class File

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Mr Gray

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8 Jan 6 20 June 1974
By [illegible] LO. Date [illegible]

HEADQUARTERS SEVENTH AIR FORCE
OFFICE OF THE AIR FORCE COMMANDER
A. P. O. #953

14 October 1942

Major General George E. Stratemeyer, U.S.A.,
Headquarters of the Army Air Forces,
Washington, D. C.

My dear General:

There was delivered to me, by Officer Courier, General Arnold's letter to General Hale, relative the possible problems in effecting the proper leadership and psychology in connection with the transition of some of our B-17 personnel to the B-24's.

Due to the temporary absence of General Hale, in connection with our activities in the South Pacific, I am directing this letter to you with the request that you advise General Arnold that necessary action consistent with his desires will be immediately taken.

As a matter of fact the 90th Bombardment Group, which arrived here recently, constitutes our only experience with the B-24 and any misgivings which personnel may have regarding them were existent within the Group on their arrival and not as a result of any contact with personnel who were members of the Seventh Air Force. In sounding out personnel of the 90th Group, I do not find any so-called gripes that you don't find in any group of men and can assure you that the picture here does not present a situation which, in my opinion, would effect the efficiency of either the personnel or equipment. We will watch the reactions during this transitory period and take such action as is considered necessary to instill that feeling of confidence in the B-24 and its equipment which is necessary toward its efficient and effective operational capabilities.

I do not expect any serious problems along the line mentioned in General Arnold's letter.

Upon General Hale's return, he will communicate directly with General Arnold regarding this matter.

With kindest personal regards to you and all mutual friends in Washington and in appreciation of the splendid cooperation of your offices, I am

Respectfully,

WM. J. FLOOD,
Colonel, G.S.C.,
Chief of Staff.

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10/20/42
Gen Stratemeyer
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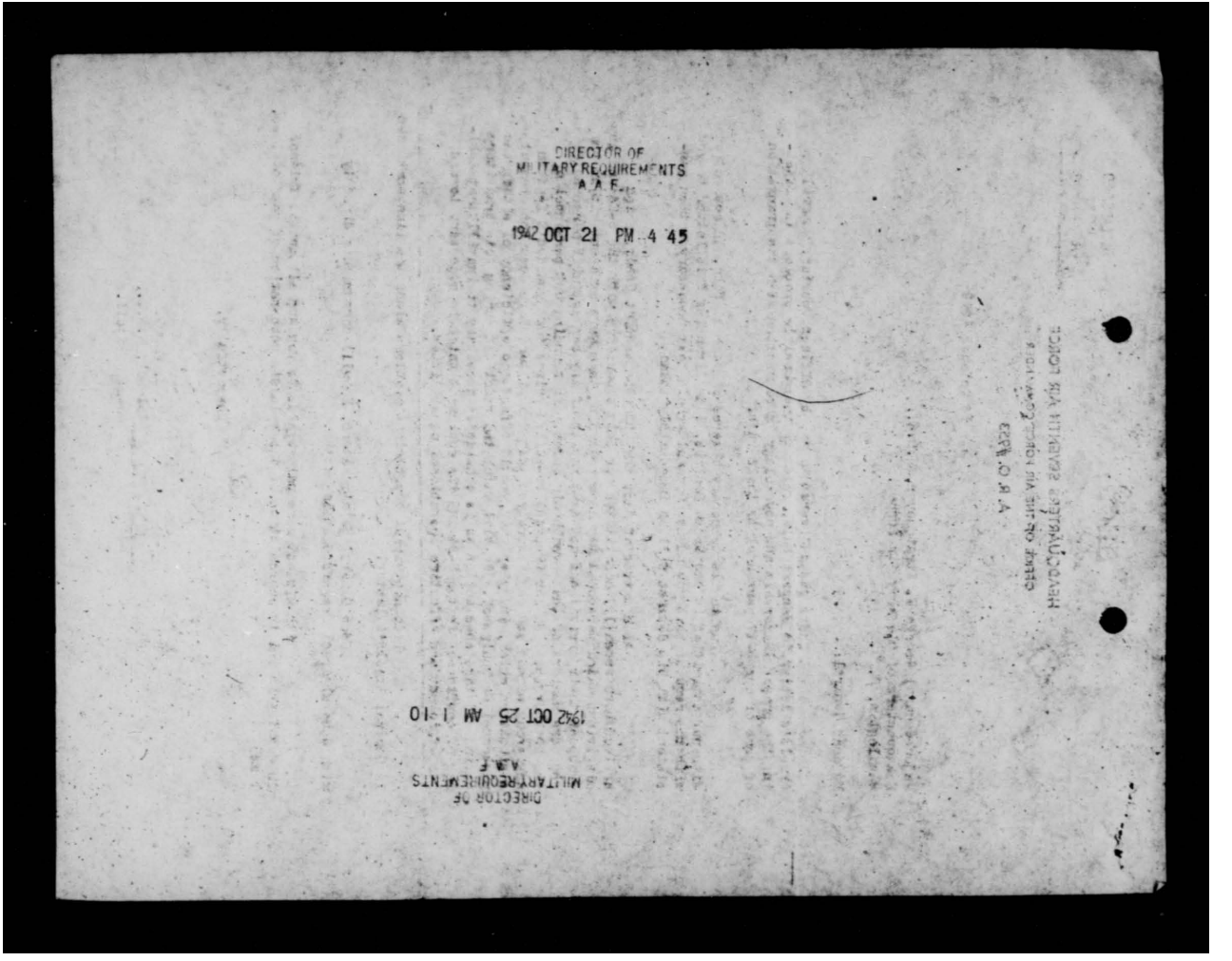

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Dec. 1 & 30 June 1974
By [illegible] Date 10/7/76

Defective B-24's.

TJH:cmb 6371

1. AFDAS AFAMC. 1942
General 10-19
Meyers

It is requested that you prepare a summary of all of the troubles mentioned in the attached telephone transcription and notify all B-24 units.

Incl: Transcription of telephone conversation between Gen.Hanley and Gen.Olds, 10/19.

T. J. HANLEY, JR.
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Mr. Gray

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TELEPHONE CONVERSATION

Between

General Hanley and General Olds, Washington, . .

Gen. H: Hello, Bob.

Gen. O: I just want to get word to you that we examined all of those collars on the skinny dangers on B-24's to the nose wheel—had a little emergency bulletin from the factory. They had caught some defective material—forging or the casting of those bushings—and, out of 32 examined at Sioux City, 31 were very defective; and, out of 38 examined at Tucson, 34 were defective. So we grounded all B-24's until we get new collars.

Gen. H: All right, I'll get some action on it right away, Bob.

Gen. O: . . . collars, and we have already called Material Division and they're beginning to come in now already. They've been flown in and everything else. But I thought that, as long as we have taken care of our own problems pretty well, you might be interested in getting from Material Command just what the nature of the trouble is and fix up some of these other chaps who are flying the same types of airplanes.

Gen. H: Yes, I'll do that.

Gen. O: O.K.

Gen. H: Thanks, very much.

Gen. O: You bet.

Gen. H: Goodbye.

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IMMEDIATE ACTION

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DOD ltrs
Jan. & 30 June 1974
By Harper, LC. Date 10/7/76

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SUBJECT: Action-letter, I.G.D., Deficiencies in Gun Installations in the B-17E and B-17F Aircraft.

2nd Ind.

WD HQ ARMY AIR FORCES, Washington, D.C., October 15, 1942. TO: The Commanding General, Eighth Air Force, A.P.O. 887, ETOUSA.

452.1 (607)

1. At the present time B-17F production airplanes are to be equipped with swivel type gun mounts in both the left and right gun positions as soon as production of this swivel mount is sufficient to meet requirements.

2. The use of this swivel type mount, in place of the present ball and socket mount, will greatly increase flexibility, allowing both side guns to be fired straight forward, up and down about 30°, and over 90° to the right and left of a vertical plane through the longitudinal axis of the airplane.

3. The use of the swivel type mount will also allow flat plates of plexiglass for sighting windows to be used, which will get away from the present distortion caused by the use of ball and socket mounts.

4. It is not felt that an efficient installation of a front nose gun can be made in the B-17 due to structural design and interference with the bombsight. The basic letter states that it was the failure of the guns in the upper turret that caused the loss of the co-pilot, and indicated that this front nose gun should be installed to back up the fire of this turret. If we start backing up the fire of guns with other guns, the increased weight will cause an increase in the already serious loss in performance due to weight.

5. The use of bullet-proof glass in place of plexi-glass in the nose of a B-17F is not deemed feasible for the following reasons:

a. The word "bullet-proof glass" is a misnomer. Upon being struck by a bullet, it will immediately "cloud up" causing further use of a sighting window impossible.

b. Repeated hits on bullet-proof glass will cause it to shatter, showering inside occupants with small bits of glass.

c. It would be impossible to mold it to various, required shapes, such as plexi-glass is molded.

Dispatched For the Commanding General

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OCT 17 1942

FRED C. MILNER
Colonel, A. G. D.
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	
Hq. Army Air Forces OC 16 1942 AAG Received											

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HEADQUARTERS EIGHTH AIR FORCE
Office of the Inspector General
ETOUSA

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DOD Dir.
By [illegible] Date 19/7/76

IN REPLY REFER TO
IGD 333.1-Bomb Cmd.

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18 September, 1942.

SUBJECT: Action-letter, I.G.D., Deficiencies in Gun Installations in the B-17E and B-17F Aircraft.

TO : The Commanding General, Eighth Air Force, A.P.O. 887, ETOUSA.

I. DEFICIENCIES.

1. The following deficiencies were noted during the course of a special inspection of the Bomber Command, September 6-13, 1942, and are reported under the provisions of paragraph 11 a (2), AR 20-10, dated July 22, 1942.

a. Methods of frontal attack recently employed by enemy Pursuit against B-17's, and other lessons learned in combat, have served to bring to the forefront certain armament deficiencies in these aircraft which require prompt remedial action as a means of increasing their offensive and defensive efficiency.

(1) Failure of guns in the top turret during a recent attack of an FW-190 resulted in loss of the B-17 co-pilot and the serious wounding of the pilot. In this instance the side nose guns were unable to track the enemy plane through lack of sufficient gun travel. Pilots and gunners report that a nose gun would have had the necessary travel and would probably have prevented the attack; that the additional gun would eliminate the last blank spot of fire power surrounding the aircraft, and that it would back up the fire power of any gun firing forward. Installations are now in process in the B-17E types.

(2) Installation of a nose gun in the existing nose sections of the B-17F is impractical because gun travel space is limited through design of the plexi-glass nose section. The resulting interference of additional installation equipment in this nose section would hinder the efficiency of the bombardier. The present installation of ball-socket mounts of the plexi-glass has proven worthless since it has been found impractical to change gun positions during the frenzy of combat. In addition, the plexi-glass windows will not withstand the shock of gunfire.

(3) Slack in the traverse of the tail guns interferes

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with their firing efficiency.

(4) Gunners report and complain of the distortion of all plexi-glass installations. This distortion is a critical deficiency since it seriously interferes with firing.

II. RECOMMENDATIONS.

2. That nose gun installations in the B-17E types be rushed to completion by The Service Command.

3. That new nose sections be installed in all B-17F's to permit the installation of a nose gun giving a fire power coverage 25° above a horizontal plane, 60° below a horizontal plane, and with 45° to the right and left of a vertical plane through the longitudinal axis of the nose. In the design of a new nose section there should be kept in mind the necessity of sufficient space for non-interference with the efficiency of the bombardier. These changes can perhaps be accomplished by extending the nose, the cone of which would contain a flexible .50 caliber installed in a thick plexi-glass ball (or clear glass), mounted in a universal steel frame in advance of the bombsight.

4. That technical armament experts provide a remedy for the slack in the traverse of the tail guns on B-17 types and that, meanwhile, the Bomber Command be estopped from installing and utilizing during combat operations a gear installation that has been developed in that command for the purpose.

5. That strenuous efforts be applied by this headquarters to replace all plexi-glass in B-17 aircraft with bullet-proof glass, similarly as for the tail gun installation, as a means of protection to pilots and gunners.

/s/ HAROLD A. McGINNIS
HAROLD A. McGINNIS
Colonel, I.G.D.,
Inspector General.

EXHIBIT No. 2 to Rpr/SpInsp,
Bomb Cmd, 9/6-13/42.

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IMMEDIATE ACTION

File 452.11. Ltr.Hq.AAF, Office of the Inspector General, HQUSA, to CG., AAF, dated 18 September, 1942. Subj: Deficiencies in Gun Installations in the B-17E and B-17F Aircraft.

452.11 1st Ind. (9-1-19)

HEADQUARTERS EIGHTH AIR FORCE, HQUSA, 25 September, 1942.
TO: Commanding General, Army Air Forces, Washington, D.C.

1. Recommendations included under Section II, basic letter, are approved.

2. The VIII Air Force Service Command has been directed to take appropriate action with reference to pars. 2 and 4 of inclosure. Meanwhile, the Bomber Command has been directed to ensure installation and utilization during combat operations of a gear installation that has been developed in that Command for the purpose.

3. It is recommended that your Headquarters take such remedial action as indicated in the subject recommendations.

For the Commanding General:

ASA N. DUNCAN
Brigadier General, U.S.A.
Chief of Staff.

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By [illegible] Dec. Date 10/7/76

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DIRECTOR OF
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A. A. F.

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8 Jan & 20 June 1974
By: [illegible] LC, Date 10/7/76

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	3126

SUBJECT: Action-Letter, IGD--Deficiencies in Gun Installations in the B-17E and B-17F Aircraft.

JFW:a 2642

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFTAI	AFDMR	1942 10-8	1. To note and transmit to the Materiel Command. 2. Report of investigation will be made available when received. 1 Incl. ACT LTR wth inds. JOHN F. WHITELEY, Colonel, Air Corps.
2	AFDMR	AFRDB	10-8	Appropriate action. [illegible] (EL 3040) [illegible] 72485
3.	AFRDB	AFDMR	10/10	1. At the present time B-17F production airplanes are to be equipped with swivel type gun mounts in both the left and right gun positions as soon as production of this swivel mount is sufficient to meet requirements. 2. The use of this swivel type mount, in place of the present ball and socket mount, will greatly increase flexibility, allowing both side guns to be fired straight forward, up and down about 30°, and over 90° to the right and left of a vertical plane through the longtitudinal axis of the airplane. 3. The use of the swivel type mount will also allow flat plates of plexiglass for sighting windows to be used, which will get away from the present distortion caused by the use of ball and socket mounts. 4. It is not felt that an efficient installation of a front nose gun can be made in the B-17 due to structural design and interference with the bombsight. The basic letter states that it was the failure of the guns in the upper turret that caused the loss of the co-pilot, and indicated that this front nose gun should be installed to back up the fire of this turret. If we start backing up the fire of guns with other guns, the increased weight will cause an increase in the already serious loss in performance due to weight. 5. The use of bullet-proof glass in place of plexi-glass

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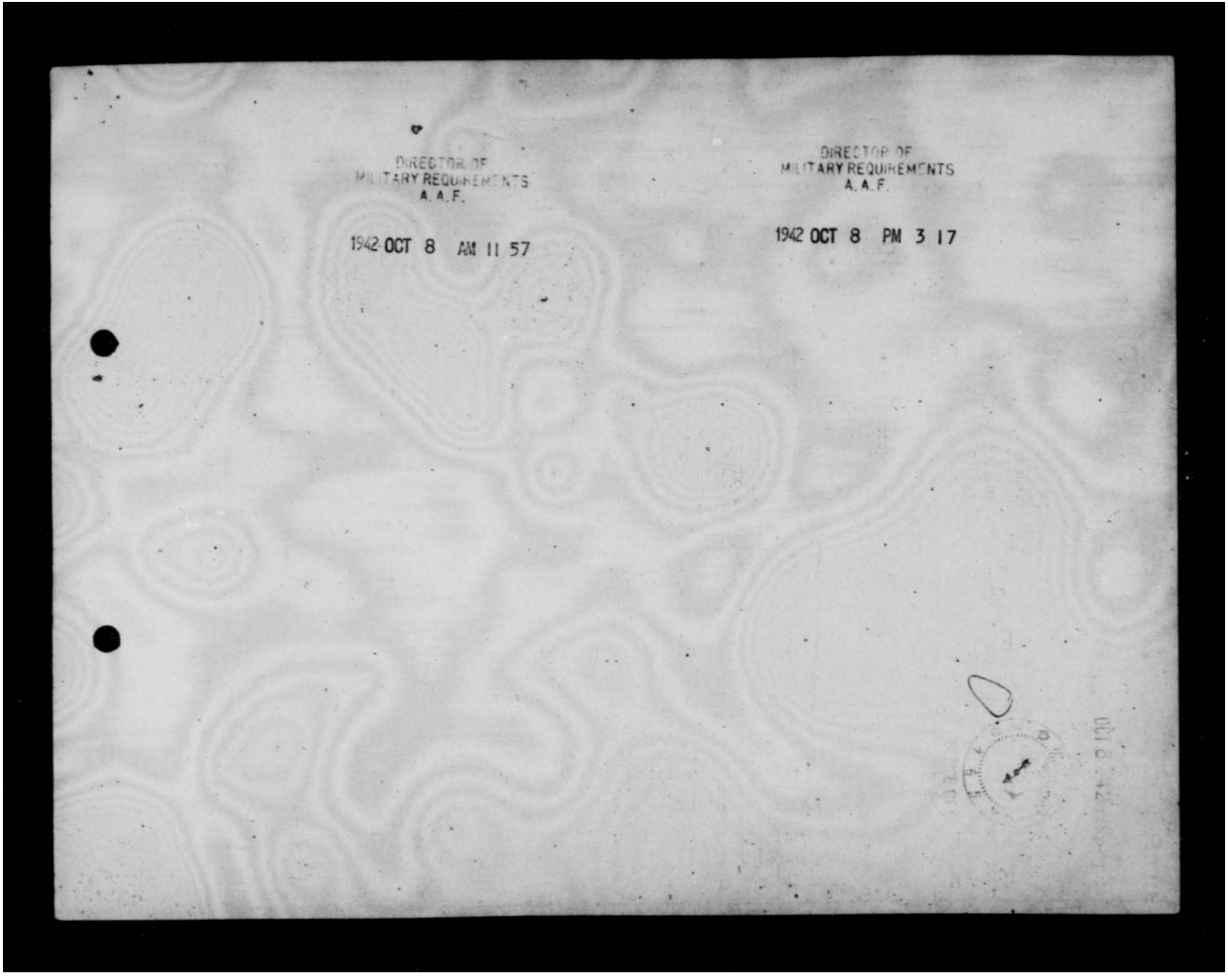

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ROUTING AND RECORD SHEET

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Tally No. AAF _____

SUBJECT: Action-Letter, IGD--Deficiencies in Gun Installations in the B-17E and B-17F Aircraft.

NO.	FROM	TO	DATE	COMMENTS
3. Continued	AFRDB	AFDMR	1942 10/10	in the nose of a B-17F is not deemed feasible for the following reasons: a. The word "bullet-proof glass" is a misnomer. Upon being struck by a bullet, it will immediately "cloud up" causing further use as a sighting window impossible. b. Repeated hits on bullet-proof glass will cause it to shatter, showering inside occupants with small bits of glass. c. It would be impossible to mold it to various, required shapes, such as plexi-glass is molded. Incl: n/c E. L. EUBANK, /t Brig. Gen., U.S.A.
4	AFDMR	AFTAI	10/13	MEG/br 3487 1. The type of changes recommended by basic letter are those which affect the military characteristics of the airplane, and are therefore changes which the Materiel Command can undertake only after having been thoroughly considered by the type directors concerned and in accordance with directives coordinated through AFDMR. Only recently the Directorate of Bombardment, Air Force Proving Ground and the Materiel Center have been engaged in improving the armament, both defensive and offensive, for the subject airplane. The improvements directed and now in progress are believed to be equal to if not better than the changes recommended in the basic letter attached. The opinions of the Director of Bombardment who is directly responsible for the coordination of matters of this kind are contained in item 3 above. Incl. n/c M. S. FAIRCHILD, Major General, U. S. A.

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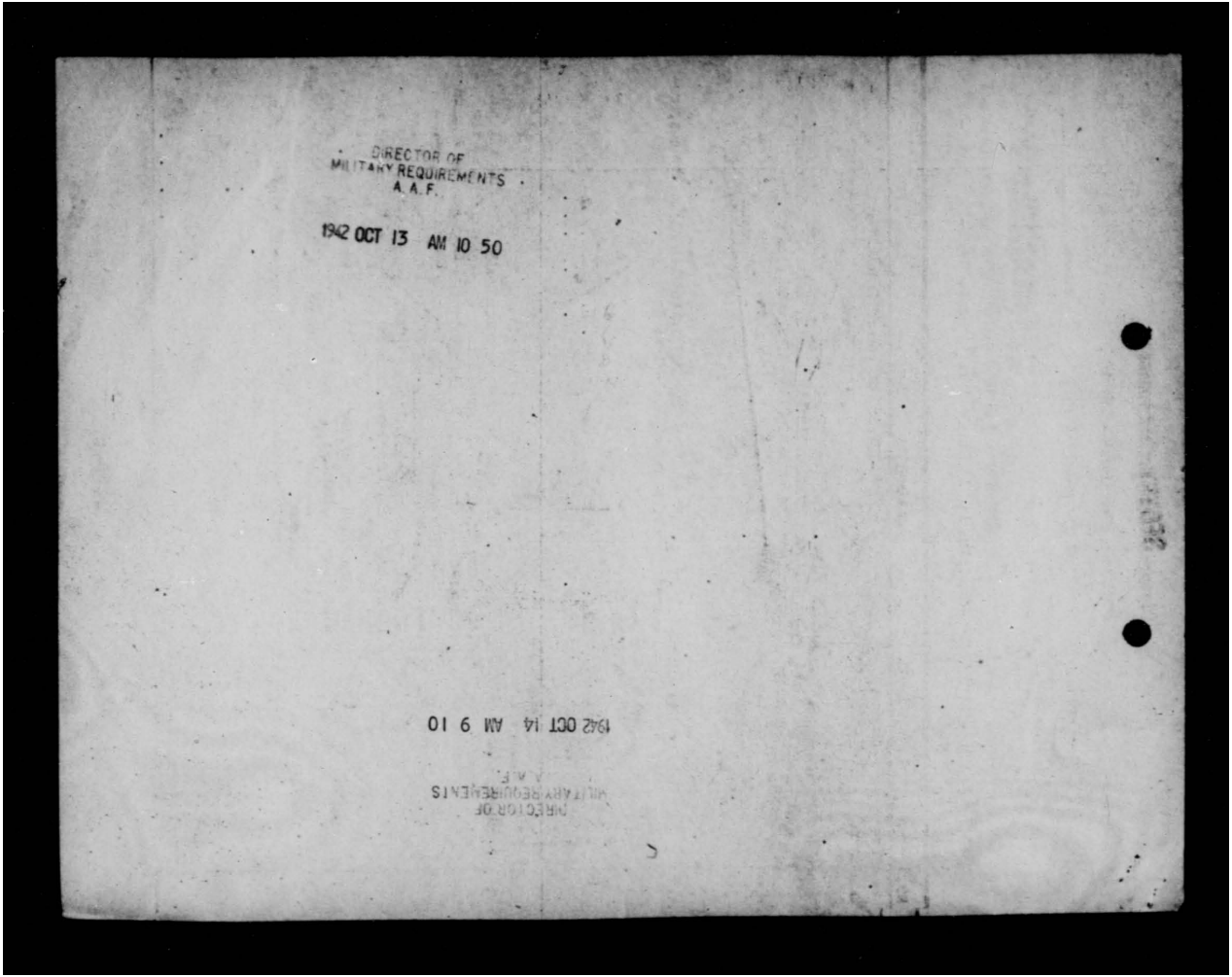

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DOD Dir
Dec. & 20 June 1974
By [illegible] Date 10/7/76

Daily Progress Report of Modification Centers.

LSK:cmo 6371

1. AFDAS AFAMC, General Meyers. 1942 10-13

The enclosed note from General Arnold was attached to a Daily Progress Report of Modification Centers. Prior to the date of this note, General Fairchild had discussed by letter with General Vanaman, the present upward trend of airplanes awaiting modification without a proper increase in output.

Dispatched
OCT 14 1942
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L. S. KUTER,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: Penciled note from Gen. Arnold to Gen. Kuter, dtd 10-12-42.

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By [illegible] 10/7/76

Distribution of October Airplane Allocation Charts

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Dispatched
OCT 14 1942
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WHE:JT 5246

2 AFCAS AFMDC 1942 10-13 Dated.

WILLIAM E. HALL
Colonel, G. S. C.

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Jan. & 20 June 1974
By [illegible] Date 10/7/76

Extract from General Kenney's Letter

WEH:JT 5246

1 AFCAS AFAMC 1942
AFABI 10-11

Following is an extract of a letter from General Kenney to General Arnold which is submitted for your information and whatever action is indicated:

"By the way, don't worry about the P-40. The Zero out-climbs it and is more maneouvrable, but the P-40 can slug it out, absorb gun fire and fly home, while the Zero burns or falls apart as soon as it is touched. Furthermore, the Zero cannot break off combat by diving whereas all our fighters can. The Zep is just as good a pilot but the score is definitely in favour of the P-40.

"The same is almost as true of the P-39 but the motor in the rear of the pilot catches bullets, and P-39 losses are definitely higher than P-40's. The P-39 is an excellent apparatus against a bomber but is not as good against the Zero as the P-40. I believe that as soon as we can get the P-38's engaging the Zero coverage up top-side while the P-39's and P-40's take on the bombers we will begin to make it really tough for Mr. Moto.

"I don't need to say anything about the B-17, except that we will take all that we can get from you. It is incredible what punishment the ship will stand and still fly home. Our gunners are practically untrained, but Zeros are being shot down at the rate of about ten for each B-17 that we lose and the odds are always four or five to one against the B-17. The day before yesterday we tangled with some cruisers at twenty-five hundred feet. One B-17 got a direct hit in an engine and went down in flames. The other five came home. One had the nose practically shot off by anti-aircraft fire, killing the navigator and badly wounding the bombardier; another had five anti-aircraft shell holes in one wing, each large enough for a man to jump through. One pilot had his bombs stick and after twelve runs trying to unload gave up and came home with an airplane looking like a sieve, with literally hundreds of shrapnel and shell fragments having cut the skin of the fuselage and wings into ribbons. The others had one or two engines out, main spars cut, brakes and flaps out and so on. All of these airplanes will be out of commission for quite a while."

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WILLIAM E. HALL
Colonel, G. S. C.

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Report on Modification Centers.

1.	General Arnold	General Strate-meyer	1942 10/5	I would like to have on my desk every Monday morning the operations of the Modification Centers during the preceding week.

H. H. A.

2.	AFDAS	AFAMC Attn: Mr. Stebbings	10/10	Have a copy (mine will be OK) of the daily report on General Arnold's desk first thing each Monday.

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

Incl: Progress Report for Modification Center Composite of All Centers for September, 1942 and for October, 1942. SECRET

cc

Handed to Mr. Stebbings
by Mrs. Clarke. 10-10-42.

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By [illegible] Date 10/7/76

Insufficient P-38's for Both Photo and Fighter Units.

LSK:cmo 6371

1. AFDAS AFACT 1942 10-17

1. The attached recommendation has been approved by General Arnold.

2. It is desired that the necessity to divert these and the desirability of diverting still more from fighting to picture-taking be used as additional ammunition in "needling" Lockheed for greater production of P-38's.

Incl: Secret Memo for General Arnold frm Gen. Kuter, Subject as above, Memo dtd 10-15-42

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

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DOD ltrs
Dated 30 June 1974
By [signature] LC Date 10/7/76

October 15, 1942

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Insufficient P-38's for both Photo and Fighter Units.

I. Discussion.

1. The figure of 15 (F-5's) per month is considered the minimum for photo allotment, particularly since attrition alone will utilize this number as a continuing requirement.

2. A comparison of the P-38 monthly production records indicates that 80% of anticipated production per month has been realized. On this basis the diversion of 15 planes per month will mean a 26% shortage to the fighters. If the West Coast is included the shortage for fighters will be in excess of 26%.

3. On the same basis the shortage to the Photographic Reconnaissance Squadrons is estimated at 30%. If the eight airplane requirement of the South Pacific is included, the anticipated shortage to the Photographic Reconnaissance Squadrons is placed at 36%.

4. At present there are three Operational Training Unit Photo Squadrons in operation. No attrition airplanes were included for these three squadrons due to the contemplated reduction in photo reconnaissance commitments.

II. Recommendation:

1. That 15 P-38's be diverted monthly commencing in November, 1942, for photographic purposes.

L. S. KUTER,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

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HEADQUARTERS ARMY AIR FORCES

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TALLY NO.	
FILE NO.	

SUBJECT: Daily Progress Report of Modification Centers.

ITEM NO.	FROM	TO	DATE	COMMENTS LSK:cmc 6371
1.	AFDAS	AFAMC, General Meyers.	1942 10-13	The enclosed note from General Arnold was attached to a Daily Progress Report of Modification Centers. Prior to the date of this note, General Fairchild had discussed by letter with General Vanaman, the present upward trend of airplanes awaiting modification without a proper increase in output. L. S. KUTER, Brigadier General, U.S.A., Deputy Chief of Air Staff.
				Incl: Penciled note from Gen. Arnold to Gen. Kuter, dtd 10-12-42.
2.	AFAMC-2	AFDAS	10-16 1942	BEM:dh 2554 With reference to memorandum from General Arnold, expressing concern over upward trend of B-17F airplanes awaiting modification without a proper increase in output, the following situation exists: 1. Backlog, all Centers - August 1, 1942 102 September 1, 1942 112 October 1, 1942 90 * October 14, 1942 110 *Note - Ninety airplanes on October 1st was an insufficient backlog to allow maximum efficiency of modification. The backlog dropped because deliveries from the factory were held up and no B-17 airplanes were obtainable for modification centers. 2. To date this month, 60 B-17's have been completed at modification centers. This compares with 56 B-17's accepted at the various factories. Eighty-seven airplanes were actually delivered this month to date, as a large backlog of last month's airplanes at the factory was cleaned up. 3. The backlogs of airplanes required at both Denver and Tulsa are below the amount required for efficient operation of these modification centers. Report submitted to General Arnold, August 31, 1942, indicated that the backlog required at Denver was 20 airplanes and at Tulsa was 35. This date, there are only 11 at Denver and 30 at Tulsa. 4. These is an excessive backlog at Cheyenne because an unusual condition exists there now. The runways at Cheyenne were found to be too light for constant use by B-17 airplanes. One airplane has been wrecked there because of failure of the runway. An immediate installation of one heavy runway is

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HEADQUARTERS ARMY AIR FORCES
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SUBJECT: Daily Progress Report of Modification Centers

Page 2.

NO.	FROM	TO	DATE	COMMENTS
2 Cont'd.	AFAMC-2	AFDAS	10-16 1942	BEM:dh 2554 necessary before the season becomes too far advanced for outside work. It was therefore necessary to close the airport after October 10, 1942, for a period of at least three weeks while work was being done on a cross-over for one runway. In order to provide sufficient backlog for this period, it was necessary to order in an excessive amount of airplanes. Thirteen B-17 airplanes were delivered to Cheyenne on October 9th and 20 more on October 10th. No more airplanes will arrive or depart at Cheyenne for at least another two weeks. B. E. MEYERS Brig. General, U. S. A. Incl w/d

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DOD Dir. 5200.9 & 30 June 1977
Auth: NND 947116 By: [illegible] Date: 4/7/96

DECLASSIFIED
HEADQUARTERS ARMY AIR FORCES

TJH

TALLY NO.	2352
FILE NO.	

ROUTING AND RECORD SHEET

SUBJECT: Extract from General Kenney's Letter

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	AFADS AFASC AFAMC	1942 10-10	WEH:JT 5246 1. Following is an extract of a letter from General Kenney to General Arnold which is furnished for your information and for whatever indicated necessary action which has not already been initiated by you: "Every time we put a bomb on a target we have to fly six hundred miles to Port Moresby, refuel, go to the target, stop back at Port Moresby, refuel again and return to the mainland. As you can see, engine time is precious and, due to the punishment they take, about 125 hours is the engine's service life. Following any daylight mission the outfit is out for a day, repairing holes, changing engines and propellers, getting the electric and hydraulic systems back into shape. The amount of damage our aircraft can take and still fly home is almost unbelievable. However, it means a lot of maintenance." WILLIAM E. HALL Colonel, G. S. C., Secretary, Air Staff
2.	AFADS	AFASC	1942 10/13	RHB/mhh 5316 1. Noted. No comment. RICHARD H. BALLARD, Colonel, G. S. C., Acting Assistant Chief, Air Staff, A-4.
3	AFASC	AFAMC	10/14	DAB:maf 71580 1. Noted. H. J. H. Miller, Major General, U.S.A.
4.	AFAMC	AFCAS	10-15-42	DEF:etg Ex.5767 1. Noted. DONALD E. FRISBIE Colonel, Air Corps.
5	CAS AAG	Hq. Army Air Forces OCT 16 1942 AAG Received MAG	10-16	M. A. LIBBY, Lt.Col,GSC

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Air AS 452.1/600

3-1108 A.F.

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HQ. AIR SERVICE COMMAND
1942 OCT 13 PM 4 47

EXECUTIVE OFFICE
RECEIVED*
1942 OCT 15 AM 8 36

ARMY AIR FORCES
WAR DEPT., WASH., D.C.

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HENRY HARLEY ARNOLD
Box 121 Folder 5
MILITARY
595 452.1
(301-350)

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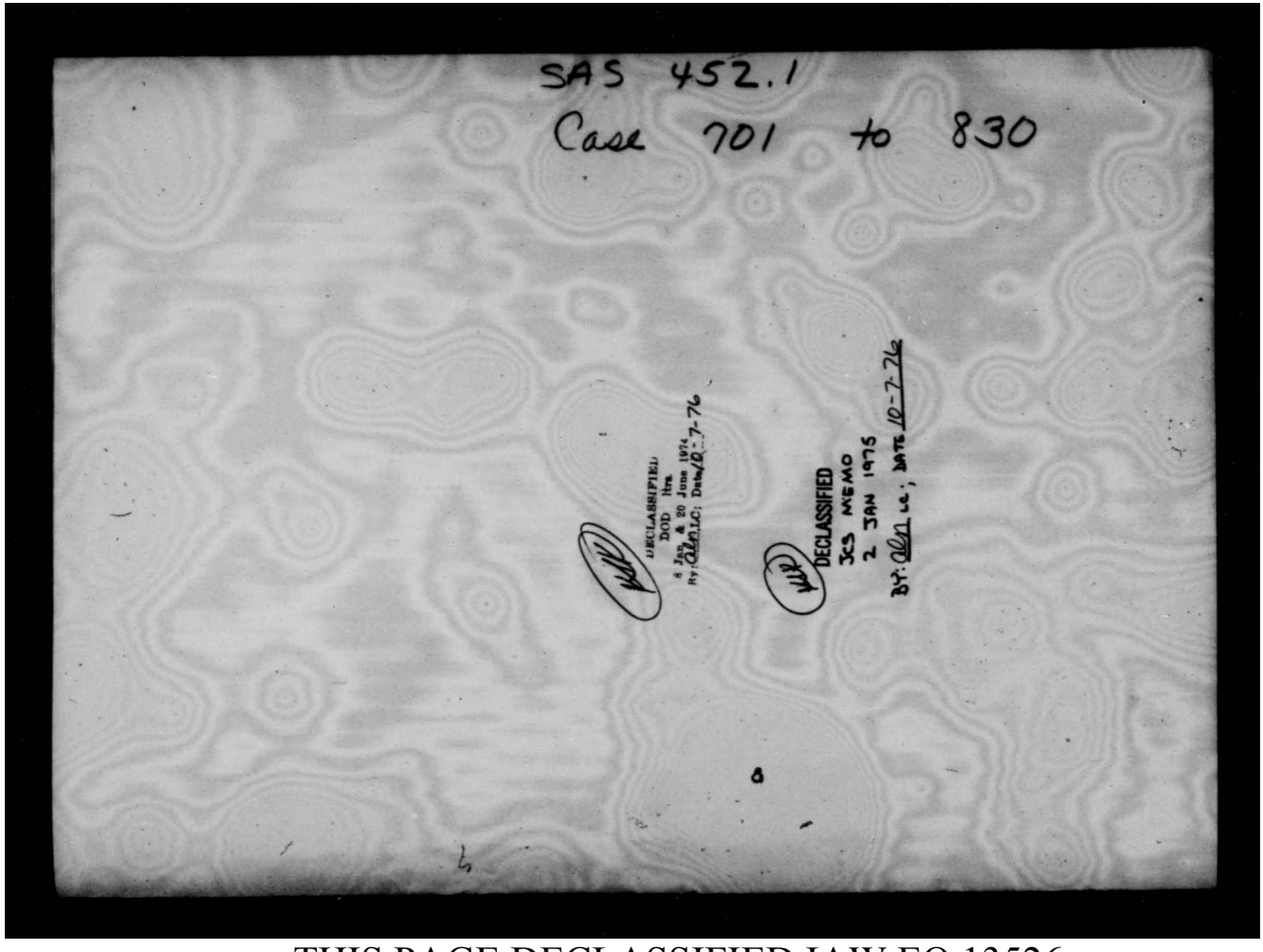

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DOD Ltr.
Jan. 8 20 June 1974
By [illegible] Date 10/7/76

Number of Airplanes in Combat in January, 1943.

General Stratemeyer — 4 February 1943

General Hanley — #1

TJH/cms/6371

1. The attached tabulation was furnished me by General Johnson. The story it tells is not bright, showing an actual increase of only 67 airplanes in combat during the month of January. The newspapers are headlining the fact that December broke all records in production and yet in the India and Pacific theaters we have 47 airplanes less than we had on the 1st of January and in the European theater we only have 114 more.

2. There is something wrong with our figures and I don't see the answer yet.

3. If you return this to me, I will check through on every plane that has been produced and see where it went.

Incl:
Secret
tabulation.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

General Hanley — Feb. 5, 1943

General Stratemeyer — #2.

Comment #1. has been noted. I certainly agree with you that there is something wrong with our figures. In the first place, this numbers racket should be stopped, and in the second place, Mr. Nelson should not have released the information to the public.

With reference to this release of information on our December records in production, Mr. Lovett discussed this with me and I agree with him that it should not have been released. Furthermore, I told Mr. Lovett that it was a numbers racket and it gave the American public the wrong impression.

The only numbers of airplanes produced that are worth anything are those numbers of airplanes that have been produced and are fully modified and fully equipped with guns, armor plate, radio, and in such condition that they are ready to be turned over to a combat unit for fighting purposes.

I still agree with you, however, that there should be some kind of a check run. Surely, we should have sent to combat more than 67 airplanes.

G. E. S.

Incl: n/c

Rec'd. D. Kirkead

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Air AS 452.1 (750)

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Number of Airplanes in Combat in January 1943.

Director of Statistical Control

Deputy Chief of the Air Staff

2/8/43

MAL/mdg/5265 3

1. Note the foregoing comments.

2. General Hanley directs that you furnish him a statement showing the actual allocation of every airplane accepted during the month of January 1943.

2 3. The above will be reconciled with figures compiled by the Materiel Command showing aircraft acceptances.

MILLARD A. LIBBY,
Lieut. Colonel, A. S. C.

Incl. n/c

To: Deputy Chief of the Air Staff

Date Feb 17, 1943

From: Statistical Control

Comment No. 4
RB/elv 6060

1. Comments noted.

2. In accordance with General Hanley's directive there is attached a report showing the status on January 31 of the 5,813 airplanes reported, by the Materiel Command, accepted during January of which a third (1,737) had not yet been delivered.

3. It will be noted that approximately half (2,548) of the January acceptances were combat airplanes.

4. 1,525 of these 2,548 combat airplanes were delivered to the Army Air Forces or accepted and undelivered on Army Air Forces contracts. Of these 1,525, 425 (681) were still at the factory January 31.

5. Of the 827 combat airplanes actually delivered to the Army Air Forces out of January acceptances, 196 (all fighters) were at, or enroute to, ports of embarkation and 38 additional had left the country.

6. In accordance with General Stratemeyer's comments, there is also attached a study showing the numbers and types of combat airplanes dispatched to overseas

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Air O B 452.1 (750)

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AFMSG-2

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] LC, Date 10/7/76

Number of Airplanes in Combat in January 1943.

Deputy Chief of the Air Staff

Feb. 17, 1943

Statistical Control

4 cont'd

EE/elv 6068

theaters during January, and the changes in the theater inventory.

7. It will be noted that 701 combat airplanes were dispatched to the theaters in January (32 out of January production and the balance from previous production). Of these, 29 were lost enroute and the number still enroute increased by 154 so that there were net arrivals of 518. 391 were offset by combat and operational losses in the theaters and 75 by transfers to the Allies, returns to Continental U. S., and movement between theaters, so that the net increase in the theater inventory was only 52.

CHARLES B. THORNTON
Lt. Colonel, Air Corps

Incl. n/c
Incls. Added:(3)
Secret Rpt showing status
of airpl. on Jan. 31,1943.

air AS 452.1 (750)

File
a 2/25/43

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Air AS 452.1 (750)

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General Hanley

Feb. 5, 1943

General Stratemeyer

#2.

Comment #1. has been noted. I certainly agree with you that there is something wrong with our figures. In the first place, this numbers racket should be stopped, and in the second place, Mr. Nelson should not have released the information to the public.

With reference to this release of information on our December records in production, Mr. Lovett discussed this with me and I agree with him that it should not have been released. Furthermore, I told Mr. Lovett that it was a numbers racket and it gave the American public the wrong impression.

The only numbers of airplanes produced that are worth anything are those numbers of airplanes that have been produced and are fully modified and fully equipped with guns, armor plate, radio, and in such condition that they are ready to be turned over to a combat unit for fighting purposes.

I still agree with you, however, that there should be some kind of a check run. Surely, we should have sent to combat more than 67 airplanes.

G. E. S.

Incl: n/c

Air AG 452.1 (752)

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DISPOSITION [redacted] U. S. AIRPLANE FACTORY ACCEPTANCES - JANUARY, 1945
As Of January 31, 1945

DECLASSIFIED
DOD ltrs
Alyce June 1954 Date 10/7/76

SUMMARY

Total Acceptances

Combat	2,548
Transport	[illegible]
Special Purpose	[illegible]
Trainer	1,771
Total	5,818 (See detail attached - TAB "A")

The disposition of the 2,548 combat airplanes is as follows (undelivered airplanes included by customer contract):

	Army Air Forces	Others
Heavy Bomber, 4-Engine	[illegible]	13
Medium Bomber, 2-Engine	[illegible]	[illegible]
Light Bomber, 2-Engine	7	[illegible]
Light Bomber, 1-Engine	196	[illegible]
Patrol Bomber, 4-Engine	-	16
Patrol Bomber, 2-Engine	-	[illegible]
Army Fighter, 2-Engine	[illegible]	[illegible]
Army Fighter, 1-Engine	[illegible]	[illegible]
Navy Fighter, 1-Engine	-	[illegible]
Naval Reconnaissance	-	[illegible]
Total Combat	1,[illegible]	1,[illegible]

The location of the 1,[illegible] combat airplanes delivered to the Army Air Forces and combat airplanes accepted undelivered on Army Air Forces contracts as of January 31, 1945, may be summarized as follows:

	Still At Manufacturer	Modification Center Incl. In Transit To Mod.	CTU Incl. Sub-Depots	POE or Enroute Overseas	Other	Total
Heavy Bomber, 4-Engine	[illegible]	141	[illegible]	-	4	[illegible]
Medium Bomber, 2-Engine	72	[illegible]	-	-	4	[illegible]
Light Bomber, 2-Engine	4	5	-	-	-	7
Light Bomber, 1-Engine	[illegible]	51	[illegible]	-	5	196
Fighter, 2-Engine	51	-	-	[illegible]	6	[illegible]
Fighter, 1-Engine	[illegible]	5	40	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,[illegible]

A further detailed breakdown is presented in TAB "B".

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
3-17-43
Date Initials

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DISPOSITION OF U. S. AIRPLANE FACTORY ACCEPTANCES - JANUARY, 1945
As Of January 31, 1945

Type	Acceptances	Accepted Awaiting Delivery	Deliveries	Allocation of Deliveries: Army	Navy	British	Russia	Other
Heavy Bomber, 4-Engine	220	110	220	220	5	7	-	-
Medium Bomber, 2-Engine	254	74	254	254	48	-	-	14(a)
Light Bomber, 2-Engine	135	135	57	7	-	10	8	-
Light Bomber, 1-Engine	494	121	373	114	120	37	-	2(a)
(Patrol Bomber)								
Flying Boat, 4-Engine	16	9	7	-	7	-	-	-
(Patrol Bomber)								
Flying Boat, 2-Engine	20	20	-	-	-	-	-	-
Total Bomber	1469	670	867	615	204	54	8	16
Army Fighter, 2-Engine	131	76	76	76	-	-	-	-
Army Fighter, 1-Engine	818	417	408	300	-	57	57	17
						71(a)		33
								7(a)
Navy Fighter, 1-Engine	69	21	20	-	20	-	-	-
Total Fighter	1018	444	611	376	20	128	57	44
Total Reconnaissance	20	20	20	-	-	20	-	-
Total Combat	2549	1040	1508	987	252	214	65	80
Heavy Transport, 4-Engine	14	8	9	9	-	-	-	-
Heavy Transport, 2-Engine	24	24	-	-	-	-	-	-
Medium Transport, 2-Engine	130	17	113	61	10	20	18	2
								1
								1
Light Transport, 2-Engine	162	17	145	138	2	5	-	1
								1
Light Transport, 1-Engine	25	25	5	5	-	-	-	-
Total Transport	356	96	270	213	12	25	18	6
Liaison, 1-Engine	204	200	66	64	2	-	-	-
(Photographic)								
Army Reconnaissance	24	-	24	24	-	-	-	-
(Photographic)								
Total Special Purpose	228	200	90	88	2	-	-	-
Advance Trainer, 2-Engine	420	128	296	296	17	-	-	2
Advance Trainer, 1-Engine	208	68	481	128	139	61	-	2
								2
								2
								2
Basic Trainer	370	88	282	201	111	-	-	2
								2
								2

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Type	Acceptances	Accepted Awaiting Delivery	Deliveries	Allocation of Deliveries: Army	Navy	Britain	Russia	Other
Primary Trainer	465	106	359	146	176	27	-	2(b) 2(c)
Total Trainer	1771	365	1406	618	445	108	-	57
Grand Total	5015	1757	3276	2044	721	345	65	106

(a) N.E.I.
(b) Australia
(c) Brazil
(d) New Zealand
(e) Canada
(f) China
(g) Free French
(h) Belgian Congo
(i) Mexico
(j) Venezuela
(k) Peru
(l) Cuba
(m) Britain for Russia

Air Staff, Management Control
Chief, Statistical Control
AFMSC-2D February 17, 1945

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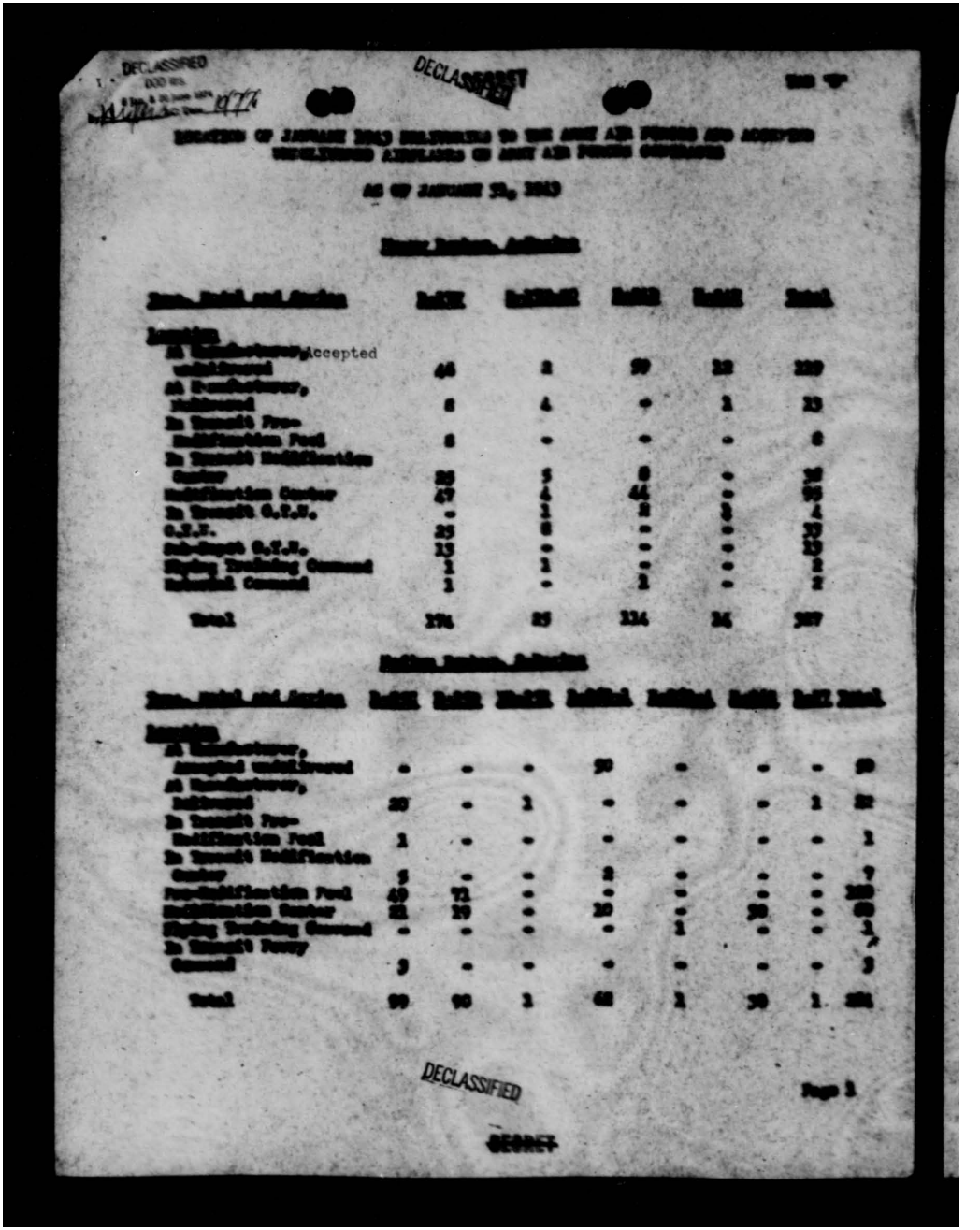

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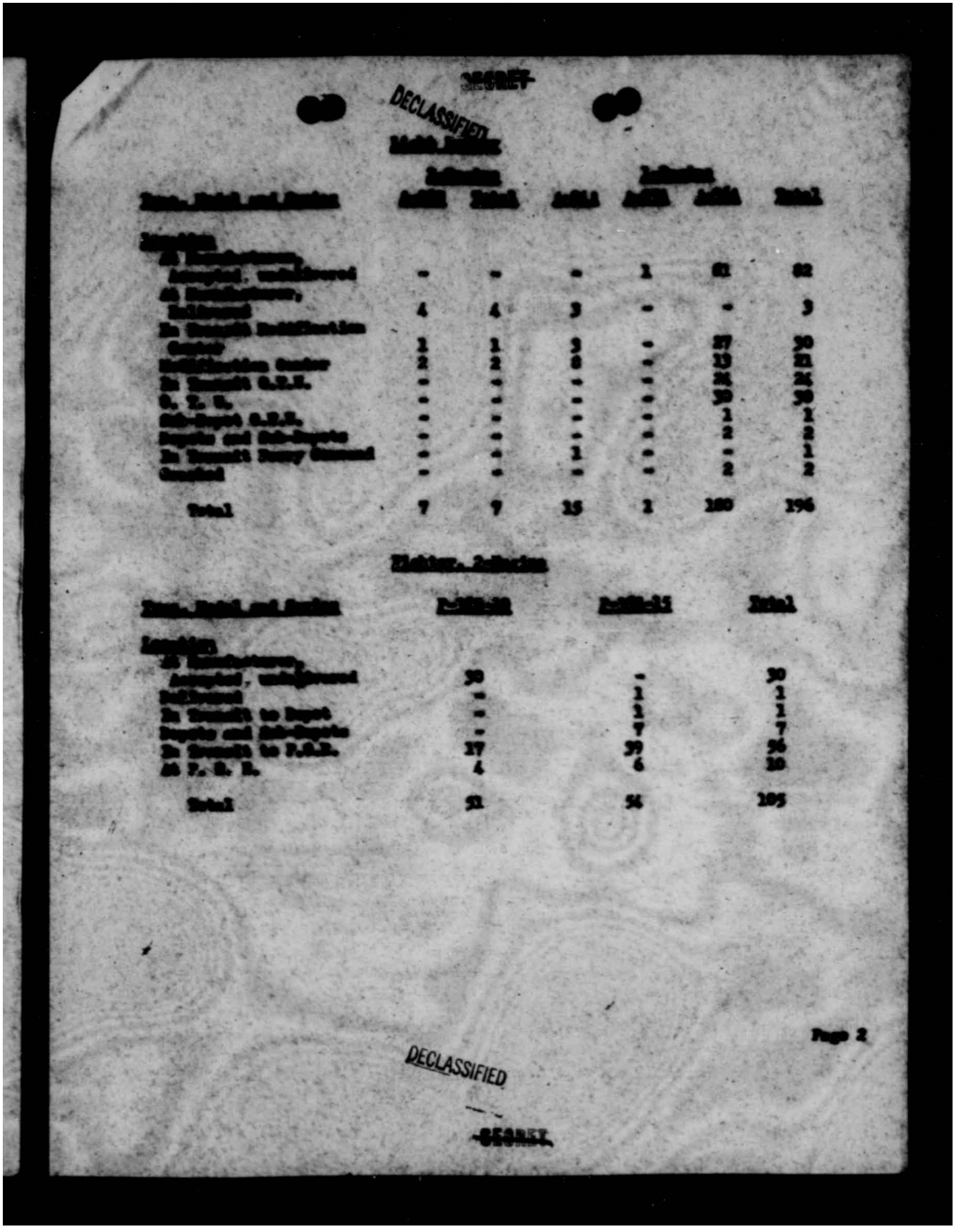

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	-	-	-	1	81	82
	4	4	3	-	-	3
	1	1	3	-	27	30
	2	2	8	-	23	31
	-	-	-	-	26	26
	-	-	-	-	10	10
	-	-	-	-	1	1
	-	-	-	-	2	2
	-	-	1	-	2	3
	-	-	-	-	2	2
Total	7	7	15	1	180	196

	30	-	30
	-	1	1
	-	17	17
	17	39	56
	4	6	10
Total	51	54	105

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[redacted]

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Location					
At Manufacturer, Accepted undelivered	-	-	1	67	158
At Manufacturer, Delivered	1	1	6	2	-
In Transit Modification Center	-	-	-	1	-
Modification Center	-	-	-	2	-
Depots and Sub-Depots	-	-	-	-	-
In Transit to P.O.E.	-	-	-	-	-
At P.O.E.	-	-	-	14	-
To Overseas	-	-	-	-	-
O.T.U.	-	-	-	2	-
In Transit Ferry Command	-	-	-	-	-
Crashed	-	-	-	-	-
Total	1	1	7	88	158

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Location							
At Manufacturer, Accepted undelivered	-	10	3	66	8	4	327
At Manufacturer, Delivered	-	-	-	-	-	-	10
In Transit Modification Center	-	-	-	-	-	-	1
Modification Center	-	-	-	-	-	-	2
Depots and Sub-Depots	-	40	-	11	-	-	51
In Transit to P.O.E.	-	-	29	15	-	-	44
At P.O.E.	1	48	3	-	-	-	86
To Overseas	26	-	-	6	-	-	32
O.T.U.	-	-	-	43	3	-	49
In Transit Ferry Command	-	-	1	12	1	-	14
Crashed	-	-	-	1	-	-	1
Total	27	118	36	154	12	4	606

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Page 3

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[redacted] AIRPLANES REPORTED IN THEATERS
January 1945
And Changes in Theater Inventory

Reported from U. S. - January		701
Enroute January 1st		997
		1,698
Lost Enroute		22
		1,676
Enroute January 31st (does not include 14 enroute between theaters)		791
Arrived in Theaters from U. S.		815
Losses from Theater Inventory -		
Combat and Operational	291	
Diversions to Allies	46	
Returned to Continental U. S.	18	
Enroute between Theaters	14	429
Net Increase in Theater Inventory		86
Inventory January 31st	5,481	
Inventory January 1st	5,395	86
Increase in Enroute		154

Air Staff, Management Control
Chief, Statistical Control
AFMSS-20 February 17, 1945

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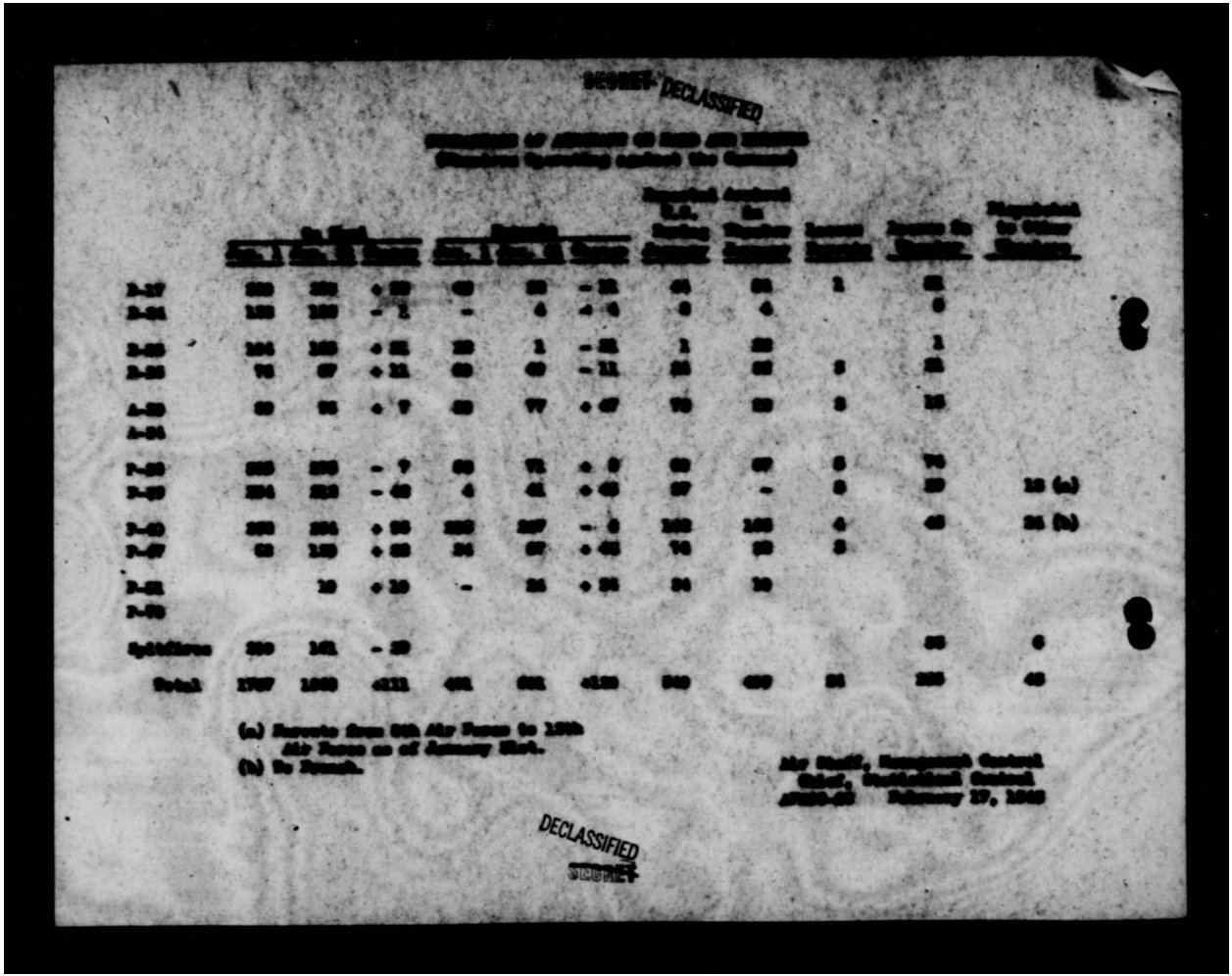

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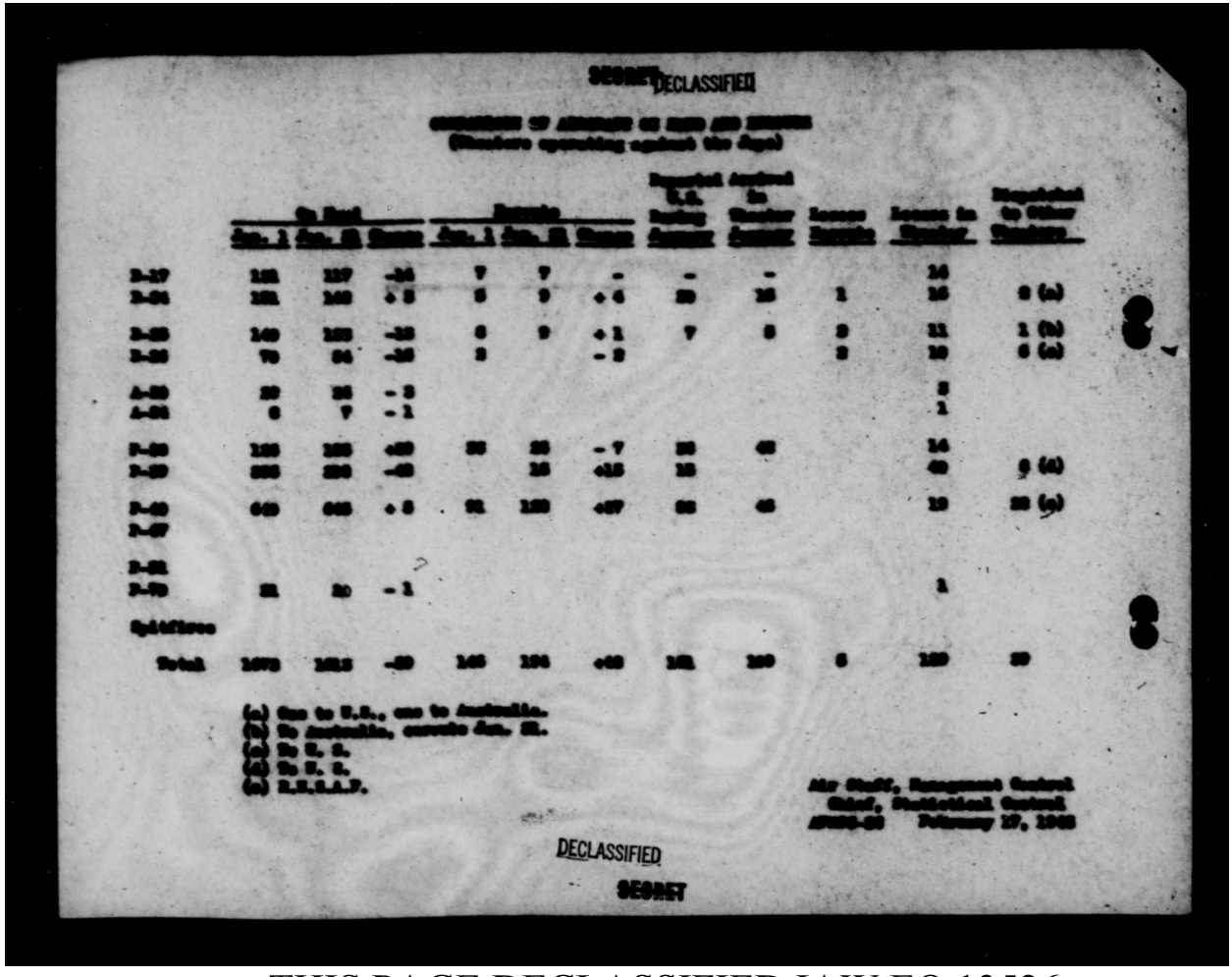

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AFCAS
MAL/mlg/5265
(rewrite)

February 15, 1943.

Airplane Accidents

Honorable Homer T. Bone,

United States Senate.

My dear Senator Bone:

In the temporary absence of General Arnold, I am replying to your letter of January 11, 1943 concerning the merits of the B-26 airplane.

General Arnold and I have been cognizant of the aircraft accident situation for some time. Accidents have been the subject of exhaustive surveys and plans have been formulated and put into effect which should bring about a decided reduction in the number of aircraft accidents. It should be remembered, however, that flying military airplanes is not today, and never has been, other than hazardous.

The criticism of the B-26 airplane, which has been brought to your attention, was not uncommon in months past. As a result, the Director of Flying Safety was directed to make an investigation of accidents occuring to B-26 airplanes; the findings of this study show that the accident rate for B-26 airplanes was similar to that of other medium bombardment airplanes. In fact, the proportion of material failures in B-26 airplanes was found to be less than that in B-25 aircraft, and this office would like to point out that the B-25 is universally considered to be a safe airplane; accordingly, it appears that the B-26 accident rate has not been abnormal but has exaggerated itself because of the fact that a series of accidents occurred in close proximity.

In the Fiscal Year 1942, there were, roughly, only two accidents for every one thousand hours of flying and less than one fatal accident for every two thousand hours of flying. This is not an abnormally high rate in view of the fact that the B-26 is an airplane of extremely high performance. Its landing and other speeds are higher than those of similar airplanes, thus contributing to the hazards of flying the airplane.

SAS 452.1 (748)

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Am Ab 452.1 (748)

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As a result of this high performance, a number of safety changes have been incorporated into B-26 airplane production, including increase of the wing size by some sixty square feet (in order to decrease wing loading), larger control surfaces, and a program of lightening the airplane in order to add safety through decreased weight. It must be emphasized, moreover, that no official accident reports have attributed mishaps to lack of stability.

Reports from combat units in the fighting theaters, who fly the B-26, indicate that they prefer this airplane to other medium bombers. It is rugged, well-defended, and in combat can really "deliver the goods". In the past fourteen months this airplane has proven to be a formidable weapon.

The above information comes within the scope of the Espionage Act 50 U.S.C. 31 and 32, as amended, and is confidential.

Sincerely yours,

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

Outlook
2/15/43

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B-8

AAF 452.1

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DECLASSIFIED
DOD ltrs.
5 Jan. & 20 June 1974
By [illegible] LC; Date 12/7/76

Criticism of B-26 Airplanes.

Chief of Air Staff

2/11/43

Air Adjutant General's Office

7

JBC/bhm/5789

1. Pursuant to Gen. Stratemeyer's instructions the attached draft of letter to Senator Bone was sent to Director of Bombardment for coordination.

2. Attention is invited to comment No. 6. Instructions are requested.

JOHN B. COOLEY
Colonel, A.G.D.
Asst Air A. G.

3 Incls. - n/c

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Criticism of B-26 Airplanes. DECLASSIFIED

DECLASSIFIED
DOD ltrs.
Jan. 6 20 June 1974
By: [illegible] Date 10/7/76

TO: Air Adjutant General's Office.

FROM: Bombardment.

DATE Feb. 9, '43
COMMENT #6
22/1s T2685

The draft of attached letter to Senator Bone is satisfactory except for the next to the last paragraph. Recommend this be deleted and following substituted therefor:

"Reports from combat units in the fighting theaters, who fly the B-26, indicate that they prefer this airplane to other medium bombers. It is rugged, well-defended, and in combat can really "deliver the goods". In the past fourteen months this airplane has proven to be a formidable weapon."

Incl: n/c

E. L. [illegible],
Brig. Gen., U.S.A.

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B-8

AAF 452.1

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
Nov. 6, 20 June 1974
By [illegible] Date 10/7/76

Criticism of B-26 Airplanes.

Chief of Air Staff

2/11/43

7

Air Adjutant General's Office

JBC/bhm/5789

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JOHN B. COOLEY
Colonel, A.G.D.
Asst Air A. G.

3 Incls. - n/c

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Air Ab 452.1 (748)

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DOD ltr.
9 Jan. & 20 June 1974
Date 10/7/76

Criticism of B-26 Airplanes.

TO: Director of Bombardment

FROM: Air Adjutant General's Office.

DATE Feb 6, 1943
COMMENT #5
GES-JB, 5789

1. For comment or concurrence.

Incls: n/c

JOHN B. COOLEY
Colonel, A.G.D
Asst Air A.G.

Dispatched
FEB 6 1943
AAG

File
GK
2/1/43

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OFFICE SYMBOL	1	2	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

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Air As 452.1 (7-43)

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Number of Airplanes in Combat in January, 1943.

General Stratemeyer — 4 February 1943

General Hanley — #1

TJH/cmc/6371

1. The attached tabulation was furnished me by General Johnson. The story it tells is not bright, showing an actual increase of only 67 airplanes in combat during the month of January. The newspapers are headlining the fact that December broke all records in production and yet in the India and Pacific theaters we have 47 airplanes less than we had on the 1st of January and in the European theater we only have 114 more.

2. There is something wrong with our figures and I don't see the answer yet.

3. If you return this to me, I will check through on every plane that has been produced and see where it went.

Incl:
Secret
tabulation.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

General Hanley — Feb. 5, 1943

General Stratemeyer — #2.

Comment #1. has been noted. I certainly agree with you that there is something wrong with our figures. In the first place, this numbers racket should be stopped, and in the second place, Mr. Nelson should not have released the information to the public.

With reference to this release of information on our December records in production, Mr. Lovett discussed this with me and I agree with him that it should not have been released. Furthermore, I told Mr. Lovett that it was a numbers racket and it gave the American public the wrong impression.

The only numbers of airplanes produced that are worth anything are those numbers of airplanes that have been produced and are fully modified and fully equipped with guns, armor plate, radio, and in such condition that they are ready to be turned over to a combat unit for fighting purposes.

I still agree with you, however, that there should be some kind of a check run. Surely, we should have sent to combat more than 67 airplanes.

G. E. S.

Incl: n/c

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Miss Ingram
Air as 452.1 (750)

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DOD Ltr. 6 Jan & 30 June 1974
By [illegible] Date [illegible]

[redacted] CONFIDENTIAL [redacted]

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Winterisation of P-38 Airplanes, 4th Air Force.

Director of Military Requirements. 1-25-43

The Air Inspector. 1

JFW:dh 2447

1. Attached hereto is a report from Colonel Price, I.G.D., assigned to the office of the Air Inspector, on the above subject, with First Indorsement, Headquarters, 4th Air Force to this Headquarters.

2. This report is forwarded as a matter of primary interest and for action desirable on the subject. This office concurs in the conclusions and recommendations contained in basic communication.

JOHN F. WHITELEY,
Colonel, Air Corps.

Incl:
Rpt. dtd. 1-14-43
1st Ind. dtd. 1-16-43

TO: The Air Inspector. DATE 1/30/43

FROM: Secretary of the Air Staff. COMMENT NO. 2
MAL/mdg/5265

Noted by the Deputy Chief of the Air Staff and returned.

Dispatched
FEB 3 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Incl. n/c

Air Ag 452.1 (747)

File 2/4/43

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Incl #1

Air Ag 452.1 (747)

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THE SECRETARY OF COMMERCE
WASHINGTON

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For
Commerce Ltr 13 Jan '75
By [illegible] LC; Date 6-2-76

February 19, 1943

~~SECRET~~

Dear General Stratemeyer:

I much appreciate the cooperation of the Army Air Forces in assigning one Cessna C-78 to the Civil Aeronautics Administration for use in South America. I believe that this airplane will perform a very useful function.

Sincerely yours,

Jesse H. Jones
Secretary of Commerce

Major General George E. Stratemeyer
Chairman, Munitions Assignments Committee (Air)
War Department
Washington, D. C.

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9-20-44

45-2.1 (746)

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

4521 (746)

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DOD ltrs.
9 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Assignment of C-78 to DSC.

Director of Individual Training. 16 Feb. 1943

Deputy Chief of the Air Staff. #1

TJH-cmc-6371

Reference the attached correspondence, the Munitions Assignment Board has already taken action and approved the assignment of a C-78 to the DSC.

Incl: Secret Ltr to Gen. Smith frm Mr. Burden, Dept. of Commerce, 2-5-43 w/incl: cy of Secret ltr to Gen. Arnold frm Mr. Jesse H. Jones, Sec. of Commerce, dtd 1-19-43.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
FEB 17 1943
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DOD ltrs.
of Jan. & 30 June 1974
by [illegible] Date 10/7/76

February 5, 1943

MEMORANDUM FOR THE CHAIRMAN, MUNITIONS ASSIGNMENTS COMMITTEE (AIR)
Room 3E1087, Attn: Captain D. S. Blossom,
Assistant Secretary.

Subject: Request for the Assignment of One AT-17 to Civil Aeronautical Authority.

1. Attached hereto is a letter, dated January 19, 1943, addressed to General Arnold from the Secretary of Commerce, the Honorable Jesse H. Jones.

2. The Secretary of Commerce has asked that one AT-17 (C-78) airplane complete with the minimum complement of spare parts be assigned to the Civil Aeronautical Authority for use in Argentina.

3. It is requested that this case be brought to the attention of the Munitions Assignments Committee (Air) for necessary action.

4. Notification of the action of the Munitions Assignments Board should be forwarded to the Secretary of Commerce, making reference to the attached letter. Should favorable consideration be given to the assignment of one AT-17 (C-78) to Civil Aeronautical Authority, a copy of the notification should be sent to Major J. E. Ahlf, Contract Section, Materiel Command, in order that proper transfer of funds can be accomplished.

For the Chief of the Air Staff:

Dispatched
FEB 5 1943
AAG

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary, Air Staff

Incl.
Ltr Jan 19, 1943
to Gen Arnold fr
Jesse H. Jones

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2/5/43

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DOD ltrs
8 Jan. & 26 June 1974
By Aufeiro Date 10/7/76

FEB - 5 1943

The Honorable,
The Secretary of Commerce.

Dear Mr. Secretary:

Your letter of January 19, 1943 to General Arnold, relative to the purchase by Civil Aeronautical Authority of a twin-engine training airplane from the Army Air Forces has been referred to me for reply.

The assignments of all aircraft being produced in the United States comes under the jurisdiction of the Munitions Assignments Board. In order to comply with your request for the purchase of an AT-17 airplane for use by Civil Aeronautical Authority in Argentina it will be necessary to submit a request to the Munitions Assignments Board asking for favorable consideration.

I have taken the liberty of submitting your requirements through proper channels to the Munitions Assignments Board. You may be assured that every consideration will be given to your request.

Respectfully yours,

Dispatched
FEB 5 1943
AAG

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

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COPY TO: Air AG

Air AG 452.1 (746)

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E.O. 12356, Sec. 3.5 & 20 June 1974
By [illegible] NLC Date 10/7/16

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February 5, 1943

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A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

MEMORANDUM FOR THE CHAIRMAN, MUNITIONS ASSIGNMENTS COMMITTEE (AIR)
Room 3E1007, Attn: Captain D. S. Hanson,
Assistant Secretary.

Subject: Request for the Assignment of One AT-17 to Civil Aeronautical Authority.

1. Attached hereto is a letter, dated January 19, 1943, addressed to General Arnold from the Secretary of Commerce, the Honorable Jesse H. Jones.

2. The Secretary of Commerce has asked that one AT-17 (C-78) airplane complete with the minimum complement of spare parts be assigned to the Civil Aeronautical Authority for use in Argentina.

3. It is requested that this case be brought to the attention of the Munitions Assignments Committee (Air) for necessary action.

4. Notification of the action of the Munitions Assignments Board should be forwarded to the Secretary of Commerce, making reference to the attached letter. Should favorable consideration be given to the assignment of one AT-17 (C-78) to Civil Aeronautical Authority, a copy of the notification should be sent to Major J. E. Hilf, Contract Section, Materiel Command, in order that proper transfer of funds can be accomplished.

For the Chief of the Air Staff:

Dispatched
FEB 5 1943
AAG

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary, Air Staff

Incl.
Ltr Jan 19,1943
to Gen Arnold fr
Jesse H. Jones

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8 Jan. & 20 June 1974
By _____ LC. Date _____

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THE SECRETARY OF COMMERCE
WASHINGTON

DECLASSIFIED
Per Commerce ltr 13 Jan '75
By [illegible] LC; Date 10-2-76

January 19, 1943

~~SECRET~~

Dear General Arnold:

The Civil Aeronautics Administration has been cooperating with the Defense Supplies Corporation in its program of the elimination of Axis influence in Latin American aviation and the substitution of American for German and Italian equipment.

In this connection, the CAA has loaned the services of Senior Advanced Flight Instructor, Mr. Cloyce J. Tippett, who has been in Buenos Aires for some months acting as technical advisor to the Argentine Bureau of Aeronautics, and helping that Bureau to establish a system of pilot training, licensing, and inspection similar to that of the CAA in the United States. His work has received the highest commendation from our Embassy and has been endorsed, we believe, by the military and naval attaches.

Mr. Tippett has recently returned to the Argentine in a Fairchild M-62A, which the Army Air Forces very kindly made it possible for DSC to acquire in order that Mr. Tippett might carry out secondary training in Argentina in an American aircraft instead of the German Focke-Wulf he had been forced to use previously.

Within the next two months, Mr. Tippet will be embarking on the multi-engine training stage of his program, and it is hoped that he will be able to carry out a certain amount of indoctrination in commercail methods of multi-engine operation, not only in Argentina but in other Latin American countries. The CAA is anxious to purchase a small twin-engine training plane, preferably a Cessna AT-17, which Mr. Tippett can use in this work. This project is endorsed by the State Department, and the Defense Supplies Corporation in collaboration with whom the project will be carried out. It is believed that it will greatly enhance the prestige of American aviation.

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I realize the Air Forces great need for equipment for training our aviators for combat duty, but I trust that in view of the importance of indoctrinating Latin American s with American operating methods and the demonstrated success of the program so far conducted by Mr. Tippett it will be possible for you to permit the CAA to purchase one Cessna AT-17 plus minimum spare parts for this purpose.

If you see your way clear to granting this request, it is hoped that the plane could be made available sometime within the next two months.

Sincerely yours,

(S) JESSE H. JONES
Secretary of Commerce

Lieutenant General Henry H. Arnold
Commander in Chief, Army Air Forces
Washington, D. C.

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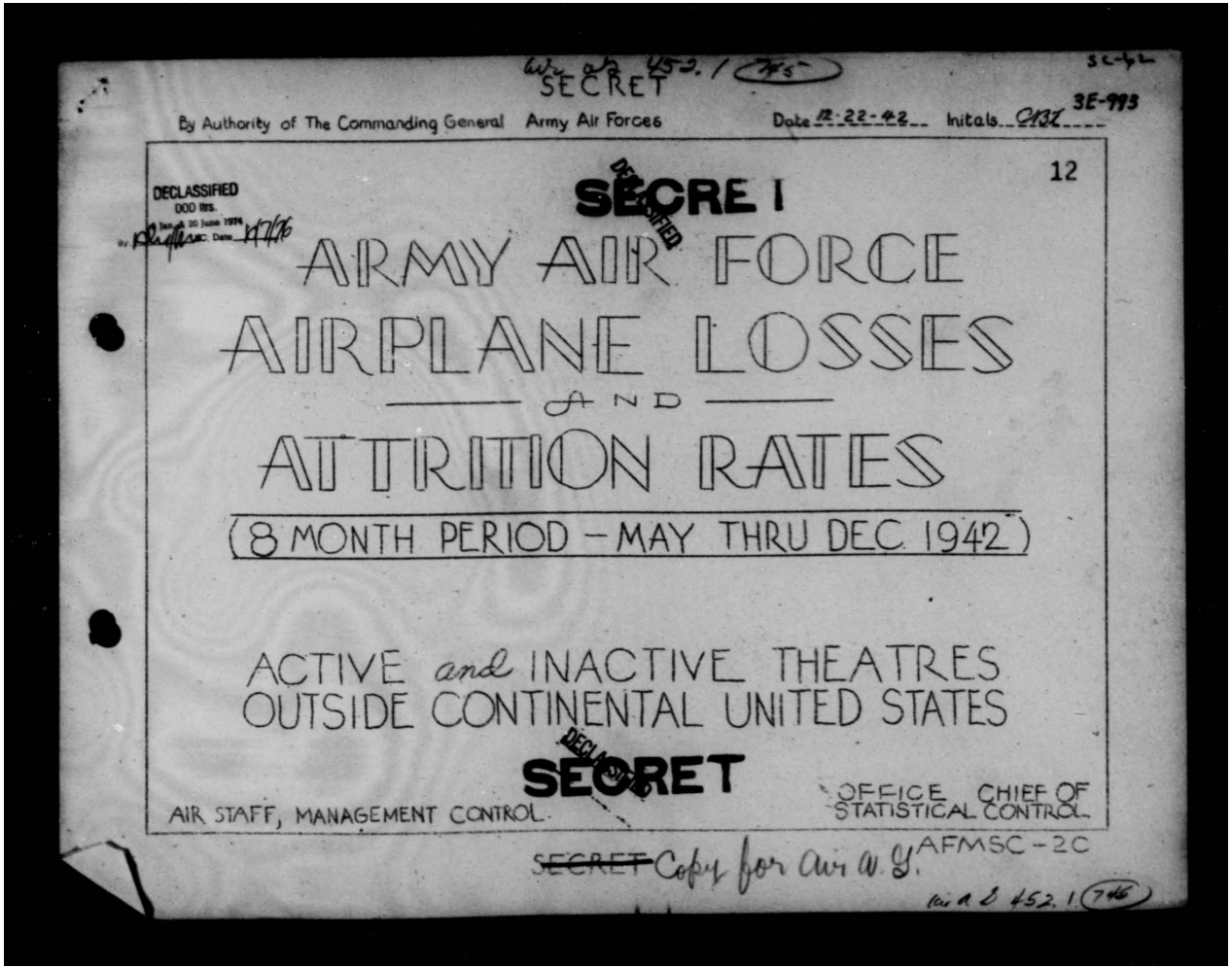

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By Authority of The Commanding General Army Air Forces Date 12-22-42 Initals CBI 3E-993

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Jan. & 20 June 1974
By [illegible] Date 1/7/76

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ARMY AIR FORCE AIRPLANE LOSSES AND ATTRITION RATES

(8 MONTH PERIOD – MAY THRU DEC. 1942)

ACTIVE and INACTIVE THEATRES OUTSIDE CONTINENTAL UNITED STATES

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AIR STAFF, MANAGEMENT CONTROL

OFFICE CHIEF OF STATISTICAL CONTROL

AFMSC-2C

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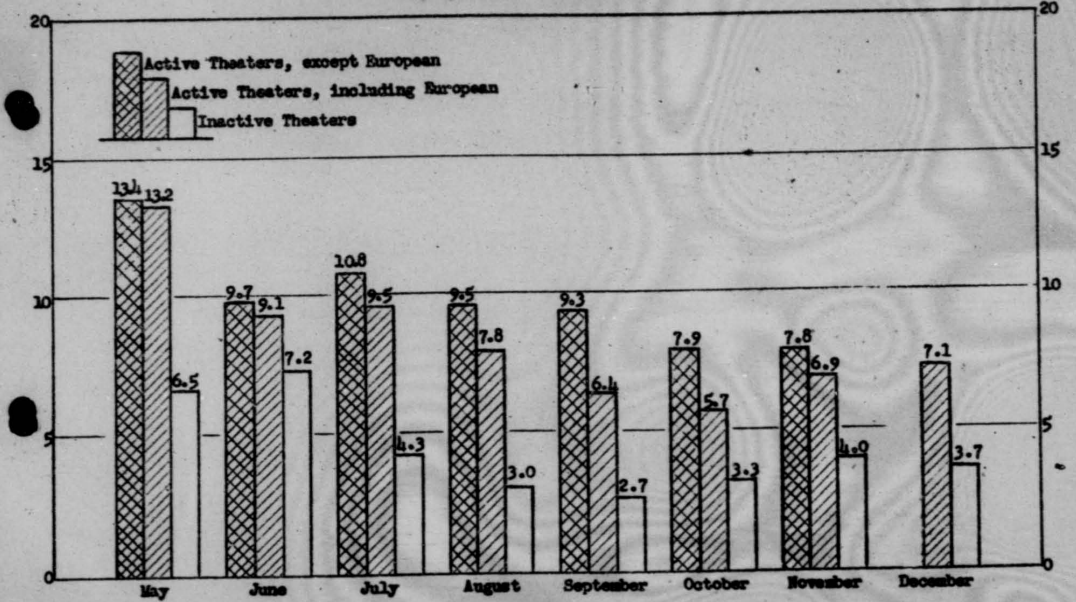
U.S.A.A.F. LOSSES OF ALL AIRPLANES OUTSIDE CONTINENTAL U.S.

By Months, in Percent of Total On Hand

May 1, 1942 to December 31, 1942



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Chief, Statistical Control
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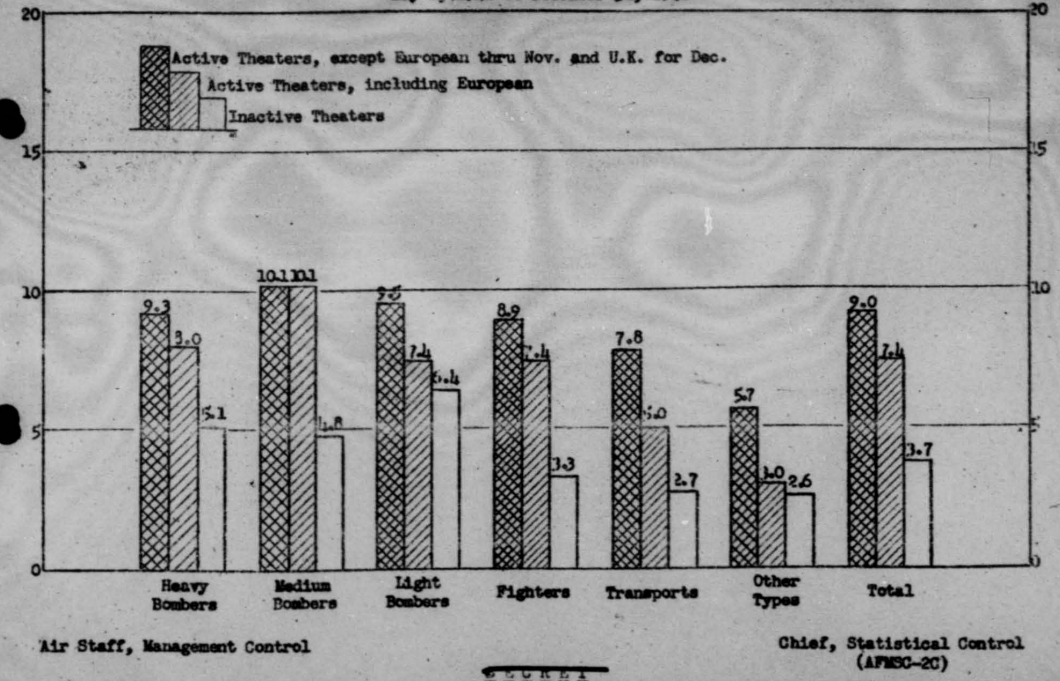
U.S.A.A.F. LOSSES OF ALL AIRPLANES OUTSIDE CONTINENTAL U.S.

By Type, in Percent of Total On Hand

May 1, 1942 to December 31, 1942



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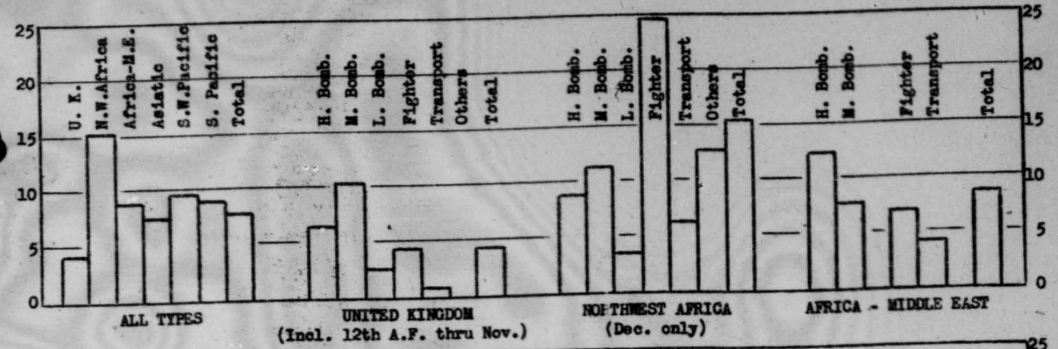
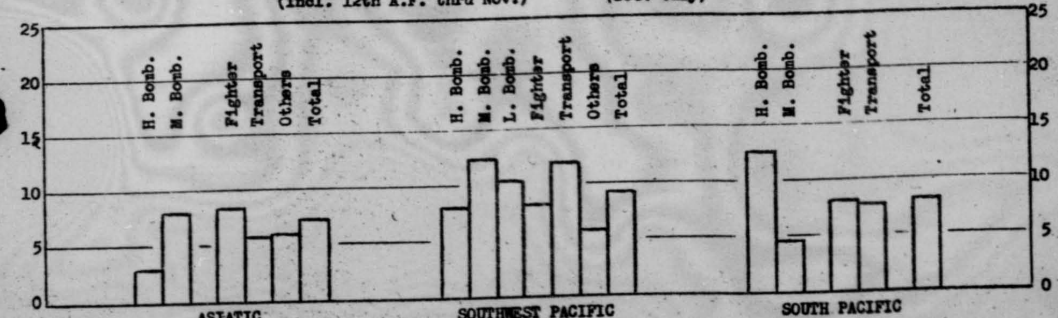
U.S.A.A.F. AIRPLANE LOSSES IN ACTIVE THEATERS

Monthly Attrition Rates in Percent of Total On Hand

May 1, 1942 to December 31, 1942





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U.S.A.A.F. AIRPLANE LOSSES IN ACTIVE THEATERS

May 1, 1942 to December 31, 1942

	European* (8th A.F.)		N.W. Africa (12th A.F.)		Africa Middle East		Asiatic		South West Pacific		South Pacific		Total **	
	During Dec.	Since May 1	During Dec.	Since Dec.	During Dec.	Since May 1	During Dec.	Since May 1	During Dec.	Since May 1	During Dec.	Since May 1	During Dec.	Since May 1
Heavy Bombers														
Number of Plane-months	240	1031	71	71	73	360	31	147	124	640	49	216	588	2465
Number of Planes Lost	20	65	6	6	-	44	1	4	7	52	4	27	38	198
Percent Lost Per Month	8.3	6.3	8.5	8.5	-	12.2	3.2	2.7	5.6	8.1	8.2	12.5	6.5	8.0
Medium Bombers														
Number of Plane-months	39	138	45	45	58	251	35	164	97	719	27	133	301	1450
Number of Planes Lost	2	14	5	5	4	19	1	13	8	89	1	6	21	146
Percent Lost Per Month	5.1	10.1	11.1	11.1	6.9	7.6	2.9	7.9	8.2	12.4	3.7	4.5	7.0	10.1
Light Bombers														
Number of Plane-months	32	193	57	57	-	-	-	-	35	401	-	-	124	651
Number of Planes Lost	4	5	2	2	-	-	-	-	3	41	-	-	9	48
Percent Lost Per Month	12.5	2.6	3.5	3.5	-	-	-	-	8.6	10.2	-	-	7.3	7.4
Fighters														
Number of Plane-months	609	2523	271	271	151	498	158	821	353	2659	182	899	1724	7671
Number of Planes Lost	35	108	67	67	12	35	***-3	69	20	216	3	72	134	567
Percent Lost Per Month	5.7	4.3	24.7	24.7	7.9	7.0	-	8.4	5.7	8.1	1.6	8.0	7.8	7.4
Transports														
Number of Plane-months	11	507	142	142	50	70	22	275	49	241	16	39	290	1274
Number of Planes Lost	-	4	9	9	2	3	-	16	6	29	1	3	18	64
Percent Lost Per Month	-	.8	6.3	6.3	4.0	4.3	-	5.8	12.2	12.0	6.3	7.7	6.2	5.0
Other Types														
Number of Plane-months	90	209	16	16	-	-	12	34	24	155	9	22	151	436
Number of Planes Lost	-	-	2	2	-	-	2	2	1	9	-	-	5	13
Percent Lost Per Month	-	-	12.5	12.5	-	-	16.7	5.9	4.2	5.8	-	-	3.3	3.0
Total Planes														
Number of Plane-months	1021	4601	602	602	332	1179	258	1441	682	4815	283	1309	3178	13947
Number of Planes Lost	61	196	91	91	18	101	1	104	45	436	9	108	225	1036
Percent Lost Per Month	6.0	4.3	15.1	15.1	5.4	8.6	.4	7.2	6.6	9.1	3.2	8.3	7.1	7.4

Note: One Plane-month represents one plane on hand for a period of one month. Thus one plane on hand for six months or six planes on hand for one month equals six plane-months.

* Includes Iceland; also includes 12th Air Force through November only.

** Percent lost per month since May 1 in all active theaters is abnormally low because of the large number of planes and relatively slight activity in previous months in the European Theater.

*** -3 indicates that 3 more planes were picked up from salvage than were lost during the month.

Air Staff, Management Control
Chief, Statistical Control
(AFMSC-2C)

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U.S. A.A.F. AIRPLANE LOSSES IN INACTIVE THEATERS

May 1, 1942 to December 31, 1942

	North American (except Continental U. S.)		Central Pacific		Latin American		Enroute *		Total	
	During December	Since May 1	During December	Since May 1	During December	Since May 1	During December	Since May 1	During December	Since May 1
Heavy Bombers										
Number of Plane-months	39	219	45	426	53	342	55	400	192	1387
Number of Planes Lost	2	19	1	16	3	13	1	23	7	71
Percent Lost per Month	5.1	8.7	2.2	3.8	5.7	3.8	1.8	5.8	3.6	5.1
Medium Bombers										
Number of Plane-months	58	311	15	157	75	480	143	506	291	1454
Number of Planes Lost	2	21	-	12	1	16	1	21	10	70
Percent Lost per Month	3.4	6.8	-	7.6	1.3	3.3	4.9	4.2	3.4	4.8
Light Bombers										
Number of Plane-months	18	121	3	48	19	169	20	146	60	484
Number of Planes Lost	-	4	-	6	-	11	2	10	2	31
Percent Lost per Month	-	3.3	-	12.5	-	6.5	10.0	6.8	3.3	6.4
Fighters										
Number of Plane-months	177	1150	289	2018	272	1977	531	2410	1269	7555
Number of Planes Lost	10	65	2	53	6	91	6	43	24	252
Percent Lost per Month	5.6	5.7	.7	2.6	2.2	4.6	1.1	1.8	1.9	3.3
Transports										
Number of Plane-months	28	195	13	79	30	171	31	298	102	743
Number of Planes Lost	-	3	-	1	-	3	5	13	5	20
Percent Lost per Month	-	1.5	-	1.3	-	1.8	16.1	4.4	4.9	2.7
Other Types										
Number of Plane-months	15	89	19	151	120	635	51	167	205	1042
Number of Planes Lost	-	1	-	3	2	22	-	1	2	27
Percent Lost per Month	-	1.1	-	2.0	1.7	3.5	-	.6	1.0	2.6
Total Planes										
Number of Plane-months	335	2085	384	2879	569	3774	831	3927	2119	12665
Number of Planes Lost	14	113	3	91	12	156	21	111	50	471
Percent Lost per Month	4.2	5.4	.8	3.2	2.1	4.1	2.5	2.8	2.4	3.7

Note: One plane-month represents one plane on hand for a period of one month. Thus one plane on hand for six months or six planes on hand for one month each equals six plane-months.

* Includes enroute from U. S to active and inactive theaters.

Air Staff, Management Control
Chief, Statistical Control
(AFMSC-2C)

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U.S.A.A.F. AIRPLANE LOSSES OUTSIDE CONTINENTAL UNITED STATES
BY TYPE AND MODEL
May 1, 1942 to December 31, 1942.

	ACTIVE THEATERS			INACTIVE THEATERS *			TOTAL OUTSIDE CONTINENTAL U. S.		
	Number of Plane-Months	Number of Planes Lost	Percent Lost Per Month	Number of Plane-Months	Number of Planes Lost	Percent Lost Per Month	Number of Plane-Months	Number of Planes Lost	Percent Lost Per Month
Heavy Bombers									
B-17	1782	135	7.6	790	36	4.6	2572	171	6.6
B-24, LB-30	683	63	9.2	597	35	5.9	1280	98	7.7
Total	2465	198	8.0	1387	71	5.1	3852	269	7.0
Medium Bombers									
B-10, B-12, B-18	7	1	14.3	707	27	3.8	714	28	3.9
B-25	875	81	9.3	280	13	4.6	1155	94	8.1
B-26	568	64	11.3	467	30	6.4	1035	94	9.1
Total	1450	146	10.1	1454	70	4.8	2904	216	7.4
Light Bombers									
A-12, A-17, A-18	-	-	-	97	7	7.2	97	7	7.2
A-20, DB-7B	516	23	4.5	294	20	6.8	810	43	5.3
A-24	135	25	18.5	-	-	-	135	25	18.5
A-28, A-29	-	-	-	93	4	4.3	93	4	4.3
Total	651	48	7.4	484	31	6.4	1135	79	7.0
Fighters									
P-26, P-36, P-37	-	-	-	483	18	3.7	483	18	3.7
P-43, P-47	89	14	15.7	48	-	-	137	14	10.2
P-38, P-322	1314	93	7.1	649	46	7.1	1963	139	7.1
P-39, P-400	2898	245	8.5	2093	85	4.1	4991	330	6.6
P-40	2632	172	6.5	4156	99	2.4	6788	271	4.0
P-70	-	-	-	126	4	3.2	126	4	3.2
Spitfires	738	43	5.8	-	-	-	738	43	5.8
Total	7671	567	7.4	7555	252	3.3	15226	819	5.4
Transports									
Total	1274	64	5.0	743	20	2.7	2017	84	4.2
Other Types									
Total	436	13	3.0	1042	27	2.6	1478	40	2.7
GRAND TOTAL	13947	1036	7.4	12665	471	3.7	26612	1507	5.7

* Including planes enroute from U. S. to Theaters.

Air Staff, Management Control
Chief, Statistical Control
(AFMSC-2C)

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DOD Ltrs.
8 Jan. & 30 June 1974
By [illegible] Date 10/7/76

MEMORANDUM FOR: Commanding General, Materiel Command

SUBJECT: C-87 Fuel System

1. Reports relative to the operation of C-87 type aircraft indicate that gasolene enters the cabin through the channel of the spar to the center section. The gasolene fumes and leakage in the cabin may be contributed to expansion of gasolene in fuel cells shortly after take-off and also due to improper seal of the gasolene cap, causing syphoning of gasolene from tank.

2. In view of these reported difficulties of the C-87 fuel installation, it is directed that the fuel system be investigated as to a possible fire hazard, as regards the radio installation in center section adjacent to fuel transfer system, inadequate ventilation to wing section, and passengers smoking during flight.

3. Recommendations are also desired as to restricting the operations of C-87's until the possibility of fire hazard has been definitely determined and corrective action taken.

4. Immediate action is requested.

By Command of Lieutenant General ARNOLD:

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

Copy to CG, Air Transport Command

Dispatched
JAN 28 1943
AAG

File
a 1/28/43

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AC 0.2 452.1 (744)

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DOD ltrs
8 Jun & 20 June 1974
By [illegible] Date 10/7/76

ADDRESS REPLY TO
ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON, D. C.

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

January 26, 1943

MEMORANDUM FOR GENERAL STRATEMEYER

Subject: C-87 Fuel systems

1. The factory engineered fuel transfer system on the C-87 and converted B-24D cargo airplanes presented a fire hazard caused by leakage when the detachable hoses were used to transfer fuel. In place of a tank selector valve, connections to the various main tanks from the auxiliary tanks were made by the use of hoses with quick disconnect fittings. Every time fuel was transferred with this installation, the fuel spilled; gasoline fumes and gasoline saturated cabin insulation making an extremely dangerous fire hazard. As a temporary expedient to prevent possible fires from occurring, a fuel transfer system using valves was designed by American Airlines and adopted by the Air Transport Command (See attached Schematic Diagram). Verbal approval was given by the Materiel Command for this system and a confirming R&R has been submitted covering this and other items relative to eliminating presence of gasoline and gasoline fumes in the cabin of the C-87 airplane.

2. The subject transfer system is being incorporated in the C-87 airplanes operated by this Command as expeditiously as possible. Summary of the action taken to date is as follows:

a. All Contract Operators and Wing Commanders have been instructed regarding precautionary measures to be taken in refueling, operations of radio equipment, and transfer of fuel during flight;

b. Instructions have been issued that no ATC C-87 aircraft will be operated unless equipped with the modified fuel transfer system;

c. Definite instructions that smoking will not be permitted by crew or passengers at any time and that ships will be placarded accordingly have been sent to all concerned.

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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Memorandum for General Stratemeyer

3. The installation of the modified transfer system eliminated all sources of gasoline fumes in the cabin except those which come through the cabin access opening to the trailing edge of the wing. This gasoline comes from fuel tank leaks and/or faulty wing tank filler necks, and it is planned to prevent this gasoline from entering the cabin by properly ventilating the wing and sealing the access opening. The Materiel Command has also been advised of this source of fumes.

4. Mr. Newman, Vice President of Consolidated Aircraft, was contacted this morning, January 26, and he advised that the fuel system on the C-87 is being redesigned so as to be similar to that used in the LB-30 to eliminate the need of the fuel transfer system - one large tank per wing - eliminating the individual self-sealing tanks. The access panel is now being sealed at the factory, and drawings for this rework are being forwarded to this Office, Airmail Special Delivery today. To further improve the ventilation of the cabin, tests are to be conducted by American Airlines to develop a suitable means of ventilating the wings on the airplanes now in operation. In addition to the wing ventilation, fuel transfer compartment ventilators will be devised.

5. The battery installation of the C-87 presented a source of sparks in case the master switch was not pulled at the time of battery terminal removal or replacement, and this has been corrected temporarily by replacing the metal battery box covers with covers of non-conducting metal. The metal cover would cause shorts if the mechanic touched the terminals during installation. See attached R&R to AFAMC, dated December 28, 1942; also copy of bulletin concerning this item.

6. R&R is being sent to AFAMC today, January 26, recommending that all radios be removed from the fuel section of the cabin unless tests definitely prove that it is not a fire hazard. Tests and decisions will be made by AFAMC.

7. It is recommended that C-87 aircraft be restricted to cargo service until the investigation by Materiel Command is completed and corrective action taken.

H. L. George

H. L. GEORGE
Major General, U.S.A.
Commanding

Incls.
Wires: 8 dtd 1/26/43
1 dtd 1/22/43
R&R : 1 dtd 1/19/43
(with incls. as listed)
1 dtd 12/28/42
(with incls as listed)

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Fire Hazard of C-87 Battery Installation. CONFIDENTIAL

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AFATC/A-3/JL/hg-71320

1942
1. AFATC AFAMC 12/28
and
AFASC
(in
turn)

1. It is requested that the battery terminal cover boxes on all C-87 airplanes be made of non-conducting material (See attached sketch of plastic cover box) and that a supply of these covers be sent immediately to this Command.

2. The present metal covers, although lined with rubber, frequently short circuit the battery terminals when they are being installed and if any inflammable material is present, a fire is likely to occur. To date, one airplane has burned because of a spark caused by the terminal cover box shorting across the battery terminals, and all of the metal cover boxes inspected on other airplanes had several places on the edges where the metal was fused.

3. As a temporary expedient until plastic covers are received, this Command is issuing instructions to the Field that all C-87 battery box covers be made out of wood and that the insulating material in the area of the batteries between stations 2.0 and 4.0 be removed. A copy of this bulletin is attached for your information.

4. It is also recommended that the entire battery installation on the C-87 and B-24 airplanes be revised so that the batteries are housed in a ventilated compartment which is serviced from the outside of the airplane, similar to the C-47 and C-53 installations, except the batteries would be installed horizontally instead of vertically. This change would not alter the battery design and would permit installation of the batteries in ten minutes, instead of one hour as at present. The fire hazard would also be eliminated.

5. The alcohol supply tank on the C-87's should be made fillable from the outside of the airplane, in addition to being refillable from the inside during flight. This outside filler will permit faster servicing of the plane and will keep the alcohol spillage inside of the plane to a minimum.

H. L. GEORGE
Major General, U.S.A.

Incl.-1
Bulletin on C-87
Battery Change, & Sketch.

DECLASSIFIED
DOD ltrs
June 30 June 1974
By: [signature] C. Date 10/7/96

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DOD Dir. 5200.10 June 1974
nlcyhrs Date 10/7/76

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ARMY AIR FORCES
HEADQUARTERS AIR TRANSPORT COMMAND
WASHINGTON

December 28, 1942.

OPERATIONAL BULLETIN

SUBJECT: Airplane Battery Terminal Box Change, Consolidated C-87 Aircraft.

1. As a result of a recent fire caused by a spark when the battery terminal box cover was being reinstalled over the battery terminals, the following changes shall be accomplished immediately in order to prevent any possibility of further fires:

a. Wooden battery terminal box covers shall be made, per the attached sketch, and installed in place of the existing metal cover boxes.

b. The wall insulating material in the area of the batteries, between stations 2.0 and 4.0, shall be removed.

c. Care shall be taken when filling the alcohol supply tank, near the batteries, that none shall be spilled and if any is spilled, the area shall be thoroughly aired and dried before any work is done on the batteries.

2. Plastic battery terminal box covers will be supplied in place of the wooden box covers as soon as they become available.

L. G. Fritz

L. G. FRITZ,
Colonel, Air Corps,
Chief, Operations Staff, A-3.

Incl. - Sketches (3)

Distribution:

CG	1
CS	1
DCS	1
IG	1
ATR	130
FER	3
All Wing Commanders	25
A-3 Staff	1

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NOTES:

1- INSULATION PADDING SECTIONS IN AREA OF BATTERIES BETWEEN STA. 2.0 & 4.0 TO BE REMOVED.

2- CANVAS COVERING AROUND NOSE WHEEL WELL, SHOWN------, IS TO REMAIN.

3- METAL BATTERY JUNCTION BOXES TO BE REPLACED BY WOODEN JUNCTION BOXES SHOWN IN SKETCH.

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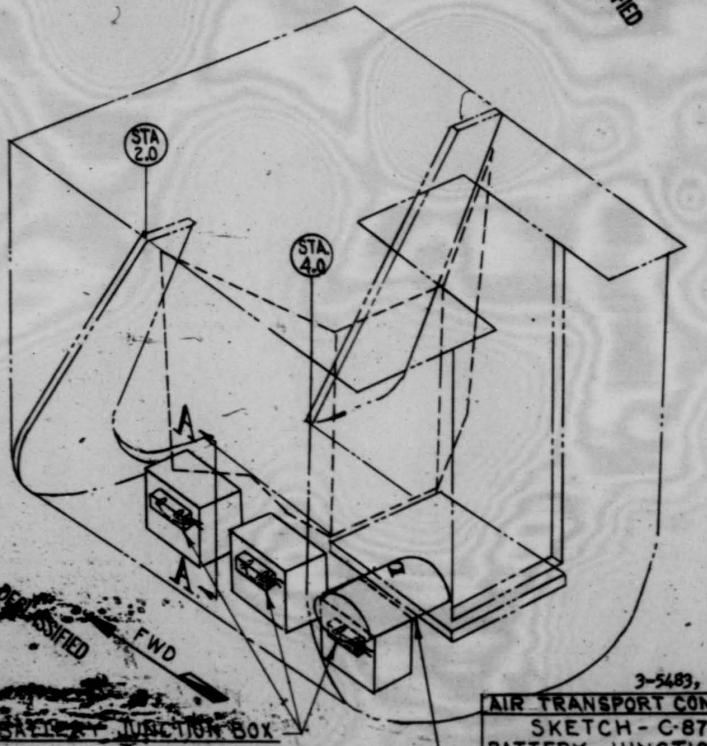

3-5483, AF

AIR TRANSPORT COMMAND
SKETCH - C-87
BATTERY JUNCTION BOX
FIELD REWORK

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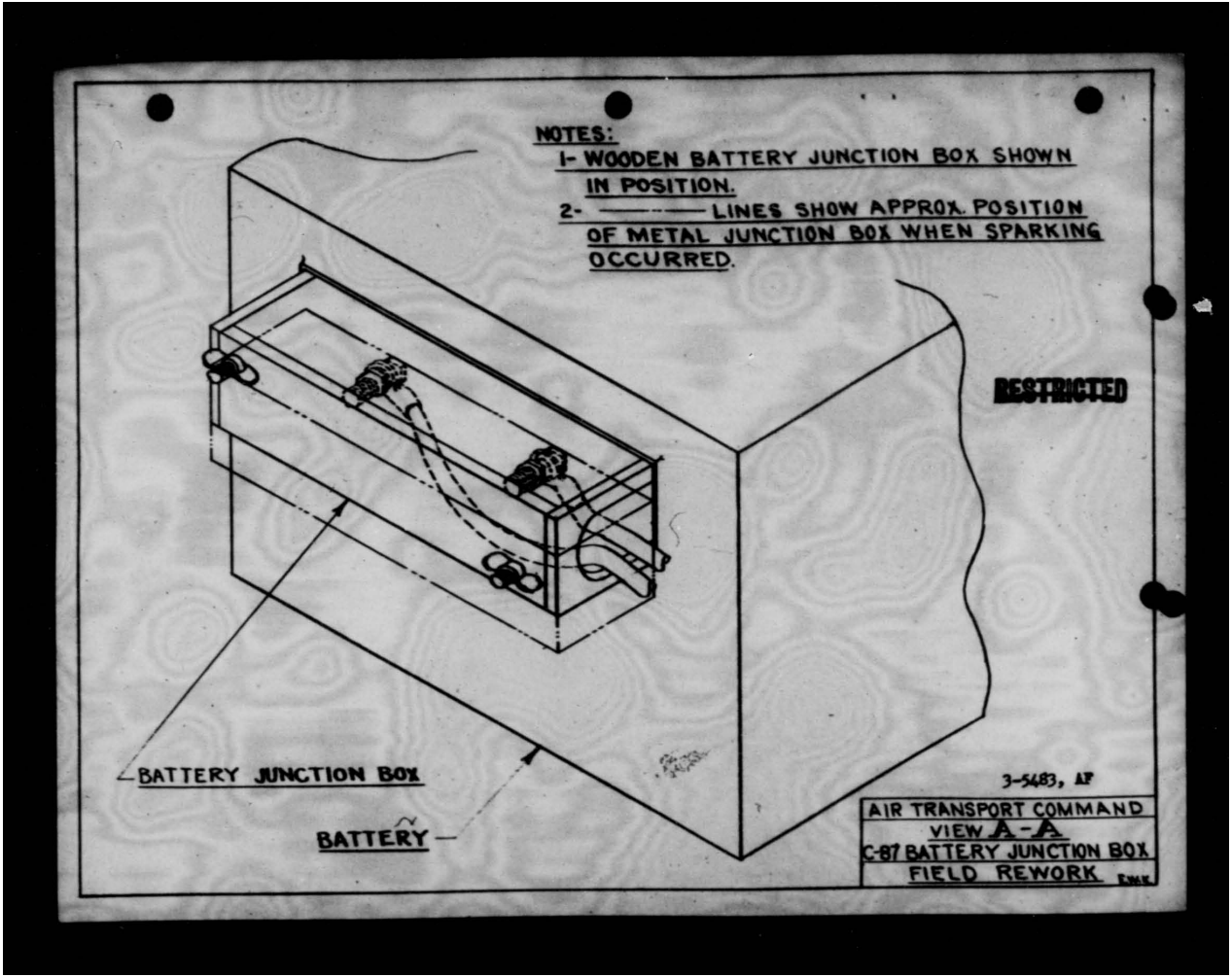

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NO. REQ PER ASSEM	PART NO.	NAME OF PART	STOCK SIZE	MATERIAL	FINISH	SUBSTITUTE MATERIAL
1	-1	FRONT	1/4 X 2 1/8 X 2 1/2 LG.	PLYWOOD	NOTED	1/4 WOOD - ANY KIND
1	-2	BACK	1/4 X 2 1/8 X 2 1/2 LG.	PLYWOOD	NOTED	1/4 WOOD - ANY KIND
1	-3	TOP	1/4 X 2 1/8 X 6 3/4 LG.	PLYWOOD	NOTED	1/4 WOOD - ANY KIND
2	-4	SIDE	1/4 X 2 1/4 X 6 3/4 LG.	PLYWOOD	NOTED	1/4 WOOD - ANY KIND

NOTES:
1- GLUE OR TACK MEMBERS TOGETHER.
2- PAINT ONE COAT O.D. OR ANY AVAILIABLE PAINT.

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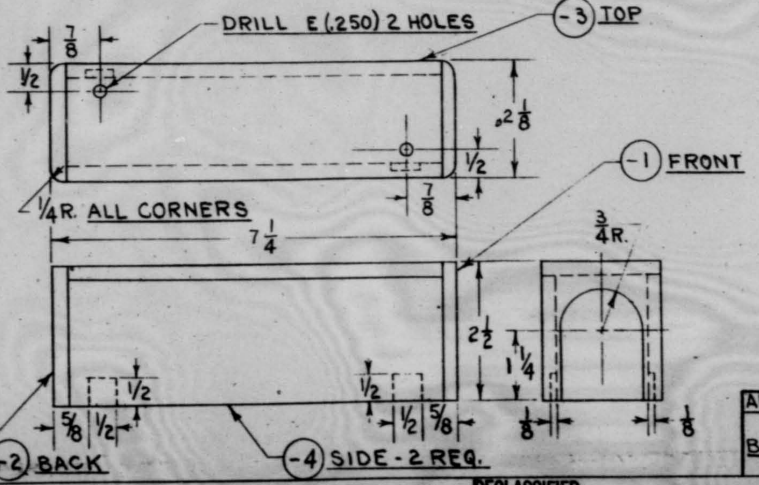

3-5483, AF
AIR TRANSPORT COMMAND
SKETCH - C-87
BATTERY JUNCTION BOX
FIELD REWORK E.W.K.

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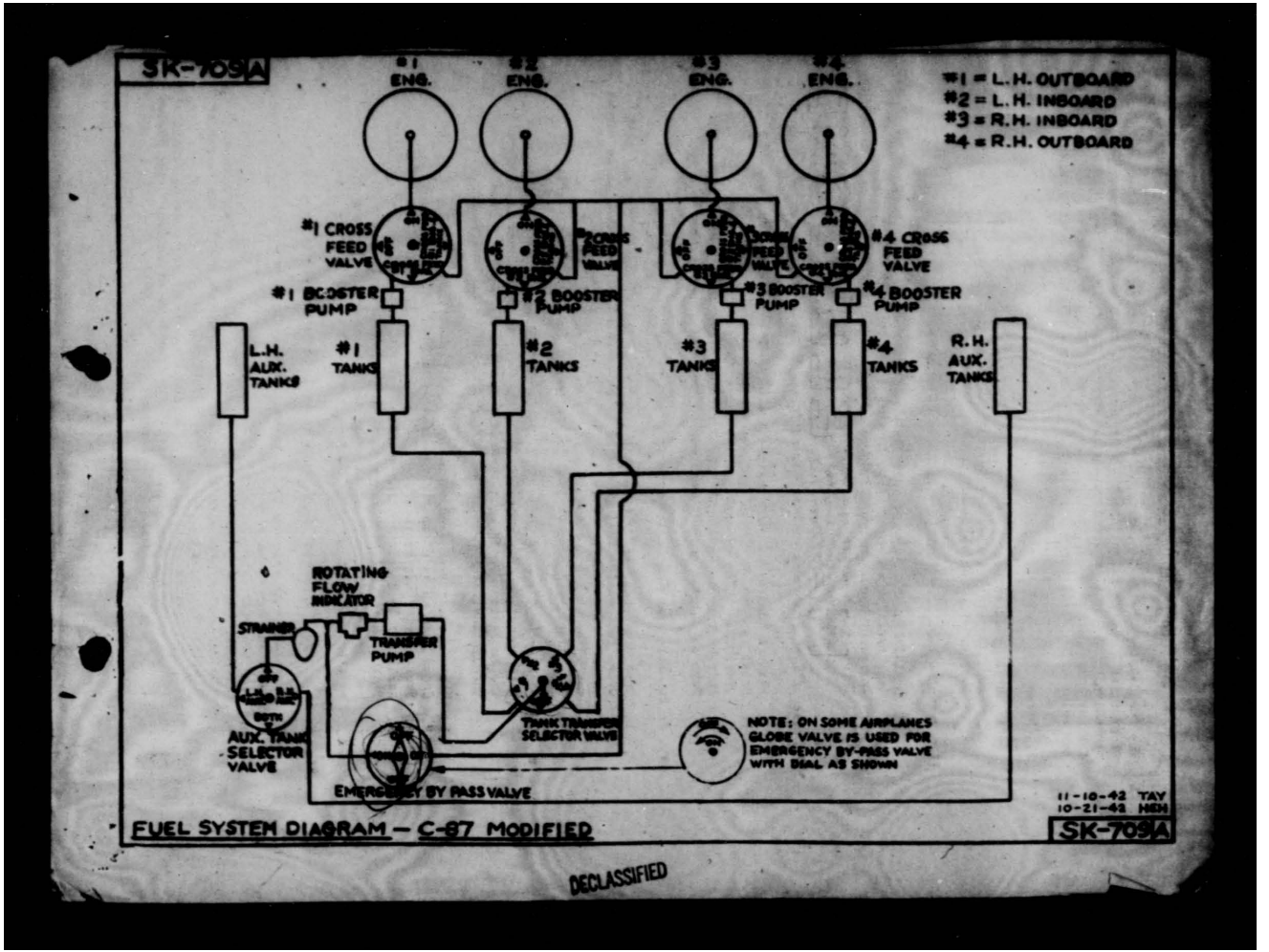

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C-87 FUEL SYSTEM OPERATION

A. The fuel system of the C-87 aircraft has been modified to eliminate the changing of gasoline lines in flight and the fire hazard caused by fumes escaping during the operation. The intake side of the transfer pump is coupled through the strainer to the auxiliary tank selector valve. The output of the pump goes to a K-3 tank selector valve which distributes the gasoline to any one of the four main tanks.

I. Normal Fuel Feed

1. Cross feed valves #1, #2, #3, and #4 turned to ON position.
2. Auxiliary tank selector valve OFF.
3. Emergency bypass valve OFF.

II. Transfer Fuel from Auxiliary Tanks to Main Tanks.

1. Auxiliary tank selector valve to auxiliary tank to be drained.
2. Tank transfer selector valve on tank to be filled.
3. Emergency bypass valve OFF.
4. Throw switch ON (up) and transfer desired amount of fuel. (Transfer rate between 5 and 7 gallons per minute)

III. Use of Fuel From Tank of Dead Engine in any Running Engine.

1. Mixture control of dead engine in IDLE CUTOFF position.
2. Cross feed valve of dead engine in TANK and XMSN. position.
3. Cross feed valve of engine to be operated in XMSN. position.
4. Emergency bypass and tank transfer selector valves OFF.
5. Turn on booster pump of dead engine tank for more positive feed.

IV. To Run More than One Engine from Any Tank.

1. Turn cross feed valve of tank to be drained to CROSSFEED XMSN. and TANK.
2. Cross feed valve of other engine to be operated on same tank to be turned to CROSSFEED - XMSN.
3. Emergency bypass and tank transfer selector valves OFF.
4. Turn on booster pump of tank to be drained for more positive feed.

V. To Transfer Fuel from Tank of Dead Engine to Tank of Any Running Engine. (This operation draws the fuel from the tank to be drained up through the Emergency Bypass Line through the Transfer Pump and forces it through the Tank Transfer Selector Valve to the desired tank).

1. Mixture control of dead engine in CUTOFF position.
2. Cross feed valve of tank to be drained on XMSN. and TANK.
3. Emergency bypass valve ON.
4. Auxiliary Tank selector valve OFF.
5. Tank transfer selector valve on desired tank to be filled.
6. Turn on transfer pump. To accelerate transfer of fuel, turn on booster pump of tank to be drained.

VI. To Secure Fuel From Auxiliary Tanks if Fuel Transfer Pump is Inoperative.

1. Auxiliary tank selector valve to auxiliary tank to be drained.
2. Emergency bypass valve ON.
3. Tank transfer selector valve OFF.
4. Crossfeed valve of one engine only at a time on XMSN. It is recommended that only one engine at a time be operated on the system due to the length of line. (Note: Due to possible air trap in the Emergency Bypass Line, the first engine selected to run on auxiliary tanks may operate erratically for a few minutes. After flow has been established, the engine operation should be normal.)

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Fuel Transfe[redacted]tem in C-87 Aircraft. ~~CONFIDENTIAL~~

DECLASSIFIED 1/19/43

Materiel Command
Thru: Director of Military Requirements, Att: Col. Nelson 1
Air Transport Command, A-3

AFATC/A-3/JCL/bb

1. In accordance with the telephone conversation between Major J. P. Marshall of the Materiel Command, and Major E. A. Cutrell and Major J. C. Moag of the Air Transport Command, the attached drawings of the C-87 fuel transfer system as modified and installed by American Airlines and verbally approved, are forwarded herewith.

2. In the interest of expeditious correction of hazardous difficulties encountered with the fuel transfer system on C-87 airplanes, a correction was accomplished in accordance with these drawings. They are not submitted as a permanent correction, but merely for information as to the changes which we have made.

3. With the modified transfer system, the only remaining source of gasoline or fumes is through the cabin access opening to the trailing edge of the wing. Because of the dihedral of the wings and the higher pressure in the wing than the cabin, any fuel that leaks into the wing from a faulty wing tank filler neck drains down the inside of the trailing edge of the wing and into the cabin through the access panel. It is therefore requested that the poor workmanship of the wing tank filler necks be brought to the attention of the manufacturer, (see attached photo), and that permission be granted to seal up the access panel with canvas and to ventilate the wing to provide a lower pressure there than the cabin.

4. It is requested that this matter be investigated and such action taken as may be necessary to incorporate an improved fuel transfer system on all C-87 airplanes. A suggested installation, which groups all fuel valves together, making them accessible to the flight engineer without him having to enter the cabin and climb over the cargo to reach the valves, is attached.

H. L. GEORGE
Major General, U.S.A.

4 incls -
1. Sketch No. ACA-1017, 1015, 1025, not attached
   1026, 1027 not attached
   BCA-1018, 1030 "
   CCA-1010, 1016, 1017 "
2. Proposed System Drawings (2)
3. Photo. not attached
4. Diagram No. SK-709A

COPY

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18 July & 20 June 1974
By [signature] LC, Date 10/7/76

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8 Jan 68 20 June 1974
By [illegible] Date 10/4/76

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Per
Spr. [illegible] Date

Training Plane Requirements Calendar Year 1943

Colonel Langmead

TO: A-4 (ATTN: Colonel Langmead)

DATE 2-1-43

FROM: Chief of the Air Staff

COMMENT NO. 5
WEH:JT 5246

Decision arrived at in recent Joint Aircraft Committee Meeting which you attended answers the above.

2 Incls.
Added Memo 1-26-43 fr Gen Manley to Gen Stratemeyer

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

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February 10, 1943.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

Subject: Procedure for Effecting Army Air Forces Action Directed by the Joint Aircraft Committee.

1. I have carefully reviewed the attached correspondence.

2. The Joint Aircraft Committee is an agency created by the Secretaries of War and Navy for the purpose of deciding questions of policy affecting the production of aircraft. Decisions made by this Committee are binding upon the War and Navy Departments. In this respect, the Joint Aircraft Committee therefore is an agency empowered to give orders to the Commanding General, Army Air Forces, and a policy once approved cannot be altered or modified without resubmission to it.

3. The authority of the Director of Military Requirements over the Material Command is clear and unmistakable, but it stems directly from the command authority of the Commanding General who, himself, is bound by the decisions of the Joint Aircraft Committee.

4. It appears that some of this difficulty is occasioned by present procedure of the Joint Aircraft Committee in forwarding directly to the Material Command statements of policy, recommendations and approved cases. All action papers from the Joint Aircraft Committee should be forwarded to subordinate commands through the Commanding General, Army Air Forces. This action will enable your directors to keep themselves informed of the policies and orders from the Joint Aircraft Committee and permit the preparation of cases for presentation to the Committee where such action appears necessary.

5. The following Army types are not now set up for 1943 assignments to the United States Navy or Royal Air Force:

B-17	C-69
B-29	C-87
B-26	C-64
P-38	AT-13,14
P-61	AT-17
P-39	AT-10
P-47	

The Joint Aircraft Committee will have no standardization cases on these

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airplanes and directives may be addressed by the Director of Military Requirements directly to the Materiel Command.

6. The following types of airplanes being procured under Army cognizance are set-up for 1943 assignments to the U. S. Navy and Royal Air Force:

Type	Recipient
B-24	USN (PB4Y) and RAF (Liberator)
B-25	USN (PBJ) and RAF (Mitchel)
B-34	USN (PV-1) and RAF (Ventura)
A-20	RAF (Boston)
A-30	RAF (Baltimore)
A-35	RAF (Vengeance)
P-40	RAF (Kittyhawk)
P-51	RAF (Mustang)
C-54	USN (R5D-1)
C-46	USN (R5C-1)
C-47	USN (R4D-1)
C-60	USN (R5O-5)
C-43	USN (GB-2)
C-61	RAF (F-24)
AT-11	USN (SNB-1)
AT-7	USN (SNB-2)
AT-6	USN (SNJ-4) RAF (AT-16)
AT-19	RNAF
PT-13	USN (SNV-1)
PT-17	USN (N2S-4)
PT-26	RAF (Cornell)

With respect to the above airplanes, directives must be in accordance with approved cases and policies of the Joint Aircraft Committee. It is also suggested that a qualified officer be assigned the primary duty of attending all meetings of the Sub-committee for Standardization so that he may keep the directors informed and present his views of matters under discussion. In cases where the recommendations of the Sub-committee for Standardization are at variance with the desires of the directors, the director concerned will then be in a position to appear before the Joint Aircraft Committee and present his argument for consideration.

7. The statement contained in paragraph 6 of the first indorsement should be carefully investigated. Specific instances should be obtained and if the statements made are substantiated by such investigation, corrective action will be taken to eliminate confusion and delay indicated.

Dispatched
11 [illegible]
NAG

Cy to C.G. Materiel Comm.

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

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DOD ltrs
By: [illegible] Date 10/7/76

7

Procedure for Effecting AAF Action Directed by the JAC

Chief of the Air Staff

[illegible], 1943

Dir. Military Requirements

1

MEG:vk 3020

1. The attached letter is forwarded because of the last paragraph of the 1st Indorsement, which states: "This matter is of sufficient importance to be brought to the immediate attention of the Chief of the Air Staff". A proposed 2nd Indorsement to the Materiel Command has been prepared, and is attached hereto.

2. Sub-Committee on Standardization of the Joint Aircraft Committee has continually attempted to control the design, equipment, and production of aircraft in the United States. It is highly desirable to effect complete standardization so that there will be one production line in each factory, and so that all military recipients will utilize the same airplane. It is far more essential, however, that the airplanes produced be best equipped to perform their tactical mission. The Army Air Force is now carrying its load in this world war. We have combat units in every section of the world operating under every type of combat condition. Although the experience of the British may at one time have been quite necessary, the point has now been reached where the Army Air Forces can rely on the experience of its own units in the various theatres of operation. Combat requirements must control aircraft design. The United States must maintain control over its factories and their output.

DAVENPORT JOHNSON,
Major General, U. S. Army.

Incl. 1
Ltr fr Col Lingle w/2 Inds.

DATE 1-27-43

TO: Colonel Langmead, A-4

COMMENT NO. 2
WEH:JT 5246

FROM: Chief of the Air Staff

For recommendation hereon.

Incl.
n/c

WILLIAM E. HALL,
Colonel, G. S. C.

Dispatched
JAN 28 1943
AAG

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DOD ltr
8 Jan. & 30 June 1974
by [illegible] Date 10/7/76

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ASV Equipped Airplanes

TO: Director of Technical Services

DATE: 1-25-43

FROM: Chief of the Air Staff

CONCEPT NO. 2
WHH:JT 5246

1. General Stratemeyer's question has not yet been answered.

2. Please determine whether or not the aircraft in question now have AI installed.

Incl.
n/c

WILLIAM H. HALL,
Colonel, U. S. C.

Dispatched
JAN 25 1943
AAG

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air OS 452.1 (738)

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DOD ltrs
a Jan 20 June 1974
By [illegible] Date 10/7/76

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Assignment of Airplanes.

Assistant Chief of Air Staff, A-3. 1-22-43

Deputy Chief of the Air Staff. #1
TJH/cmc/6371

1. It is desired that the following number of airplanes be assigned to a provisional group to be formed by Brigadier General Howard C. Davidson:

a. Three P-38's
Three B-26's.

b. Investigate the possibility of assigning, additionally, three B-17's for this purpose.

2. The implications of this should be investigated and reported to me for presentation to General Arnold immediately upon his return.

Dispatched
JAN 23 1943
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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c 1/24/43

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/7/76

Ski Equipped Airplanes

Military Requirements 1-22-43

Chief of the Air Staff

WEH:JT 5246 3

For information concerning status of delivery to the designated stations of the subject airplanes when such information [illegible] these stations is available.

Dispatched
JAN 22 1943
AAG

WILLIAM E. HALL,
Colonel, G. S. C.

AAG 452.1 (736)

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DOD ltr's
No. & 20 June 1974
By AK/Mr Dc. Date 10/7/76

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January 19, 1943.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

Subject: Aircraft Winterization Program.

1. A confidential report to General Arnold on the subject of winterization makes serious charges of incompetence and antagonism to the winterization program against the Materiel Command, the Air Transport Command and the Air Service Command. Attached hereto are copies of letters written to the commanding generals of these three commands.

2. The following pertinent paragraphs of the confidential report are furnished to you for special additional directives as are necessary to correct the conditions reported:

"P-39's, which were returned to the States to complete winterization, have started to come up the Route. The coolant apparently is not satisfactory as difficulty was encountered prior to their arrival at Fairbanks, one pilot being forced to jump. Ten of them arrived at Fairbanks on January 5th, all out of commission immediately upon landing on account of failure of hydraulic system with struts failing to hold up. Future inspection showed them to be lacking in drains for coolant and oil as requested by the Russians.

"Another item of interest is that there are two B-24's, one at Watson Lake and the other at Whitehorse, which have been there since some time in November. The same reasons as given for other failures apply in this case. The Eleventh Air Force has a perfectly good C-60 on the ice at Kearney Lake; reason, inadequate winterization; future reactions, unknown."

air CG 452.1 (735)

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3. The report also stated that divided responsibility between Great Falls and Edmonton results in friction and lack of essential control. It is desired that your Directorate investigate immediately and eliminate any friction which exists.

By Command of Lieutenant General ARNOLD:

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incls:
Copy Memo for Materiel Command, Subj: Aircraft Winterization Program,
Copy Memo for Air Service Command, Subj: Aircraft Winterization Program,
Copy Memo for Air Transport Command, Subj: Northwest Ferry Route. (all of these dated January 19, 1943.)

Dispatched
JAN 20 1943
AAG

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DOD ltrs.
8 June & 30 June 1974
By [illegible] Date 10/7/76

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DECLASSIFIED

January 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Aircraft Winterization Program.

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a. One of the greatest difficulties encountered so far is the absolute failure of the hydraulic system. This has been due to two factors: (1) failure of manufacturers to provide proper seals and packing; (2) failure of servicing agencies to provide proper winter grade hydraulic fluids. This was brought to the attention of Wright Field in September and again in November as a result of special communications from Moscow. Notwithstanding the above, inspection indicates the use of packing which was condemned by Dayton during the late winter of last year. The question naturally arises as to what control and supervision our engineers or responsible agencies have been maintaining.

b. With reference to greases and oils, the history of this situation is unique. Records at Wright Field indicate that manufacturers were directed a year ago to service bearings with Beacon M-285 or its equal. Curtis, in effect, refused to comply with this and, as a result, P-40's have been immobilized due to the freezing of controls and control tab hinges. Martin also avoided the issue with the result that the controls on the B-26's are completely inoperative after being exposed to cold.

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e. There has been definite antagonism to the winterization project. "As an indication of Materiel Center's attitude regarding winterization, Colonel Gavin was dispatched along the Northwest Route to determine the minimum needs for winterization. Gavin, while having a great deal of ability, was thoroughly convinced that winterization was a lot of foolishness and said that he could fly standard aircraft without any difficulty under any conditions existing in the Northwest. A record of his flight shows that he started for Ladd Field on December 9th and arrived there on December 26th." Aircraft have been dispatched along the Northwest Route with summer grade oil, summer grade coolant and summer grade hydraulic fluid which has required many hours of hard, bitter work on the part of mechanics who happened to be stationed where the aircraft were grounded. This condition has helped to lower our prestige in the eyes of the Soviet officials at Fairbanks.

d. The Winter Test Station was allotted approximately 35 aircraft which were to arrive not later than November 1st. Deliveries have been delayed with the result that, up to January 4th, only two C-47's, two B-26's, two C-46's, two C-60's, one B-17 and one B-24 have arrived. Those which have arrived, because of improper winterization, have not been operable except with tremendous ground maintenance.

e. The C-46 is handicapped by complicated hydraulic and heater systems. The operation of the airplane depends upon a hydraulic system for its landing gear, tail wheel, and control system which works through hoses which fracture and break under conditions of extreme cold. The heater system is thoroughly unsatisfactory and, when this was called to the attention of one of the responsible authorities, the statement was made that the pilot could wipe the windshield free of frost before taking off.

f. Another difficulty of major importance is the lack of adequate heating and defrosting equipment in our aircraft. This matter was the subject of several conferences during the past summer with emphasis laid on the necessity for windshield defrosting and de-icing. The directive issued required that cabin temperatures be kept above freezing in order to prevent the freezing of oxygen equipment. Dayton has laid emphasis on the fact that no heat is necessary for cargo compartments and yet we provide accommodations in these compartments for the transportation of passengers, troops, sick and wounded people. Unless our manufacturers learn to comply with directives, similar conditions are bound to re-occur.

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h. The vital part of the winterization program has not been completed. This amounts to about ten percent of the total. In view of the evidenced antagonism to the program, the resultant reaction on the part of the manufacturer, the failure on responsible agencies in Dayton to require compliance with directions, drastic action must be taken by the Commanding General, Army Air Forces.

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3. It is directed that you place a general officer of your Command in full charge of the winterization program with authority to obtain materials and direct work at the factories and at the modification centers to expedite and carry through to completion the airplanes for the Cold Weather Test Station, the Eleventh Air Force, and the Russians. This officer will be charged with all functions in connection with this project, which will be given a priority sufficient to insure its accomplishment.

4. Upon request from you, key personnel of the Cold Weather Test Detachment will be made available to you to be utilized along the Route or with operating agencies. Details of control of this personnel and the organization to be employed will be worked out in cooperation with the Commanding Officer of the Cold Weather Test Detachment, Colonel Gaffney.

5. It is desired that you investigate the alleged antagonism and prejudices mentioned in this communication and issue necessary instructions to insure whole-hearted cooperation throughout your Command in the execution of the winterization program.

By command of Lieutenant General ARNOLD.

Dispatched
JAN 20 1943
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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DOD Ltr.
6 June 30 June 1974
By: [illegible] C. Date 10/7/2

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January 19, 1943.

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File 19 June 43

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Air AS 4521 (735 a)

COPY FOR GENERAL STRATEMEYER

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January 19, 1943.

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By command of Lieutenant General ARNOLD.

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T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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DOD ltrs
Sep. 6 20 June 1974
By [signature] LC, Date 10/7/76

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DECLASSIFIED

January 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Aircraft Winterization Program.

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By command of Lieutenant General ARNOLD.

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a 19 June 43

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T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Air AS 452.1 (734)

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DOD Ltr.
9 Jan. & 20 June 1978
By: [illegible] Date: 6/7/78

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Aircraft Winterization Program.

TO: 4/18 Director of Military Requirements

DATE 2/9/43

FROM: Chief of the Air Staff

COMMENT NO. 1
MAL/mdg/5265

For your information and return to this office for files.

MAL
MILLARD A. LIBBY
Lieut. Colonel, G. S. C.

Att: Memo to CG, ASC,
1/19/43, w/1st Ind.

Comment #2
2-9-43

To: Chief of Air Staff
From: Military Requirements
Noted
M.E.G.

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2/11/43

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Air AG 452.1 (24)

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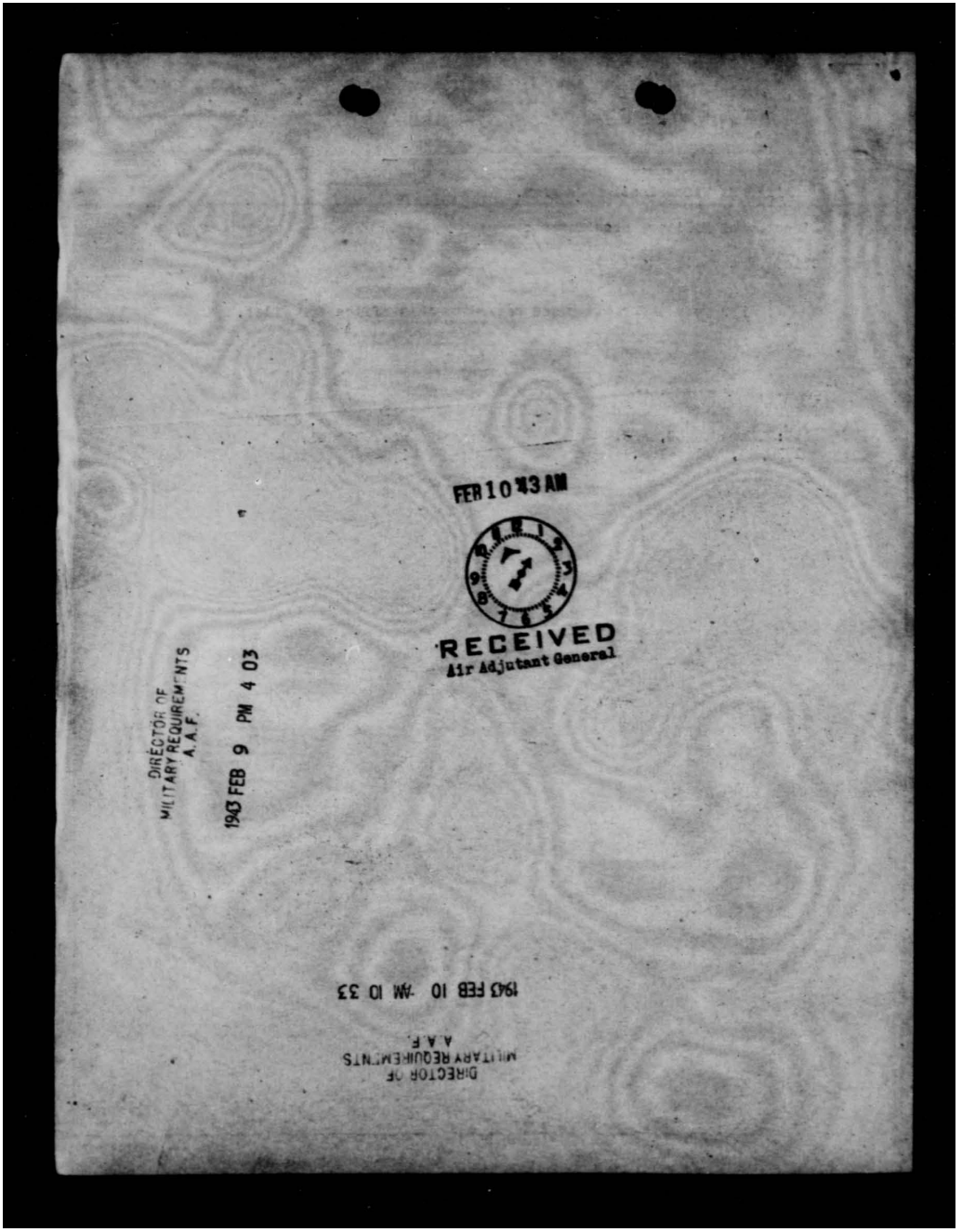

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30 June 1974
Ath/Kra Date 10/7/76

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WD, Hq., AAF, Washington, DC, Secret Memo For: CG, ASC, Subj: Aircraft Winterization Program, Dtd 1/19/43

1st Memo. Ind.

AAF HQ ASC Patterson Field, Fairfield, O., February 6, 1943.

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

1. This Command is keeping close contact with the Winterization Committee of Materiel Center in order to be abreast of all latest changes pertaining to winterization. It is also contemplated sending a flying expedition along the northwestern route, all the way up to Nome, in order to obtain first hand information on the questions raised in paragraph 1, basic memorandum.

2. In compliance with paragraph 2, basic memorandum, Major N. V. Balashov has been placed in charge of winterization program of this Command. He has been directed to consolidate all winterization activities under one office, Winterization Branch, presently assigned to the Aircraft Section, Maintenance Division. He is to supervise all phases of modification project with coordination by all organizations involved. In addition to the engineering qualifications of this officer, his knowledge of Russian makes him particularly suitable for cooperating with representatives of the Soviet Government in this country, on the matter of winterization for Russian lend-lease aircraft, as well as Army Air Force aircraft.

For the Commanding General:

Joseph T. Morris
JOSEPH T. MORRIS
Colonel, Air Corps
Ass't. Chief, Maintenance Division

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I.M.E. - HQ. AAF

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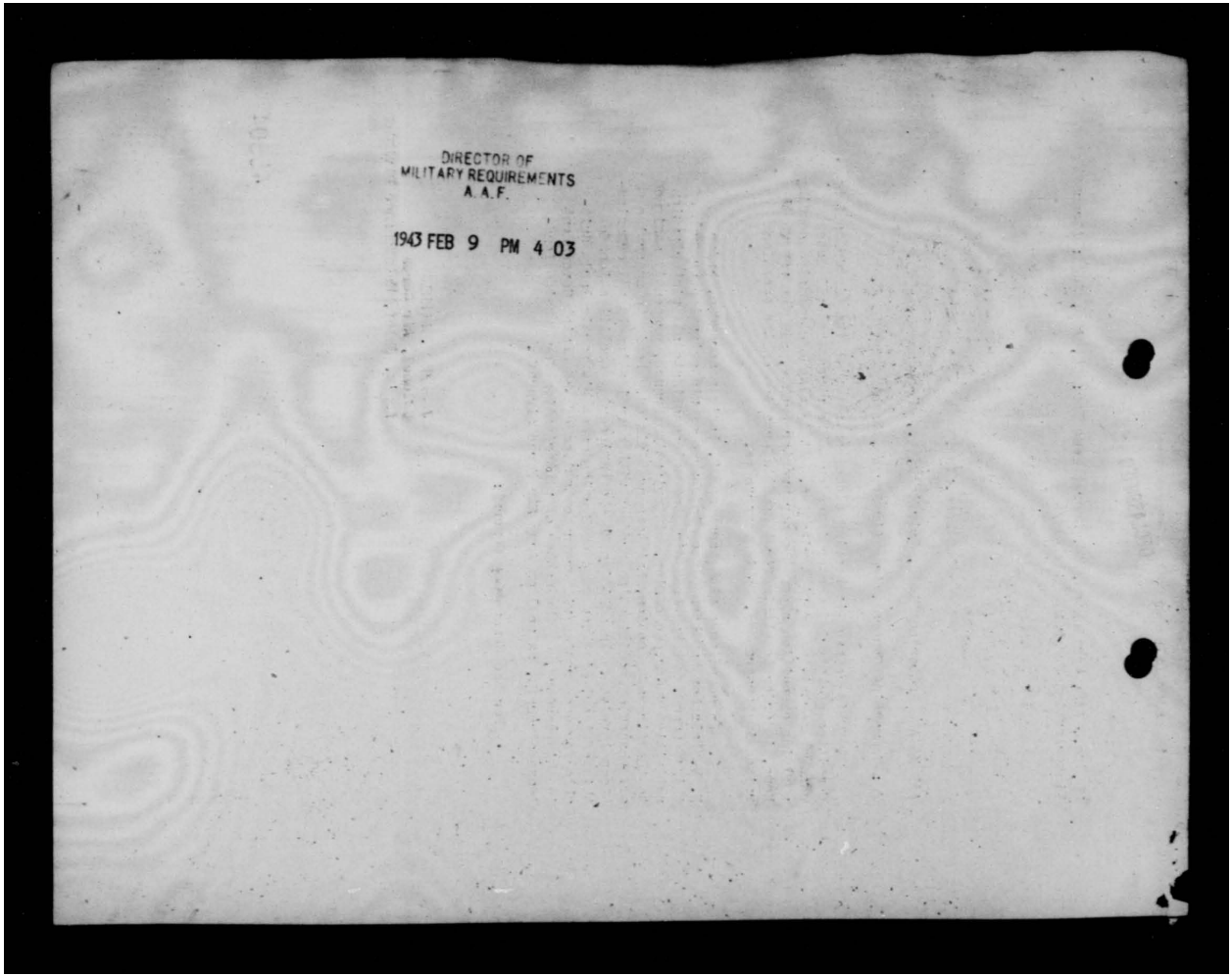

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DOD ltrs.
Jan. 6, 28 June 1974
Date 10/7/76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Aircraft Winterization Program.

1. A confidential report to General Arnold on the subject of winterization included the following paragraphs:

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By command of Lieutenant General ARNOLD.

FOR VICTORY
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

DECLASSIFIED

T. J. Hanley Jr.
T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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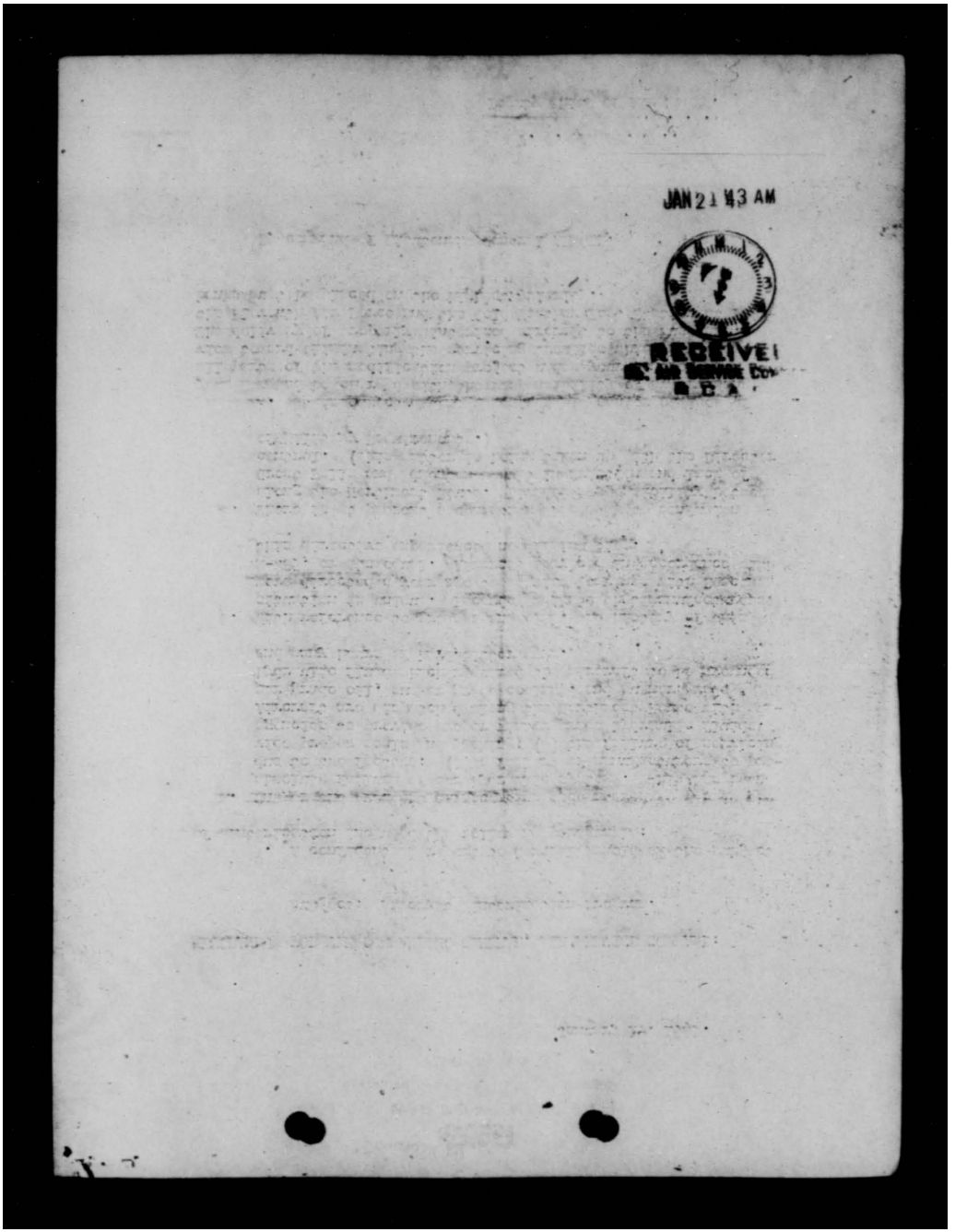

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Date 10/7/76

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Aircraft Winterization Program.

Director of Military Requirements 2/9/43

Chief of the Air Staff

MAL/mdg/5265 1

For your information and return to this office for files.

Dispatched
FEB 9 1943
AAG

HILLARD A. LIBBY
Lieut. Colonel, G. S. C.

Att: Memo to CG, ASC,
1/19/43, w/1st Ind.

Air Ag 452.1 (734)

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HEADQUARTERS ARMY AIR FORCES

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DOD ltrs.
18 Jan. & 20 June 1974
By [illegible] Date 10/7/76

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ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT:

TO: Major General George E. Stratemeyer — DATE 1/11/43

FROM: Director of Military Requirements — COMMENT NO. 4

DJ/br 6770

1. A careful check shows these trainers for the Army to be absolutely essential.

DJ.
DAVENPORT JOHNSON,
Major General, U. S. Army.

TO: Air Adjutant General — DATE: 1-16-43

FROM: Chief of the Air Staff — COMMENT NO. 5

MAL;hjb 5265

1. Matter is under discussion at present time by Conference of General Officers.

2. For files.

MAL.
MILLARD A. LIBBY
Lt. Col., G.S.C.

File
ei 1/16/43

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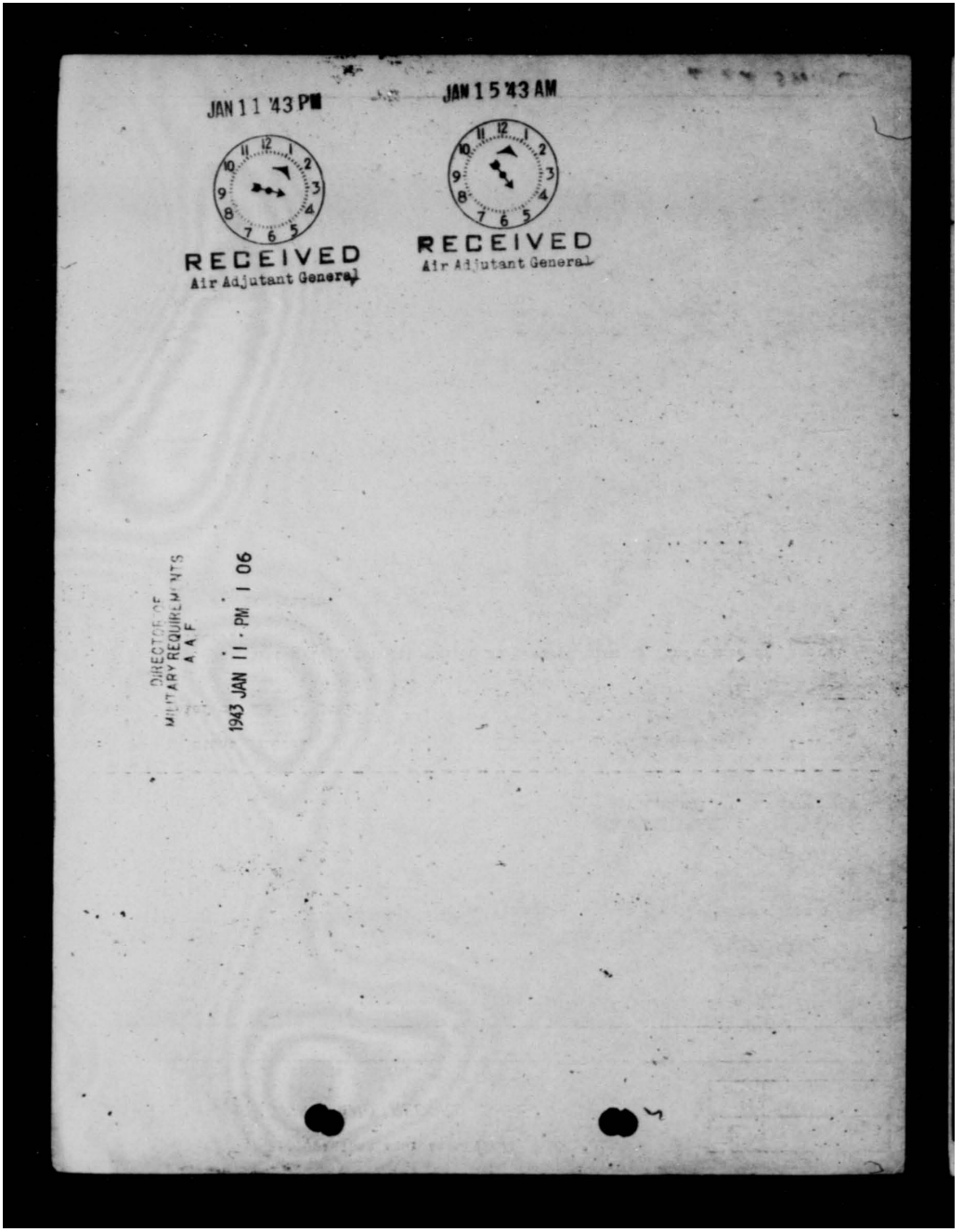

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5 Jan. & 20 June 1974
By [illegible] D.C. Date [illegible]

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

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SUBJECT:

TO: General Stratemeyer

DATE 1/6/43

FROM: General Arnold

COMMENT NO. 1

Telephonic conversation this date from General Knudsen shows him greatly perturbed over Air Forces order of following number of training planes for the year 1943:

11,000	Advanced	British
6,000	Basic	Navy
8,300	Primary	Army
25 300		

It is requested that you bring this matter before the Board of Officers arriving here around January 10th for immediate consideration with the possibility of cutting down on the number of training airplanes for 1943, and thereby increasing our combat airplane output.

H. H. A.

TO: Brigadier General L.S. Smith
thru
FROM: Major General Davenport Johnson
General Stratemeyer

DATE 1/7/43

COMMENT NO. 2

1. Your attention is invited to comment #1 from General Arnold.

2. It was my understanding that the 25,000 training airplanes set up in our 1943 8L Program was the minimum that we could get by with in our 75,000 pilot training program.

3. It is desired that you submit to me by Noon, January 12th, sufficient explanatory data for discussion before the group of general officers that are due to report here on January 15th for discussion of our saturation and levelling off directive.

GES.

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

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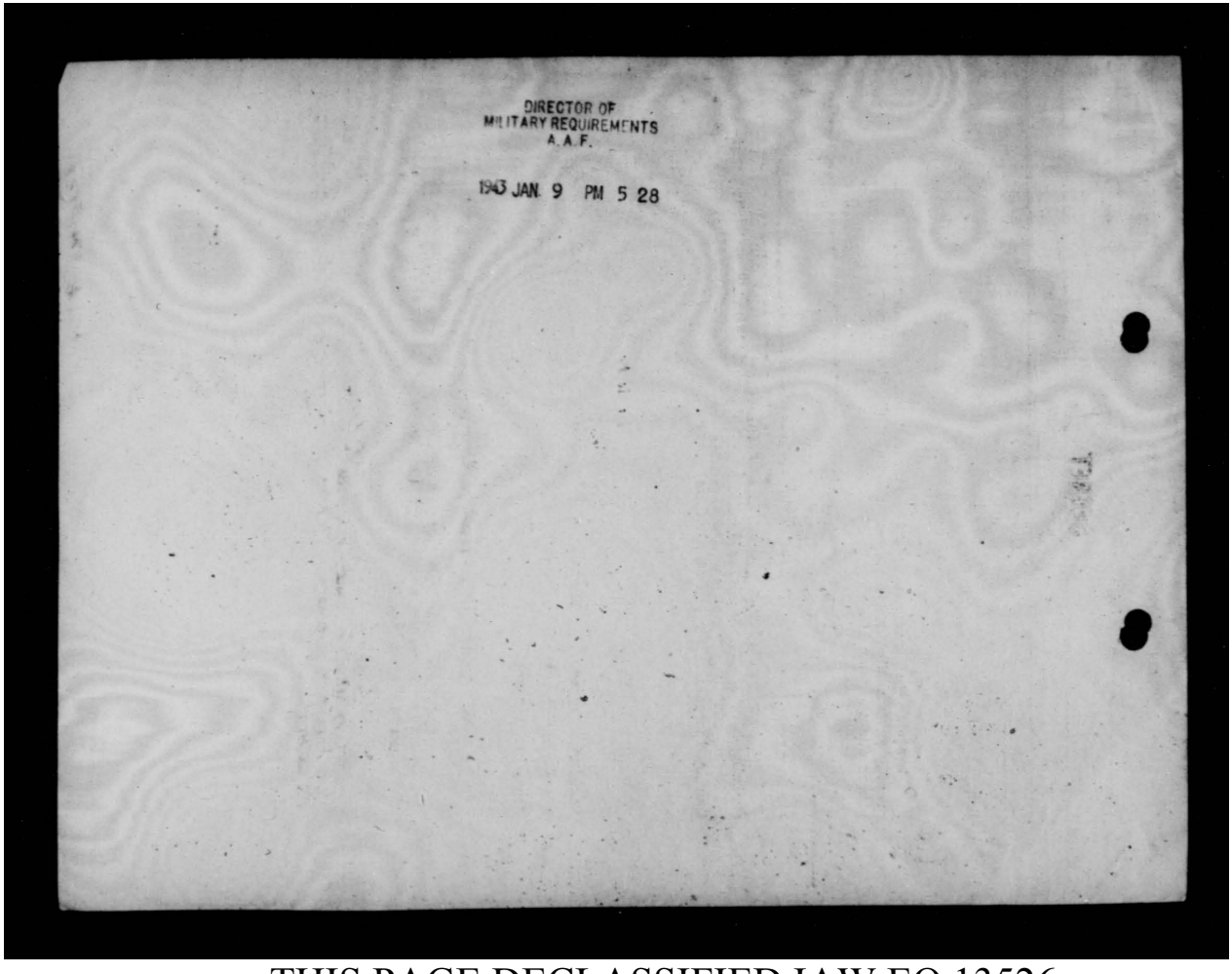

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: Subject - TRAINING Aircraft

TO: Major General George E. Stratemeyer
thru:

FROM: Major General Davenport Johnson
Director of Individual Training

COMMENT NO. 3

1. There is set forth hereinunder a tabulation of the training airplane requirements which includes those for the Navy, the British, the Latin-Americans, and the Army for 1943 based upon representations made to the Joint Aircraft Committee and covered in case No. 31-31 and No. 31-32 of the Joint Aircraft Committee tabulations. The requirements for the Army are revised for leveling off the 80,000 pilot production rate to be attained in December 1943. These figures are the minimum numbers required for the Air Forces to meet the 80,000 Program.

2. In gunnery training there may be substituted medium bombers. In the AT-6 Program there may be substituted 50% fighters. In the Navigation Program there may be substituted converted transports of the C-60 class. No allowance is made for such a potential substitution in view of the priority which is given Flying Training Command over the assignment of tactical type airplanes.

1. Advanced planes:

a.	S.E. (AT-6)		
	Army needs	1245	
	" for BFTS	560 (British 5 Schools in U.S.A.)	
	Navy needs	1838	
	British	1700	
	Latin American	240	
	Total		5,583
b.	TE - Pilotage (AT-9,10,17)		
	Army needs	2707	
	Navy	-	
	British	317	
	Total		3,024
c.	TE - Navigation (AT-7, AT-18)		
	Army	653	
	Navy	152	
	Total		805
d.	TE - Gunnery Flexible (AT-13,14)		
	Army	1036	1,036
e.	TE - Bombardier (AT-11)		
	Army	539	
	Navy	414	
	Total		953
	GRAND TOTAL		11,401

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3-1169 A.F.

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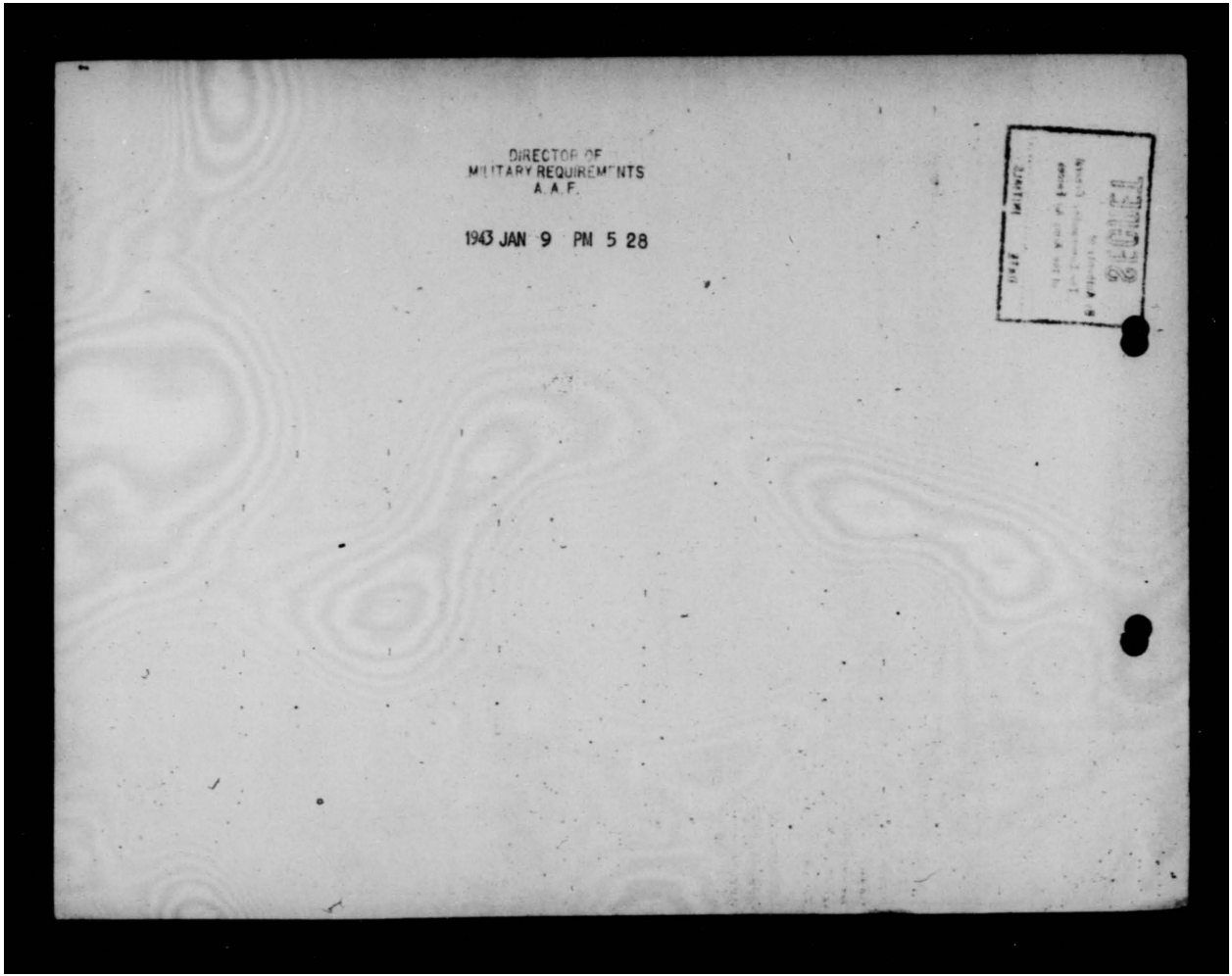

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20 June 1977
Date 1977

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT:

TO: General Stratemeyer
thru:
FROM: General Johnson
Director of Individual Training

DATE

COMMENT NO. 3
contd.

LSS/bw

f. Army total	6740	
Navy total	2404	
British total	2017	
Latin American total	240	
GRAND TOTAL		11, 401
2. Basic:		
Type (BT-13,15)		
Army needs	3694	
Navy	894	
British	-	
Latin American	300	
Total		4,888
3. Primary Trainers:		
Type (PT-17,19,23,26)		
Army needs	4455	
Navy	2909	
British	1270	
Latin American	240	
Total		8,874
4. Instrument Trainers		
Type (Howard GH and Stinson V-78)		
Navy needs	735	
Army	-	
British	-	
		735
GRAND TOTAL FOR ALL TRAINER TYPES		25,898
Army Alone Needs		14,889

L. S. SMITH
Brigadier General, U.S.A.

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DIRECTOR OF
MILITARY REQUIREMENTS
A. A. F.

1943 JAN 11 PM 1 06

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Major General George E. Stratemeyer 1/9/42
Thru:
Major General Davenport Johnson 3

Director of Individual Training

1. There is set forth hereinunder a tabulation of the training airplane requirements which includes those for the Navy, the British, the Latin-americans, and the Army for 1943 based upon representations made to the Joint Aircraft Committee and covered in case Nos. 31-31 and No. 31-32 of the Joint Aircraft Committee tabulations. The requirements for the Army are revised for leveling off the 30,000 pilot production rate to be attained in December 1943. These figures are the minimum numbers required for the Air Forces to meet the 30,000 Program.

2. In gunnery training there may be substituted medium bombers. In the AT-6 Program there may be substituted 30% fighters. In the Navigation Program there may be substituted converted transports of the C-30 class. No allowance is made for such a potential substitution in view of the priority of which is given Flying Training Command for the assignment of tactical type airplanes.

1.	Advanced planes:		
	a. S.E. (AT-6)		
	Army needs	1245	
	* for BFTS	560	
	Navy needs	1838	
	British	1706	
	Latin American	240	
	T o t a l		5,583
	b. TE - Pilotage (AT-9,10,17)		
	Army needs	2707	
	Navy	-	
	British	317	
	T o t a l		3,024
	c. TE - Navigation (AT-7, AT-18)		
	Army	653	
	Navy	152	
	T o t a l		805
	d. TE - Gunnery Flexible (AT-15,16)		
	Army	1036	1,036
	e. TE - Bombardier (AT-11)		
	Army	539	
	Navy	414	
	T o t a l		953
	GRAND TOTAL		11,401

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General Stratemeyer
thru:
General Johnson
Director of Individual Training

3
contd.

LSS/hw

f. Army total	6740	
Navy total	2404	
British total	2017	
Latin American total	240	
GRAND TOTAL		11, 401
2. Basic:		
Type (BT-13,15)		
Army needs	3694	
Navy	894	
British	-	
Latin American	300	
Total		4,888
3. Primary Trainers:		
Type (PT-17,19,22,26)		
Army needs	4455	
Navy	2000	
British	1270	
Latin American	240	
Total		8,874
4. Instrument Trainers		
Type (Howard GH and Stinson V-78)		
Navy needs	735	
Army	-	
British	-	
		735
GRAND TOTAL FOR ALL TRAINER TYPES		35,898
Army Alone Needs		14,880

L. S. SMITH
Brigadier General, U.S.A.

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TO: Materiel Command

9.

FROM: Chief of the Air Staff.

January 16, 1943
NAL:af 5265

1. The schedule for P-6 type aircraft as recommended in item #8, is approved.

2. For necessary action.

Dispatched
JAN 17 1943
AAG

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

Incl.
n/e

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Jan. & 20 June 1974
By ACQUA C. Date 6/9/78

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Request for Assignment of C-60 to General Joyce, Ninth Service Command

Air Adjutant General 1-15-43

Chief of the Air Staff 5

WEH:jt 5245

For dispatch.

Incls.
n/c

Dispatched
JAN 16 1943
AAG

WILLIAM E. HALL
Colonel, G. S. C.

AAG 452.1 (727)

File
a 1/17/43

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AAG 452.1 (727)

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DOD ltrs.
By [illegible] Date 10/7/76

SUBJECT: Use of Helicopters by AAF.

Tally No. 395

DATE: 1/11/43

To: Assistant Chief of the Air Staff, A-4.

Comment No. 1
TJH/eva/6371

From: Deputy Chief of the Air Staff.

1. How many helicopters are being bought by the Army Air Forces?

2. Investigate the possibility of assigning one immediately to the Air Surgeon for use as an air ambulance.

(S)
T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

TO: Deputy Chief of the Air Staff.

DATE: 1/14/43

FROM: Assistant Chief of the Air Staff, A-4.

COMMENT NO. 2

CHJ/mec 71172

1. The following is the latest estimate of production of helicopters being bought by the Army Air Forces and Defense Aid:

Type	Manufacturer	1943 M	A	M	J	J	Total
YR-4A	Vought-Sikorsky	2	2	3	4	4	15
XR-5	Vought-Sikorsky	Unscheduled					4
R-5	Vought-Sikorsky	Unscheduled (for Defense Aid)					250
XR-6	Vought-Sikorsky	Unscheduled					5

2. The helicopter, or rotary wing aircraft, is still in the experimental stage and only one or two of the experimental models have been built by contractors. The fifteen (15)YR-4A which are scheduled to be produced in 1943 are not weight-carrying aircraft. They can only be used for observation. The XR-5, the R-5, and the XR-6 have not yet been scheduled for production, as facilities have not been made available and it will be impossible for production to begin before January, 1944. The XR-5, R-5, and XR-6 will be capable of carrying two (2) 325 lb. depth charges swung on racks attached to the fuselage. The 250 R-5's approved for production by the Joint Aircraft Committee are destined for the United Kingdom when they are produced sometime in 1944.

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(cont)

air ab 452.1 (756)

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DOD Ltr
By [illegible] Date 10/7/76

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Use of Helicopters by AAF. Tally No. 395

2 (cont)

3. Due to the lack of availability of the helicopters it will be impossible to assign one (1) to the Air Surgeon for use as an air ambulance at the present time.

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

TO: The Air Surgeon DATE: 1/15/43

FROM: Deputy Chief of the Air Staff. COMMENT NO. 3
MAL/mdg/5265

To note the preceding comments of A-4, especially Paragraph 3, thereof.

Dispatched
JAN 16 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

air ab 452.1 (726)

File
c 1/17/43

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air ab 452.1 (726)

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Date 10/7/76

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Use of Helicopters by AAF.

Assistant Chief of the Air Staff, A-4. 1/11/43

Deputy Chief of the Air Staff. 1

TJH/eva/6371

1. How many helicopters are being bought by the Army Air Forces?

2. Investigate the possibility of assigning one immediately to the Air Surgeon for use as an air ambulance.

Dispatched
JAN 12 1943
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Tele
1/13/43

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Date 10/7/06

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GHS:nl

P-39's in December.

1-10-43

Ass't Chief of Air Staff, A-3.

1

General Stratemeyer.

1. Reference the attached memorandum, subject: "P-39's in December", it is desired that only the bare minimum number of P-39N's be allocated to OTU's and that every effort possible be made to send to active foreign theaters the P-39N's that are delivered to the Army Air Forces.

2. Colonel Picher stated that during the month of January, 52 P-39N's were to go to OTU's; 15 to the South Pacific and 30 to Northwest Africa. With reference to the 52 set up for OTU's, pare this number down to the bare minimum. If you can get 10 of these 52 into our fighting units, that 10 airplanes might be the determining factor in the winning of an air battle.

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

Incl:
Memo subj: P-39's,
1-9-43 sgd by Capt. Young

Dispatched
JAN 10 1943
AAG

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Miss Ingraham

Air AS 452.1 (725)

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DOD Dir.
By [illegible] Date 10/7/76

Special Report on Aircraft During Month of September, 1942.

CSP:HLR:lr 51

1. AFDFS AFDAS 1943
1-6

1. In compliance with a request made by your office to AFMSP dated October 1, 1942, a copy of which was submitted to this Directorate, the information as requested in Paragraph 4 g is attached.

2. Although no further request or follow-up has been received on this special report, the material is being submitted in order to complete that part of the request, which information is being handled by this organization.

3. Attached is a copy of the original request for your information.

JAMES N. PEYTON,
Lt. Colonel, Air Corps,
Director of Flying Safety.

Attachments (2)
Attach. 1. R&R dated 10/1/42 (dup.)
Attach. 2. Tables 1 through 4 (trip.)

MAL/mdg/5265

2 AFCAS AFMAG 1/14 For files.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Incl. n/c

File
GK
1/14/43

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Air As 452.1 (724)

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DOD Ltr.
Date 20 June 1974
By [illegible] Date 10/7/76

Special Report on Aircraft in September.

LSKcome 6371

1. AFDAS AFMSP 1942
thru 10-1
AFDMC

1. It is desired that a special report be prepared on the numbers of our aircraft, changes in the number, and reasons therefor during the month of September.

2. The purpose of this report is to focus attention on the numbers of airplanes "lost" due to failures of manufacturers to live up to anticipated delivery schedules, inability to get aircraft through modification centers, accidents, and all other causes as contrasted with our loss of aircraft due to enemy action.

3. To accomplish this end, it is believed that a chart might be prepared showing down the left hand column aircraft by type, identifying the principal models of each type, i.e., Heavy Bombers, B-17's, B-24's, and others.

4. Across the top of this chart there may be listed changes in strength for all causes. The columns should be headed as follows:

a. The first vertical column might show "Total on hand August 31, 1942."

b. The second column "Estimated Production in September."

c. The third column "Actual Production in September" (fly-away from factories).

d. The fourth column (possibly all in red letters) "Losses due to production failures."

e. The fifth column might include average numbers of aircraft flown away from the factory but awaiting modification necessary to make the airplane operational.

(continued)

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Special Report on Aircraft in September.

LSK:cms

1. AFDAS AFMSP Continued

f. The sixth column (also in red) should show the losses in strength due to lag in modification centers.

g. The next group of columns might show losses in aircraft due to our own actions, with sub-columns showing accidents in the training commands, accidents in OTU and RTU establishments, accidents in ferrying, all other accidents, and a total airplane accidents. The total airplane accidents should also be identified as a major loss and shown in red.

h. The next group of columns should be entitled losses due to enemy action and should show losses in air combat, losses on the ground due to hostile fire and sinkings. This group of columns also should have a total in red showing losses due to enemy action.

i. There should finally be a summary or group of columns of totals which will show clearly our net gains and losses for the month of September, our final strength as of September 30, 1942, total losses due to inaction, our action and enemy action.

j. It may be well also to include the percentage of total attrition distributed through each of the three headings - inaction, our action, and enemy action.

5. I would like to see this tabulation in pencil draft prior to commitment to final form.

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

Copies to: AFCAS
Advisory Council
AFACT
AFAFS
AFMSP
AFDER
AFTPS

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TABLE I

U. S. ARMY AIR FORCES
DAMAGE TO A/A AIRCRAFT THROUGH ACCIDENTS
Classified According to the Accident Group Charged with the Accident
September, Fiscal Year, 1943

DAMAGE CLASSIFICATION	Total All Groups U.S.AAF	All Flying Schools	All Glider Schools	Regular Army R.A.F. Reserve National Guard, Fed. Army United States	Miscellaneous: Civilian Ferry Command Other Civilian, Foreign Officers, Test Pilots, Instructors Schools, Civilian Instructor
Damage Classification of Accident:					
Complete Wreck	269	81	11	166	9
Major Overhaul	175	89	8	103	5
Major Replacement	646	346	18	239	43
Minor Damage	-	-	-	-	-
No Damage	-	-	-	-	-
Total Accidents:	1,090*	477*	37*	516*	60*
Damage to all Airplanes Involved:					
Complete Wreck	284	87	11	177	9
Major Overhaul	177	53	8	108	8
Major Replacement	708	378	19	282	30
Minor Damage	18	8	3	6	1
No Damage	4	3	-	1	-
Total Airplanes Involved:	1,191*	529*	41*	553*	68*

*One Civilian plane overhaul involved not included in above tabulation.

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Directorate of Flying Safety
Research and Statistics Division
Statistical Reports Section
Status as of 11/16/43

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SHEET 2

U. S. ARMY AIR FORCES
DAMAGE TO A/A AIRCRAFT THROUGH ACCIDENTS
Classified According to the Type of Aircraft Charged with the Accident
September, Fiscal Year, 1943

DAMAGE CLASSIFICATION	Fighters	Light Bombers	Medium Bombers	Heavy Bombers	Cargo	Observation	Miscellaneous: Spitfire Miles Master PQ-8	Gliders	Primary Trainers	Basic Trainers	Advanced Trainers
Damage Classification of Accident:											
Complete Wreck	78	16	35	7	5	25	2	6	25	24	16
Major Overhaul	44	15	12	6	2	29	-	4	28	12	27
Major Replacement	93	30	20	4	11	41	1	6	115	95	230
Minor Damage	-	-	-	-	-	-	-	-	-	-	-
No Damage	-	-	-	-	-	-	-	-	-	-	-
Total Accidents:	215	61	67	17	18	95	3	16	168	131	383
Damage to all Airplanes Involved:											
Complete Wreck	84	16	35	7	6	25	2	6	26	26	52
Major Overhaul	44	14	12	6	2	29	-	4	27	12	27
Major Replacement	102	33	21	5	11	44	1	6	122	104	259
Minor Damage	2	2	1	-	-	5	-	-	3	2	3
No Damage	-	-	-	-	-	-	-	-	2	-	2
Total Airplanes Involved	232	65	69	18	19	103	3	16	180	144	343

* One civilian plane overhaul involved not included in above tabulation.

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Research and Statistics Division
Statistical Reports Section
Status as of 11/14/42

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SHEET 3

U. S. ARMY AIR FORCES
DAMAGE TO H/A AIRCRAFT THROUGH ACCIDENTS
Classified According to the Principal Models of Aircraft Charged with the Accident
September, Fiscal Year, 1943

DAMAGE CLASSIFICATION	B-18	B-23	B-24	B-25	B-26	B-17	B-24	PB-1Y	PB-1Y	BT-13	AT-6	AT-9	[illegible]
Damage Classification of Accident:													
Complete Wreck	17	20	24	15	18	4	3	6	[illegible]	15	22	7	[illegible]
Major Overhaul	9	12	12	4	3	2	4	7	[illegible]	9	14	1	[illegible]
Major Replacement	5	16	35	7	11	2	2	52	36	38	128	36	36
Minor Damage	—	—	—	—	—	—	—	—	—	—	—	—	—
No Damage	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Accidents:	31	48	83	26	32	8	9	69	57	67	150	50	[illegible]
Damage to All Airplanes Involved:													
Complete Wreck	18	22	26	15	18	4	3	7	[illegible]	20	[illegible]	7	[illegible]
Major Overhaul	9	12	13	4	3	2	4	7	[illegible]	9	[illegible]	1	[illegible]
Major Replacement	6	16	38	8	11	3	2	53	[illegible]	[illegible]	151	36	[illegible]
Minor Damage	—	—	2	1	—	—	—	[illegible]	[illegible]	[illegible]	2	—	[illegible]
No Damage	—	—	—	—	—	—	—	[illegible]	—	—	1	1	[illegible]
Total Airplanes Involved:	33	50	91	28	32	9	9	71	60	93	199	51	[illegible]

Directorate of Flying Safety
Research and Statistics Division
Statistical Reports Section
Status as of 11/16/42

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U. S. ARMY AIR FORCES
DAMAGE TO A/A AIRCRAFT THROUGH NON-FLYING ACCIDENTS
(Accidents while Aircraft is not being used as such)
Classified According to the Type of Aircraft Charged With the Accident
September, Fiscal Year, 1943

DAMAGE CLASSIFICATION	Total	Fighters	Light Bombers	Medium Bombers	Heavy Bombers	Cargo	Observation & Liaison	Primary Trainers	Basic Trainers	Advanced Trainers
Damage Classification of Accident:										
Complete Wreck	3	-	-	1	2	-	-	-	-	-
Major Overhaul	4	-	-	1	-	-	2	-	-	1
Major Replacement	20	1	2	1	-	1	4	3	1	7
Minor Damage	-	-	-	-	-	-	-	-	-	-
No Damage	-	-	-	-	-	-	-	-	-	-
Total Accidents:	27*	1*	2*	3*	2*	1*	6*	3*	1*	8*
Damage to All Airplanes Involved:										
Complete Wreck	3	-	-	1	2	-	-	-	-	-
Major Overhaul	4	-	-	1	-	-	2	-	-	1
Major Replacement	25	2	2	2	-	1	4	5	1	8
Minor Damage	4	-	-	1	-	-	-	-	1	2
No Damage	-	-	-	-	-	-	-	-	-	-
Total Airplanes Involved:	36*	2*	2*	5*	2*	1*	6*	5*	2*	11*

Directorate of Flying Safety
Research and Statistics Division
Statistical Reports Section
Status as of 11/16/42

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8 Jan & 20 June 1974
By [illegible] Date 10/7/76

Estimated Deliveries of Operational Aircraft.

Material Command
Copies to: AFCAS, AFMAG, AFRDB, AFRAD, AFRAS
A-3, Assistant Chief of the Air Staff.

1/9/43

1

WSB/vmc/6701

1. Attached report (copy) has been received in compliance with original directive from the Chief of Air Staff.

2. In general the report is satisfactory but certain modifications in preparation and distribution appear desirable or necessary and they are listed below:

a. Report will be prepared in form permitting distribution and number of copies indicated in attached Incl. 1 and will be sent by special messenger to the Air Adjutant General who is herewith directed to make the most expeditious distribution possible.

b. The following require a further breakdown by model in order to complete arrangements for proper tactical and service distribution (2 copies Incl.):

War Organization and Movement
Director of Bombardment
Director of Air Support
Director of Air Defense
A-3 Division.

c. Copies of report indicated under paragraph 2b above will be forwarded by Material Command by special messenger direct to the agencies concerned.

JAN 9 - '43 PM

Incls.
#1 - Dist. List
#2 - Cy Memo for C/AS w/incl.

ROBERT W. HARPER
Colonel, G. S. C.

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Date 10 June 1976
by [illegible] Date 10/7/76

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A-3, Assistant Chief of the Air Staff	3 Wm Burt
A-4, Assistant Chief of the Air Staff	2 Huntington
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Statistical Control	1 H.H. Sanders
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DOD Ltrs.
5 Jan. & 20 June 1974
By [illegible] LC; Date 10/7/2

February 9, 1943.

MEMORANDUM FOR: Chief of the Air Staff

SUBJECT: Estimated Deliveries of Operational Aircraft

1. There are attached hereto two copies of the Materiel Command's estimate of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces in 1943. These estimates are for "operationally ready" airplanes. In other words, these estimates are deliveries from the modification centers where modifications are necessary. The airplanes assumed to go through modification centers are indicated by the symbol (M) after each model number.

2. The attached estimate of monthly availability of airplanes assumed availability of raw materials, machine tools, man power and other requisites to production as now planned. These estimates also assume the following:

a. Only those airplanes indicated as being available from modification centers will be modified during 1943.

b. Modification requirements will not increase over those now being effected.

c. Modifications being incorporated in production lines as rapidly as possible.

d. An adequate backlog of airplanes maintained in the modification centers.

e. Modification requirements and assignments of modified airplanes will be received by Materiel Command sufficiently in advance to permit adequate planning, accomplish the necessary engineering, and procurement of the necessary materials, components and equipment.

3. 3. Foreign and Navy allocations used in preparing the 1943 estimates are based on tabs "B" and "D" to JPS 69/3 Production of Combat Airplanes for 1943 and estimated deliveries were apportioned according to the block system.

4. Foreign and Navy allocations used in preparing the attached estimates for January 1944 were based on the assumption that these allocations "extend into 1944 at the December 1943 level--on a percentage basis" in accordance with an R & R dated January 21, 1943 to

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Memo for Chief of the Air Staff (Concluded)

Subject: Estimated Deliveries of Operational Aircraft

the Commanding General, Materiel Command from A-3.

5. These estimates are based on our best possible prognostication at this time, taking into consideration manufacturers' ability to produce, availability of tools, materials and other factors to implement production. No allowance is made for acts of God or contingent factors which may impede the perfect synchronization of all the factors which go into the completed airplanes. It is therefore, recommended that not over 90% of these availability estimates be used for tactical planning.

BY THE COMMANDING GENERAL

(Signed)

2 Incls.

B. E. MEYERS
Brigadier General, U.S.A.
Chief of Staff

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DOD Ltr
8 Jan & 20 June 1974
By [illegible] NARS, Date 12/20/78

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• THESE ESTIMATES ARE TO BE •
• USED ONLY AS QUALIFIED BY •
• THE ACCOMPANYING MEMORANDUM •

Estimated Monthly Deliveries of Combat and Transport Airplanes Available for Assignment to the Army Air Forces February 1943 - January 1944, inclusive
(From sources of production under cognizance of the Army Air Forces)

	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1943 Total	1944 Total
Total Combat and Transports	1719	2027	2386	2759	2934	3586	4139	4573	5027	5454	5641	41805	2677
Total Heavy Bombers	335	410	761	670	768	898	965	1061	1178	1264	1345	9883	1350
B-17M	210	235	510	345	391	489	469	470	486	486	490	4784	490
B-24M	125	175	250	320	370	450	501	565	655	730	787	5021	787
B-29	-	-	1	5	7	13	15	25	35	45	60	206	65
B-32	-	-	-	-	-	-	-	1	2	3	6	12	8
Total Medium Bombers	345	348	384	416	466	526	615	645	669	694	739	6094	720
B-25M	205	215	200	206	236	276	373	385	384	385	387	2757	385
B-26M	135	155	175	210	260	300	335	370	395	410	485	3230	485
B-37	5	8	5	-	-	-	-	-	-	-	-	17	-
Total Light Bombers, 2-eng.	48	15	15	10	10	56	108	125	151	137	172	970	192
A-20M (Part only)	48	15	15	10	10	56	100	120	140	140	140	844	140
A-26B	-	-	-	-	-	-	8	5	11	17	35	76	55
A-28 and A-29	-	-	-	-	-	-	-	-	-	-	-	56	-
A-30	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Light Bombers, 1-eng.	176	209	95	71	88	885	899	545	585	480	430	2889	430
A-24M (Part only)	43	48	41	15	35	40	60	70	60	60	60	568	60
A-31 and 35	7	19	49	38	18	130	145	150	190	135	120	961	120
A-36	125	139	-	-	-	-	-	-	-	-	-	389	-
A-39**	1	3	5	18	35	55	85	125	175	285	250	977	250
Total Fighters, 2-eng.	156	157	164	146	200	236	275	310	330	365	365	2887	365
P-38	155	155	160	140	190	220	250	270	300	315	315	2530	315
P-61	1	2	4	6	10	16	25	40	30	50	50	234	50
Total Fighters, 1-eng.	481	691	833	914	1075	1805	1894	1418	1569	1731	1740	13578	1760
P-39 and P-63M (Part only)	175	170	355	510	496	555	560	385	430	500	500	3504	500
P-40	151	256	78	113	240	295	300	330	382	380	380	2951	330
P-47	150	215	275	350	400	485	460	475	585	575	600	4585	600
P-51	5	50	125	141	145	150	174	221	289	331	305	1936	290
P-60	-	-	-	-	-	-	-	1	3	5	15	24	80
Total Heavy Transports, 4- and 2-eng.	35	45	41	51	60	76	85	99	116	129	136	873	136
C-54M (Part only)	4	8	9	8	9	8	10	14	20	24	30	165	30
C-69	-	-	-	1	1	3	5	7	8	8	9	42	9
C-87M (Part only)	10	10	10	10	10	10	10	10	10	10	10	125	10
C-46M (Part only)	21	27	22	32	40	55	58	68	78	87	87	585	87
Total Medium Transports	69	94	128	153	204	254	300	314	318	374	483	2701	430
C-47M (Part only)	58	77	100	117	157	175	225	225	232	277	317	1955	300
C-49	4	-	-	-	-	-	-	-	-	-	-	15	-
C-53M (Part only)	7	16	23	23	23	23	23	21	5	-	-	166	-
C-62	-	-	1	1	2	3	4	5	6	7	9	38	10
C-76	-	1	4	12	22	35	50	63	75	90	95	449	100
Total Light Transports, 1- and 2-eng.	76	88	105	120	120	184	217	264	310	320	321	2226	283
C-60A	21	29	27	31	26	25	25	25	26	31	32	323	28
C-78	45	45	45	45	45	45	135	180	225	225	225	1396	225
C-43	4	4	4	4	4	4	4	4	4	4	4	45	6
C-61A	-	-	14	20	20	20	20	20	20	20	20	174	20
C-64A	6	10	15	20	25	30	33	33	35	40	40	295	40

Note: The airplanes assumed to go through modification centers are indicated by the symbol M after each model number.

• Includes airplanes covered by Navy contract with Douglas, El Segundo.

•• These airplanes are covered by Navy contract with Curtiss, St. Louis.

February 5, 1943

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AFAMC-3B

2/9/43
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DOD ltrs
4 Jan & 20 June 1974
By [illegible] Date 10/7/46

February 9, 1943.

MEMORANDUM FOR: Chief of the Air Staff

SUBJECT: Estimated Deliveries of Operational Aircraft

1. There are attached hereto two copies of the Materiel Command's estimate of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces in 1943. These estimates are for "operationally ready" airplanes. In other words, these estimates are deliveries from the modification centers where modifications are necessary. The airplanes assumed to go through modification centers are indicated by the symbol (M) after each model number.

2. The attached estimate of monthly availability of airplanes assumed availability of raw materials, machine tools, man power and other requisites to production as now planned. These estimates also assume the following:

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4. Foreign and Navy allocations used in preparing the attached estimates for January 1944 were based on the assumption that these allocations "extend into 1944 at the December 1943 level--on a percentage basis" in accordance with an R & R dated January 21, 1943 to

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Memo for Chief of the Air Staff (Concluded)

Subject: Estimated Deliveries of Operational Aircraft

the Commanding General, Materiel Command from A-3.

5. These estimates are based on our best possible prognostication at this time, taking into consideration manufacturers' ability to produce, availability of tools, materials and other factors to implement production. No allowance is made for acts of God or contingent factors which may impede the perfect synchronization of all the factors which go into the completed airplanes. It is therefore, recommended that not over 90% of these availability estimates be used for tactical planning.

BY THE COMMANDING GENERAL

(Signed)

2 Incls.

B. E. MEYERS
Brigadier General, U.S.A.
Chief of Staff

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By [illegible] Date 20 June 1974 to 1776

THESE ESTIMATES ARE TO BE USED ONLY AS QUALIFIED BY THE ACCOMPANYING MEMORANDUM

Estimated Monthly Deliveries of Combat and Transport Airplanes Available for Assignment to the Army Air Forces February 1943 - January 1944, inclusive (From sources of production under cognizance of the Army Air Forces)

	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	1943 Total	1944 Jan.
Total Combat and Transports	1719	2077	2386	2759	2991	3536	4139	4573	5097	5454	5681	41803	5677
Total Heavy Bombers	335	410	761	670	768	898	965	1061	1178	1264	1345	9985	1350
B-17M	210	235	510	345	391	489	449	470	435	435	490	4384	490
B-24M	125	175	250	320	370	450	501	565	655	730	787	5031	787
B-29	-	-	1	5	7	13	15	25	35	45	60	206	65
B-32	-	-	-	-	-	-	-	1	2	3	6	12	8
Total Medium Bombers	343	348	384	416	466	536	615	645	680	694	710	6034	710
B-25M	203	125	206	206	266	278	275	295	284	295	310	2787	295
B-26M	135	155	175	210	260	300	335	370	395	410	385	3230	385
B-37	5	8	3	-	-	-	-	-	-	-	-	17	-
Total Light Bombers, 2-eng.	48	15	15	10	10	36	108	125	151	157	175	970	125
A-20M (Part only)	48	15	15	10	10	36	100	120	140	140	140	844	140
A-26B	-	-	-	-	-	-	2	5	11	17	35	70	35
A-28 and A-29	-	-	-	-	-	-	-	-	-	-	-	56	-
A-30	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Light Bombers, 1-eng.	176	209	95	71	88	285	290	345	385	480	430	2889	430
A-24M (Part only)	43	48	41	15	35	40	60	70	60	60	60	508	60
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P-38	155	155	160	140	190	220	250	270	300	315	315	2635	315
P-61	1	2	4	6	10	16	25	40	50	50	50	254	50
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Total Heavy Transports, 4- and 2-eng.	35	45	41	51	60	76	83	99	116	129	136	895	136
C-54M (Part only)	4	8	9	8	9	8	10	14	20	24	30	145	30
C-69	-	-	-	1	1	3	5	7	8	8	9	42	9
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Note: The airplanes assumed to go through modification centers are indicated by the symbol M after each model number.

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February 5, 1943

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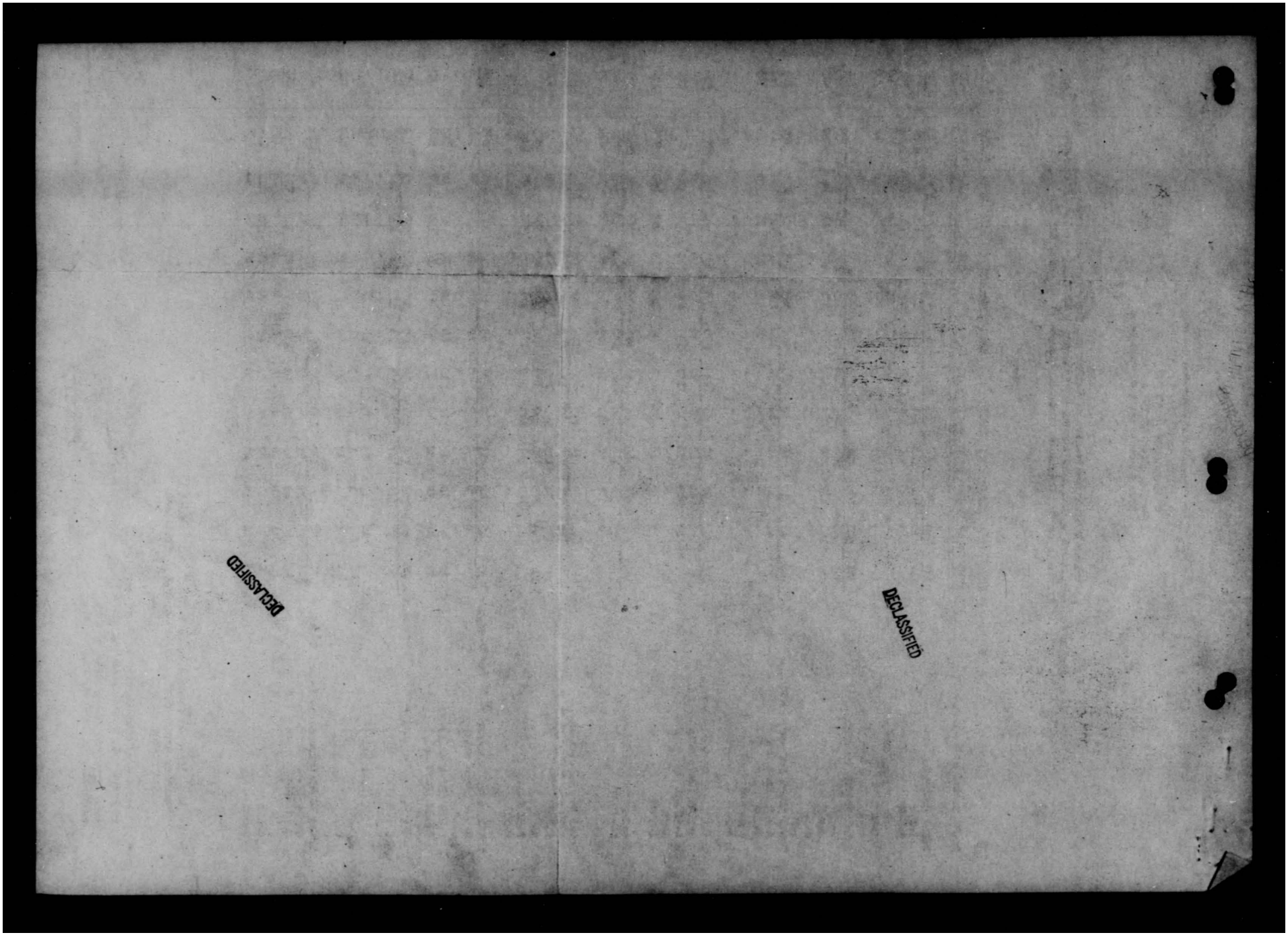

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DOD ltrs
8 Jan & 20 June 1974
By [illegible] Date 10/7/76

2/9/43
FA:jt

February 9, 1943.

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MEMORANDUM FOR: Chief of the Air Staff

SUBJECT: Estimated Deliveries of Operational Aircraft

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the Commanding General, Materiel Command from A-3.

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BY THE COMMANDING GENERAL

(Signed)

2 Incls.

B. E. MEYERS
Brigadier General, U.S.A.
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February 5, 1943

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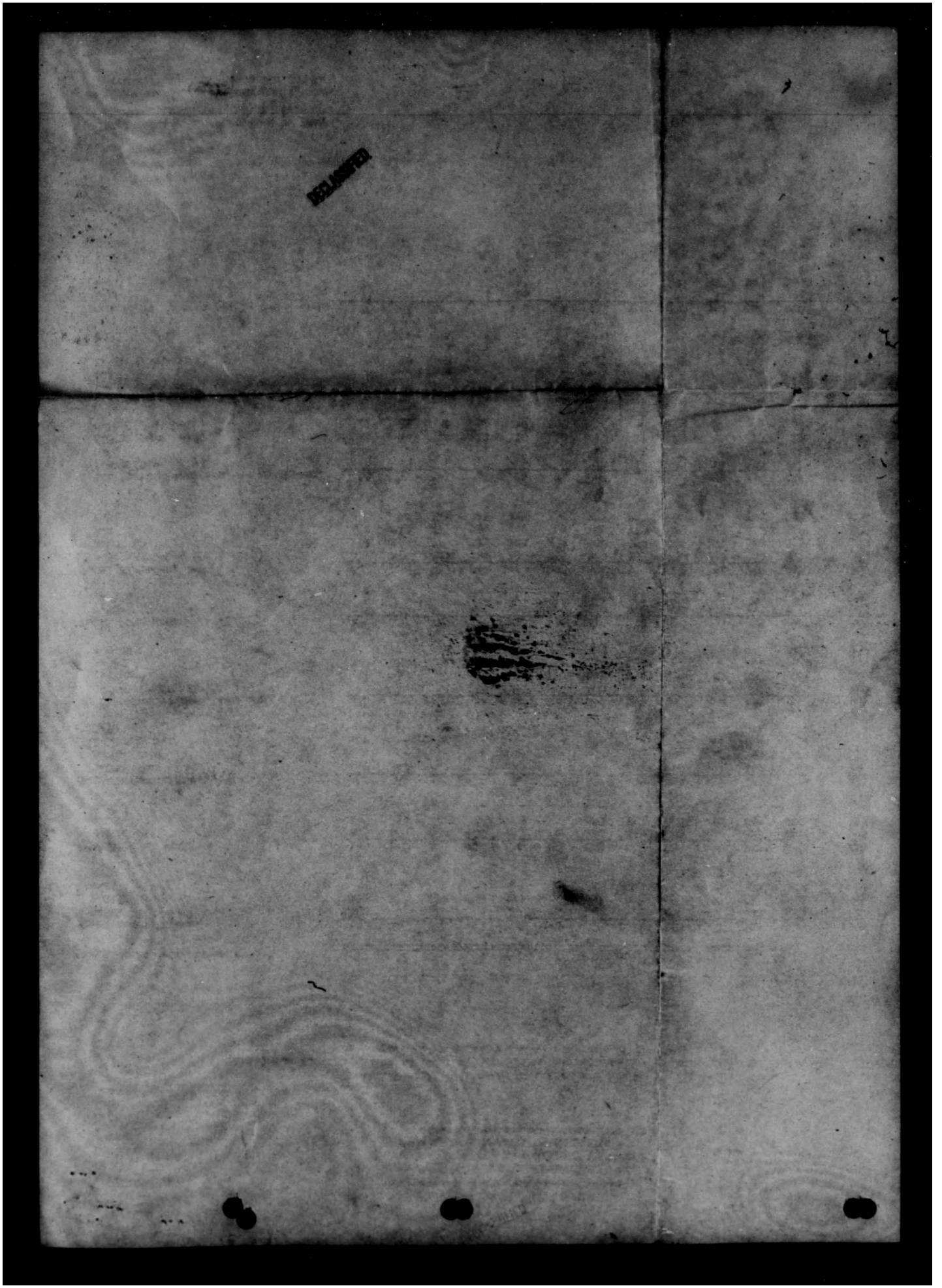

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DOD Ltr
Date 20 June 1974
By [illegible] Date 10/7/76

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CONFIDENTIAL

Requisition of Privately-Owned Airplanes by the C.A.A.

Asst. Chief of Air Staff, A-4. 1-11-43

Deputy Chief of the Air Staff.

TJH/cmc/6371 #1

Request that you obtain a list, showing the requirements for the Army Air Forces of civilian airplanes by types, which will be needed to carry out the Army training program.

Incl: Memo for the Chief of Air Staff, Att: Gen. Hanley, frm Gen. Echols, Subj. as above, dtd 1-8-43, w/incl: cc memo for discussion, dtd 1-7-43.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
JAN 12 1943
AAG

Ci 1/13/43

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CONFIDENTIAL

Air A.G.

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DOD ltr
9 Jan. & 20 June 1974
By: [illegible] Date: 10/7/76

January 8, 1943.

MEMORANDUM FOR CHIEF OF THE AIR STAFF

ATTENTION: Brig. General T. J. Hanley, Jr., USA.

SUBJECT: Requisition of Privately-Owned Airplanes by the C.A.A.

1. The attached memorandum was submitted to the W.P.B. by Mr. Burden of the C.A.A. The W.P.B. is preparing to issue a directive authorizing the C.A.A. to proceed as outlined in paragraph 5, page 3, of the attached memorandum of January 7, 1943. As I understand it, the C.A.A. proposes to leave in the hands of the present owners such of these airplanes as are recommended by the Army and Navy. The balance are to be requisitioned for the use of the C.A.A. in carrying out their training and other programs.

2. I informed Mr. Wilson of the W.P.B. and Mr. Burden of the C.A.A. that General Hanley was the person to contact in regard to this matter, insofar as the Army is concerned. It is my understanding that he will contact General Hanley in regard to the making of the allocations of these airplanes as provided in paragraph 5 of the attached memorandum.

O. P. ECHOLS,
Major General, U.S.A.,
Commanding.

Incl.
cc Memo for discussion, 1/7/43,
subj: Establishment of a Requirement that all Privately-owned Small Planes be made Available for Purposes of War Program, w/cy ltr fr H.W.Barlow to Mr. Ed. Wilson, 12/22/42

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DOD ltrs.
8 Jan 1 20 June 1974
By [illegible], Date 10/7/76

Material Command 1-8-43

Chief of the Air Staff 1

1. For necessary action.

2. Attention is invited to the fact that this Memorandum is an authorization to honor requests and is not a directive to throw open our books.

1 Incl.
Memo 1-8-43 to DC/S fr G-2

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

Dispatched
JAN 9 1943
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DOD Ltr.
Date 30 June 1976
By [illegible] Date 10/7/76

January 7, 1943

MEMORANDUM FOR GENERAL STRATEMEYER:

Subject: Delivery of Aircraft Produced and Received from Modification Centers in December 1942.

FACTORY PRODUCTION

B-17F's	Modification Centers	203	
	Factory	1	204
B-24D's	Modification Centers	119	
	Factory	2	
	4th Air Force	2	
	Navy	18	141
B-24E's	Modification Center	1	
	Materiel Command	4	
	Wayne County Airport (Nor. Orlando)	2	7
XB-29	Factory		1
	TOTAL HEAVY BOMBERS		355
B-25C/D's	Modification Centers	202	
	Anti-Submarine Command	9	
	Factory	1	
	Materiel Command	1	
	Flying Training Command	6	
	PROTU - Colorado Springs	1	
	Russia	22	
	N.E.I.	16	258
B-26B's	Modification Centers	5	
	3rd Air Force	40	
	Flying Training Command	11	
	Weight and Balance School - Chanute Field	1	57

File 2/13/43

DECL[redacted]ET Copy For: General Arnold

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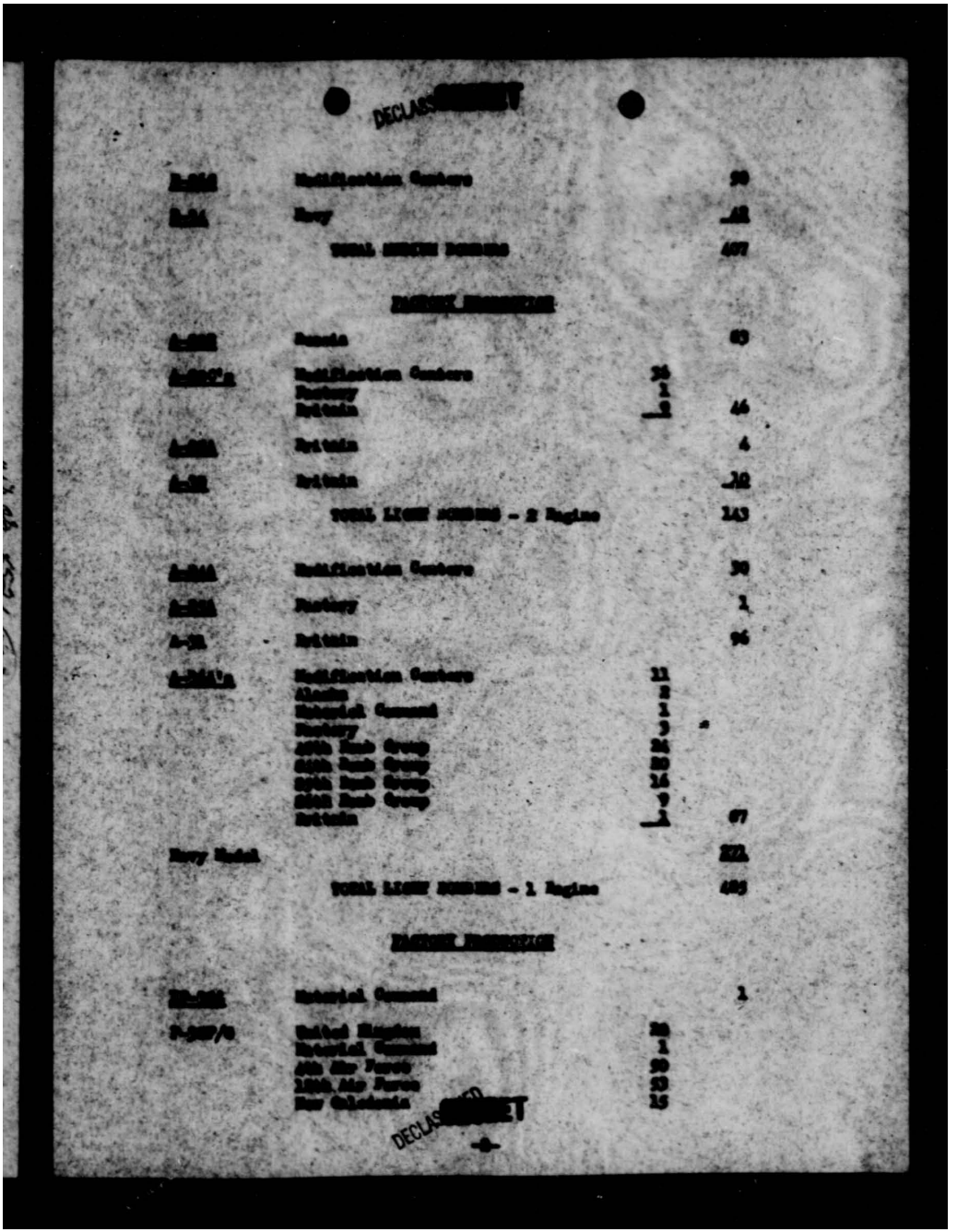

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	Australia (5th A.F.)	20	
	Factory	3	
	A.F. School Applied Tactics-Orlando	3	165
	TOTAL FIGHTERS - 2 Engine		166
P-39L/M/N	4th Air Force	7	
	12th Air Force	24	
	Factory	6	
	Allison Eng. Corporation	1	
	Factory - Modification	10	
	Britain	112	
	Russia	49	209
P-40F	1st Air Force	22	
	79th Fighter Group	11	
	324th Fighter Group	18	
	Alaska	2	
	33rd Fighter Group	15	
	325th Fighter Group	81	
	57th Fighter Group	15	164
P-40K	Alaska	2	
	3rd Air Force	30	
	Factory	1	
	Brazil	19	52
P-40M	India and China	16	
	50th Fighter Group	18	
	New Caledonia	16	
	Factory	1	
	Britain	50	
	Russia	50	
	Australia (Britain)	40	
	New Zealand (Britain)	10	201

FACTORY PRODUCTION

P-47G	56th Fighter Group	30	
	1st Air Force	25	
	3rd Air Force	17	
	Alaska	2	
	50th Fighter Group	4	
	80th Fighter Group	39	
	Factory	1	118
P-47G-1	Factory		1
	TOTAL FIGHTERS - 1 Engine		745

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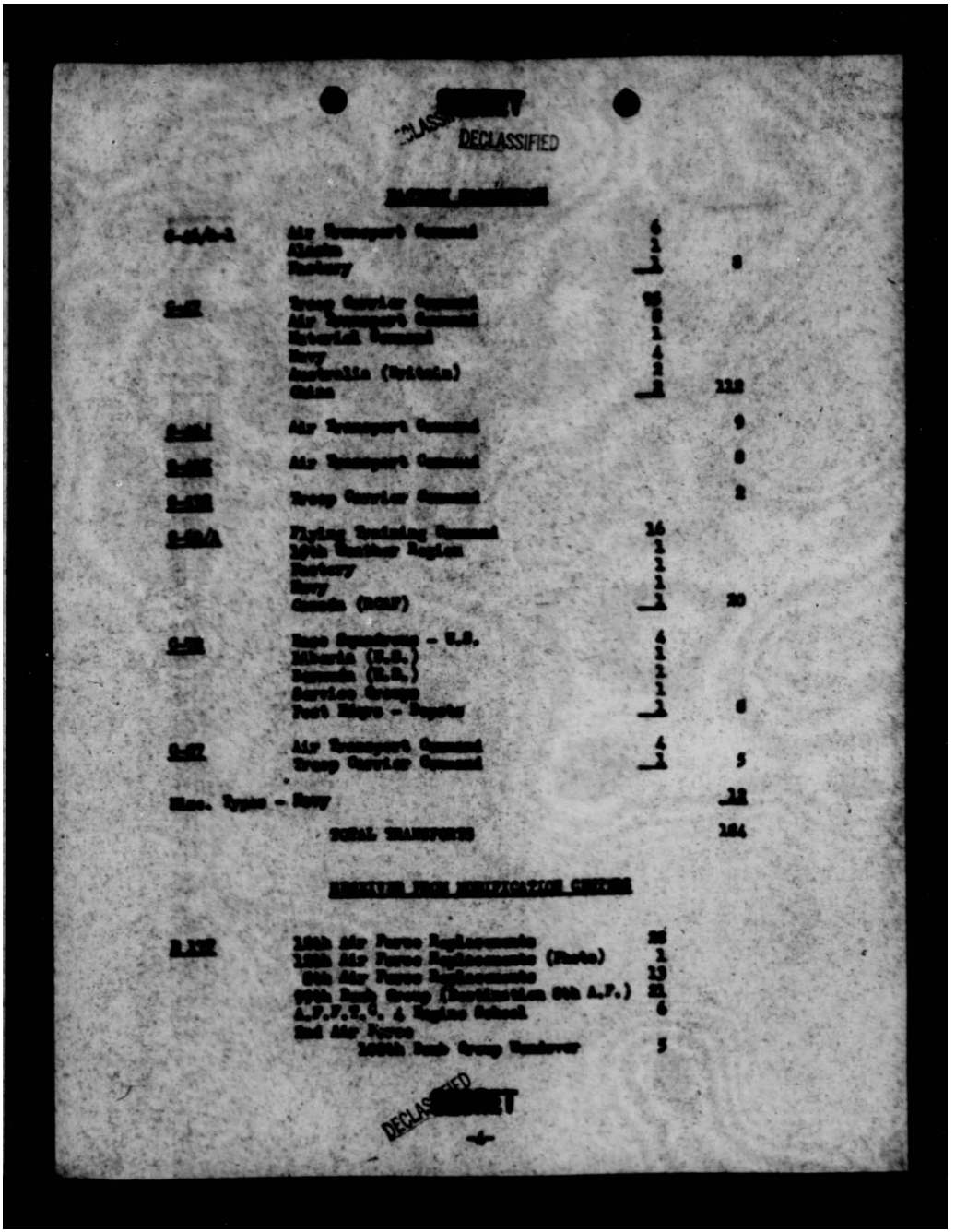

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	99th Bomb Group Sioux	15	
	2nd Bomb Group Great Falls	15	
	100th Bomb Group Wendover	5	
	34th Bomb Group Ephrata	6	
	379th Bomb Group Wendover	16	
	96th Bomb Group Pocatello	10	
	34th Bomb Group Blythe	10	
	94th Bomb Group Pueblo	5	
	96th Bomb Group Pyote	11	
	Total B-17s received from Modification Centers		169
B 24D	8th Air Force Replacement	16	
	Australia Replacement	11	
	South Pacific Replacement	6	
	Hawaii Replacement	3	
	Middle East Replacement	11	
	India China Replacement	13	
	Alaska Replacement	2	
	Caribbean Replacement	5	
	Tactical School	1	
	Anti-Submarine Command Training	11	
	Anti-Submarine Command Replacements	4	
	Fourth Air Force	1	
	2nd Air Force		
	308th Bomb Group Pueblo	12	
	39th Bomb Group Tucson	6	
	302nd Bomb Group Tucson	2	
	330th Bomb Group Alamogordo	4	
	333rd Bomb Group Topeka	10	
	Total B-24D's from Modification Centers		112
	TOTAL HEAVY BOMBERS		287
B 25C/D	Twelfth Air Force Replacements	3	
	Eighth Air Force Replacements	4	
	Australia Air Force Replacements	4	
	South Pacific Replacements	12	
	Middle East Replacements	12	
	India-China	6	
	Iceland (1st Prov Sq)	7	
	Alaska Replacements	2	
	First Air Force Replacements	2	
	Third Air Force Training	25	
	School of Applied Tactics	1	
	Mapping	12	
			98

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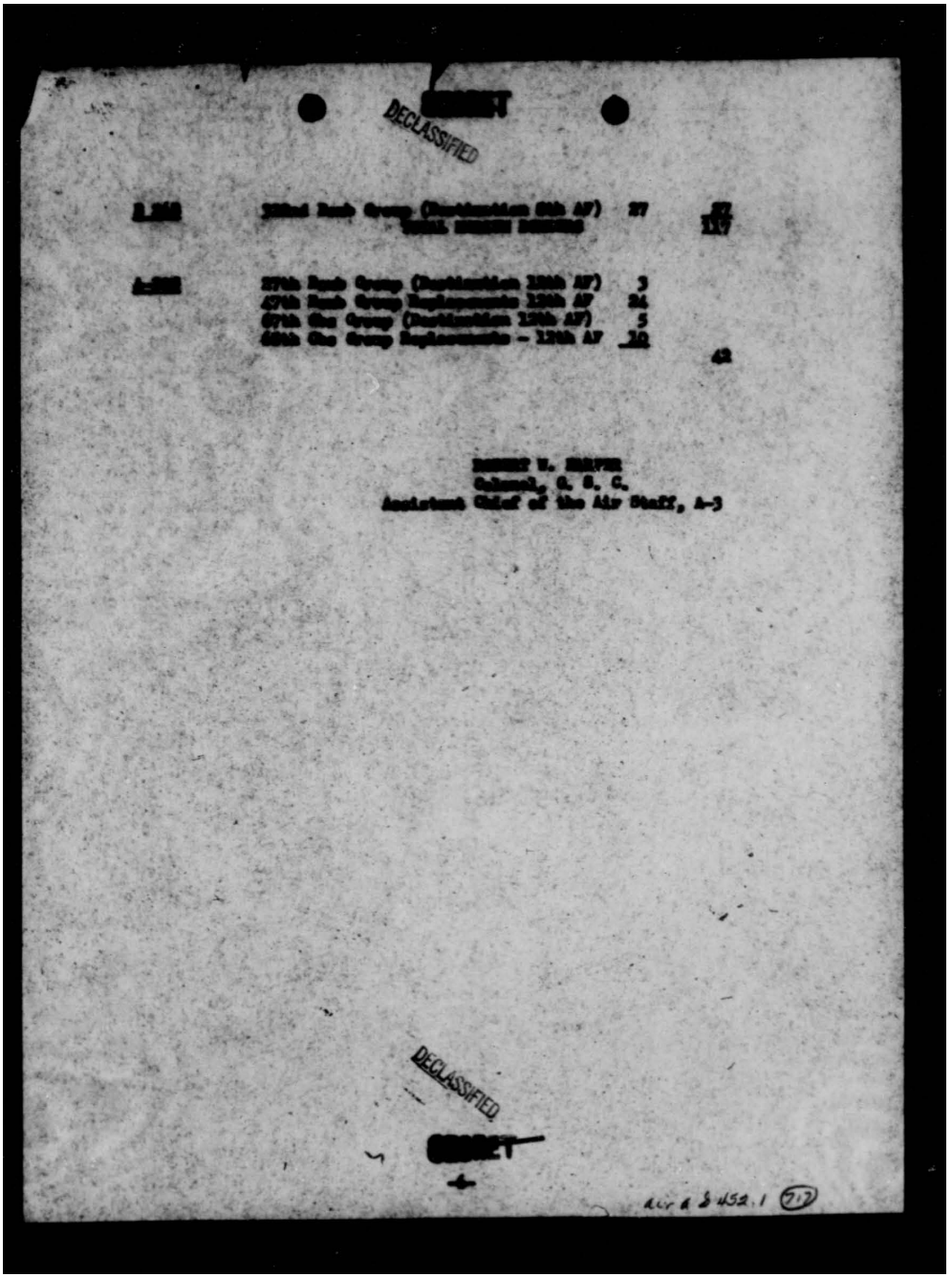

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[redacted]	[illegible] Bomb Group (Destination [illegible] AF)	27	[illegible]
	TOTAL [illegible]		117
[redacted]	27th Bomb Group (Destination 12th AF)	3	
	47th Bomb Group Replacements 12th AF	24	
	67th Obs Group (Destination 12th AF)	5	
	[illegible] Obs Group Replacements - 12th AF	10	
			42

[illegible]
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-3

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DOD Ltr
8 Jan. & 20 June 1974
By [illegible] LC Date 4/7/76

January 8, 1943

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF:

Subject: Release of Certain Classified Information to French Military Mission.

I. Discussion.

1. The air member of the French Military Mission now in Washington under General Bethouart has requested performance data on certain U. S. transport and combat aircraft. These data are required by him in order that specific requests for materiel may be prepared.

2. Performance data are desired only on those U. S. combat airplanes now actively engaged in theaters of operation. It is probable that the enemy has already considerable knowledge of the performance of all aircraft in this category.

II. Action recommended.

The Secretary of War directs that the Commanding General, Army Air Forces, is authorized to honor the requests of Commandant Chamidlin (air member of Bethouart Mission) for classified performance data on the following types of U. S. aircraft:

a. Cargo and transport airplanes.

b. Combat airplanes operating against the enemy as of the date of this memorandum.

JAN 8 1943

APPROVED
By order of the Secretary of War
JOSEPH T. McNARNEY
Deputy Chief of Staff

Concurrence.
A. C. of S., Operations Division ( )

JAN 8

By O. L. NELSON
Col. G.S.C., Asst. Sec. W.D.G.S.

NOTED-OFFICE CHIEF OF STAFF OLN

GEO. V. S[illegible]
Major General,
A. C. of S., G-2.

MEMO FOR RECORD:

Air member of French Military Mission now in Washington to prepare requests for U. S. materiel to equip French forces in N. Africa, requests U. S. aircraft performance data. Request pertains only to combat A/C now active in theaters of operations, and transport A/C. See G/S and Col. Pierce of JSC informally concur.

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DOD ltrs
By ... Date ...

General Stratemeyer 1/6/43

General Arnold 1

Telephonic conversation this date from General Knudsen shows him greatly perturbed over Air Forces order of following number of training planes for the year 1943:

11,000 Advanced
6,000 Basic
8,300 Primary

It is requested that you bring this matter before the Board of Officers arriving here around January 10th for immediate consideration with the possibility of cutting down on the number of training airplanes for 1943, and thereby increasing our combat airplane output.

H. H. A.

TO: Brigadier General L.S. Smith
thru
FROM: Major General Davenport Johnson
General Stratemeyer

DATE 1/7/43
COMMENT NO. 2

1. Your attention is invited to comment #1 from General Arnold.

2. It was my understanding that the 25,000 training airplanes set up in our 1943 SL Program was the minimum that we could get by with in our 75,000 pilot training program.

3. It is desired that you submit to me by Noon, January 12th, sufficient explanatory data for discussion before the group of general officers that are due to report here on January 15th for discussion of our saturation and levelling off directive.

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

Yale ltr 1/8/43

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000 ltrs.
Date 20 June 1974
LC. Date 10/2/76

Preparation of Paper Showing Assignment of combat airplanes

(1-L) 1 ... 000 ...

TO: Assistant Chief of Air Staff, A-3

DATE 1-11-43

FROM: Chief of the Air Staff

COMMENT NO. 3
WEH:JT 5246

General Stratemeyer was highly pleased with this report and desires that he be furnished a similar report during the first week of each month.

Incl.
w/d

Dispatched
JAN 11 1943
AAG

WILLIAM E. HALL
Colonel, G. S. C.

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By [illegible] LC, Date [illegible]

HEADQUARTERS CONFIDENTIAL

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Rumor Regarding Crashes of B-26 Airplanes, Barksdale Field, Louisiana.

TO: Assistant Chief of Air Staff, A-2.

DATE 1/4/43

FROM: Deputy Chief of Air Staff.

COMMENT NO. 1
TJH/eva/6371

1. This rumor has been called to the attention of the Commanding General. It is impossible to deny it, but I have talked with Colonel Nuckols who will arrange for an outside source to work up news stories which will show the non-interest of Air Corps officers in financial matters, and particularly mention the individual named in this rumor.

2. No further action need be taken.

Incl: CONF.memo to CG/AAF frm Col. Patterson, Patterson Field, dtd 12/23/42, this subject, w/incl--S.ofI. 12/11/42 (one cpy).

TJH
T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

TO: Deputy Chief of Air Staff.

Date: JAN 18 1943

FROM: Assistant Chief of Air Staff, A-2.

Comment No. 2
WB:esm 4700

Noted.

JAN 18 '43 PM

Incl. n/c.

WB for
EDGAR P. SORENSEN,
Colonel, G. S. C.

TO: The Air Adjutant General

DATE: 1/19/43

FROM: Deputy Chief of the Air Staff.

RECEIVED
Air Adjutant General

COMMENT NO. 3

For files.

File 1/19/43

Incl. n/c

MAL
MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

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DOD ltrs.
15 Jan & 20 June 1974
By [illegible] Date 10/7/76

ARMY AIR FORCES
HEADQUARTERS, [redacted]
AIR SERVICE COMMAND

S-13
PATTERSON FIELD, FAIRFIELD, OHIO

IN REPLY
REFER TO: INTELLIGENCE SECTION

December 23, 1942

Subject: Rumor Regarding Crashes of B-26 Airplanes, Barksdale Field, Louisiana.

To: Commanding General, Army Air Forces,
Director of Intelligence Service,
Attention: Chief, Counter Intelligence Division,
Washington, D. C.

1. Inclosed for your information and any action deemed advisable are two copies of a Summary of Information from Hq. II Air Service Area Command subject "Report of Rumor".

2. In view of the rather serious allegations set forth in the last paragraph of subject summary, it is felt that all possible should be done to correct the apparent misinformation which has formed the basis of this rumor.

For the Commanding General:

Elmer B. Tapley
ELMER B. TAPLEY,
Major, Air Corps.

For: GEORGE B. PATTERSON,
Lt. Col., Air Corps,
Intelligence Officer.

Incl.
S.ofI. 12/11/42 (in dup.)

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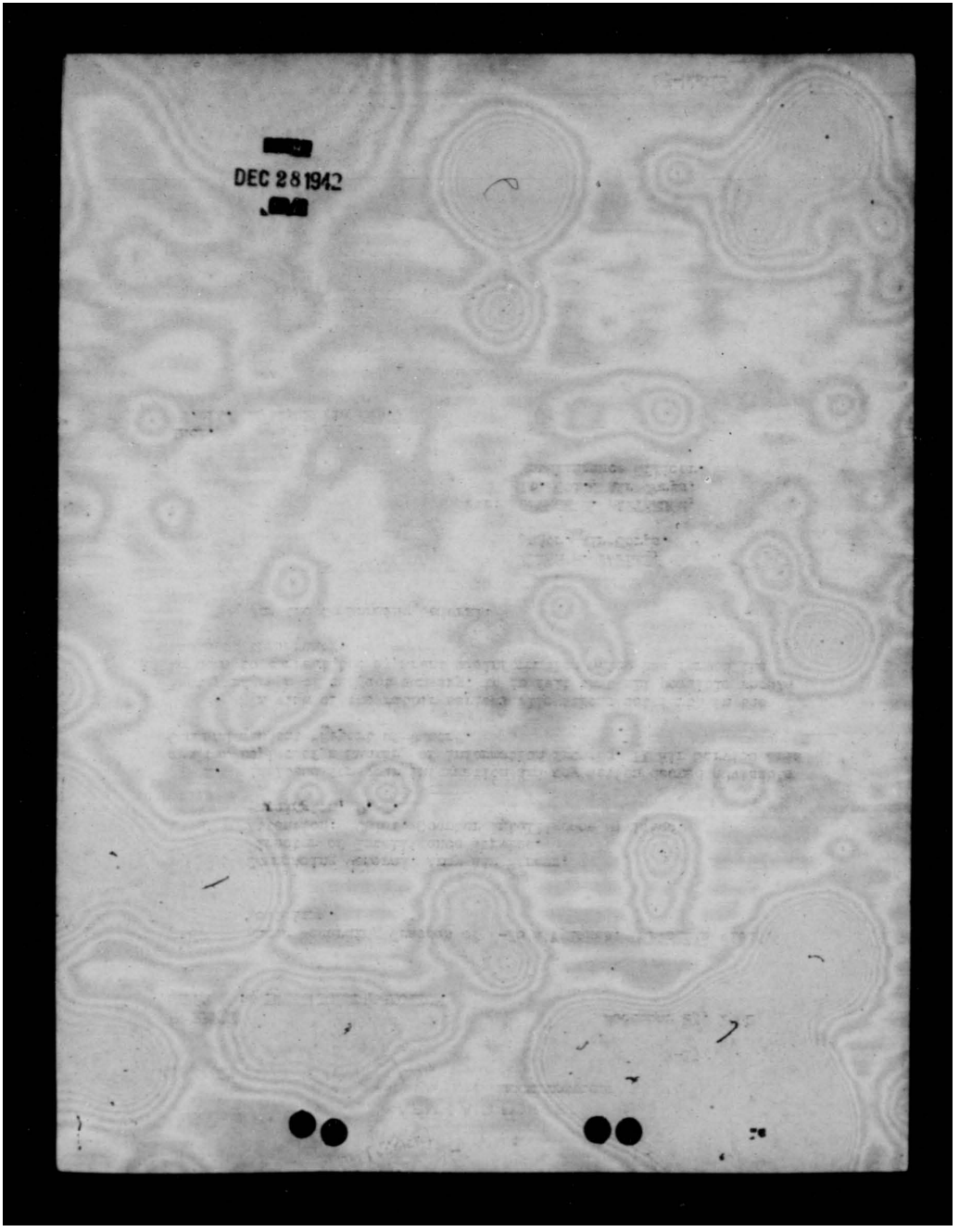

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WAR DEPARTMENT
M. I. D.
Hq. Second Air Service Area Command
Texas & Pacific Bldg.
Fort Worth, Texas

DECLASSIFIED
DOD Ltrs.
Jan. 6, 20 June 1974
By [illegible] Date 10/7/76

December 11, 1942.
(Date)

Subject: Report of Rumor.

Summary of Information:

The following information was given to this office by Mrs. Lillian Lipscomb, a civilian employee whose husband, a pilot, was stationed at Barksdale Field during the period mentioned:

"While living in quarters on the Post at Barksdale Field, Louisiana, during the period from July 4 to September 9, I saw evidences of a great deal of concern over the many crashes which occurred there and at Harding Field, Louisiana, all in Martin two-motored bomber planes known as the B-26.

"The dissatisfaction was well known to the Base Headquarters, and various steps were taken to curb it. There were a great many rumors, most of them only what would be expected under the circumstances. In almost every squadron there was at least one pilot who asked that his status be changed to that of a non-flying officer, rather than go up in that particular plane. All of this, I imagine, would come under the jurisdiction of another organization, but there was one rumor which was particularly vicious, and which inmy opinion, if it could in some way be emphatically and convincingly denied, would go a long way toward raising the morale of all the men who were in any connected with the B-26, to say nothing of their families, many of whom put great faith in such rumors, because of their own anxiety.

"It ran as follows:

"The B-26 was bought in large numbers from the Martin plant without any of the preliminary tests and inspections which are usually required by the Army, and more men had been killed in the B-26 crashes than all other Army planes combined, thereby winning the name "Flying Coffin" for the B-26.

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DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By [illegible] Date 10/7/76

Rumor Regarding Crashes of B-26 Airplanes, Barksdale Field, Louisiana.

TO: Deputy Chief of Air Staff.

FROM: Assistant Chief of Air Staff, A-2.

Date: JAN 18 1943

Comment No. 2
WB:cem 4700

Noted.

Incl. n/c.

EDGAR P. SORENSEN,
Colonel, G. S. C.

TO: The Air Adjutant General

FROM: Deputy Chief of the Air Staff.

DATE: 1/19/43

COMMENT NO. 3

For files.

Incl. n/c

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

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DOD Ltr
9 Jan. & 20 June 1974
By [illegible] Date [illegible]

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Rumor Regarding Crashes of B-26 Airplanes, Barksdale Field, Louisiana.

Assistant Chief of Air Staff, A-2. 1/4/43

Deputy Chief of Air Staff. 1

TJH/eva/6571

1. This rumor has been called to the attention of the Commanding General. It is impossible to deny it, but I have talked with Colonel Nuckols who will arrange for an outside source to work up news stories which will show the non-interest of Air Corps officers in financial matters, and particularly mention the individual named in this rumor.

2. No further action need be taken.

Incl: CONF.memo to CG/AAF frm Col. Patterson, Patterson Field, dtd 12/28/42, this subject, w/incl--S.ofI. 12/11/42 (one opy).

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
JAN 5 1943
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DOD ltrs.
8 Jan. & 20 June 1974
By [signature] Date 10/7/76

WAR DEPARTMENT
M. I. D.

CONFIDENTIAL
DECLASSIFIED

December 11, 1942.
(Date)

Subject: Report of Rumor -- 2

Summary of Information:

"This carelessness on the part of high-ranking Army officials was attributed to the fact that Lieutenant General Henry Arnold was one of the largest stockholders in the Martin plant, and the planes were bought on his orders.

Evaluation given below does not refer to the credibility of the rumor itself but to the truth of the existence of the rumor.

Previous Distribution:	Evaluation	
None	-of source	- of information
Distribution:	A	2
Eighth Service Command		
Commanding General, Field Services, ASC		

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DOD ltrs
6 Jan & 30 June 1974
By [illegible] Date 10/7/76

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S-13

IN REPLY
REFER TO: INTELLIGENCE SECTION

December 23, 1942

Rumor Regarding Crashes of B-26 Airplanes, Barksdale Field, Louisiana.

Commanding General, Army Air Forces,
Director of Intelligence Service,
Attention: Chief, Counter Intelligence Division,
Washington, D. C.

1. Inclosed for your information and any action deemed advisable are two copies of a Summary of Information from Hq. II Air Service Area Command subject "Report of Rumor".

2. In view of the rather serious allegations set forth in the last paragraph of subject summary, it is felt that all possible should be done to correct the apparent misinformation which has formed the basis of this rumor.

For the Commanding General:

ELMER B. TAPLEY,
Major, Air Corps.

For: GEORGE B. PATTERSON,
Lt. Col., Air Corps,
Intelligence Officer.

Incl.
S.ofI. 12/11/42 (in dup.)

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WAR DEPARTMENT
M. I. D.
Hq. Second Air Service Area Command
Texas & Pacific Bldg.
Fort Worth, Texas

DECLASSIFIED
DOD Ltr
Date 10/7/76

C O P Y

December 11, 1942.
(Date)

Subject: Report of Rumor.

Summary of Information:

The following information was given to this office by Mrs. Lillian Lipscomb, a civilian employee whose husband, a pilot, was stationed at Barksdale Field during the period mentioned:

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"The dissatisfaction was well known to the Base Headquarters, and various steps were taken to curb it. There were a great many rumors, most of them only what would be expected under the circumstances. In almost every squadron there was at least one pilot who asked that his status be changed to that of a non-flying officer, rather than go up in that particular plane. All of this, I imagine, would come under the jurisdiction of another organization, but there was one rumor which was particularly vicious, and which in my opinion, if it could in some way be emphatically and convincingly denied, would go a long way toward raising the morale of all the men who were in any connected with the B-26, to say nothing of their families, many of whom put great faith in such rumors, because of their own anxiety.

"It ran as follows:

"The B-26 was bought in large numbers from the Martin plant without any of the preliminary tests and inspections which are usually required by the Army, and more men had been killed in the B-26 crashes than all other Army planes combined, thereby winning the name "Flying Coffin" for the B-26.

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CONFIDENTIAL

WAR DEPARTMENT
M. I. D.

December 11, 1942.
(Date)

Subject: Report of Rumor -- 2

Summary of Information:

"This carelessness on the part of high-ranking Army officials was attributed to the fact that (a certain Army officer) was one of the largest stockholders in the Martin Plant, and the planes were bought on his orders.

Evaluation given below does not refer to the credibility of the rumor itself but to the truth of the existence of the rumor.

Previous Distribution:
None

Evaluation
- of source: A
- of information: 2

Distribution:
Eighth Service Command
Commanding General, Field Services, ASC

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DOD ltrs.
1 Jan. & 30 June 1974
By [illegible] Date 10/7/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SECRET

SUBJECT: Aircraft for Bradley Mission

DECLASSIFIED

TO: Air Adjutant General.

DATE Jan. 6, 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 3

1. Noted by General Hanley.

2. For files.

MAL.

M. A. LIBBY,
Lt. Col., G.S.C.

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6 Aug & 20 June 1974
By [illegible] Date 10/7/74

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: Aircraft for Bradley Mission.

TO: A-3.

DATE 1/1/43.

FROM: Chief of the Air Staff.

COMMENT NO. 1
MAL/eva/6371

1. The following directive reference the above subject has been received from OPD:

* * * * * * * * *

"4. The Commanding General, Army Air Forces, will be prepared to provide two suitable United States airplanes properly winterized to transport the Bradley mission which will not exceed twenty individuals."

* * * * * * * * *

2. You are directed to take the necessary action to comply with the foregoing.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

To: Deputy Chief of the Air Staff

Date 1/4/43

From: A-3

Comment No. 2
JJO'S:ek 6701

Action has been taken to provide the Bradley mission with two (2) C-53 type transports. One of the C-53's is scheduled for delivery to Bolling Field within the next few days at which time Captain Watson, a pilot on General Bradley's staff, will inspect the ship to determine what additional equipment is necessary.

JAN 5 - '43 PM

ROBERT W. HARPER
Colonel, G. S. C.

copy to AFROM
(Col. McCoy)

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8 Jan. & 30 June 1974
By [illegible] Date 6/7/76

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Policy Governing Modification of Aircraft.

Director of Military Requirements. 1-26-43

Deputy Chief of the Air Staff. #7

TJH/cms/6371

1. I have abandoned my idea of presenting a memorandum to General Arnold, as originally intended when Comment No. 1 of this R&R was written. I believe, however, that consequent effort must be made by the directorates to keep modifications to a minimum, to incorporate them into the production line at the earliest possible moment, and to aid the Commanding General, Materiel Command, in producing operational airplanes.

2. When changes are necessary, the earliest possible notice must be given the procurement and service agencies so that the required engineering can be performed and the materials necessary for the change can be procured.

Dispatched
JAN 27 1943
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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5. AFDMR AFASC 1942
12-30

MEG:vk 3020

1. The proposed plan is excellent in theory, but is considered quite impracticable of attainment. It may be used as a basis and a guide, but it will be found to be impracticable to follow exactly. The Materiel Command has implied the impracticability of the plan in its first two paragraphs of Item 4.

2. Where a change is conceived near the end of one period, and the mock-up necessary for its change extends beyond the next following period, the actual incorporation of the change in the production line may be delayed as much as three months, or a total of seven months after the change was originally found to be required.

3. It is believed that the method now being followed by the Materiel Command, in introducing changes into the production line, is all right. That changes and modifications are not being handled expeditiously is believed not to be in the method employed, but more in the lack of force with which they are pushed. Greater emphasis is placed on quantity rather than on quality. Practically every directive for a change in a piece of aeronautical equipment is followed by the phrase, "so as not to interfer with production". No change can be incorporated in a production line without interference with production. That fact must be accepted; some interference in production is the price which must be paid in effecting improvements in aeronautical equipment. It is better to produce 100 tactically fit combat airplanes in one month, than to produce 200 or maybe 300 unfit flying machines. The production of 100 airplanes unsuitable for operating over the Northwest Ferry Route, was of far less value to the Air Forces than the production of half that number which could traverse that route and which were scheduled to use it.

4. It is recommended that less and less emphasis be placed on quantity (now almost universally referred to as

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Dated 4-20 June 1974
By [illegible] Date 10/7/76

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Policy Governing Modification of Aircraft

MEG:vk 3020

5. AFDMR AFASC 1942 12-30 the "numbers racket"), and greater emphasis be placed on the work of the Modification Centers and other agencies engaged in making our factory output of flying machines into actually operationally fit combat airplanes.

Continued

DAVENPORT JOHNSON,
Major General, U. S. Army.

---

6. 1A
AFASC AFDAS 1-15

1. Concur in opinions set forthe in comments 4 and 5.

2. From standpoint of Air Service Command responsibilities, difficulties arising in the field affecting combat effectiveness and safety of flight must be corrected at the earliest stage of the production line.

3. It is obviously impractical to permit construction of airplanes in a manner known to require correction only to be changed after delivery to service activities.

4. Such changes should be incorporated at the price of decreased production and this will result in having more airplanes in the air even though the total production is less.

RJF:lew
5-4209

JOSEPH T. MORRIS,
Colonel, Air Corps,
Asst. Chief, Maint. Div.
AFASC

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Requirements for Additional Primary Trainer Production

DATE 1-9-43

TO: Director of Individual Training

COMMENT NO. 7

FROM: Chief of the Air Staff

WEH:JT 5246

For rewrite of attached proposed memorandum for the Materiel Command.

Incl.
n/e

Dispatched
JAN 9
AAG

WILLIAM E. HALL,
Colonel, G. S. C.

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Aircraft for Bradley Mission.

A-3. 1/1/43.

Chief of the Air Staff. MAL/eva/6371 1

1. The following directive reference the above subject has been received from OPD:

* * * * * * * *

"4. The Commanding General, Army Air Forces, will be prepared to provide two suitable United States airplanes properly winterized to transport the Bradley mission which will not exceed twenty individuals."

* * * * * * * *

2. You are directed to take the necessary action to comply with the foregoing.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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20 June 1974
By [illegible] MD Date 10/7/76

French Carrier in Martinique.

3973
GSS/hd

1 General General 1942
Stratemeyer Hanley 12-30

1. General Arnold desires that the necessary paper be prepared and forwarded, making request that the French Aircraft Carrier now in Martinique be made available to the Army Air Forces for the purpose of transporting aircraft between Continental United States and Africa.

2. It is desired that you initiate action to have this paper prepared.

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

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Jan & 26 June 1974
By [illegible] C; Date 10/7/76

SUBJECT: Report on Modification Centers.

TO: Deputy Chief of Air Staff.

FROM: Air Adjutant General

1/9/4[illegible]
Comment #[illegible]
JBC:WDG:[illegible] 5791

Inviting attention to Comments #2 and 4.

Incl. n/c.

Dispatched
[illegible] 12 1943
AAG

JOHN B. COOLEY
Col., A.G.D.,
Asst. Air A.G.

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WDG;jb 5789

3 AFMAG AFAMC 1-1-43 For remark or recommendation.

JOHN B. COOLEY
Col., A.G.D.
Asst. Air A.G.

Incl. n-c

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Report on Modification Centers.

TJH:cmc 5371

1. Deputy Chief of Air Staff. Director of Mil. Requirements. 1942 12-29 The attached letter is forwarded to you for evaluation and necessary action where indicated.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: Ltr to Chief of Staff, AAF, frm The Air Inspector, Subj. as above, dated Dec. 22, 1942.

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2. AFDMR AFDAS 12-31

MEG:vk 3020

1. Concur in general with the recommendations contained in the attached letter from the Air Inspector, and believe that action indicated should be taken by the Commanding General, Materiel Command. As to the personnel selected to head the organization, the Commanding General, Materiel Command, is in a much better position to determine. It is believed, however, that the removal of Mr. Ralph Damon from the Republic Aircraft Company would seriously jeopardize the future of that company.

2. Do not concur in paragraphs B. and C., of paragraph 4, "FACTUAL DATA".

a. With reference to paragraph B. — This office, almost alone, was instrumental in securing AAA priority for the Modification Centers. General Hopkins, of the Materiel Command, has set up a procedure whereby the AAA priority can be used by the Modification Centers. The Materiel Center has issued instructions as to its use.

b. With reference to paragraph C. — Hand tailoring methods must upon occasion be employed. Special emergency situations will arise which must be taken care of. Do not concur at all with the statement: "Before any order or directive is issued by higher authority for modification, the requirements for same should be thoroughly reviewed and coordinated with the Production Division". If that applies to a directive given by the Commanding General, Materiel Command, it is all right. If it applies to the Headquarters, Army Air Forces, and therefore the Directorate of Military Requirements, it is not all right. The Directorate of Military Requirements is set up to determine the requirements of combat theatres, and the responsibility for directing modification of aircraft to

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Report on Modification Centers.

MEG:vk 3020

2. AFDMR AFDAS 1942 meet these requirements is vested solely in the Director of
Continued 12-31 Military Requirements.

DAVENPORT JOHNSON,
Major General, U. S. Army.

Incl. n/c

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December 23, 1942

Report on Modification Centers.

Chief of Staff, Army Air Forces.

1. This report covers storage and delivery of aircraft at dispersal areas, pre-modification centers and modification centers. It is supplementary to the report from the Director of Technical Inspection, dated November 26, 1942, subject: "Delivery of Combat Aircraft." This report is submitted in accordance with verbal request from Colonel Erik Nelson, A.C., dated December 12, 1942.

2. CONCLUSIONS:

A. Action should be taken at once to group under one head all modification activities including aircraft in dispersal areas, pre-modification and modification centers.

B. Action should be taken to assign an officer in the grade of Brigadier-General to take charge of all modification activities under the Chief, Production Division, Materiel Center, Wright Field, Dayton, Ohio.

C. Action should be taken to centralize supply, material control and procurement of materials and parts for all modification activities. Arrangements should be made to have accorded to these items the highest priority available consistent with National Policy.

D. Action should be taken to reduce required modifications to a minimum and to coordinate and establish fixed requirements at least 90 days in advance of desired aircraft deliveries.

3. RECOMMENDATIONS:

A. It is recommended that a competent aircraft production executive be appointed at once in the grade of Brigadier-General in

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Subj: Report on Modification Centers 12/22/42
To: Chief of Staff, AAF.

charge of all modification activities to function under the Chief, Production Division, Materiel Center. It is recommended that if possible Mr. Ralph Damon, Republic Aircraft Company, be secured for this position. If Mr. Damon is not available, it is recommended that Brigadier-General B. W. Chidlaw or Colonel Orval Cook of the Materiel Command be assigned to this position.

4. FACTUAL DATA:

A. The establishment of modification centers and the necessity for same introduced a production problem between delivery of aircraft from factories and the using organizations. The work done by modification centers is similar in nature with respect to problems of production, engineering, personnel, delivery of aircraft to and from the center, supply, materiel control and storage of materials and parts. The above problems are now handled independently by each modification center. These centers employ over 70,000 men and will continue to increase. Approximately 1,000 airplanes are now located in some phase of the modification activity. They are normally under the control of the Materiel Command. However, at various phases of their movement or storage they are under the immediate control of the aircraft factory, Air Service Command, Air Transport Command or Air Force organization. Centralized control must be established over all phases to insure proper safeguarding, maintenance and flow thru the dispersal areas to modification centers. This is necessary to provide adequate backlogs for modification center production lines and to insure that control is maintained over the actual condition of the aircraft with respect to already installed parts and technical maintenance. This problem is becoming more acute daily as military requirement demands increase.

B. The current acute shortages of materials and equipment, C.P.E. and C.P.E. make vital the need for centralized storage and control. Orders directing immediate modifications are worthless unless the modification centers have materials and parts on hand or can receive immediate deliveries. At present two to three months elapse before even minor quantities of materials, parts, equipment or tools can be obtained. This is accentuated by the low priority ratings in effect for this work.

C. It is believed that too much attention is being given to the demands received from all combat forces. Except in absolute emergency, hand tailoring methods must be stopped. Modification centers

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Subj: Report on Modification Centers 12/22/42
To: Chief of Staff, AAF.

now receive orders for special work on two or three airplanes at a time while hundreds of similar airplanes remain idle. It is understood that this has even progressed to the point where some training airplanes are being modified. Before any order or directive is issued by higher authority for modification, the requirements for same should be thoroughly reviewed and coordinated with the Production Division. It is realized that military exigencies arise which necessitate a certain amount of this modification action but the controls for authorizing same must be strict and subject to prior advice from those officers or engineering and supply technicians responsible for production deliveries of aircraft. In many cases it is believed that the fault may lie with the field commanders not objecting their plane vigorously to the use of standard equipment.

JOHN F. WHITELEY,
Colonel, Air Corps,
The Air Inspector.

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Winterization Progress Report from Great Falls, Montana.

TJH:evn 6371

1 Deputy Director of Military Requirements. Chief of Air Staff. 1942 12/29

1. For necessary corrective action.

THRU
Assistant
Chief of
Air Staff,
A-4.

Incl: SECRET ltr to ATC dtd 12/17/42 frm Maj.Lawrence, Great Falls, w/1st Ind to CG,ATC dtd 12/27 frm Ferrying Div,ATC; 2nd Ind to Gen.Hanley dtd 12/27 frm Hqrs,ATC.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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By [illegible] LC, Date 10/7/76

1st Ind. AFASC/FBR/WMT/ODS/dw

Headquarters, Ferrying Division, Air Transport Command, Washington, D. C., December 27, 1942. TO: Commanding General, Air Transport Command, Washington, D. C.

1. Recommendation of paragraph eleven of basic communication is concurred in.

WILLIAM H. TUNNER
Colonel, Air Corps
Commanding

2nd Ind. AFASC/FBR/WMT/ODS/dw

Headquarters AAF, Air Transport Command, Washington, D. C., December 27, 1942. TO: Commanding General, Army Air Forces, Washington, D. C., Attention: Brig. General T. J. Hanley, Jr., Deputy Chief of Air Staff.

1. Recommendation of paragraph eleven of basic communication is concurred in, and it is recommended that this action be expedited.

For the Commanding General:

J. M. [illegible]
Lt. Colonel, Air Corps
Adjutant

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ENGINEERING OFFICE
7TH FERRYING GROUP, AIR TRANSPORT COMMAND
GORE FIELD
GREAT FALLS, MONTANA

EM.:ps

December 17, 1942

SUBJECT: Winterization Progress Report

TO : Commanding Officer
Ferrying Division
Air Transport Command
Washington, D. C.

1. Following telephone conversation with Lt. Sanders December 17, 1942, the following outline is provided to explain some of the delays encountered in handling airplanes for Northern delivery. It should be noted that in all of the engineering tasks performed at this station our activities are attempting to follow instructions from higher headquarters, and where these instructions are in conflict there inevitably results a confusion and duplication of work. Examples of this will be suggested by the notes that follow.

2. United Nations requirements on its airplanes have for the most part been laid down by United Nations Branch, Wright Field. In many instances, however, conflicting requirements are specified by ALSIB which are not cleared up by liason between higher diplomatic and military staffs.

3. Armament: The necessary armament work on ferried aircraft has been performed by Engineering Section, 7th Ferrying Group. Work performed on P-39s, B-25s, and A-20s requires approximately 3 hours; on P-40s, approximately 1-1/2 hours. On all airplanes it includes check of solenoids, timing, head space, gun action, wiring, and sights. On P-39s the guns must also be synchronized. Routine maintenance work includes cleaning, oiling, taping, and loading all armament.

A. The following troubles have been encountered:

(1) P-39s solenoids are frequently burned out.

(2) Impulse wires on the following airplanes have been broken and require replacement:

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42-4625
-4638
-4719
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-4758

(3) The battery vent line has been broken on two airplanes, allowing battery acid to spill over armament equipment. This condition has been corrected where encountered, but requires a lengthy cleaning job.

(4) Guns on P-39s are always out of synchronization. A Bell Factory representative is now on the field, but so far has not been able to find the cause of this trouble.

B. (5) B-25s: The following B-25s have come to this station with very dirty guns:

25-3335 through 3344

B. The following instructions affecting armament have been received:

(1) From ALSIBS:

a. Load all guns

b. Bore sight all guns

c. Have guns coated with heavy grease at factory and don't touch them.

(2) From A. T. C.:

a. Thoroughly clean guns

b. Oil with light oil to allow for emergency firing.

C. Our experience has been that most fixed guns are out of adjustment and out of synchronization, and we consider it essential to correct this condition before ammunition is loaded.

4. Mechanical Trouble: The following items of mechanical trouble have been discovered and corrected either by 7th Ferrying Group or 34th Sub-Depot. This is not a complete list, but is representative of the items that have caused considerable delay:

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A. C-47s: Floor channel brace behind landing gear locking pin shaft is broken on all ships. 41-18607 and 41-18609 had starters burned out.

B. P-39s: Number 42-4777 came to this station with inside bank of plugs all disconnected. 42-4744 and 42-4717 had had oil leaks. Coolant hulks are burned out on many ships. Three nose wheel brackets have been discovered broken--cause as yet undetermined.

C. B-25: Number 42-53338 had a cracked oil cooler, 42-53339, fire extinguisher missing.

5. All United Nations airplanes have insignia repainted and CFE stowed aboard. This requires approximately two hours per plane.

6. Winterization: Until two weeks ago both the 34th Sub-Depot and the 7th Ferrying Group have been refused adequate information on what is expected on the winterization program. Both activities have had to start on this program cold with a large number of airplanes on the field awaiting processing. Some vital information has not been received as yet from the proper authority. For instance,

A. Spark Plugs: Winterization Directive calls for long reach hot running spark plugs in all engines. T. O. #03-25-1 gives conflicting specifications. Representatives from Wright Field have been also given conflicting instructions. Our experience is that the long reach hot running spark plug will definitely burn in an Allison engine and probably in a P & W engine. In the absence of any better instructions, we are protecting our pilots by installing L8-65s in these engines and stowing L8-87s aboard the plane. Confusion over this point has resulted in changing plugs in a number of P-39s three times.

B. Coolant Mixture: 34th Sub Depot is in possession of a freezing curve for coolant mixtures. ALAIRS have reported trouble with mixture supplied in P-39s boiling before take-off temperature is reached. We have no curve for boiling points at this station, so are conducting our own experiments to determine a suitable coolant mixture. This information has been requested through Director of Military Requirements but has not been received. Preliminary test indicates coolant mixture in P-39s will freeze at -5 . In order to replace this fluid in the system the belly tank must be dropped. The job will take approximately 6

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hours per plane.

C. Propeller Oil: Pilots have reported propeller trouble on Curtiss Electric propellers. The factory representative has suggested that Curtiss Speed-Reducer Oil No. 1 will solve this problem. Information has been requested on the point but has not been received.

D. Proper Dilution for 3566: 34th Sub Depot and this office have no authoritative instruction on proper dilution of Hydraulic fluid Specification 3566 with butyl alcohol for extreme cold weather operation.

E. The lack of consistent instruction on these various points has forced us to partially winterize airplanes, leaving some items on each plane unaccomplished until proper instructions are received. Most of the airplanes on the field are ready to go except for one detail or another. Originally these airplanes were all equipped with 18-87 spark plugs, but since reaching the decision cited above we have commenced changing them back to 18-85s.

7. The 34th Sub Depot has encountered the following difficulties in their Winterization Inspection program:

A. Non self-sealing oil lines on all types of planes have been found only partially lagged.

B. Propeller fluid feed shoes are not P-40s.

C. Pressure gage lines are found with heavy oil.

D. Slinger ringsinstallation on P-39s is unsatisfactory, the tubes being broken in the flight from installation point to Great Falls. These have to reworked on all P-39s. 34th Sub Depot has submitted an Unsatisfactory Report on this condition.

E. Winterization check lists on many airplanes appear to be reproduced with the "Installed at", "Date", and "Inspection Unit" columns completely filled, so that the sheet is in fact not being used as a check list. Items are found on these airplanes which are marked accomplished on the check sheet but are not accomplished on the airplane. Initially this resulted in confusion and delay for our activities. Since it has been discovered on a number of airplanes of different types, the winterization check list is now disregarded, and a complete inspection of the airplane is made in determining what has actually been accomplished. A case in point is the oil radiator shutters

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on B-24Ds # 41-23684, -23891, -23896, -23899. These ships came in without the shutters but with these items marked installed. It took three days to find out that this was not an oversight but that baffle rings should somewhere aboard the airplane are an approved substitute.

8. 34th Sub Depot is now in receipt of instructions grounding all B-24Ds and B-25s until modifications can be accomplished on turbo supercharger regulators and oleo struts respectively.

9. In wind storms on December 15 and 16 United Nations airplanes were damaged as follows:

P-40 # 42-29832 Plexiglass and paint damaged.
P-39s 42-4747, 4757, 4787, 4808 Rudder fabric torn.
-4744 Rudder quadrant broken and fabric torn.

10. Radar equipment is found in certain United Nations airplanes. It is our understanding that these installations are not to be furnished, and wearare awaiting instructions from United Nations.

11. Recommendation: It is recommended that an United Nations representative and a Winterization expert be stationed at this base who will have authority to make decisions on the spot or can establish contacts necessary to get authoritative instructions from Wright Field and Washington.

For the Commanding Officer:

R. M. LAWRENCE
Major, Air Corps
Group Engineering Officer

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DOD Ltrs.
30 June 1974
Date 6/7/76

AFACT
Lt. Col. J. J. O'Shea
Ext. 6701
ek

DEC 2 0 1942

Lieutenant General H. A. Drum
Commanding General, Eastern Defense Command
Governors Island, New York

Dear Hugh:

Reference is made to your request for a DC-3 type airplane to replace the C-57 now assigned to your Command.

There is no doubt that a DC-3 type aircraft would be a better transport for members of your staff and it would give me great pleasure to provide you with one. The transport aircraft picture, however, will not permit such an assignment.

Current production of transports is very limited in comparison with our immediate needs to serve by air the various theaters in which we are now active. Because of these requirements it was necessary recently to withdraw all personally assigned staff transports and reassign them on a minimum requirement basis.

I feel sure that you realize from the above why it is impossible to assign you a large transport airplane at this time.

With kindest personal regards.

Sincerely yours,

Sgd. H. H. Arnold

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

Dispatched
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DOD Dir. 5200.9 Sec. 3 Nov. 1974
By [illegible] Date 10/7/76

DECLASSIFIED

Policy Governing Modification of Aircraft.

MAL/imm 5265

1 AFDAS AFACT 1942 12-18
AFADS
AFAMC
(Gen.Meyers)
AFDMR
AFASC

IN TURN

1. General Hanley proposes to present a memorandum to General Arnold worded as follows:

"1. It is an accepted fact that changes cannot be incorporated in production without a decrease in the number of units produced. A modification line is just a production line under another name. Changes are now being directed as "must" features for all airplanes which have not gone to combat units regardless of the degree of modification already completed. Every ordered change requires time, to design, procure material, manufacture parts, and install.

"2. Our airplanes today have been modified to include most of the essential changes for combat. We can never hope to meet the desired rate if we do not permit an airplane which has started down the modification line to complete that line without additional changes being added enroute.

"3. The adoption of a standardized modification line for short periods will result in a steady flow of operational airplanes and changes should never be more than two months late in being incorporated into the line and the final result will be more operational airplanes to the combat units - airplanes that they can use and are using now even though tomorrow a desirable change may be discovered.

Recommendations:

"1. That starting January 1, all airplanes undergoing modification be completed with no further change for a period of three months, or until April 1.

"2. That all changes which are found to be necessary within the next forty-five days be incorporated in the modification line on April 1.

"3. That every month hereafter a list of approved changes be consolidated on the last day of the month for incorporation in the modification line sixty days thereafter.

"4. That a copy of this policy be sent to Air Forces Commanders throughout the world for their information.

Carried by
Lt A-3
by Maj Brown

Mr Gray's copy

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Policy Governing Modification of Aircraft

MAL/lmm 5265

1942

1 AFDAS AFACT 12-18
AFADS
CONTINUED AFAMC
(Gen Meyers)
AFDMR
AFASC
IN TURN

2. Your concurrence in the foregoing together with any comments you may have reference this subject will be stated hereon.

3. It is desired that you expedite your consideration of this paper.

M. A. LIBBY,
Lt. Col., G.S.C.

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By [illegible] Date 10/4/[illegible]

~~CONFIDENTIAL~~

Mat. Command

July 8, 1943.

MEMORANDUM FOR GENERAL ARNOLD

SUBJECT: Burnelli.

1. Colonel Hartney was in this morning with a copy of a study which he states he is preparing for you on the history of the Burnelli airplane. He showed me the study with recommendations. The gist of these recommendations is that he believes the Burnelli plane should be put into production, and will make several proposals as to how it could be done. He also makes a number of engineering findings which may be correct, but are certainly not too well substantiated.

2. The Canadian Car and Foundry Company, who has been involved with Burnelli for a number of years, desires to build some ten Burnelli airplanes in the light plane category for sale to South America. According to Colonel Hartney, this was stopped either by the Joint Aircraft Committee or the Munitions Assignment Board. He urges that these airplanes be released for sale in order to have some prototypes with the flying wing built and tried out. He is going to have this presented again to the Joint Aircraft Committee and the Munitions Assignment Board. Personally, I not only see no objection to it, but think it would be a good idea if it weren't for the precedent it would establish of permitting South American nations to buy airplanes.

3. I reviewed with Colonel Hartney the long periods of dealings that the Army has had with Burnelli and the much controversy that had been had as to whether his design is superior to other existing and proposed designs. I told Colonel Hartney that I had repeatedly suggested to Burnelli that he try to convince any of the established aircraft manufacturers that his design was superior to conventional practice, and that if they would support him in a project for an experimental airplane, it would be given every consideration by the Air Force. He has tried this repeatedly, but apparently has never been able to get any responsible American manufacturer sufficiently enthusiastic about his design.

8/10/43
Sent to A A G for file

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Rec'd 8/10/43

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Memo for General Arnold
Subject: Burnelli

July 8, 1943.

to submit a proposal on an experimental project. Colonel Hartney states that he considered this a reasonable approach to the problem and plans to contact various established aircraft manufacturers for the purpose of asking them to review the design and determine as to whether or not they would be interested in undertaking a project to build an experimental airplane through license or otherwise.

4. As you know, the principal feature of the Burnelli airplane is that it is alleged to be a flying wing, but it has a tail. The Northrop flying wing has no tail, and any discussion of flying wings should probably be based on the relative merits of these two airplanes, as well as a comparison of the Burnelli design to conventional airplanes.

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

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HENRY HARLEY ARNOLD

Box 121 Folder 6

MILITARY

DECIMAL

SAS 452.1
(751-830)

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DOD Dir.
6 June 1974
By [illegible] Date 10-7-76

JCS Memo

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8 Jan. & 20 June 1974
By [illegible] Date 10-7-76

ROUTING AND RECORD SHEET

CONFIDENTIAL
DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Memorandum addressed to Mr. Lovett, from the Commanding General, A.A.F.

TO: Assistant Chief of the Air Staff, M M & D

DATE 4/9/43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 1

452.1 (830) B

1. There is attached hereto a copy of a memorandum addressed to Mr. Lovett, from the Commanding General, Army Air Forces, dated April 8th, 1943, subject: Dive Bomber Production Plans for 1944.

2. The Commanding General, Army Air Forces directs that the necessary action be initiated to carry out the recommendations contained in the attached copy of the memorandum.

Incl - Memo for Gen. Arnold's sign. to Mr. Lovett, dtd 4/6/43 w/tabs A,B,C,D,E,F. (Paper

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

COMMENT NO. 2
APT:gmb 71230
BEM:lw 3153

TO: Deputy Chief of the Air Staff

FROM: Assistant Chief of the Air Staff, M.M.&D.

1. Necessary action to carry out the recommendations concluded at the conference on April 5, 1943 in the office of the Commanding General, Army Air Forces, has been initiated.

B. E. MEYERS,
Brig. General, U.S.A.,
Deputy AC/AS, MM&D.

Withdrawn:
Incl #1 - Memo fr Gen.Arnold to Mr. Lovett

Added:
Incl #2 - Cy ltr to CG/ Mat. Command

Noted For files
MAL
18 apr. 43

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CONFIDENTIAL PAGE 1

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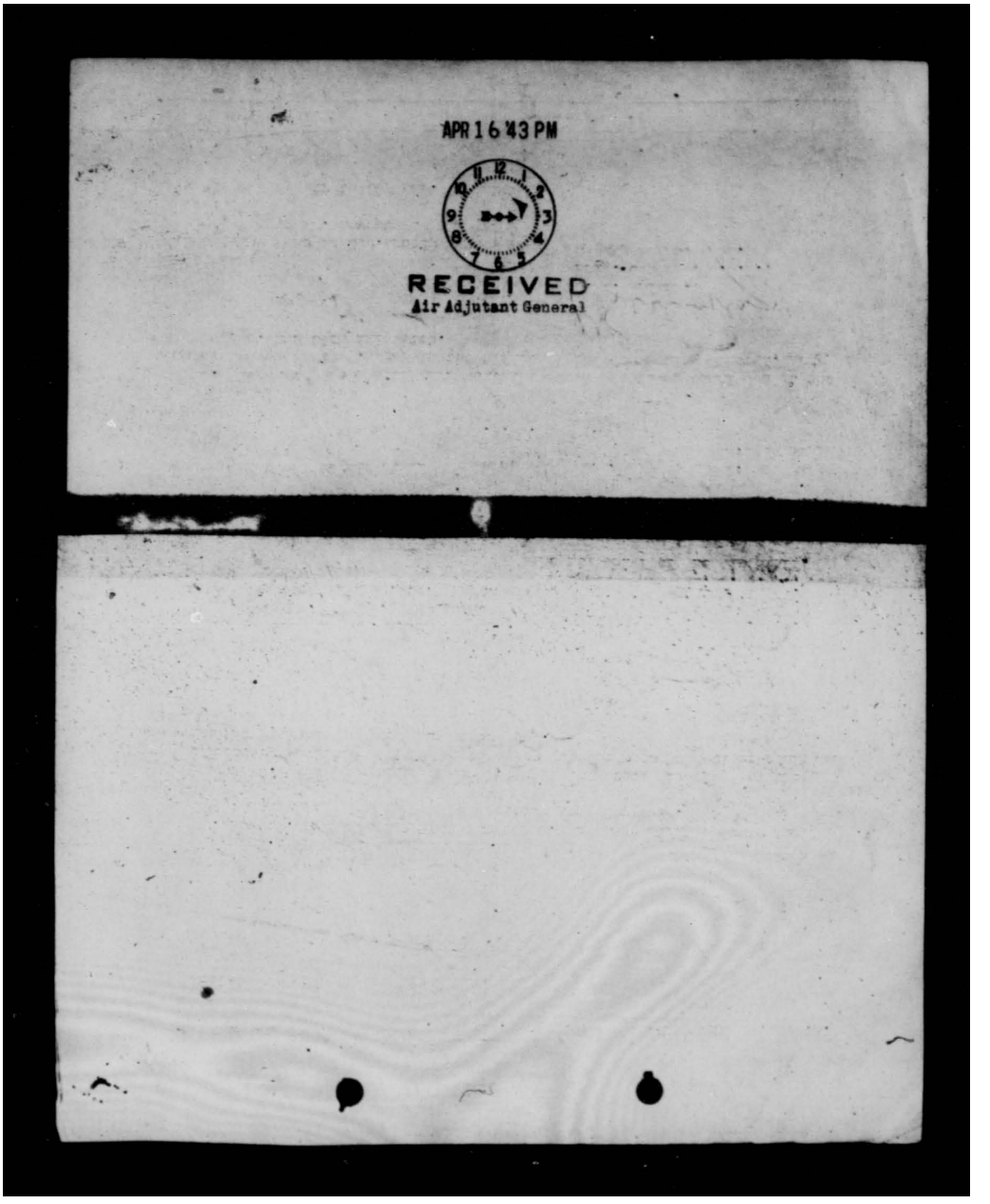

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AMC/AFP:gmb

April 13, 1943

Dive Bomber
Production for 1944.

Commanding General,
Material Command,
Wright Field,
Dayton, Ohio

1. As a result of conclusions reached at a meeting in the office of the Commanding General, Army Air Forces, April 5, 1943, it is directed that the necessary action be taken to carry out the plans listed below:

a. That a project be immediately initiated to duplicate A-36A tooling and to thereafter establish an A-36A production line at Vultee, Nashville.

b. That as rapidly as production of the A-36A at Vultee, Nashville, can be initiated the production of the A-36 be tapered off.

c. That pending the availability of light level bombers of the A-36A or A-36 type, the requirements of the light bomber groups be met by the assignment of fighter bombers (P-51, P-39, etc.), the following being the order of preference:

A-36A
A-36
P-51 (A-36)
P-39

d. That the current plan for conversion of Douglas, Tulsa, production to an exclusive A-24 line be expedited by the elimination of any other project which interferes with the A-24, and those projects which are currently being utilized to train and hold the labor force at Douglas, Tulsa, be tapered out as rapidly as the A-24 project is able to absorb labor.

By Command of General ARNOLD:

B. E. MEYERS,
Brig. General, U.S.A.,
Deputy Asst. Chief
of the Air Staff, M.P. & D.

Inclosure #2

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DOD Dir.
Dec. 10-2-76

SUBJECT: Memorandum addressed to Mr. Lovett, from the Commanding General, A.A.F.

DATE April 13, 1943

COMMENT NO. 2
AFT:gub 71230
BEM:lw 3153

TO: Deputy Chief of the Air Staff

FROM: Assistant Chief of the Air Staff, M.M.&D.

1. Necessary action to carry out the recommendations concluded at the conference on April 5, 1943 in the office of the Commanding General, Army Air Forces, has been initiated.

B. E. MEYERS,
Brig. General, U.S.A.,
Deputy AC/AS, MM&D.

Withdrawn:
Incl #1 - Memo fr Gen.Arnold
to Mr. Lovett

Added:
Incl #2 - Cy ltr to CG/ Mat. Command

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6 Jan. & 30 June 1974
By AL Wyck, 10 Date 11-7-76

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Memorandum addressed to Mr. Lovett, from the Commanding General, A.A.F.

Assistant Chief of the Air Staff, M M & D

Deputy Chief of the Air Staff 1

1. There is attached hereto a copy of a memorandum addressed to Mr. Lovett, from the Commanding General, Army Air Forces, dated April 8th, 1943, subject: Dive Bomber Production Plans for 1944.

2. The Commanding General, Army Air Forces directs that the necessary action be initiated to carry out the recommendations contained in the attached copy of the memorandum.

Incl - Memo for Gen. Arnold's sign. to Mr. Lovett, dtd 4/8/43 w/tabs A,B,C,D,E,F. (Paper sgd 4/8/43)

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

(Ref. Air A G No. 452.1 (830)).

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DOD Ltrs
8 Jan. & 30 June 1971
By ALS/PIC Date 10-2-76

Accurate Estimates of Aircraft Availability

Chief of Air Staff

April 2, 1943

Asst. Chief of Air Staff,
Materiel, Maintenance, and Distribution

FA/lrs 3
2953

1. The type directors indicate to the Materiel Command the changes or modifications required in aircraft to make them "operational" in combat theatres. The responsibility for defining fully "operational" aircraft rests with Military Requirements.

2. It has been recommended that a list defining which aircraft are to be considered "operational" by Military Requirements be prepared by the Materiel Command at the beginning of each month. Such action is being coordinated by the Materiel Command with Military Requirements, through ACAS, Materiel, Maintenance, and Distribution.

3. The estimates of "operational" aircraft which will be submitted hereafter shall, therefore, be based on the definitions approved by Military Requirements and be made up of aircraft considered "operational" upon delivery from factory and aircraft considered "operational" only upon completion of required modifications.

BENNETT E. MEYERS,
Brig. General, U.S.A.
Deputy.

TO: Asst. Chief of Air Staff, Operations, Commitments & Requirements DATE 6 April 43

FROM: Chief of the Air Staff COMMENT NO. 4
MAL/mdg/5265

For your information in view of the fact that your division has assimilated the functions in connection with aircraft allocations previously performed by A-3.

MILLARD A. LIBBY,
Colonel, G. S. C.,
Secretary of the Air Staff.

Incl. nc

File 4/7/43

Dispatched
Apr 6 1943
AAG

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

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DOD Ltr.
6 Jan. & 20 June 1974
By [illegible] Date 10-7-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

April 3, 1943

MEMORANDUM FOR GENERAL ARNOLD.

Subject: P-51A Airplanes.

1. Production of P-51 airplanes has commenced. Approximately 225-250 of the first will be P-51A's with Allison engines. Thereafter, production will be P-51B's with Rolls Royce engines.

2. P-51 groups are not being formed in this Country at this time. Instead, replacement P-51 airplanes and crews will be sent to P-40 units in theatres and these units will eventually be completely P-51 equipped. P-51B's are set up for this purpose as they have the same engine as the P-40L and will be the standard production article.

3. The available P-51A production is to be allocated as follows:

9 - Materiel Command
3 - AAF Proving Ground
35 - Replacements for the 67th Obs. Grp. in U.K. and Africa.
138 - P-51 Replacement Training Group.
40 - Flying Training Command for P-51 transition training.
25 - School of Applied Tactics.

4. The above allocations to training will permit the training of P-51 pilots in time to proceed overseas with the first P-51B's, starting in June or July. Due to shortage of training aircraft, fighter replacement pilots have been sent to theatres with only 40 to 45 hours fighter time when they should have had 80 hours. This allocation should result in an overall improvement in the quality of fighter pilots.

Barney M. Giles
BARNEY M. GILES,
Major General, U.S. Army,
Ass't. Chief of the Air Staff,
Operations, Commitments and Requirements.

File
Ci 19 July 43

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4/10/43

FOR VICTORY
BUY
UNITED STATES
SAVINGS
BONDS
AND
STAMPS

SECRET

Air AB 452.1 (826)

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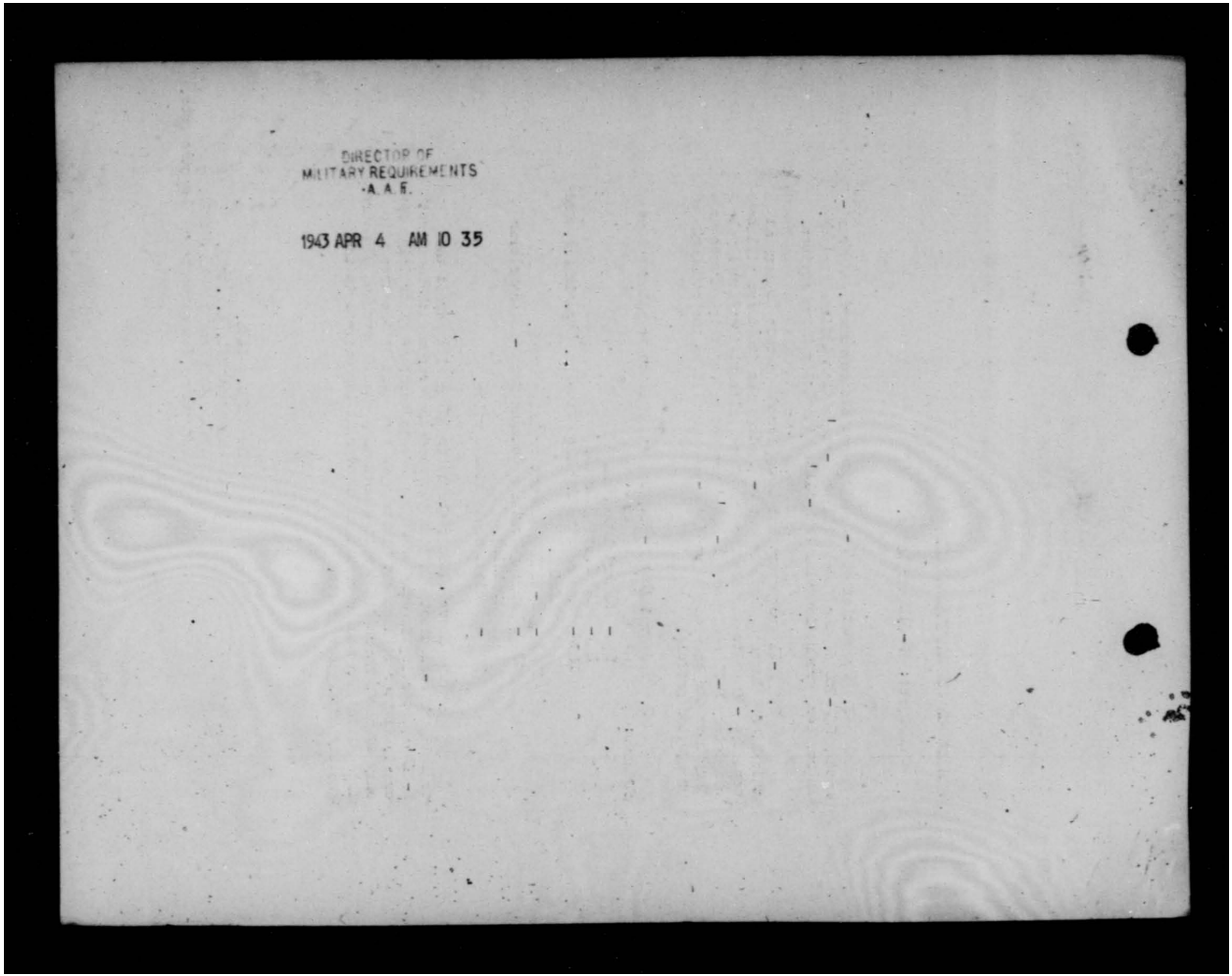

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9 Jan. & 20 June 1974
By: ALN/PIC, Date: 10-7-74

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APR 8 1943

MEMORANDUM TO THE ASSISTANT SECRETARY OF WAR FOR AIR

SUBJECT: Dive Bomber Production Plans for 1944

1. This memorandum will serve to record the conclusions and recommendations made by the conference group which met at 10:30 A.M., April 5, 1943, to discuss plans for terminating dive bomber production in 1944. A list indicating the names of the persons who participated in the discussion is attached hereto as Tab "A". A brief of the discussion is attached as Tab "B".

2. Conclusions:

a. As rapidly as production of the A-20 at Vultee-Nashville can be initiated the production of the A-35 should be tapered off.

b.

b. Light bomber groups (including dive) authorized for the U. S. Army Air Forces should be equipped with airplanes in the following order of preference:

A-26
A-20
P-51 (A-36)
P-39

c. The current plan for conversion of Douglas-Tulsa production to an exclusive A-26 [illegible] unaudited by the [illegible] which [illegible] the A-26.

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3. Recommendations:

a. That a project be immediately initiated to duplicate A-20G tooling and to thereafter establish an A-20G production line at Vultee-Nashville (Friendly discussion).

b. That pending the availability of light level bombers of the A-26 or A-36 type, the requirements of the light bomber groups be met by the assignment of fighter bombers (P-51, P-39, etc.).

c. That those projects which are currently being utilized to train and hold the labor forces at Douglas-Tulsa be tapered out as rapidly as the A-26 project is able to absorb labor.

4. Action is being initiated by the Army Air Forces to carry out the recommendations listed above.

Dispatched
APR 8 1943
AAG

Sgd. H. H. Arnold

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

Encl -

Encl "A" - Dive Bomber Conference, Attendance List.
Encl "B" - Dive Bomber Conference, Brief of Discussion.
Encl "C" - R & R: Conference Directive by H.H.A., Mar. 31, 1943.
Encl "D" - Memo: "A-36 Dive Bomber (Vultee)", Lovett to Arnold, March 27, 1943.
Encl "E" - Memo: Report of Conference by H.H.A., April 5, 1943.
Encl "F" - Notes: Dive Bomber Production by H.H.A., April 5, 1943.

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DOD ltrs.
6 Jan. & 20 June 1974
By [illegible], Date 10-7-76

TAB "A"

[illegible] CONFERENCE

ATTENDANCE LIST

Place: Conference Room of Commanding General, Army Air Forces

Time: 10:30 A.M., April 5, 1943

Present:

Mr. R. A. Lovett	-	Asst.Sec. of War for Air
General H. H. Arnold	-	Commanding General, A.A.F.
Major General G. E. Stratemeyer	-	Chief of the Air Staff
Major General B. M. Giles	-	Asst.Chief Air Staff, OC & R
Brigadier General B. E. Meyers	-	Asst.Chief Air Staff, MM & D

Others Present:

Colonel R. F. Stearley	-	Asst. Chief Air Staff, OC & R
Colonel M. E. Gross	-	Asst.Chief of Air Staff, OC & R
Colonel W. R. Harness	-	Asst. Chief Air Staff, OC & R
Colonel J. W. Vaccaro	-	Asst. Chief Air Staff, MM & D
Colonel E. C. Longwood	-	Asst. Chief Air Staff, Plans
Colonel R. M. Carmichael	-	Office, Commanding General A.A.F.

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TAB "A"

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6 Jan. & 20 June 1974
By ALNPIC 10, Date 10-7-76

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TAB "B"

[illegible]

Brief of Discussion

I. **VULTEE-NASHVILLE**

1. The plant is suitable in size for P-51 (A-36) production. Kindleberger believes the plant is capable of building the P-51. North American will grant license to Vultee for a nominal fee.

2. An appraisal of current production plans indicates that we have established sufficient fighter facilities to provide during 1944 all the fighters and fighter bombers we need. We are relatively more deficient in the light level bomber class.

3. The Materiel Division estimates that Vultee-Nashville can initiate production of the A-20 type (with R-2600 B engine) in nine to twelve months. Production of the A-26 could begin in fifteen to eighteen months (from April 1, 1943).

4. The Assistant Chief of the Air Staff, O C & R, appraises the A-35 as being safe to fly, but not operationally suited for combat in the face of strong pursuit opposition.

5. The A-35 will be useful in 1943 in providing flying equipment to light bomber groups which would otherwise have no airplanes to train with.

6. The Assistant Chief of the Air Staff, M M & D, will arrange to have test pilots of all Defense Aid recipients of the A-35 fly the airplane. After flight tests have been completed, formal statements will be obtained from each recipient country's representative to establish the desire of that country for the assignment of A-35 airplanes.

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TAB "B"

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II. DOUGLAS-TULSA

1. Consult of Douglas has stated that the A-26 will require 13,000,000 tooling hours of which only 600,000 hours have been completed to date.

2. Engineering on the A-26 at Douglas-El Segundo is being retarded by the Navy's interest in the XBTD.

3. For the purpose of proving production tooling only, the Materiel Command has authorized Douglas to establish a pilot line of A-26 production in the Douglas-Long Beach Plant with a capacity of twenty-six airplanes per month.

4. In the interval pending the completion of the A-26 tooling the following projects will be conducted in Douglas-Tulsa to retain the 13,000 employees now in training.

   a. B-19 modification.
   b. B-24 assembly.
   c. A-24 (SBD) fabrication and assembly.

5. Current production plans for Douglas-Tulsa are satisfactory without further modification. The A-24's (SBD) produced on Army contracts pending completion of the A-26 tooling will be useful in meeting Defense Aid commitments to those foreign nations which have limited operational facilities.

III. CURTISS-ST. LOUIS

1. Discussions have been had with the Navy on a possible swap of Douglas-El Segundo to the Army in exchange for Curtiss-St. Louis to the Navy. Floor areas of the plants are as follows:

   Curtiss-St. Louis - 1,[illegible] sq. ft., new construction.
   Douglas-El Segundo - 1,[illegible] sq. ft., partly new construction.

2. The relative deficiency in heavy transports for 1944, on the basis of planned operations in China, appears to be greater

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than the deficiency in light bomb bombers. A decision will be required as to whether Curtiss-St. Louis is to be continued in light bomber production or switched to C-46 transport production to supplement the minimum output which can be expected from Curtiss-Buffalo after termination of P-40 fighter production. In view of the importance of the decision in this matter it will be treated as a subject separate from the one under consideration at this time.

3. If the United States Army does not desire to use the A-25's (SB2C) procured during 1943 by Curtiss-St. Louis, those airplanes may be effectively employed by the United States Navy.

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Routing & Record Sheet

SUBJECT: A-35 Dive Bomber (Vultee)

TO: General Giles DATE: 3/31/43

FROM: General Arnold COMMENT NO.: 1

Note the attached, reference the A-35 Dive Bomber. Go ahead and call the meeting suggested in the last paragraph for the early part of next week in my office. Notify Mr. Lovett when it's going to be so that we can have everybody here that is connected with it.

Let me have the attached back with an R&R stating when this meeting will be held and what arrangements you have made.

(S) H. H. A.

Encl: Memo for Gen. Arnold frm Mr. Lovett, 3/27 re abv subj.

TO: General Arnold DATE: April 1, 1943

FROM: General Giles COMMENT NO.: 2

RAG:bb 3080

1. For your information a meeting will be held in your office on Monday, April 5, 1943, at 10:30 A.M.

2. Mr. Lovett has been contacted and the meeting time and date is agreeable to him.

3. A copy of this is being furnished General Meyers.

Encl: n/c

(S)

HARRY H. GILES,
Major General, U. S. Army

written: Requirements Div.
c/o H.E.Gross

Mr. Lovett
Gen. Giles
Col. Gross
Col. Stearley
Col. Harmon

Gen. Meyers:
2 or 3 officers Gen. Meyers is bringing
Col. Williamson:
2 or 3 officers from Plans

TAB "C"

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TAB "G"

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8 Jan. & 20 June 1974
By AL/PIC/AC, Date 16-7-76

Routing & Record Sheet (cont)

SUBJECT: A-35 Dive Bomber (Vultee)

written -

4/5/43 Comment No. 3

To: Col. Longmead - to include in report you are writing up for Gen. Stratemeyer.

H. H. A.

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] Date 10-7-76

TAB "D"

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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON
D. C.

March 27, 1943

MEMORANDUM FOR GENERAL ARNOLD

Subject: A-35 Dive Bomber (Vultee)

I have read the summarized report of the Board of Officers which has been considering the matter of the A-35 airplane.

In the light of their recommendations I agree that the manufacture of this plane in the Vultee plant at Nashville should be stopped as soon as practicable and that a suitable combat type should be substituted for it. This subject has been under discussion during the past month and I have requested the Material Command, on completion of the service tests designed to develop the suitability of the A-35 for combat work, to communicate with the British Air Commission and notify them that the Army Air Forces do not intend to use this aircraft in combat. Since the RAF have requested this type of plane and a quantity has been allocated to them, I have suggested to the Commanding General, Material Command, that our position in the matter be disclosed to the British and that we request them to give us a definite statement as to whether they propose to make combat use of this aircraft. If they do, production can be cut back to the minimum necessary to supply RAF needs; otherwise, production should be terminated in such a fashion as to permit the retraction of the organization and the transfer of its activities to another type of proved combat usefulness.

You will, no doubt, recall that it was largely on the insistence of the British that the V-72 (Vengeance) modified to the A-31, was continued in production last year. This plane was not an approved model of the Army Air Forces, but on the earnest representation of Sir Richard Fairey, British Aircraft Commission, and representatives of the RAF Delegation, production was continued. Meanwhile, the Wright Field organization and the Vultee engineers attempted to re-design the plane to meet Army Air Force standards. The A-35 is the result and while preliminary tests met performance specifications, service tests indicate that its operational and maintenance characteristics are unsatisfactory.

TAB "D"

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Studies have been underway to determine what combat type can be most promptly put into production at the Nashville plant. There appear to be three alternatives:

A. Put the A-36A into the plant with Douglas-built jigs. This would probably enable line production of this proven bomber type in the latter part of 1943. If and when production might reach an adequate figure, the A-20 production at Douglas could be cut more sharply than at present scheduled, thus making available more space and personnel for the A-26.

B. Introduce the A-26. This is a new Douglas type not yet in production. It is certain that there will be numerous engineering and manufacturing difficulties in the first phases Douglas produces. It is reasonable to suppose, therefore, that no real production could be obtained out of Nashville until the latter half of 1944 at the earliest.

C. Try to work out an arrangement with the Navy whereby the Nashville plant would be turned over to them for Torpedo bomber production of the TBF (Vought-Sikorsky type) in return for the removal of non-Douglas types from the Douglas plants and the turning over to Army work of the Douglas El Segundo plant. The possibility of working out such arrangement seems at the moment to be remote.

It is obviously important to set in motion as promptly as possible the machinery of terminating the A-35 and the substitution of another model. I suggest that it might be helpful to call a meeting of the officers connected with production engineering matters in the Materiel Command next week, in your office, and make a definite decision on what new type should go into the Nashville plant.

(S)
ROBERT A. LOVETT
Assistant Secretary of War for Air

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DOD Ltr.
9 Jan. & 20 June 1974
Exp. Ltr. Dated 10-7-76

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WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

April 8, 1945

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Report on Conference A-36.

1. CONCLUSIONS:

a. Stop A-36 production at Nashville as soon as foreign contracts and production organization permit.

b. Build A-30 with R-2600 B engine at Nashville.

2. DISCUSSION:

a. Several irrelevant aspects covered and several pertinent points discussed, as follows:

(1). Independent decision that in future our Light-Dive Groups would be equipped in order of preference.

(a). A-36
(b). A-30
(c). A-36 or P-51
(d). P-39

(2). Mr. Lovett made point that somewhere on record was statement that the A-36 is not suitable to fly. (There are 2 records - first, stating A-36 is no good for combat, and second, no good for training.) He stated that, to keep our own shirt - tails clean, we should modify plane or not use it at all. (This involves the A-36's that will be absorbed in training units before production can completely stop.) General Giles will have service test made and recommend modifications. Further, in foreign commitments on A-36, we must tell customer we are not using it in combat, get customer to test it himself, and state in writing that it is suitable to him.

3. A-36 problem came up in decision to put A-30's in Nashville involving

(a) El Segundo - St. Louis swap
(b) C-46 production

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4. In connection with A-20 at Nashville; General Meyers and Mr. Lovett argued down the rest stating that to put A-20 at Nashville would mean from 15 - 18 months while A-20 from 6 - 9 months.

5. El Segundo deal will be pushed. Decision will be left to General Arnold. Shall we give Navy St. Louis for El Segundo? Or shall we keep St. Louis, convert to C-46 production and forget about El Segundo? Mr. Lovett favors swap, pointing out that Buffalo can turn out C-46 when P-40 is stopped.

/s/ R. H. C.
R. H. C.

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8 Jan. & 20 June 1974
By ALN/PIC, Date 10-7-76

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April 5, 1943

DIVE BOMBER PRODUCTION

Present: Arnold, Lovett, Giles, Stratemeyer, Meyers, Gross, Sossums, Stearley, Langmead, Carmichael, Karnes.

A: This meeting is to discuss the advisability of continuing production of the A-35.

A: A board of officers has recommended discontinuation of the line.

A: My thought is to replace the A-35 as rapidly as possible with the A-80 for which we have a very great demand and very limited production.

Lo: We should get from the U. K. a statement in writing as to whether they expect to use the A-31 (V-72).

Lo: Kindleberger proposes that we use Vultee-Nashville for the P-51. Some of the personnel are old North American men. Allison engines will be critical.

Lo: Conant of Douglas advises that the Navy wants to make El Segundo a plant of exclusive Navy interest. (Not understood)

Lo: We know that we can turn the A-24 from Tulsa and A-25 from Curtiss-St. Louis over to the Navy.

Lo: A-26 and SB2D engineering is in conflict at El Segundo.

1,000,000 tooling man hours on the SB2D.
600,000 tooling man hours on the A-26.

Lo: The Navy will not swap Douglas-El Segundo for the Vultee-Nashville Plant.

Lo: The only alternatives for Vultee-Nashville are the P-51 and A-80.

Ar: We cannot establish production for more fighters. We have all the production we need, and more types than we should have.

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AF: We can use in our training establishment all the dive bombers we will get from Nashville.

AF: I cannot see the use of dive bombers now that we have developed the skip bombing tactics.

AF: We must eliminate types we do not want and replace them with types we do want. We should cut the number of fighter types to three.

Lo: You could get A-20's from Vultee-Nashville by January 1944. You cannot get A-26's prior to August 1944.

Giles: When could we get P-51's?

AF: We do not want more fighters.

Lo: You mean P-51's to be used as fighter bombers?

AF: The A-20 will suit our need better than the P-51.
NOTE: Gen. Arnold left the meeting.
Lo: The redesign of the A-20 to carry the R-2600B must click or our whole A-20G program is shot.

Lo & Myers: Discussed R-2600A & B engine requirements under various alternate schemes of A-26 and A-20 production.

My: The R-2600A engine goes into the A-20 production from Santa Monica until about December 1943.

Lo: Our engine production plans should make provision for the engineering delays likely to occur in design change of the A-20 to carry the B type engine.

Strat: If the A-20 needs a redesign why not put the A-26 into production at Nashville. It is now flying at El Segundo.

Stearl: If we have to retool Vultee-Nashville, let's put in a new type airplane like the A-26.

Lo: The tooling hours required for the A-26 are estimated at 25,000,000. Of that, we have secured only 600,000 tooling hours to date.

Stearl: With current A-20 production plans and commitments to U.S.S.R., we cannot activate any more light level groups during 1943.

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My: Douglas-Long Beach will prove the A-26 tooling with a small line of about 26 a month capacity.

My: Douglas-Tulsa is being reserved for A-26 production. The other projects now in that plant are filler projects which will be squeezed out.

My: Proposed we swap the Curtiss-St. Louis Plant for Douglas-El Segundo with the Navy.

Giles: The fundamental question is whether we want to wash out the thirteen groups of dive bombers.

My: That is what the Board proposed.

Lo: How many groups did 500 A-36's equip?

Lo: Two groups only. The rest of the 500 airplanes are required for training and reserves.

Stearl: Our present plan is for the thirty light groups to be divided. Twenty light level (A-20, A-26), ten fighter bombers (P-39, P-51.)

Lo: For 1943 we will probably have to have the ten fighter bomber groups equipped with dive bombers.

My: The A-36's have not yet been in combat.

Stearl: The Air Support people like the P-51 better than the A-36 for their job.

Lo & Meyers: Discussed relative performance of P-39N and P-51.

Gross: Discussed combat effectiveness of groups we are now forming to be equipped with A-24, A-25, A-35. They would be more effective if equipped with A-26, A-20, P-51. We can sacrifice any number of A-24, 25, or 35's, to get just a few more A-26's.

Lo: That is what we proposed to do by the swap of plants with the Navy.

Giles: Favored putting the P-51 in Nashville as that type will supplement the A-20 in tactical operations.

Streb: It looks as though we have only one choice for Vultee-Nashville. Put in the A-20.

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Stear: Objected.

Le: We must cut off the A-35 as rapidly as possible.

My: That is already being done.

My: Discussed the influence of Lovett's proposal on transport production at Curtiss-St. Louis.

My: Plans for Nashville can be settled without reference to plans for any other plant.

Sess: The ratio of man hours:

A-29	-	30,000
A-35	-	22,000
A-25	-	12,000

Giles: We should know a little more about the A-29 before we commit another plant to its production (in addition to the Douglas-Tulsa Plant).

Strat: Our conclusions:

I. As the Tulsa-Nashville Plant tapers off on the A-35, they will switch to the A-29.

II. Our present light bombers (including dive) group be equipped with airplanes in the following priority:

A-26
A-20
P-61 (A-31)
P-38

III. The current plan for conversion of Douglas-Tulsa production to an exclusive A-26 line is sound and should stand confirmed.

(Note: Bayard made reservation on this point because of current discussions about swapping plants with the U. S. Navy.)

IV.

Stearn: Proposed giving the Curtiss-St. Louis Plant to the Navy. They want it and need it.

Le: We gave up the Curtiss-Columbus Plant to the Navy but we still have an unshared equity in the Curtiss-St. Louis Plant.

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TAB "F"

Lo: The question of C-46 vs A-36 will require much study. For this morning we can confine our decision to the Vultee-Nashville plant.

Gross: We have no use for more A-24's.

Lo: Discussed the operational utility of dive bombers on moving targets. We must plan on using what we have.

Giles: Kenny used his A-24's in Australia the other day.

Giles: We could use a groups of A-24's in Alaska for working over Kiska.

Strat: We could use dive bombers in security detachments on all Pacific Islands.

Lo: We should get the P-40 out of production at Curtiss-Buffalo and increase the production of C-46's there.

Strat: Should we include a recommendation on that point?

Lo & Meyers: No. That is a separate subject.

Gross: Repeated. There is no Air Force requirement for A-35's in 1944.

Meyers: We plan to produce in 1944 only enough A-35's to meet our foreign commitments.

Lo: Asked for review of Street's report on the A-35 to determine whether he said the airplane was:

a. Unsuitable for combat operations.
b. Unsafe for flight.

If he says the ship is unsafe to fly we cannot justify continuation of production through 1943.

Karnes: I have flown the ship and feel sure it is safe to fly. The oil leaked onto the windshield, the exhaust flare was bad. The Material Command can correct all the annoying defects which the ship now has.

Strat: Do we dive bomb at night?

Karnes: No. We do some before dawn take-offs and after dark return to base.

Stearl: Wolfe predicts we will get 500 each of the A-24, 25, 35 before he can switch production.

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Lo: We can use all the A-24's and A-25's we can get or give them to the Navy.

Lo: The A-25 may be useful for towing targets, anti-aircraft tracking, etc., but it should not be continued unless it is safe to fly.

Hy: It looks as though all A-25's will go to satisfying giveaway commitments.

Lo: We must get from the United Kingdom in writing a statement that they intend to use the A-25.

Hy: We must continue A-25 production at Vultee-Nashville through 1943 in order to sustain the labor force at that plant.

Lo: The A-24 should be a very good airplane for the Chinese to use on Yangtze River traffic. Our Navy is still striving to increase production of the A-24 (SBD).

Hy & Lo: Discussed the advisability of advising Brazil that we do not intend to use the A-25.

Lo: Proposed substituting of A-24 or A-25 if they desire to switch types. They should be invited to send test pilots to this country to decide whether they want the type.

Hy: We should immediately write letters to all A-24 assignees asking them them to send test pilots to Nashville to try out the A-25.

Lo: They should then advise us in writing that they desire delivery of the A-25's currently allocated by the Munitions Assignments Board for 1943 delivery.

Lo: We must not make any deliveries outside the United States unless we have written specific requests from the assignees.

April 8, 1943
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8 Jan. & 20 June 1974
Date 12-7-76

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Memorandum to Mr. Lovett

General Arnold April 7, 1943

General Stratemeyer 1

1. There is attached hereto a memorandum to Mr. Lovett in which the Army Air Forces indicates the steps which will be taken with regard to the production of A-35 dive bombers in the Vultee-Nashville Plant.

2. The necessary directive to the Assistant Chief of Air Staff, M M & D, will be issued as soon as this paper has been sent to Mr. Lovett.

Incl - Memo for Gen. Arnold's sign. to Mr. Lovett, dtd 4/6/43 w/tabs A,B,C,D,E,F.

G.E.S.

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DOD ltrs
6 Jan. & 30 June 1974
Dec. 16-7-76

AFAEP
CHJ:mec
Apr. 12, 1943
3E 123

Rewritten AFMAG
Apr. 14, 1943
3E 993

Your Reference:

A. 20887/41

APR 19 1943

452.1 (825)

Air Vice Marshal F. MacNeece Foster
British Joint Staff Mission
Room 304, Public Health Building
Washington, D. C.

My dear Air Vice Marshal:

The inquiries of your letter of March 30, 1943, addressed to General Stratemeyer, cannot be answered with definite finality at this time. At present, we intend to use the 200 Mosquitos which will be assigned to the United States from Canadian production for the re-equipment of five existing squadrons and provision of initial equipment for two new squadrons. The detail of our proposed deployment of Mosquito airplanes is set forth in the attached Tab "A".

In the computation of the U. S. Army Air Forces requirements for Mosquito photo reconnaissance airplanes, we have made provision for a 25% reserve for each squadron. Attrition has been computed at the rate of 20% per month on the unit equipment basis. If the Mosquito airplanes could be delivered at the rate desired the 1943 requirement would total 235 airplanes.

If the Air Ministry is unable to meet our requirement for Mosquitos in point of time or quantity, it will be necessary for the U. S. Army Air Forces to continue the assignment of Lockheed F-5 (P-38) airplanes to squadrons which will operate in the European theatre. The production of F-5 airplanes in the Lockheed Plant is very costly in terms of P-38's lost. It has been estimated by Lockheed that we lose three P-38's for every airplane which is modified to the F-5 version. The Mosquito is tactically superior to the F-5 because of the fact that a navigator can be carried and because of the increased range which results from the greater fuel capacity of the self-sealing tanks on the Mosquito.

Yours sincerely,

Dispatched
APR 19 1943
AAG

(Sgd)

T. J. Hanley, Jr.
Brig. Gen. U. S. A.
Deputy Chief of Air Staff.

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Incl - Tab "A"

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DOD ltrs.
E.O. 12 958 June 1974
By ASD/PA(PR) O, Date 10-7-76

Authorized Monthly Requirements for Photo Aviation

UNIT	Unit Basis	Theater Supply	Present Location	A	M	J	J	A	S	O	N	D	TOT
5th Photo.Sq (L)	Basic	12th A.F.	12th A.F.	5	4	4							13
5th Photo.Sq (L)	Res.						1	1	1				3
5th Photo.Sq (L)	Att.				2	3	2	2	3	2	2	3	19
12th Photo.Sq (L)	Basic	12th A.F.	12th A.F.		5	4	4						13
12th Photo.Sq (L)	Res.							1	1	1			3
12th Photo.Sq.(L)	Att.					2	3	2	2	3	2	2	16
13th Photo.Sq (L)	Basic	8th A.F.	8th A.F.	5	4	4							13
13th Photo.Sq.(L)	Res.						1	1	1				3
13th Photo.Sq (L)	Att.				2	3	2	2	3	2	2	3	19
14th Photo.Sq (L)	Basic	8th A.F.	Colo.Sp		5	4	4						13
14th Photo.Sq (L)	Res.		*					1	1	1			3
14th Photo.Sq (L)	Att.					2	3	2	2	3	2	2	16
82nd Photo.Sq (L)	Basic	8th A.F.	Colo.Sp			5	4	4					13
82nd Photo.Sq (L)	Res.		* *						1	1	1		3
82nd Photo.Sq (L)	Att.						2	3	2	2	3	2	16
82rd Photo.Sq (L)	Basic	8th A.F.	Colo.Sp			13							13
82rd Photo.Sq (L)	Res.		* *				1	1	1				3
82rd Photo.Sq (L)	Att.						2	2	3	2	2	3	16
87th Photo.Sq (L)	Basic	8th A.F.	Colo.Sp					13					13
87th Photo.Sq (L)	Res.								1	1	1		3
87th Photo.Sq (L)	Att.								2	2	3	2	9
2nd Photo.Grp. (training Sq)	Basic	3rd A.F.	Colo.Sp	5	4	4							13
	Att.						1		1		1		3
Monthly Totals				15	26	48	30	35	35	20	19	17	235
Cumulative Total					41	89	119	154	179	199	218	235	

* Under Movement Orders
** Under Training Orders

TAB "A"
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Your Reference

A.20887/41

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DOD Hrs.
6 Jan. & 20 June 1974
By ALH/RLC; Date 10-7-76

AFAEP
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Apr. 1[illegible], 1943

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Air Vice Marshal F. MacNeece Foster
British Joint Staff Mission
Room 304, Public Health Building
Washington, D. C.

My dear Foster:

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If the Air Ministry is unable to meet our requirement for Mosquitos in point of time or quantity, it will be necessary for the U. S. Army Air Forces to continue the assignment of Lockheed F-5 (F-38) airplanes to squadrons which will operate in the European theatre. The production of F-5 airplanes in the Lockheed Plant is very costly in terms of F-38's lost. It has been estimated by Lockheed that we lose three F-38's for every airplane which is modified to the F-5 version. The Mosquito is tactically superior to the F-5 because of the fact that a navigator can be carried and because of the increased range which results from the greater fuel capacity of the self-sealing tanks on the Mosquito.

Yours sincerely,

Rewritten

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DOD ltrs.
8 Jan. & 30 June 1974
By [illegible], Date 10-7-76

Ltr from Air Vice-Marshal Foster

Asst. Chief of Air Staff, Operations, Commitments & Requirements 15 April 43
ATTENTION: Major General Giles.
Deputy Chief of the Air Staff.

MAL/mdg/5265 3

452.1 (8.25)

For coordination in the attached proposed reply.

MILLARD A. LIBBY,
Colonel, C. S. C.,
Secretary of the Air Staff.

Incl. n/c

Dispatched
APR 16 1943
AAG

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DOD Dir.
5 Jan. & 30 June 1954
By AIR/IC Case 11-7-76

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Ltr from Air Vice-Marshal Foster

3373
GRS:nl

Colonel Langmead,
Ass't Ch. of A/S, Plans

April 3,1943
1

General Stratemeyer

1. Your attention is invited to the attached letter from Air Vice-Marshal MacNeece Foster. It is desired that you discuss this matter with the Assistant Chief of Air Staff, Operations and prepare a reply for my signature.

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

Attach:
Ltr from Air V-Marshal
Foster to Gen Stratemeyer
3-30-43.

Dispatched
APR 3 1943
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DOD ltr.
8 Jan. & 20 June 1974
By [illegible] Date 16-7-74

Ltr from Air Vice-Marshal Foster

3575
GES:nl

Colonel Langmead,
Ass't Ch. of A/S, Plans

April 3,1943
1

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

Attach:
Ltr from Air V-Marshal
Foster to Gen Stratemeyer
3-30-43.

Dispatched
APR 3 1943
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DOD Ltr.
8 Jan. & 20 June 1974
Exp. [illegible] Date 12-7-76

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ATC

April 1, 1943.

MEMORANDUM TO THE COMMANDING GENERAL, AIR TRANSPORT COMMAND.

Subject: Record Breaking Domestic Movements of Aircraft.

1. I have noted that on March 28, 1943, the Ferrying Division of the Air Transport Command completed 364 domestic movements. I am informed that this is an increase of 100 movements over the greatest number of airplanes previously moved in one day. Also, that this number of daily movements exceeds the total for any one month in 1941.

2. I am pleased to note the increasing tempo in the Air Transport Command which indicates a greater appreciation of the part which time plays in the Air Forces' program. Minutes saved here mean lives saved in the theaters. I am depending upon your Ferrying Division to continue improving the means of ferrying aircraft so that the time lost on the ground will soon be a negligible factor.

Sgd. H. H. Arnold

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

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APR 2 1943
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DOD Ltr.
8 Jan. & 20 June 1974
Dated 6-7-76

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Sgd. H. H. Arnold

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

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cc 4/2/43

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APR 2 1943
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(AFAMC-6E)

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON

DECLASSIFIED

March 20, 1943

TO: General Meyers

SUBJECT: C-46 Project - Daily Report

1. Eleven airplanes have been delivered to Wilmington. Eight more will be ready Monday.

2. The Air Service Command has assigned project officers to Wilmington and Buffalo to handle the procurement and movement of operating spares. Three lists have been compiled:

List A Emergency Spares.
List B Next urgent--to be moved by air.
List C Remainder--to be moved by boat.

All G.F.E. items for the three lists will be available. Curtiss advises that C.F.E. will be available as follows:

List A on time.
List B 80% by April 15 (100% probably by May 1).
List C 80% by April 30 (100% probably by May 15).

3. The boat on which the Air Transport Command had secured space is scheduled to sail early in April. They are now endeavoring to secure additional space on or after May 15. Every effort is being exerted to get these spares as soon as possible.

J. H. SESSUMS, JR.
Colonel, Air Corps

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File 3/30/43

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A-3 & See A/5.
3-21-

ADDRESS REPLY TO
ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON, D. C.

DECLASSIFIED
DOD Dir.
E.O. 10501 10 Dec 1953

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

March 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

The following report is given on the C-46 project:

EASTERN AIRLINES

1. Eastern Airlines C-46 aircraft were grounded on account of continued failure of the hydraulic system pressure unloading valve. Failures were experienced on Eastern, Northwest and Western. One accident (NW) and several near accidents resulted from valve failures.

2. ATC recommended the installation of the C-54 valve on the C-46. ATC installed one of the C-54 valves on an Eastern Airlines C-46 for test purposes. Test indicated this to be an appropriate solution and ATC recommended installation of C-54 valves to Materiel Command.

3. Eastern Airlines C-46 aircraft cannot be returned to scheduled service until C-54 valves are available and are installed. Preference in installation is being given to the India-China project and valves for all of the Eastern planes will not be available until some time during the month of April.

GENERAL CONDITION

Since the delivery of the first C-46 airplane, 149 service changes have been recommended. Beginning with the 101st article, all of these changes will be incorporated in the production line.

On the 30 C-46 airplanes going to India-China, 27 of the 149 changes will not be made at the modification center, due to requirement of an early delivery date and lack of adequate time to accomplish the changes before that date. Of the changes not accomplished at the factory, only one affects the air-worthiness of the airplane, namely the correction of the valve unloading difficulty; this change will be effected by ATC at Wilmington, according to schedule given later in this report.

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INDIA-CHINA PROJECT

The manufacturer has furnished a schedule of modification for the first thirty airplanes which indicates that all 30 airplanes will have been modified by March 30, 1942. To date, April 19, nine airplanes have been modified by Curtiss-Wright. If that rate of delivery can be maintained, and no other difficulties are encountered, it is indicated that the modification of the 30 airplanes can be completed at the factory by the date given, March 30, 1942. This modification does not include installation of the C-54 valve.

Valve deliveries have been promised by Douglas as follows:

10 ready at the Douglas factory on March 20
15 ready at the Douglas factory on March 27
5 ready at the Douglas factory on April 10

These valves are to be delivered by Curtiss to ATC at Wilmington, where they will be installed by ATC.

These airplanes will be flown under conditions where ice is often encountered at altitude. The C-46 is not equipped with instrument for the indication of carburetor heat. It is recommended that Air Service Command be asked to ship a sufficient number of these instruments to Wilmington, promptly, to equip these airplanes while they are in this country.

Taking into consideration the time necessary to bring these valves from Santa Monica to Wilmington and the time necessary to make the installation and tests there, schedule of completed airplanes, anticipating no now undiscovered difficulties, can be planned:

10 C-46's ready at Wilmington on March 24
15 C-46's ready at Wilmington on March 31
5 C-46's ready at Wilmington on April 14

These airplanes will be ready for the commencement of the overseas journey on the date that the work is completed at Wilmington; crews are available for the entire lot of thirty.

SPARE PARTS FOR C-46's

There is not now available sufficient spare parts to keep the C-46's in operation for any extended period of time; domestic operators of the C-46's have had to cannabalize airplanes in order to keep others going.

We have asked Air Service Command, and the manufacturer, to provide by the time these airplanes are ready for ferry, sufficient spare parts, to be taken to China on board the airplanes, to keep them operable for 120 days. There is now no assurance that such stock of spare parts will be available; manufacturer is endeavoring to ascertain what will be available. All spare

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parts available will be taken on the airplanes but it is anticipated that a substantial portion of the spares will not be ready and will have to follow by other methods of transportation.

C. R. SMITH,
Brig. Gen., USA,
Chief of Staff.

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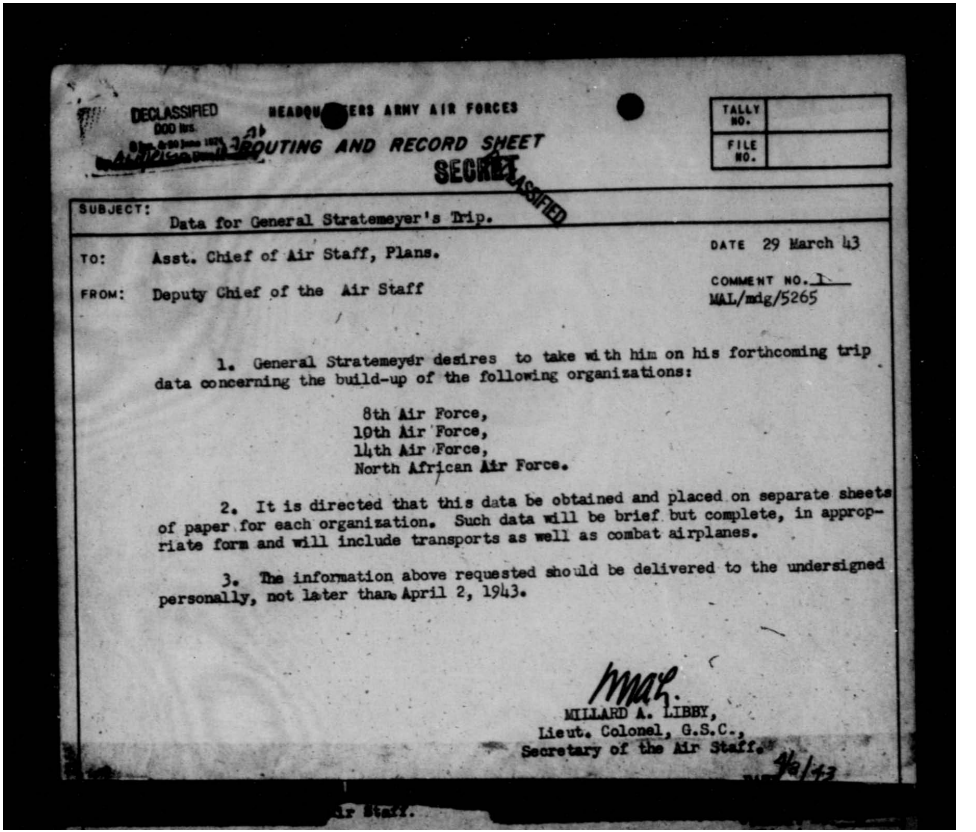

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DOD Dir.
8 Jan. & 30 June 1954

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO.	
FILE NO.	

SUBJECT: Data for General Stratemeyer's Trip.

TO: Asst. Chief of Air Staff, Plans.

DATE 29 March 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 1
MAL/mdg/5265

1. General Stratemeyer desires to take with him on his forthcoming trip data concerning the build-up of the following organizations:

8th Air Force,
10th Air Force,
14th Air Force,
North African Air Force.

2. It is directed that this data be obtained and placed on separate sheets of paper for each organization. Such data will be brief but complete, in appropriate form and will include transports as well as combat airplanes.

3. The information above requested should be delivered to the undersigned personally, not later than April 2, 1943.

MAL.
MILLARD A. LIBBY,
Lieut. Colonel, G.S.C.,
Secretary of the Air Staff.

4/2/43

Air Staff.

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8 Jan. & 20 June 1974
By [illegible] Date 10-7-76

Data for General Stratemeyer's Trip.

Deputy Chief of the Air Staff

Asst. C/AS, Plans

CMT/jw/[illegible]

1. The inclosed summaries have been changed as follows:

a. The summaries of the 8th and 12th Air Forces have been rewritten to show the 67th Observation Group as assigned to the 8th Air Force rather than to the 12th Air Force. Action to implement the transfer was taken April 5, 1943.

b. An additional summary "Build Up of Chinese Air Forces under General Chennault" has been added.

Incls:
Summary of Air Units scheduled for 8th, 10th 14th, 9th and 12th AF's.
Summary of Build Up of Chinese Air Forces.

O. A. ANDERSON
Brig. General, U. S. A.

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/PIC, Date 10-7-76

TO: Deputy Chief of the Air Staff.

FROM: Asst. C/AS, Plans.

DATE
Comment No. 2
CMT/jw/5834

1. Attached is the information requested in Comment No. 1.

2. The 67th Observation Group originally assigned to the 12th Air Force and now in the U.K. is shown as assigned to the 8th Air Force. Action to implement the transfer to the 8th Air Force was taken April 5, 1943.

3. The proposed build up of Chinese Combat Air Units under General Chennault is shown on a separate sheet from the 14th Air Force.

Incls:
Summary of Air Units scheduled for 8th, 10th, 14th, Summary of Build Up of Chinese AF & 9th and 12th AF's.

O. A. ANDERSON
Brig. General, U. S. A.

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/PIC, Date: 10-7-76

Data for General Stratemeyer's Trip.

Asst. Chief of Air Staff, Plans.

Deputy Chief of the Air Staff

29 March 43

MAL/mdg/5265 1

1. General Stratemeyer desires to take with him on his forthcoming trip data concerning the build-up of the following organizations:

8th Air Force,
10th Air Force,
14th Air Force,
North African Air Force.

2. It is directed that this data be obtained and placed on separate sheets of paper for each organization. Such data will be brief but complete, in appropriate form and will include transports as well as combat airplanes.

3. The information above requested should be delivered to the undersigned personally, not later than April 2, 1943.

MILLARD A. LIBBY,
Lieut. Colonel, G.S.C.,
Secretary of the Air Staff.

Air Ad 452.1 (821)

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3/30/43

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Taken by hand by Mg Harper
Air Ad 452.1 (821)

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DOD Ltr.
8 Jan. & 30 June 1971
By ALWIPIC Date 16-7-76

C.C.S. 189/2

Ass't Chief of Air Staff, Operations

General George E. Stratemeyer

5375
OES:ml
March 30, 1943

1.

1. Your attention is invited to the directive in comment #1 from General Arnold. I particularly invite your attention to paragraph #2 of that directive which, as General Arnold has stated, is a firm commitment and must be met. Note that I have sent a copy of this directive and my comment to General Larson, Commanding General, Anti-Submarine Command, under whom these very long range ASV-10 equipped crews will operate.

2. If for any reason at any time there is a slow-up in this commitment, General Hanley, senior Deputy Chief of the Air Staff, will be advised, in order that necessary action can be taken to withdraw airplanes and crews from other commitments to make the Army Air Forces commitment of C.C.S. 189/2 firm.

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

Copies to:
General Harper
General Anderson
General Echols
Colonel Bevans
General Larson, CC, U.S.A.A.F.
Anti-Submarine Command
General Hanley

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	AFMSC-1
FILE NO.	

SUBJECT: Flyable Heavy Bombers in Depots and Sub-Depots

TO: Deputy Chief of Air Staff
Atten: Brigadier General T. J. Hanley, Jr.

FROM: Statistical Control

DATE March 27, 1943

COMMENT NO. 1

BB:elv 6068

1. The following information in regard to accumulations of B-17's at Air Service Command depots has been furnished:

a. Tinker Field -
Of the 8 flyable airplanes at this field on March 21st, 4 were not operational on March 22nd, i.e. though they were flyable additional work had to be done on them. Three more were still awaiting pilots and one had left.

b. Gowen Field -
Of the 16 at this field 5 had left by March 23rd, and the balance were still awaiting ferry pilots.

c. Colorado Springs -
Of the 13 at this field 7 left on March 22nd, 6 were still there awaiting ferry pilots, and the last was awaiting camera installation.

BB

BRANDON BARRINGER
Lt. Colonel, Air Corps
Acting Chief, Statistical Control

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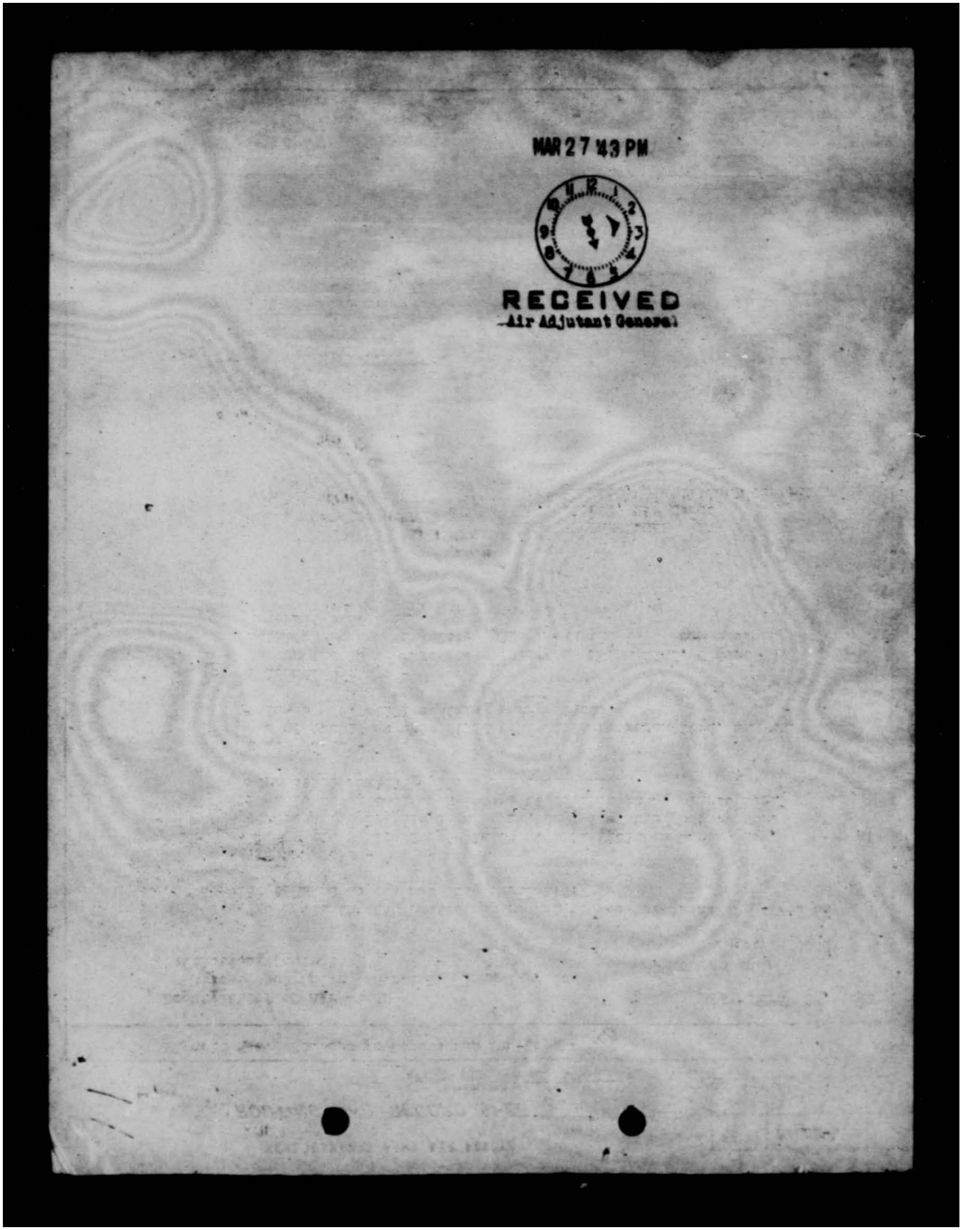

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Wtn. 3/30/43

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DOD lts
6 Jan. & 30 June 1974
By AWS/PIC, Date 10-7-76

MAR 3 1 1943

SUBJECT: Estimates of Future Combat Airplane Strength of U.S.A.A.F.

TO: Commander in Chief, United States Fleet.

1. In compliance with the request contained in paragraph 4 of your secret memorandum of March 9, 1943, subject: "Estimated Future Strength of U. S. Navy Aircraft", the War Department committee for whose use the estimates of future tactical aircraft strength of the U. S. Navy were requested, arrived at the following estimates of desired strength of the U.S.A.A.F. in combat aircraft only (Bombers of all types, and Fighters) as of the end of each of the years hereunder indicated:

1943	-	12,672
1944	-	29,203
1945	-	29,203
1946	-	29,203

2. The committee is understood to have based its estimates on the approved Army Air Forces 273 Group Program, with groups at augmented unit strength; anticipated deployments required during successive phases of the war as the orders of battle are developed in accordance with current strategic concepts; and a consideration of requirements for reserve operational aircraft.

3. These estimates are being tentatively used for long range planning purposes, but have not been finally approved and should not be accorded significance beyond their actual character, that is, carefully considered estimates which have been made by a War Department committee dealing with the subject.

For the Commanding General, Army Air Forces:

(Sgd)

T. J. Hanley, Jr.
Brig. Gen. U. S. A.
Deputy Chief of Air Staff.

Dispatched
MAR 31 1943
AAG

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COPY FOR CHIEF OF THE AIR STAFF.

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] Date: 10-7-76

UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D. C.

COMINCH FILE
FF1/P16-1/A4-1

Serial 99420

SECRET MEMORANDUM

March 9, 1943

FROM: Commander in Chief, United States Fleet.
TO: Commanding General, Army Air Forces.

Subject: Estimated Future Strength of U.S. Navy Aircraft.

1. Commanding General, Army Air Forces' mem of 8 March requested information of the estimated strength in tactical aircraft of the Navy as of 31 December 1943, 1944, 1945 and 1946, broken down into certain categories, together with a statement of the assumptions on which based.

2. While the estimates from which this information may be derived are in process, they have not progressed to a point where the desired figures are available. However, as the memorandum indicated some urgency in the need for the information in connection with a current study, you are advised that on each of the dates mentioned, total naval aircraft (including Marine Corps) will approximate 27,500 which is the present approved naval aircraft program. Of these, tactical aircraft will comprise about 90% and of this tactical aircraft, combat aircraft (i.e. bombers, fighters, torpedo and patrol planes) will comprise about 88%. These figures are produced with the distinct understnading that they are approximate only and simply represent a reasonable basis for your committee's study, which apparently needs them now.

3. The foregoing figures are based:

(a) On the assumption that the war will continue into 1946.

(b) On the assumption of adequate support of naval and amphibious operations by Army Air Forces.

(c) On required aircraft complements for ships built, building or projected under approved programs, with an arbitrary attrition figure in certain categories.

(d) On the ground strength of the Marine Corps, in the case of those aircraft assigned.

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(e) On the number of shore based units (fleet air wings, formerly called patrol wings) required to cover operations of naval or amphibious forces.

4. In connection with the assumption in paragraph 3 (b) above, information of estimated Army air strength as used by your committee in its current study would be of great value and is requested. If desired, the detailed naval air estimates can be made available when they are completed.

/s/

R. S. EDWARDS,
Chief of Staff.

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DOD Dir.
8 Jan. & 20 June 1974
By: AWJ/OLC, Date: 10-7-76

Estimates of Future Combat Airplane Strength of U.S.A.A.F.

MAR 31 1943

Chief of the Air Staff.

Asst. Chief of the Air Staff, Plans

1

AW/hlg/5835

1. In response to the request contained in the memorandum from Admiral Edwards to the Commanding General, Army Air Forces, dated March 9, 1943, subject: "Estimated Future Strength of U. S. Navy Aircraft", the original of which is attached hereto, it is recommended that a memorandum be dispatched to the Commander in Chief, U. S. Fleet, substantially in accordance with the suggested form herewith inclosed.

2. The data in question was incorporated in a "Report by Special Army Committee" entitled "Survey of Current Military Program" dated March 15, 1943. The report is now in the hands of General Handy, awaiting his approval. It is understood to be designed primarily for use by OPD for planning purposes. The Committee was composed of three representatives from Operational Plans Division and three representatives from the Army Air Forces. In this report (Appendix "C") the figures used for "United States Operational Combat Planes", for each of the years 1943 to 1946 inclusive, include airplanes of the U.S.A.A.F. and U. S. Navy.

O. A. ANDERSON,
Brig. General, U.S.A.,
Asst. Chief of the Air Staff, Plans.

2 Incls.
#1 - Memo to OG,AAF fr CinC,
U.S. Fleet, dated 3/9/43.
#2 - Dr. of reply to CinC,
U.S. Fleet.

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Condition at Modification Centers

Deputy Chief of the Air Staff

April 3, 1943

Materiel Command - GE

3

CBS:das - 3001

1. B-25 and B-26 modification center output has been behind schedule for several months. It is believed that the conditions which caused this reduced output have been corrected. The estimated modification center output for the month of April is approximately equivalent to the estimated production on both the B-25 and B-26 airplanes.

2. For your information, the factory delivery of B-25s during the month of March was 266 airplanes, and the delivery from modification centers was 290 airplanes. The factory delivery of B-26 airplanes was 205 airplanes, and the modification center delivery was 117.

3. The delivery of modified airplanes improved during the last part of March to such an extent that the rate during the last nine days of the month, which are not shown on the attached chart, was sufficient to provide for anticipated factory deliveries during April. Kansas City, Kansas, and Kansas City, Missouri, delivered 73 airplanes during this nine days which is equivalent to a rate of 242 airplanes for the month. Omaha and Reno delivered 59 airplanes which is equivalent to a rate of 196 airplanes per month.

4. It is believed that the situation is being properly followed up and that modification center facilities will be adequately provided for on the subject airplanes.

air ID 450.1 (8-5)

J. W. SESSUMS, JR.,
Colonel, Air Corps

3 Incls.
n/c

TO: Asst. Chief of Air Staff, Operations

DATE 7 April 43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 4
NAL/mdg/5265

Noted by General Hanley and returned to your division for file.

Dispatched APR 7 1943 AAG DECLASSIFIED

File 4/7

MILLARD A. LIBBY,
Colonel G. S. C.,
Secretary of the Air Staff.

Incl. n/c

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DOD Dir.
5 Jan. & 20 June 1974
By [illegible] Date [illegible]

Fire which caused destruction of two B-29 airplanes.

Commanding General, Materiel Command. 25 March 1943

Deputy Chief of Air Staff. 1

TJH/cms/8371

1. General Arnold wants a full report on the fires which caused the destruction of two B-29 airplanes. The following is an attempt to paraphrase his remarks:

What caused them?
Has anybody investigated it?
Why hasn't General Arnold been told?
Is there any information other than that given in the newspapers about the first one?
Does he have to ask for all information of this kind before he gets it?

2. In view of the above, please make full report and expedite.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched from Gen Hanley's office

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3/24/43

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Distribution of Aircraft Within the Continental United States

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DOD Dir 5
8 Jan. & 20 June 1974
By: [illegible] Date: 10-7-76

TO: Assistant Chief of Air Staff, Materiel, Maintenance and Distribution Attn: Brig. Gen Whitten

DATE March 28, 1943
COMMENT NO. 4
MAL:JT 5265

FROM: Chief of the Air Staff

Returned for revision and dispatch in your division per telephone conversation with General Manley this date.

Incls
n/c

MILLARD A. LIBBY,
Lt. Colonel, G.S.C.,
Secretary, Air Staff.

Dispatched
MAR 28 1943
AAG

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ca 3/28/43

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Distribution of Aircraft Within the Continental United States MAR 1943

Chief of Air Staff March 20, 1943

Base Services 1

CAD/mj 71177

452.1 (813)

1. Forwarded herewith for signature are letters prepared for each of the four Air Forces within the continental United States on the above subject.

2. The action required by these letters is deemed necessary in order to effect the concentration of available spare parts and is based upon an R&R from the Office of the Air Inspector to Director of Military Requirements, copy attached.

3. These have been coordinated with AFROM, AFRAD, AFRAS, AFRDS, AND AFDMR. Copies of these letters will be furnished the Air Service Command and the entire matter closely coordinated through this office.

Incls: 2
1-Ltrs to 4 Air Forces
2-copy of R&R

L. P. WHITTEN,
Brigadier General, U. S. Army,
Director of Base Services.

TO: Asst. Chief of Air Staff, A-3

DATE 26 March 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
MAL/mdg/5265

The Deputy Chief of the Air Staff desires your comments and concurrence or non-concurrence in proposal evidenced above.

Incl. n/c

Dispatched
MAR 26 1943
AAG

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

File 3/26/43

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8 Jan. & 20 June 1974
By: [illegible] Date: 10-7-76

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DOD Dir.
8 Jan. & 30 June 1974
By: ALN/PLC, Date 10-7-76

Maintenance of Aircraft.

Assistant Chief of Air Staff, A-4.

23 March 1943.

Deputy Chief of the Air Staff.

1
TJH/eva/6371

1. For study and necessary action.

2. There is considerable duplication and crossing of command lines in this plan. For example, there is already a sub-depot at Borinquen Field under the Sixth Air Force Air Service Command. Placing another one in there under Miami does not look very good to me. Similar instances occur in India, England and Australia, and perhaps in the other theaters. This will require very careful co-ordination with everyone concerned before action is taken but something must be done to provide maintenance of aircraft and control of supplies, both maintenance and intransit along the Air Transport Command routes.

Dispatched
MAR 23 1943
AAG

Incl: SECRET memo for CG/ASC dtd 2/22/43 frm Gen.Hanley above subj. w/1st Ind. to CG/AAF dtd 3/18/43 frm CG/ASC w/1 Incl.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

air AS 452.1 (811)

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By Authority of the Commanding General
Date 3/18/43 Initials SJW

Ltr WD, Washington, D. C., 2-22-43 to CG, ASC, Patterson Fld, Fairfield, Ohio. Subject: Maintenance of Aircraft.

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By ALN/PIC, Date 10-7-76

452.1-4 1st Ind. WTH/ec ASCMD1

AAF HQ ASC Patterson Field, Fairfield, Ohio

To: Commanding General, Army Air Forces, Washington, D. C.

1. As authorized in Paragraph 2 of basic communication, the Headquarters of the Air Transport Command has been contacted to determine the 3rd and 4th Echelon Maintenance facilities required along the ferry routes. Inclosure 1 lists the transport airplanes to be in operation under each of the foreign Wings of the Air Transport Command by the end of 1943 and the number of major engine overhauls these airplanes will require each month. Maintenance required by aircraft being ferried over these routes can be expected to require an increase of approximately ten percent in the facilities provided for maintaining transport airplanes. On the basis of these requirements, the following general plan is submitted for establishment of Depots and Sub-depots at stations along the ferry routes outside the continental limits of the United States:

a. On the route to Fairbanks and Nome, Class II Sub-depots, operated by Service Groups, will be located at Edmonton and Fairbanks. Class III Sub-depots, operated by Service Squadrons, will be located at Whitehorse, Fort Nelson, and Nome. All Sub-depots on this route will operate under the control of the Spokane Air Depot Control Area Command.

b. On the North Atlantic Route to Great Britain, Class II Sub-depot, operated by a Service Group, will be located at Gander. Class III Sub-depots, operated by Service Squadrons, will be located at Goose Bay, BW-1, BW-8, and Revkjavik. If the Western Sector of the Crimson Route is to be utilized, Class III Sub-depots, operated by Service Squadrons, should be established at Churchill, Southampton, and Crystal 3. These Sub-depots will operate under the control of the Rome Air Depot Control Area Command. In England, it will be necessary to establish a Class II Sub-depot, operated by a Service Group, at Prestwick, and Class III Sub-depot, operated by Service Squadron, at Portreath. These should be controlled by the Depot at Burtonwood.

c. On the Pacific Route, a Class II Sub-depot, operated by Service Group less one Service Squadron, will be located at Nandi. Class III Sub-depots, operated by Service Squadrons, will be established on Christmas, Canton, and New Caledonia. These Sub-depots will operate under the control of the Hawaiian Air Depot. A Depot, operated by a Depot Group, will be required at Brisbane.

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Ltr WD, Washington, D. C., 2-22-43 to CG, ASC, Patterson Fld, Fairfield, Ohio. Subj: Maintenance of Aircraft.

452.1-4 1st Ind. (Continued) WTR/cc ASCMD1

d. On the Carribbean Route, it will be necessary to establish a Class III Sub-depot, operated by a Service Squadron, at Borinquen Field, and a Class II Sub-depot, operated by a Service Group, at Trinidad, both of which should be under the control of the Miami Air Depot.

e. On the South American Route, it will be necessary to establish Class II Sub-depots, operated by Service Groups at Belem and Natal, and a Class III Sub-depot, operated by a Service Squadron, at Georgetown. These Sub-depots should be under the control of a Depot, operated by a Depot Group with Engine Repair Squadron. A survey is now being made to determine whether this Depot should be located in Recife, Natal, or Belem.

f. On the South Atlantic and West African Routes, Class II Sub-depots, operated by Service Groups, should be located at Ascension Island, Dakar, Casablanca, and Cairo. Class III Sub-depots, operated by Service Squadrons, should be located at Freetown, Kano, and Fort Lamy. These should be under the control of a Depot, operated by a Depot Group with an Engine Repair Squadron. It appears that this should be located at Dakar, although the survey now being made may indicate the advisability of locating it at Accra.

g. In the Eastern part of Africa and the Middle East, a Class II Sub-depot, operated by a Service Group, should be located at Cairo. Class III Sub-depots, operated by Service Squadrons, should be located at Khartoum, Aden, and Basra. These should be under the control of the Gura Depot, which should be militarized.

h. The survey now under way will provide definite requirements for the route through India and China. However, it appears that a Depot, operated by a Depot Group with an Engine Repair Squadron, will be required at Karachi, which will control a Class II Sub-depot, operated by Service Group, at New Delhi, and a Class III Sub-depot, operated by a Service Squadron, at Chabua.

2. The establishment of these Depots and Sub-depots will initially require four Depot Groups, three Engine Repair Squadrons, fourteen Service Groups with associated Arm and Service units, and nineteen Service Squadrons. If the Western Sector of the Crimson Route is to be utilized, three additional Service Squadrons will be required. Air Freight Squadrons and detachments should be assigned to these Depots and Sub-depots to accomplish the ground handling of air freight. Militarization of 3rd and 4th Echelon Maintenance

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Ltr WD, Washington, D.C, 2-22-43 to CG, ASC, Patterson Field, Fairfield, Ohio. Sub: Maintenance of Aircraft.

452.1-4 1st Ind. (Continued) STR/ee ASCMD1

and Supply facilities at these stations will eliminate the present unsatisfactory arrangements for obtaining such services under contracts with commercial airlines.

3. In order to insure proper functioning of the Sub-depots to be established under this plan, it is considered essential that they be placed under the control of a Control Depot, which will function in the same manner as our domestic Air Depot Control Area Commands. These overseas Air Depot Control Area Commands will be under the command control of the theater commanders, however, they are to be under the technical control of and will communicate directly with the Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio. Personnel assigned to Depots and Sub-depots to be established under this plan will not be available for reassignment by theater commanders except in case of extreme emergency.

4. The Air Transport Command will retain command control of stations along these routes and will be responsible for furnishing 1st and 2nd Echelon Maintenance at these stations. The Air Transport Command will be responsible for providing adequate fire protection and all exterior guards at such stations; however, the Air Service Command will provide all interior guards for buildings occupied by the Air Service Command. Air Service Command personnel at these stations will be under the administrative control of the Air Transport Command and will comply with regulations of the Air Transport Command and the Post Commander except that hours of work, methods of work, and operation of technical facilities will be governed by regulations promulgated by the Air Service Command through Air Service Command channels. The necessary buildings must be provided at Air Transport Command stations for the maintenance and supply activities of the Depots and Sub-depots contemplated in this plan. Plans for additional buildings required at such Sub-depots will be approved for location by the Post Commander and forwarded through the appropriate Control Depot to the Commanding General, Air Service Command.

5. Army Air Force Regulations Nos. 20-4 and 20-9 should be revised to place Sub-depots at Air Transport Command stations under the command control of the Control Depots indicated in Paragraph 1 above.

W. H. FRANK
Major General, U.S.A.
Commanding

1 Incl:
Airplane Schedule for Foreign Wings of ATC

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DOD Nos.
8 Jan. & 30 June 1974
By AGN/PIC Date 10-7-76

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

February 22, 1943

~~SECRET~~

MEMORANDUM FOR: The Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio.

SUBJECT : Maintenance of Aircraft.

1. Maintenance of Air Transport aircraft and combat aircraft traveling the ferry routes is requiring greater and greater attention on the part of the Air Service Command, the Air Transport Command and the Commanding General, Army Air Forces. It is believed that many of the troubles can be overcome if proper depots and sub-depots are installed along the ferry routes. These depots and sub-depots should be standard and similar to those installed in the United States and in the theaters of operations, where applicable.

2. It is desired that you prepare a plan for the early provision of such installations in the Air Transport Command. In connection with the preparation of this plan, direct correspondence is authorized between your Headquarters and Headquarters, Air Transport Command.

By command of Lieutenant General ARNOLD:

T. J. HANLEY, JR.
Brigadier General, U.S.A.
Deputy Chief of Air Staff.

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8 Jan. & 20 June 1976
By [illegible] Date 10-7-76

Demonstration at Aberdeen Proving Ground.

Directorate of Bombardment 20 March 43

Chief of the Air Staff

WEH/mdg/[illegible]

1. The above information has been transmitted to Colonel Raaen at Extension 3417.

2. If there are changes, will you please notify Colonel Raaen?

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary of the Air Staff.

Call Raaen on April 5
3417

Col. Maxwell 7245
has accepted responsibility
for advising officers
concerned - demonstration
April 12 - Aberdeen
cancelled
Col
Streeter

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Colonel Hall
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000 Rts.
6 Jan. & 20 June 1974
By [illegible] Date 10-7-76

Demonstration at Aberdeen Proving Ground.

Directorate of Bombardment 17 March 43

Deputy Chief of the Air Staff 1

WEH/mdg/5246

1. On April 12th at the Proving Ground at Aberdeen there will be a demonstration of the B-25 - 75 m.m. installation.

2. General Stratemeyer's attendance is problematic, dependent upon his ability to leave the office at that time; however, he does desire that certain officers from this headquarters be present for this demonstration. Please prepare a tentative list of those that you feel should attend and return it to me in order that I can notify Colonel Jack Raasa, Ordnance Department.

3. Please expedite.

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary of the Air Staff.

TO: Deputy Chief of the Air Staff DATE: March 18, 1943

FROM: Director of Bombardment COMMENT NO. 2
JTM:fg 72435

1. It is believed that the following list of officers from Headquarters, Army Air Forces, should attend the demonstration mentioned in Paragraph 1, Item Number 1. The Director of Air Support has been contacted and the officers he desires to attend are included in this list: Colonel A. R. Maxwell, Colonel W. E. Karnes, Colonel P. E. Gabel, Lt. Col. M. F. Summerfelt, Lt. Col. H. T. Alness, Major J. W. Carpenter III, Major J. W. Skelton, Major G. F. Fix, Jr.

2. Major General F. Bradley, Colonel O.P. Weyland of Air Support, and Colonel J. T. Murtha of Bombardment, have witnessed the demonstration of such an installation at Eglin Field. General Eubank is leaving tomorrow for Eglin Field and will see a demonstration of the same airplane.

E. L. EUBANK,
Brigadier General, U. S. A.

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8 Jan. & 30 June 1974
By [illegible] Date 10-2-76

Demonstration at Aberdeen Proving Ground.

Directorate of Bombardment

Chief of the Air Staff

20 March 43

WEH/mdg/5265[3]

1. The above information has been transmitted to Colonel Raaen at Extension 3417.

2. If there are changes, will you please notify Colonel Raaen?

Dispatched
MAR 20 1943
AAG

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary of the Air Staff.

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5 Jan. & 30 June 1954
ALR/RIO Date 10-7-76

TO: Chief of the Air Staff

FROM: Air Adjutant General

Date: Mar. 27, 1943
Comment No. 5
JBC:JB 5789

Attention is invited to comments #1 and #3.

JOHN B. COOLEY,
Colonel, A.G.D.,
Asst. Air A. G.

TO: Materiel Command - THRU: Director of Statistical Control

FROM: Deputy Chief of the Air Staff

DATE 27 March 43
COMMENT NO. 6
MAL/mdg/5265

1. Approved as stated in Comment #3.

2. Statistical Control - Take necessary action.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.,
Secretary of the Air Staff.

Dispatched
MAR 28 1943.
AAG

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8 Jan. & 30 June 1976
By [illegible] Date 10-7-76

TO: Director of Statistical Control
Assistant Chief of Air Staff, A-2 IN TURN
FROM: Air Adjutant General

For comment.

DATE March 19, 1943
COMMENT NO. 2
JBC:lam 5790

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air Adj. Gen.

Dispatched
MAR 19 1943
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SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION					Au ab 45 Dr.	809

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8 Jan. & 20 June 1974
By [illegible] Date 10-7-76

Request for Daily Summary of Airplanes

Chief of Air Staff

Materiel Command

March 17, 1943

1

HPS/lrs 6726

1. It is requested authority be granted for this office to be placed on the distribution list for the report SC-1A, "Daily Summary of Airplanes" prepared by the Director of Statistical Control.

[illegible] E. [illegible]
Brig. General, U.S.A.
Chief of Staff

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] Date 10-7-76

March 17, 1943 TJH/re/6371

MEMORANDUM TO THE ACTING CHAIRMAN, JOINT AIRCRAFT COMMITTEE:

Subject: Proposed Revision of S-L.

1. In behalf of the Commanding General, Army Air Forces, and in his absence, I desire to register with the Joint Aircraft Committee a protest against consideration of any proposal to submit to the President, at this time, a suggestion or request that he reduce the 1943 production objective for combat aircraft.

2. The Air Staff did, at the request of the President, after consideration of the military tasks to be done, establish the aircraft production required for the year 1943. In view of the concurrent military requirement for many other items the President was obliged to establish a 1943 aircraft production objective which was far below our requirements.

3. The Army Air Forces cannot concur in any proposal to reduce the 1943 aircraft production objective below the 82,000 combat airplanes as set by the directive of the President, with the concurrence of the U. S. Joint Chiefs of Staff.

For the Commanding General, Army Air Forces:

Sgd

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

Dispatched
MAR 18 1943
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DOD Ltr.
6 Jan. & 30 June 1974
By [illegible] Date 10-7-76

Proposed Revision of S-L.

The Commanding General, Material Command.

The Chief of the Air Staff.

Mar. 17, 1943

1

TJH

1. There is attached hereto for your information and guidance a copy of a memorandum which has been addressed this date to the Joint Aircraft Committee, regarding the proposed revision of S-L.

2. There is no question, in the Air Staff, of the need for an adjustment in the method of controlling the distribution of materials within the aircraft industry. The solution to that problem does not appear to require an appeal to the President, at this time, to reduce our aircraft production objective for 1943. We probably must appeal to the President for aid in order that we may attain our 1943 production objectives.

3. In lieu of approaching the President with a request for a reduction in the 1943 aircraft production objective, the following alternate proposal is suggested:

a. Advise the President, through Mr. Nelson and Mr. Wilson, that unless the aircraft industry receives prompt relief from its materials and manpower problems the achievement of our 1943 aircraft production objective (82,000 combat airplanes) appears to be a remote possibility.

b. Meet the present materials distribution problem by the temporary expedient of changing the JAC ruling that materials will be distributed on the basis of S-L schedules.

c. Ask the JAC to instruct the Scheduling Unit to temporarily, pending action by the President on our request for relief, allocate materials on the basis of such new curtailed schedules of production as are approved by the JAC for that purpose.

Dispatched
MAR 18 1943
AAG

T. J. HANLEY
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

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cy memo to JAC,
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8 Jan. & 20 June 1974
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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FILE NO.	

SUBJECT: Status Report on Army versus Navy Combat Aircraft Overseas and in South Pacific.

TO: Chief of the Air Staff
Advisory Council
Operational Plans

DATE 3/17/43

COMMENT NO. 1

FROM: Assistant Chief of the Air Staff, A-3

WEB/jit/6701

The attached Status report has been prepared at the request of this Division and is forwarded for your information.

ROBERT W. HARPER
Brigadier General, U. S. A.

Incl.
("Status of the U.S. Air Forces Combat Airplanes as of Dec. 31, 1942 and Jan. 31, 1943")

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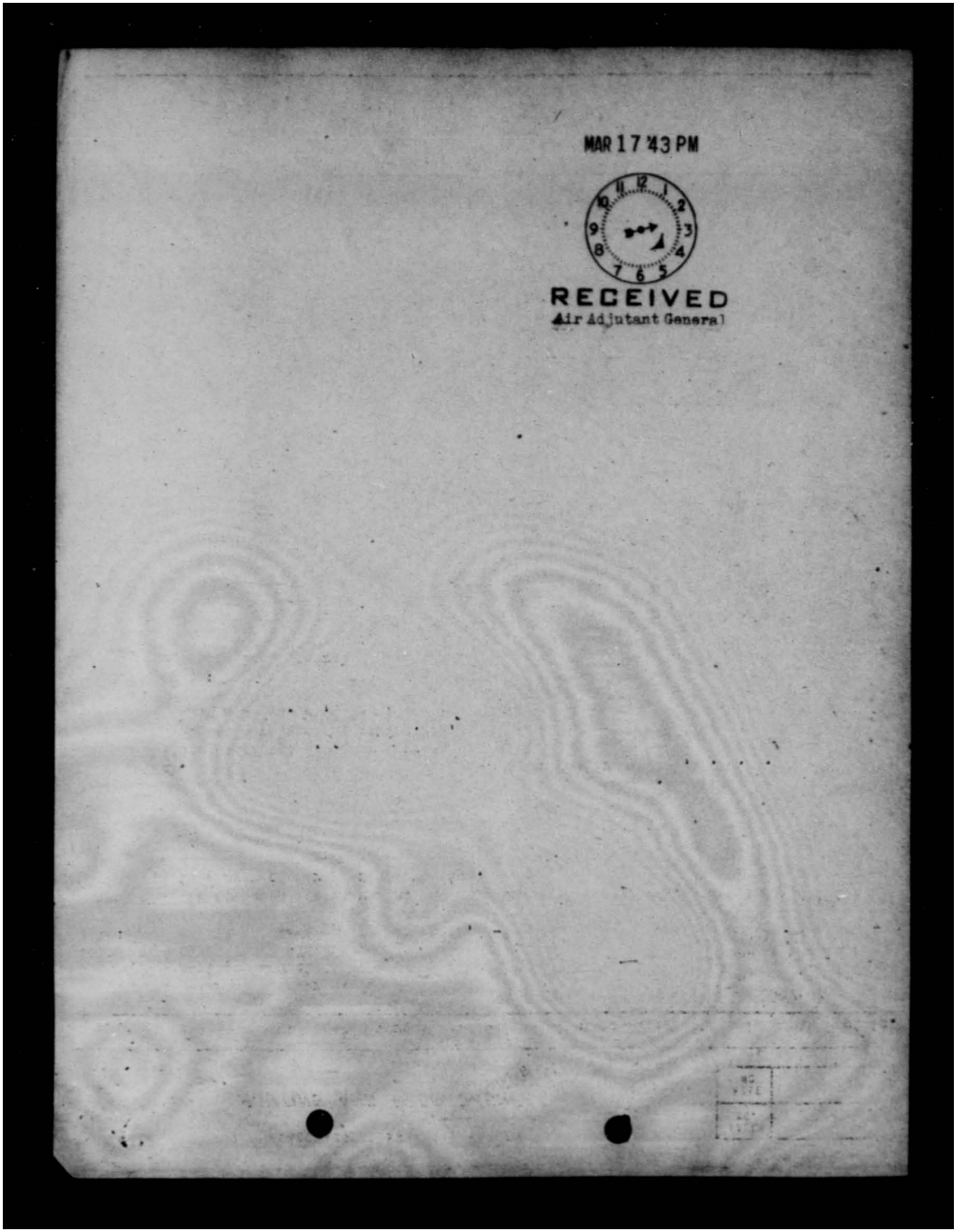

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5 Jan. & 30 June 1974
By AL/PIC, Date 16-2-76

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By Authority of
The Commanding General
Army Air Forces
3-11-43
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STATUS OF THE U.S. AIR FORCES COMBAT AIRPLANES
As of December 31, 1942 and January 31, 1943

U. S. ARMY

	December 31, 1942		January 31, 1943	
	Total	Percent	Total	Percent
Combat Airplanes on Hand (Service and Obsolescent)	11,620	-	12,598	-
Combat Airplanes in Theaters	4,727	40.7	4,979	39.5
Combat Airplanes in South Pacific	325	2.8	334	2.7

U. S. NAVY

Combat Airplanes on Hand (Service and Obsolescent)	5,434 a/b/	-	5,740 a/b/	-
Combat Airplanes located outside Continental United States c/	1,281	23.6	1,534	26.7
Combat Airplanes located in: c/				
South Pacific	423	7.8	464	8.1
Southwest Pacific	34	.6	35	.6
Aircraft on Carriers, Pacific	269	5.0	335	5.8
Total	726	13.4	834	14.5

a/ Total naval combat airplanes include the following first line aircraft which are assigned to Advanced and Transitional Training Groups: 1,158 for Dec. 31, 1942 and 1,150 for Jan. 31, 1943.

b/ Source - "Monthly Status of Naval Aircraft" as of December 31, 1942 and January 31, 1943.

c/ Source - "Location of U. S. Naval Aircraft" as of December 31, 1942 and January 31, 1943.

Chief, Statistical Control
Air Staff, Management Control
AFMSC-2E March 3, 1943

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DOD Dir.
8 Jan. & 20 June 1974
ALAPIC, Date 10-7-76

Status Report on Army Versus Navy Combat Aircraft Overseas and in South Pacific.

(Chief of the Air Staff
(Advisory Council
(Operational Plans
Assistant Chief of the Air Staff, A-3

The attached Status report has been prepared at the request of this Division and is forwarded for your information.

[illegible] W. [illegible]
Brigadier General, U. S. A.

Incl.
("Status of the U.S. Air Forces Combat Airplanes as of Dec. 31, 1942 and Jan. 31, 1943")

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Statistical Control

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8 Jan. & 20 June 1924
By AGH/PIC Date 10-7-76

STATUS OF THE U.S. AIR FORCES COMBAT AIRPLANES
As of December 31, 1942 and January 31, 1943

U. S. ARMY

	December 31, 1942		January 31, 1943	
	Total	Percent	Total	Percent
Combat Airplanes on Hand (Service and Obsolescent)	11,[illegible]	-	12,[illegible]	-
Combat Airplanes in Theaters	4,727	40.7	4,[illegible]	[illegible]
Combat Airplanes in South Pacific	[illegible]	2.8	[illegible]	2.7

U. S. NAVY

Combat Airplanes on Hand (Service and Obsolescent)	5,[illegible] a/b/	-	5,[illegible] a/b/	-
Combat Airplanes located outside Continental United States c/	1,[illegible]	[illegible]	1,[illegible]	[illegible]
Combat Airplanes located in: c/				
South Pacific	[illegible]	7.[illegible]	[illegible]	8.1
Southwest Pacific	[illegible]	.6	[illegible]	.6
Aircraft on Carriers, Pacific	[illegible]	[illegible]	[illegible]	[illegible]
Total	7[illegible]	13.4	[illegible]	14.5

a/ Total naval combat airplanes include the following first line aircraft which are assigned to Advanced and Transitional Training Groups: 1,[illegible] for Dec. 31, 1942 and 1,[illegible] for Jan. 31, 1943.

b/ Source - "Monthly Status of Naval Aircraft" as of December 31, 1942 and January 31, 1943.

c/ Source - "Location of U. S. Naval Aircraft" as of December 31, 1942 and January 31, 1943.

Chief, Statistical Control
Air Staff, Management Control
AFMSC-[illegible] March 3, 1943

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DOD Ltrs.
8 Jan. & 20 June 1974
By: ALH/PIC Date: 10-7-76

March 19, 1943

Colonel John H. Davies,
Ground Support Section,
A.A.F. School of Applied Tactics,
Orlando, Florida.

Dear Jim:

As you are aware, there is no other Air Force problem on which our thinking has been as confused as it has been on the Air Support problem. It is pointless to devote further attention to the faults of the past decisions which have been made. On the other hand it is also pointless to look too far ahead and content ourselves with dreams of mass production of things that are not yet completely designed for production (like the Douglas A-26 and Brewster A-32). Our worry at the moment is whether or not we are doing the best we can to do something substantial for air support in the next six to nine months.

We appreciate fully the need for maximum production of A-20G's and the prompt initiation of production of the A-26. It may be stated categorically that we will not permit further interference with plans to boost production as rapidly as possible on the A-20G to the limit of capacity at Douglas-Tulsa. As soon as the production tooling is proven at Douglas-Tulsa we will swing another plant (possibly Vultee-Downey) into production of the A-26. Martin-Omaha has been mentioned as a possibility for conversion to A-26 production. In that case the conversion would involve a very great net loss in airplane production as the Omaha plant is supported by three widely scattered sub-contractors (Goodyear, Chrysler and Hudson). It is always extremely difficult to switch production with such an industrial set-up. If the B-26C is usable at all, we will have to let the Omaha plant run on that type through 1943 in order to get equipment for our training program.

Jigs and fixtures for the A-26 are now being fabricated at Douglas-Tulsa. It is unlikely that the tooling will be proven prior to September 1943. We may anticipate that duplicate tooling will be available about December 1943 for one additional A-26 plant which is yet to be designated.

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cc General Fiedemeyer

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It may also be categorically stated that our strategical concepts do not permit the conversion of heavy bomber or transport facilities to A-26 or A-24 production. Actually the demand for more transports may force us to put the C-54 back in Curtiss-St. Louis where it started and squeeze out the A-25 (SB2C) line which is just starting to bear fruit there.

The Douglas-Tulsa plant has at present 13,000 employees when we are hoping to hold until the A-26 tooling is ready for use. In the interim we are having them do some modification work (which is not good schooling) and some fabrication and assembly of A-24 (SBD) dive bombers.

Vultee-Nashville has been a difficult problem from the start. Their engineering staff is definitely weak, shop management is poor, and the labor force is below the national standard. If we were to stop A-35 production there now we would get absolutely nothing for twelve months.

We have had, in the Air Staff, a great difficulty in establishing a precise meaning for the phrase, "a non-operational airplane." For instance, many people have quote you as saying that the Douglas SBD (A-24) is not operational. The Navy Department people contend the SBD is a most striking weapon, and present statistics which seem to indicate that in the South Pacific area the SBD is more effective than the Army heavy bombers. Recent communiques advise that Douglas Dauntless dive bombers attacked Rumoi Air Base and that all our aircraft returned.

The following specific questions come to my mind in connection with this problem:

a. Is the Douglas A-24 (SBD) dive bomber sufficiently operational against the Japs to justify the investment of the materials required for 800 or 900 airplanes for 1943 delivery? We are faced with the necessity of giving a considerable quantity of airplanes to China. It was our hope that the A-24 would really be very suitable for Chinese pilots and Chinese facilities.

b. Is the Curtiss A-25 (SB2C) dive bomber sufficiently operational against the Japs to justify Army insistence on securing these airplanes? As you know, production is just beginning at St.Louis on the Army contract and has been lagging badly at Columbus on the Navy contract. The Navy and Pilot Air Ops will be very grateful if we decide the airplane is not operational for us. The U.S. Navy contends that the SB2C (A-25) is the world's best carrier engined dive bomber. Pending a final decision by the Commanding General, Army Air Forces, on the necessity of putting the C-54 back into Curtiss-St. Louis, there is nothing they can do with the 14,000 man labor force in that plant except build A-25 (SB2C) dive bombers.

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c. Is the Vultee A-35 dive bomber sufficiently operational (against the Germans) to justify continuation of production through 1943? If we kill the line now we will get nothing at all for at least twelve months. If we tried to switch that plant into production of the A-36 (North American P-51 variant), we will run into a shortage of Allison and Packard engines.

As you can see, we are locked by circumstances in the position of having for 1943 but two choices:

a. To supplement the 2,000 A-20G's we hope to get, we may take such B-25's and B-26's as we can divert from Reinforcement and build the remainder of our thirty light groups with dive bombers as a temporary expedient. We can expect to get about 2,000 dive bombers (after givaway) in 1943.

b. We can kill all dive bomber production immediately and take a loss of 2,000 combat airplanes in 1943 in the hope that by so doing we will increase the number of A-26's we will get in 1944. If the A-26 had been in combat and if the production tooling had been proven we would be in a better position to appraise the increase in A-36 production which might be anticipated.

I would appreciate your personal, unofficial opinion on what can be done to improve the Air Support situation. In our thinking, we must start from where we are, and not from where we might have been.

I hope you are finding your new assignment both pleasant and interesting. I know the Air Forces will collect dividends from your services at Orlando as we did from your splendid work overseas.

Sincerely,

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

Dispatched
MAR 20 1943
AAG

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GK
3/2/43

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Air AS 452.1 (80-)

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"Operational" and "Non-Operational" Dive Bombers.

DECLASSIFIED
DOD Ltr.
3 Jan. & 26 June 1974
By: ALH/PIC Date: 10-7-76

CONFIDENTIAL
DECLASSIFIED

To: The Chief of the Air Staff

From: The Assistant Chief of the Air Staff, A-4

March 15, 1943
Comment No. 3
ECL/mec-hmh/71172

The attached draft of memorandum to Colonel John H. Davies is offered in response to the verbal instructions of the Chief of the Air Staff.

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

Incl. n/c

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Air AS452.1 (805)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AFTSC/RI-7

March 16, 1943

MEMORANDUM FOR: Commanding General, Army Air Forces

SUBJECT: ASV Equipped Airplanes

1. The following are the locations of ASV equipped airplanes from the latest and most complete reports available to the Director of Communications.

ANTISUBMARINE COMMAND

a. Foreign
19 B-24D (ASV-S) The 1st and 2nd Antisubmarine Squadrons received orders on March 11, 1943 for movement to North Africa.

b. Domestic

9	B-18B (ASV-S)	Mitchel Field
11	B-18B (ASV-S)	Langley Field
1	B-24D (ASV-Mk II)	Langley Field
11	B-24D (ASV-S)	Langley Field
12	B-17E (ASV-S)	Langley Field
9	B-18B (ASV-S)	Mitchel Field
3	B-24D (ASV-S)	Westover Field, Mass.
2	B-24D (ASV-Mk II)	Westover Field, Mass.
5	B-18B (ASV-S)	Jacksonville, Fla.
5	B-34 (ASV-Mk II)	Jacksonville, Fla.
5	B-34 (ASV-Mk II)	Miami, Fla.
10	B-18B (ASV-S)	Miami, Fla.
1	B-24D (ASV-S)	Miami, Fla.
4	B-34 (ASV-Mk II)	Galveston, Texas
5	B-34 (ASV-Mk II)	Charleston, S.C.
5	B-34 (ASV-Mk II)	Key West, Fla.

air 08 15 D 804

CARIBBEAN DEFENSE COMMAND

16	LB-30 (ASV-Mk II)
35	B-18B (ASV-S)
17	B-24D (ASV-Mk II)
17	B-17E (ASV-Mk II)

SEA SEARCH ATTACK GROUP - LANGLEY FIELD

12 B-18B (ASV-S)

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ALASKA

12 B-24D (ASV-Mk II)
2 LB-30 (ASV-Mk II)
6 B-17E (ASV-Mk II)
34 B-25 (ASV-Mk II)

NEWFOUNDLAND

4 B-17E (ASV-Mk II)

HAWAII

4 LB-30 (ASV-Mk II) A cablegram has been sent to Commanding General, Hawaiian Department, Fort Shafter, T. H., requesting total number of ASV equipped airplanes.

AUSTRALIA

11 B-17E (ASV-Mk II)

MIDDLE EAST

15 B-24D (ASV-Mk II)

GREENLAND

8 B-25 (ASV-Mk II)

NORTH AFRICA

20 B-25 (ASV-Mk II)

NEW CALEDONIA

20 B-17E (ASV-Mk II)
17 B-24D (ASV-Mk II)
12 B-25 (ASV-Mk II)

2. Information in this report was compiled from the records of the foreign Statistical Department, a cablegram from U. K., and a report submitted by the Commanding General, Antisubmarine Command.

A. W. MARRINER
Colonel, Air Corps
Director of Communications

RBM DECLASSIFIED SECRET

PAUL A. DANA
Lt. Col., Air Corps

Tile 3/17/43

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DOD Dir.
6 Jan. & 30 June 1974
By [illegible] Date 10-7-76

Movement of Aircraft Through Great Falls, Montana.

(1) Deputy Chief of the Air Staff. March 13, 1943
(2) Assistant Chief of the Air Staff, Management Control
Assistant Chief of the Air Staff, A-4.

1
WMR/gwd/4049

(1) To note.

(2) Forwarded in connection with study you are now making on the Alaskan Ferry Route.

Incl:
Ltr., dtd. 3/10/43, frm. CG, ASC
to CG, AAF, above subject.

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

Dispatched
MAR 16 1943
AAG

Air AS 452.1 (803)

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8 Jan. & 30 June 1974
By AD/PLSO Date 10-7-76

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Copy of Paraphrased Cable from Tanger No. 493, March 5, 1943.

Deputy Chief of the Air Staff. 3/10/43

Director of Military Requirements 3
MEG/br 3020

1. Considerable time and effort were consumed in determining whether or not the subject bomber was equipped with the Norden sight due to the fact that the proper model designation was not used in the cablegram. The use of such names as Liberator, Lightening, Yankee Doodle, devastator, Bostan, etc. does not so specifically designate airplanes as to eliminate confusion. It is recommended that appropriate instructions be issued especially to the Public Relations Branch of the Air Force to discontinue the use of unofficial names such as those indicated and in all official documents and news releases emanating from the Air Force the correct model designation be used.

2. In the case of this particular message it was necessary to determine definitely the particular model of heavy bomber involved to definitely determine the type of bomb sight with which it was equipped.

MERVIN E. GROSS,
Colonel, Air Corps.

TO: Director of Military Requirements DATE 13 March 43

FROM: Deputy Chief of the Air Staff COMMENT NO. 4
MAL/mdg/5265

1. In official communications model nos. and letters should be used to describe aircraft rather than popular names, such as you have shown above.

2. Prepare a cable for dispatch to all theaters, after coordinating same with General Hanley, which will clarify this point.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Dispatched
MAR 13 1943
AAG

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3/14/43

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Air AS 452.1 (800)

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HEADQUARTERS ARMY [redacted] DECLASSIFIED

aircraft 10/3371

ROUTING AND RECORD SHEET

TALLY NO.	DIS. 17080
FILE NO.	1292

SUBJECT: Pamphlet - Specifications and Performance of U.S. Army Aircraft.

TO: Assistant Chief of the Air Staff, A-4

DATE MAR 9 1943

FROM: Intelligence Service

COMMENT NO. 1
AFDIS-ID/4
CHW/ekp. 72590

1. Attached is a preliminary copy of "Specifications and Performance of U.S. Army Aircraft" which has been requested for transmittal to Brig. General T. J. Hanley.

2. Attention is invited to cover notation that this is a preliminary copy and has not been finally coordinated and corrected.

A. W. BROCK, JR.,
Colonel, G.S.C.

1 Incl.
Subject pamphlet.

To: Deputy Chief of the Air Staff.

Date: March 10, 1943.

From: Assistant Chief of the Air Staff, A-4.

Comment No. 2
MMF/gwd/2879

Forwarded as per your request.

Incl. n/c

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

TO: Air Adjutant General

DATE 12, March 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 3
MAL/mdg/5265

For files.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

Incl W/D by Gen. Hanley.

File
3/12/43

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617

[redacted] 715 3/9 Aircraft

3-1109 A.F.

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/PIC LC; Date 10-7-76

Distribution of Aircraft.

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air ab 452. (798)

TO: Asst. Chief of Air Staff, Operations, Commitments and Requirements.

FROM: Deputy Chief of the Air Staff.

DATE 6 April 1943
COMMENT NO. 3
TJH/cms/6371

For your information.

File
cc 4/7/43

Dispatched
APR 7 1943
AAG

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl. n/c

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DOD Dir.
8 Jan. & 30 June 1974
By ALMD/CAO, Date 10-7-76

SECRET
By Authority of
Commanding General
Army Air Forces
AFROM
3-6-43
Date Initials

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Distribution of Aircraft

Assistant Chief of the Air Staff, A-3

War Organization & Movement

March 5, 1943

1

DMMa/hb 73993

There is inclosed copy of report showing distribution of aircraft received from factory and modification centers during February 1943.

F. W. EVANS
Brig.Gen.,U.S.A.
Dir., W.O.& M.

Incl.
Schedule dtd 3/5/43

TO: The Chief of the Air Staff

FROM: Assistant Chief of the Air Staff, A-3

DATE 3/9/43

COMMENT NO. 2

JJO'S/ek/6701

For your information.

ROBERT W. HARPER
Brigadier General, U. S. A.

Incl. n/c

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

SECRET By Authority of The Commanding General Army Air Forces 7 Apr 43 FILE

SUBJECT: Daily Report on ASV Equipped Airplanes

TO: Assistant Chief of Air Staff, Operations, Commitments & Requirements

FROM: Assistant Chief of Air Staff, Intelligence Technical Information

DATE APR 7 1943

COMMENT NO. 1

JGS/jmc 74172

1. In connection with the report on Radar Equipped Airplanes, prepared for the Commanding General, General Hanley has directed that your office supply him with a report each day on the movements of B-24D ASV-S Airplanes which are enroute to Newfoundland. This daily report should be continued until the airplanes have reached their destination at Newfoundland.

EDGAR P. SCRENSEN,
Colonel, G. S. C.

To : Deputy Chief of Air Staff
(General Hanley)

~~TO: Assistant Chief of Air Staff, Intelligence~~
~~Technical Information~~

Date April 9, 1943

FROM: Movements & Operations Division
Asst. C/AS, Op. Com. & Req.

Comment No. 2
FBB/bb 2983

In accordance with your request in Comment 1, data is submitted below. Hereafter this data will be furnished daily until these airplanes are all in the theatre:

B-24D ASV-S Airplanes Enroute Newfoundland

6th A/S Sq.

3 departed Westover 4/8 enroute Newfoundland
2 are scheduled to depart Westover today
2 are scheduled to depart Westover 4/10
2 are scheduled to depart Westover 4/11
3 are scheduled to depart Westover 4/12 or 4/13
12 Total

Note: In Newfoundland at present is the 19th Sq. equipped with 12 B-17, and the 20th Sq. equipped with 4 B-17.

F. W. EVANS
Brigadier General, U.S.A.,
Chief, Movements & Operations Div.

Cy for Lt.Col. P.C. Crowen
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8 Jan. & 20 June 1974
By ALAPIC, Date 10-7-76

Daily Report on ASW Equipped Airplanes

To : Deputy Chief of Air Staff
(General Hanley)

~~TO: Assistant Chief of Air Staff, Intelligence Technical Information~~

Date April 9, 1943

FROM: Movements & Operations Division
Asst. C/AS, Op. Com. & Req.

Comment No. 2
FEB/bb 2983

In accordance with your request in Comment 1, data is submitted below. Hereafter this data will be furnished daily until these airplanes are all in the theatre:

B-24D ASW-S Airplanes Enroute Newfoundland

6th A/R Sq.

3 departed Westover 4/8 enroute Newfoundland
2 are scheduled to depart Westover today
2 are scheduled to depart Westover 4/10
2 are scheduled to depart Westover 4/11
1 are scheduled to depart Westover 4/12 or 4/13
13 Total

Note: In Newfoundland at present is the 19th Sq. equipped with 12 B-17, and the 20th Sq. equipped with 4 B-17.

F. W. EVANS
Brigadier General, U.S.A.,
Chief, Movements & Operations Div.

Cy for Lt.Col. P.C. Crowen
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8 Jan. & 20 June 1974
By ACN/PIC, Date 10-7-76

"Follow through" Activities.

Chief of the Air Staff

March 5, 1943

War Organization & Movement

5

DE/bb 2963

Necessary action having been taken as indicated in Comment 3 above, this R&R is returned direct to the Chief of the Air Staff as a matter of record.

F.M.EVANS
Brig.Gen.,U.S.A.
Dir.,W.O.&M.

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3/27/43

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DOD ltrs.
6 Jan. & 30 June 1924
By ALH/PLC, Date 10-7-76

DECLASSIFIED

MAR 8 1943

MEMORANDUM FOR: Special Assistant to the Secretary of War
[illegible] Pentagon Building

Subject: Air Combat Score

1. In answer to Judge Patterson's request, between February 1, 1942 and February 26, 1943, 1,[illegible] enemy aircraft are reported shot down in combat by our planes. [illegible] of our planes were shot down by enemy aircraft or are missing from combat missions. [illegible] of the [illegible] are missing which may have been due to engine failure on a combat mission, anti-aircraft, weather, or some other cause than destruction by enemy airplanes.

2. Information prior to February 1, 1942 is incomplete, and therefore this period has not been included.

For the Commanding General,

George E. Stratemeyer,
Major General, U. S. A.
Chief of the Air Staff.

Dispatched
MAR 8 1943
AAG

Air CB 452.1 (792)

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DOD Ins.
5 Ins. & 30 June 1974
By: ALN/PIC, O, Date: 10-7-76

March 5, 1943

MEMORANDUM FOR: The Chief of the Air Staff

SUBJECT: Air Combat Score

1. Memorandum answering that of the Special Assistant to the Secretary of War, attached.

2. Figures were obtained from A-2.

3. It is understood that the Eighth Air Force has been recomputing their claims in accordance with new "ground rules", and this will result in a substantial decrease in the total amount of enemy losses claimed. However, this revised information has not been given effect to in these figures as it is still being studied.

B. E. GATES
Colonel, Air Corps
Assistant Chief of Air Staff
Management Control

2 Incls
Memo dtd 2/27/43 fr Sp Asst
to Sec of War
Memo dtd 3/5/43 fr AFDMC

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February 27, 1943.

MEMORANDUM For the Chief of Staff, Army Air Forces,
3E 1015 Pentagon Bldg.

Subject: Air Combat Score

Judge Patterson requests that you give to this office for his use the number of enemy planes which our Air Forces have shot down in combat against the loss of American planes shot down in combat by enemy planes.

Will you please give us these figures up to the most recent practicable date.

(SIGNED) JULIUS H. AMBERG

JULIUS H. AMBERG
Special Assistant to the
Secretary of War

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DOD Dir.
8 Jan. & 30 June 1974
By ALH/DLC Date 10-7-76

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Deliveries for Colonel Alexander's Air Transport Wing.

Assistant Chief of Air Staff, A-3 March 5, 1943

General Stratemeyer 1

GES/hd

1. Your attention is invited to copy of letter to Colonel E. H. Alexander, India-China Wing, Air Transport Command, Karachi, India dated March 4th, from General Arnold and to copy of directive to General George from General Arnold, subject: "Replacement of the C-47's Transporting Supplies over India-China Ferry Route" dated March 4th.

2. It is desired that you initiate the necessary action to comply with the instructions issued by General Arnold in the attached two papers.

Incl:
Cy of R/R to Gen. George
fr Gen. Arnold dtd 3-4-43
Cy of Ltr to Col. Alexander
fr Gen. Arnold dtd 3-4-43

Dispatched
MAR 15 1943
AAG

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

APR 14 1943 -1

Cy to Gen. George

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3/6/43

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Miss Ingram

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date: 10-7-76

Replacement of the C-47's Transporting Supplies over India-China Ferry Route

General George 3/4/43

General Arnold 1.

Due to the great tonnage of supplies that we must transport over the India-China Ferry Route and also to the high altitude in which these airplanes must fly, it will be necessary to replace the C-47's with a more suitable type airplane. The following schedule will take effect immediately.

a. The present program of 137 airplanes for this ferry route will be completed by March 15th.

b. 10 C-46's will start at once to replace 10 C-48's. Curtiss Company has agreed to send maintenance men with the first 10 C-46's. You will coordinate this with Curtiss and see that these men go out with the first 10 airplanes.

c. The schedule of C-46's will be such that by April 15th there will be 30 in all.

d. After April 15th, there will be 10 C-46's per month to replace C-47's until there is a total of 50 C-46's.

e. Starting June 15th, 10 C-87's per month will be sent over until there is a total of 50 on this ferry route.

f. When the above is completed, 24 C-54's will be sent over to complete the picture.

g. The India-China Ferry Route will keep 5 out of every 20 C-47's for replacements and the rest will be turned over to the Troop Carrier Command or to other units where they are most needed.

h. Weekly progress reports will be sent to me concerning this subject.

H. H. A.

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DOD ltrs.
6 Jan. & 20 June 1974
By: ALN/PLC; Date: 10-7-76

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March 4, 1943

Colonel E. H. Alexander
India-China Wing
Air Transport Command
Karachi, India

Dear Alex:

I am replacing the C-47's on your ferry route with a more suitable type airplane which I know will be good news to you and all your boys out there. The following schedule will take effect immediately.

a. The present program of 137 airplanes for this ferry route will be completed by March 15th.

b. 10 C-46's will start at once to replace 10 C-47's. Curtiss Company has agreed to send maintenance men with the first 10 C-46's.

c. The schedule of C-46's will be such that by April 15th there will be 30 in all.

d. After April 15th, there will be 10 C-46's per month to replace C-47's until there is a total of 50 C-46's.

e. Starting June 15th, 10 C-87's per month will be sent over until there is a total of 50 on this ferry route.

f. When the above is completed, 24 C-54's will be sent over to complete the picture.

g. The India-China Ferry Route will keep 5 out of every 20 C-47's for replacements and the others will be turned over to the Troop Carrier Command or to other units where they are most needed.

When this project is completed you should be able to carry the following tonnage without any difficulty.

37 - C-46	7 ton airplane	20 days per mo.	5180 T
37 - C-87	6 ton airplane	" " " "	4440 T
18 - C-54	6 ton airplane	" " " "	2160 T
			11780 T

The above as you will note is figured on having 75% airplanes in commission and flying 20 days a month and the tonnage carried per

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airplane is figured low which will give you some leeway. The total tonnage is over the amount we had planned on carrying; however, we will not promise anyone anything extra!

You have a tough job before you and I think that these airplanes will help you out considerably. This is your baby now and it is up to you to see that it works.

Let me know if the above schedule is not being carried out and the reasons therefor. We must get those supplies over the hump and if I do not know about your difficulties I cannot help you from this end.

Best of luck.

Sincerely,

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

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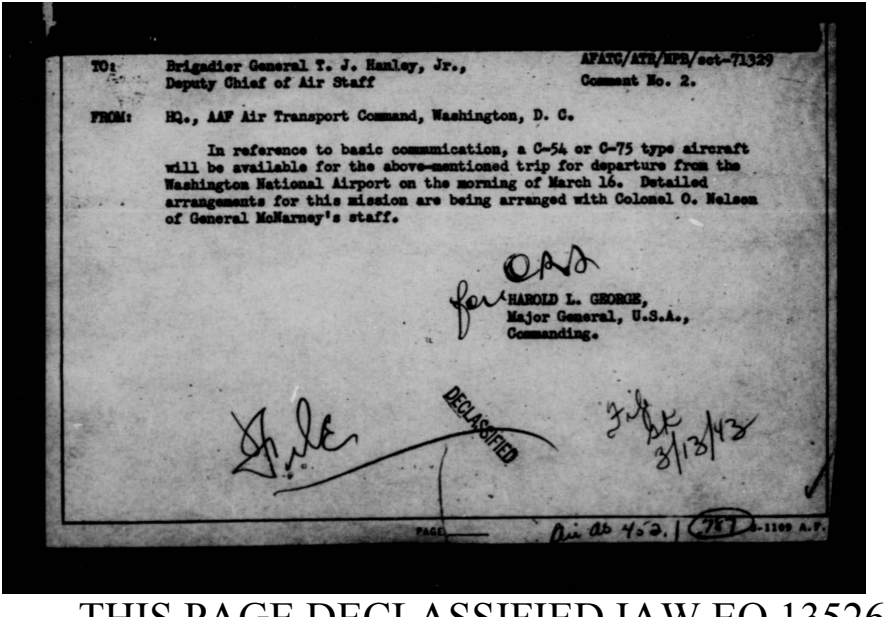

TO: Brigadier General T. J. Hanley, Jr.,
Deputy Chief of Air Staff

AFATC/ATR/NPB/sct-71329
Comment No. 2.

FROM: HQ., AAF Air Transport Command, Washington, D. C.

In reference to basic communication, a C-54 or C-75 type aircraft will be available for the above-mentioned trip for departure from the Washington National Airport on the morning of March 16. Detailed arrangements for this mission are being arranged with Colonel O. Nelson of General McNarney's staff.

for HAROLD L. GEORGE,
Major General, U.S.A.,
Commanding.

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3/13/43

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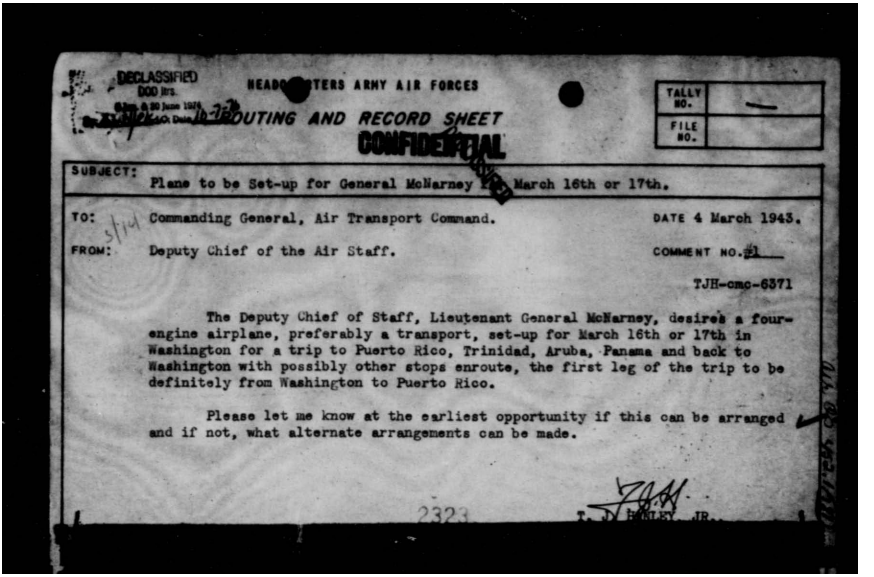

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DOD Jtrs.
6 Jan. & 20 June 1974
By [illegible] Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CONFIDENTIAL

TALLY NO.	—
FILE NO.	

SUBJECT: Plane to be Set-up for General McNarney [illegible] March 16th or 17th.

TO: Commanding General, Air Transport Command. DATE 4 March 1943.

FROM: Deputy Chief of the Air Staff. COMMENT NO. #1

TJH-cmc-6371

The Deputy Chief of Staff, Lieutenant General McNarney, desires a four-engine airplane, preferably a transport, set-up for March 16th or 17th in Washington for a trip to Puerto Rico, Trinidad, Aruba, Panama and back to Washington with possibly other stops enroute, the first leg of the trip to be definitely from Washington to Puerto Rico.

Please let me know at the earliest opportunity if this can be arranged and if not, what alternate arrangements can be made.

2323

T. J. HANLEY, JR.

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DOD ltrs.
8 Jan. & 20 June 1974
By ALN/PIC; Date 10-7-76

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Plane to be Set-up for General McNarney for March 16th or 17th.

Commanding General, Air Transport Command. 4 March 1943.

Deputy Chief of the Air Staff. #1

TJH-cmc-6371

The Deputy Chief of Staff, Lieutenant General McNarney, desires a four-engine airplane, preferably a transport, set-up for March 16th or 17th in Washington for a trip to Puerto Rico, Trinidad, Aruba, Panama and back to Washington with possibly other stops enroute, the first leg of the trip to be definitely ffom Washington to Puerto Rico.

Please let me know at the earliest opportunity if this can be arranged and if not, what alternate arrangements can be made.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
MAR 4 1943
AAG

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DECLASSIFIED DOD ltr. 6 Nov & 30 June 1971 Dir. Ad/Pol C.O. Date 10-7-76

939

1094 A-4

Procurement of 150 Beech C-45 Transports in 1943.

Chief of the Air Staff

Feb. 27, 1943

Assistant Chief of the Air Staff, A-4

3

ECL:mec 71172

1. It is requested that the recommendation of the attached Staff Study (re Production of C-45 Transports) be issued as a directive to the Materiel Command.

2. Current Air Forces stocks of C-45 type airplanes stand at about thirty airplanes. There is an acute shortage of the small (six passenger) transports.

3. Air Forces stocks of AT-11 airplanes are substantially at the level stated by the Flying Training Command as required to train bombardiers, to match the 80,000 pilot per annum program. Stated peak requirements for 1943 are set by the Flying Training Command at the 746 AT-11 airplanes. Stocks on hand as of December 31, 1942 were reported, by the Director of Statistical Control, to include 726 AT-11 airplanes. Approximately 100 additional AT-11 airplanes have been delivered to the U. S. Army Air Forces in January and February 1943. Attrition on the AT-11 averaged less than one percent per month during the last three months of 1942. It may therefore be concluded that there is not an acute shortage of AT-11 bombardier training airplanes.

4. It is recommended that this project be not referred to the Director of Individual Training for comment. It may reasonably be assumed that his office will object to the conversion of any trainer productive capacity to utility types.

5. The Air Staff (A-3 and A-4) have reached a conclusion in this matter on a basis of the relatively large deficiency of utility transports as compared to the indicated small surplus of bombardier trainers of the AT-11 type.

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

Incl n/c

DATE March 1, 1943

TO: Director of Individual Training
THRU Director of Military Requirements

COMMENTS NO. 4
MAL:JT 5265

FROM: Deputy Chief of the Air Staff

For comment and recommendations reference the foregoing and attached staff study.

MILLARD A. LIBBY,
Lt. Colonel, G.S.C.

Incl. n/c

Dispatched
MAR 1 1943
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SC-916

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALAPIC; Date: 10-7-76

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[illegible]
(USAAF Information As of February 23, 1943)

SQUADRONS

TYPE	ON HAND & ENROUTE									PLANNED FOR APRIL 1, 1943								
	Total RAF - USAAF			RAF			USAAF			Total RAF - USAAF			RAF			USAAF		
	Total	India	China	Total	India	China	Total	India	China	Total	India	China	Total	India	China	Total	India	China
Bomber																		
Heavy	9	9		1	1		8	8					Information not available in Washington. Expansion plans previous to the Chungking and Delhi conferences contemplated an increase of 100 planes per month distributed among all types. (See letter attached)			Same as February 24, 1943		
Medium	6	5	1	2	2		4	3	1									
Torpedo	4	4		4	4													
Light, T.E.	4	4		4	4													
Light, S.E.	8	8		8	8													
Total Bombers	31	30	1	19	19		12	11	1									
General Reconnaissance																		
Heavy	1	1		1	1													
Light, T.E.	3	3		3	3													
Total Gen. Reconn.	4	4		4	4													
Fighters																		
Single Seat	22½	19½	3	16½	16½		6	3	3									
Multi Seat	3	3		3	3													
Total Fighters	25½	22½	3	19½	19½		6	3	3									
Flying Boat																		
T.E.	7	7		7	7													
Photographic																		
S.S.	2	2		1	1		1	1										
M.S.	-	-		-	-		-	-										
Total Photographic	2	2	1	1	1		1	1										
Transport	8	8		3*	3*		5	5										
Chem. & Liaison	1	1		1	1													
GRAND TOTAL	70½	74½	4	54½	54½		24	20	4									

* Estimated, exact figures not obtainable.

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
2-28-43 JOW

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BRITISH AND AMERICAN AIR STRENGTH IN INDIA & CHINA
(RAF Information As of February 15, 1943)
(USAAF Information As of February 23, 1943)

AIRPLANES

TYPE	ON HAND & EN ROUTE									PLANNED FOR APRIL 1, 1943								
	Total RAF - USAAF			RAF			USAAF			Total RAF - USAAF			RAF			USAAF		
	Total	India	China	Total	India	China	Total	India	China	Total	India	China	Total	India	China	Total	India	China
Bomber																		
Heavy	85	85		20	20		75	75								95	95	
Medium	123	111	12	65	65		58	46	12				Information not available in Washington. Expansion plans previous to the Chungking and Delhi conferences contemplated an increase of 100 planes per month distributed among all types.			80	65	15
Torpedo	26	26		26	26													
Light, T.E.	190	190		190	190													
Light, S.E.	437	437		437	437													
Total Bombers	861	849	12	728	728		133	121	12							175	160	15
General Reconnaissance																		
Heavy	3	3		3	3													
Light, T.E.	77	77		77	77													
Total Gen. Recons.	80	80		80	80													
Fighters																		
Single Seat	1062	981	81	757	757		305	224	81							300	220	80
Multi Seat	38	38		38	38													
Total Fighters	1100	1019	81	795	795		305	224	81							300	220	80
Flying Boat																		
T.E.	48	48		48	48													
Photographic																		
S.E.	19	17	2	6	6		13	11	2							12	10	2
M.E.	3	3		3	3													
Total Photographic	22	20	2	9	9		13	11	2							12	10	2
																100	100	
Transport	175	175		75	75		100	100										
Obsn. & Liaison	50	50		50	50													
GRAND TOTAL	2336	2241	95	1785	1785		551	456	95	2522	2425	97	1935	1935	-	587	490	97

Notes: Transports are all shown in India, although operate in both countries.
Planes and squadrons enroute are shown in India since ultimate disposition is unknown.
• Estimated, exact figures not obtainable.
Due to gap in Allison P-40 production, no P-40's will arrive this theater until August.

Air Staff, Management Control
Chief, Statistical Control
(AFMSC-2C)
February 25, 1943

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
Washington

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: Alm LC; Date 10-7-76

24th February 1943

MEMORANDUM TO: Captain E. R. Finch, A.A.F.
War Department,
Pentagon Building,
Arlington, Va.

FROM: Mr. W. J. M. Mackenzie,
S.6(USA), British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Detailed information regarding the expansion of British Air Forces in India and Ceylon up to 1st April, 1943, is not available in Washington, and would have to be obtained from London. Expansion plans previous to the Chungking and Delhi conferences envisaged a gradual build-up, with an increase in total aircraft holdings of about 100 a month, distributed between all types.

(Signed)

W.J.M.Mackenzie.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO. DECLASSIFIED

FILE NO. 465

SUBJECT: Discontinuance of A-31 Dive Bomber.

TO: Asst. Chief of Air Staff, A-4 Att: Col. E. C. Langmead. DATE Febr. 12, 1943

FROM: Materiel Command COMMENT NO. 1

JWS:epc 3365

1. In reply to your note, attached, answer to a.:

There are only 79 A-31's remaining to be delivered from Hawthorne plant, as follows:

February	March	April
30	30	19

The P-61 begins in March and therefore if the A-31 was stopped at this time it would cause a serious disruption in the labor situation at the Northrup plant. The materials are obviously cut up and partly processed for the complete A-31 production remaining.

At the Nashville plant there are six V-72's undelivered and 95 A-31C's undelivered remaining on contract. The A-35 follows this production. The A-31C has several small improvements in it, such as an engine driven fuel pump, American bomb racks and radio. It is obviously too late to gain any advantage by stopping production at this time and serious labor difficulties would result.

2. b. Stopping the A-31 would seriously affect the man-power situation at Hawthorne where the P-61 will follow along, and at Nashville where the A-35 is just beginning to be delivered.

3. These airplanes in India have the R-2600-A engine, which is used on the A-20 airplane and is in critically short supply. If they cannot give these airplanes to China or Australia, it is suggested that the engines be pulled to be used as spares for A-20 airplanes after studying the shipping situation involved.

4. We tried to stop the A-31 and the British would not let us. They made representations to Gen Arnold, Judge Patterson and the JAC. It is too late now OPE

O P Echols
O. P. ECHOLS,
Major General, USA

Incl.
Memo to Col. Sessums,
dtd 2/12/43.

File 2/27/43

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DOD Ltr.
6 Jan. & 20 June 1974
By [illegible] Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	923
FILE NO.	

DECLASSIFIED

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SUBJECT: A-31 Airplanes.

TO: Chief of the Air Staff.

DATE Feb. 16, 1943

FROM: Assistant Chief of the Air Staff, A-4.

COMMENT NO. 1

ECL:mec 71172

1. A cable received from Karachi, under date of February 10, 1943, raised the question as to whether it is now advisable to curtail production of A-31 (V-72) dive bombers at Vultee-Nashville and Northrop-Hawthorne.

2. A-4 Division, with the concurrence of the Materiel Command, recommends against such action for the following reasons:

a. By the investment of approximately 500 man hours per airplane we can rework the airplane into a usable striking weapon.

b. Both Vultee and Northrop are so near the end of their production runs with these airplanes that all materiel processing is completed. Stopping production now would result in turning fabricated materiels into scrap.

c. Both Vultee and Northrop need the assembly work on these airplanes to complete the schooling of their shop forces and to hold the labor force, pending the beginning of production of the A-35 dive bomber at Vultee and the P-61, at Northrop (night fighter).

3. There is now in process at Louisville a modification center project in which approximately 100 A-31's are being reworked for Australia at the request of the Australian Government. If this project is successful, the rework of those A-31 airplanes now in Karachi should be economical.

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

File
cc 2/27/43

To Brady
Karachi

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DOD Dir. 5 Jan 1954
By [illegible] Date 11-27-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	DECLASSIFIED
FILE NO.	

SUBJECT: Disposition of Two and Four Engine Transports within the U.S.

TO: Deputy Chief of Air Staff

DATE Feb. 21, 1943

FROM: Assistant Chief of the Air Staff, A-3

COMMENT NO. 1
JJO'S:mt 6701

1. Attached hereto is a breakdown by model of the transport aircraft reported in SC-1, dated February 19, 1943 and indicated as assigned to:

Troop Carrier Command -- Tab "A"
Depots and Sub-Depots, Commanding General, and others -- Tab "B"

2. Attached hereto as Tab "C" is the model designation of nine (9) transports delivered to the Materiel Command from January production and the reason therefor. This tab also indicates the total transports assigned to the Materiel Command.

ROBERT W. HARPER
Brigadier General, U.S.A.

Incls. 3
Tabs, "A", "B" and "C"

File
2/27/43

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DISPOSITION OF TRANSPORT AIRCRAFT ASSIGNED TO TROOP CARRIER COMMAND AND WITHIN THE CONTINENTAL LIMITS [illegible]

1. Troop Carrier Assignments				
AFTC (1st Airborne Training Bde Div., 3/1/43)	Gliders tugs	62d Sq	28	(25 C-47's 3 C-53's)
AFTC	Glider tugs	63rd Sq	41	(32 C-47's 9 C-53's)
Ferrying	Ferrying gliders	39th Sq	13	(13 C-53's)
Fort Benning	Parachute school	54th & 62nd Sqs	18	(17 C-47's 1 C-53)
Dunnellon Field	AFS Applied Tactics	27th Sq	14	(14 C-47's)
Mobile Air Depot	Modification	(turned over to ATC)	14	(11 C-47's 3 C-53's *)
Stout Field	Landing tests		2	(1 C-87 1 C-46)
		SUB TOTAL	142	
2. Troop Carrier Training Assignments				
Airborne Training (82nd AB Division)		313th Gp	54	(52 C-47's 1 C-53 1 C-30D Bastard type)
Operational Training (To train 82nd AB Division, 3/1/43)		314th Gp	33	(26 C-47's 6 C-53 1 C-30D Bastard type)
Transition Training		89th Gp	53	(2 C-47's 5 C-53's 46 Airlines - Bastard type)
Groups recently activated		375th & 403rd	35	(21 C-47 5 C-53 9 C-39, 22, 30 Bastards)
Administrative Airplanes in four Sq. Sqs.			14	(4 C-47's 5 C-53's 5 C-32, 48, 39, 42 Bastards

2 Engine Airplanes assigned to HH & AB Sq:

AT-7	1	(For use of CG, Airborne Command)
B-18	1	
C-42	1	Bastard
C-39	1	Bastard
UC-78	14	
	18	
TOTAL	349	

DECLASSIFIED DOD Dir. 5200.9 June 1974 per letter from OASD(C) dtd 10-3-74

* In addition to these 14 airplanes, 11 more are to be turned over to ATC to augment the Robbin Gbins Wing, ATC.

Fifty one (51) of the 349 planes are reported as being in sub-depots for repairs but are still carried on the Troop Carrier Command report. This leaves a total of 298 aircraft assigned to the Troop Carrier Command for training as indicated above.

On March 1st these (3) Troop Carrier Groups, at full strength, (154 airplanes) are required for training the 82nd Airborne Division.

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DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1954 Date 10-7-76

February 20, 1943.

MEMORANDUM FOR: Lt. Col. J. J. O'Shea
A-3, Assistant Chief of Air Staff

SUBJECT: 2- and 4-Engine Transports.

1. Breakdown by model of 2-engine transport aircraft in Depots and Sub Depots, assigned to Commanding General, and as Others in U.S. as reported in the SC-1 Report dated February 19, 1943:

a. Depots and Sub Depots.

C-47	36
C-53	21
C-60	12
	69
*Other Types	74
	143

* C-32, C-33, C-38, C-39, C-42, C-46, C-48, C-49, C-50, C-56, C-57, C-59, C-73, and C-84.

b. Commanding General.

C-41	2
C-48	6
C-50	1
	9
*Other Types	6
	15

* Actually utility planes for which the U classification was omitted. This has been corrected.

c. Others in the United States.

C-53	3	Materiel Command
C-60	3	
C-47	32	Assigned to ATC Shuttle Runs (Based in U.S.)
C-53	19	
C-60	3	
	60	
*Other Types	36	
	96	

* Materiel Command - C-33, C-39, C-46, C-73, C-84
ATC Shuttle Runs - C-46, C-49, C-56, C-84

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2. Four-Engine Transports.

a. Sub Depots.

C-54	1
C-87	10
	11

Note: SC-1 Report for this day incorrectly reported the above total as 17 which automatically reduced the "Others in U.S." by six planes.

b. Others in U.S.

C-54	2	Materiel Command
C-87	1	
C-54	21	Assigned to ATC Shuttle Runs (Based
C-75	5	in U.S.)
C-87	25	
C-98	4	
	58	

Note: SC-1 Report for this day showed 43 4-Engine transports as Others in U.S. The error of six being reported as in Depots automatically reduced this figure from 49 to 43. The difference between the correct SC-1 figure for Others in the U.S. of 49 and the above tabulation showing 58 is accounted for by planes assigned to ATC being in Depots or Sub Depots for work and properly reported in that category.

Charles B. Thornton

CHARLES B. THORNTON
Lt. Colonel, Air Corps
Chief, Statistical Control
Air Staff, Management Control

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Status of Combat Airplanes

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DOD ltr.
8 Jan. & 30 June 1974
By: [illegible] Date: 10-7-76

452.1 (778)

TO: Statistical Control

DATE Feb. 27, 1943

FROM: Chief of the Air Staff

COMMENT NO. 5
WHE:JT 5246

What happened to the AAF figures?

Dispatched
FEB 27 1943
AAG

Incl.
n/c

WILLIAM E. HALL,
Colonel, G. S. C.,
Secretary, Air Staff

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DOD Dir.
6 Jan. & 30 June 1974
Sr. ALN/PIC Date 10-7-76

February 22, 1943.

MEMORANDUM FOR: War Department, General Staff, Organization and Training Division, GSS, Washington, D. C.

SUBJECT: Training of the 82nd Airborne Division.

1. Reference is made to Memorandum for the Commanding General, Army Air Forces, subject as above, dated February 4, 1943, signed by Brigadier General I. H. Edwards.

2. The requirements for transport aircraft in active theatres of operation has made it necessary to reduce the number of aircraft available to the 313th, 314th, and 61st Troop Carrier Groups to a total of 108. As aircraft become available from production every effort will be made to bring these groups to full T/O strength in aircraft, but it is doubted if this condition can be accomplished during the initial period of the training of the 82nd Airborne Division.

3. Inclosed herewith, for your information, is a copy of letter, this date, subject: "Airborne Training for Troop Carrier Groups", to the Commanding General, I Troop Carrier Command, Stout Field, Indianapolis, Indiana.

For the Commanding General, Army Air Forces:

FEB 23 1943

RALPH F. STEARLEY,
Colonel, Air Corps,
Director of Air Support.

O. P. WEYLAND,
Colonel, Air Corps.

RECEIVED
Air Adjutant General

Incl: cy ltr fr AAF to I TCC, subj: Trng TC Gpo, dtd 2/22/43.

Info. cys:
War Organization & Movement
Military Requirements
Ass't. Chief of Air Staff, A-3
General Stratemeyer, Chief of Air Staff
I Troop Carrier Command

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AFRAS SSS Airborne

written 2/22/43
FKM/baw/[illegible]

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1971
By [illegible] Date 11-7-76

SUBJECT: Airborne Training for Troop Carrier Groups.

TO : Commanding General, I Troop Carrier Command, Stout Field, Indianapolis, Indiana.

1. Reference is made to letter this headquarters, subject as above, dated February 12, 1943, and to the attached copy of memorandum for War Department, General Staff, Organization and Training Division, G-3, this headquarters, dated February 22, 1943. You will make every effort to bring the 313th, 314th and 61st Groups to full T/O strength in airplanes at the earliest possible date as aircraft from production are assigned to your command.

By command of Lieutenant General ARNOLD:

RALPH F. STEARLEY,
Colonel, Air Corps,
Director of Air Support.

G. F. WEYLAND,
Colonel, Air Corps.

Incl:
Memo fr AAF to WD, General Staff, G-3, dtd 2/22/43, subj: as above

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DOD Dir.
8 Jan. & 20 June 1974
By AGP/RIC-10, Date 10-7-76

Aircraft in Combat Units

Director of Individual Training
Director of Bombardment
Director of Air Support
Director of Air Defense
Director of Photography
Director of War Organization and Movement (all AAF activities other than those of the specific directorates above, including ATC school at St. Joseph, etc.)
Director of Base Services (shipping, particularly expediting flow of single engine aircraft)
Commanding General, Materiel Command
Commanding General, Air Transport Command
Commanding General, Air Service Command (to be transmitted by the Director of Base Services)
Commanding General, Flying Training Command (to be transmitted by the Director of Individual Training)

2/24/43

1

WRB/ck/6701

Copy to:
Chief of Air Staff
Assistant Chief of Air Staff, A-1
Assistant Chief of Air Staff, A-4
Assistant Chief of Air Staff, Program Planning
Director of Military Requirements

FROM: Assistant Chief of the Air Staff, A-3

1. It is desired that you undertake immediate study of attached directive from General Arnold (Incl. 1) and prepare to submit your recommendations regarding action that can be taken in the months of March and April (discuss separately) to effect the bringing up to strength with reserves of all active AAF combat units overseas.

2. Further it is desired that you be prepared to defend any inventory of combat aircraft you may require or expect to have on hand during those months in your activities in terms of the following:

a. Ratio of crews or personnel to be trained per aircraft available to your activity.

b. Average flight time required to train such crews or personnel.

c. Average flight time to be attained per aircraft available.

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Aircraft in Combat Units

(Continued)

d. Total crews or personnel in training in March and April requiring flight in combat aircraft for their training. Also indicate output of the crews or personnel requiring flight in combat aircraft during these months.

5. All Commands and service activities receiving this RAR will be prepared to coordinate or make recommendation on the schedule of aircraft and crew movements to be set up by the Directors under Paragraph 1 above.

4. A summary analysis will be required of the Materiel Command regarding difficulties now being encountered and results to be expected on specific types of aircraft such as the leaking gasoline tanks in the B-26's and motor lubrication in the B-25's. Further, special detailed estimates of fully operational (not limited operational) combat aircraft will be submitted for the months of March and April by the Materiel Command.

5. It is desired that all agencies receiving this directive have representatives in the Air Room at 2:00 P.M. on Friday, February 26, 1943, prepared to discuss fully their action in relation to the attached directive for the months of March and April and present preliminary data.

6. Any data to be presented at the meeting under Paragraph 5 above is to be available in the form of large scale visual exhibits suitable for presentation to the meeting.

7. All data submitted will distinguish, where appropriate, those crews and aircraft that will become available here and those crews and aircraft that can be reasonably estimated as to actually become available to the Theater Commanders during the months specified.

ROBERT W. HARPER,
Brigadier General, U. S. A.

Incl:
Cy RAR, General Arnold to A-3, same subject, 2-22-43

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DOD 1978
6 Jan. & 30 June 1974
By ALAFIC, G, Date 10-7-76

SUBJECT: Aircraft in Combat Units.

TO: Assistant Chief of Air Staff, A-3 Date 2-23-43

FROM: General Arnold. Comment No. 1

1. My inspection of our combat forces revealed a serious shortage of aircraft in the hands of the units in contact with the enemy. The condition was so general as to require a major change in our attitude.

2. It is not enough that more airplanes are in the pipe line on the way. More of them must be on hand in theaters. Because there is no long pipe line to activities in this country, the effect is that the combat units outside are forced to absorb pipe line difficulties and Zone of Interior activities are therefore in a preferential position for aircraft. That situation has to be reversed; combat needs must come first.

3. Go through all O.T.U., Zone of Interior and Defense Command aircraft assignments and allocations with a fine tooth comb and build up the units in contact with the enemy to their full strength and let the organizations in the United States and out of the combat zones be the ones to makeshift.

4. Report to me by March 1 what you have accomplished and what you can accomplish in this and submit any directives that I have to sign.

H.H.A.

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DOD ltr.
6 Jan & 30 June 1974
By AL/PRC, Date 10-77

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

TALLY NO.	1053
FILE NO.	

SUBJECT: Winterization of A-20C's At Memphis.

TO: Deputy Chief of the Air Staff.

DATE Feb. 23, 1943.

FROM: Asst. Chief of the Air Staff, A-4.

COMMENT NO. 1
WMB/gwd/4849

1. The following is a report from the Materiel Command as to the reason no airplanes have been modified during the month of February (to date) at Memphis:

a. There are fifty-two (52) A-20C airplanes in the Modification Center. Twenty-eight (28) of these were replacement aircraft for the 8th and 12th Air Forces, and required fifteen hundred (1500) man hours of work on winterization alone. In addition to that, there were a large number of other modifications to be made. These planes are now in work, and none have yet been released. The remaining twenty-four (24) of these airplanes are held for modification to turn them into night fighters, and no work has been done on these because the mock-up of the P-70 has not been completed. Nine (9) of these twenty-four (24) have been there for some time.

b. Other aircraft are being removed from the Modification Center, unwinterized and un-modified, for a special operation. Five (5) of these are waiting delivery at the moment.

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

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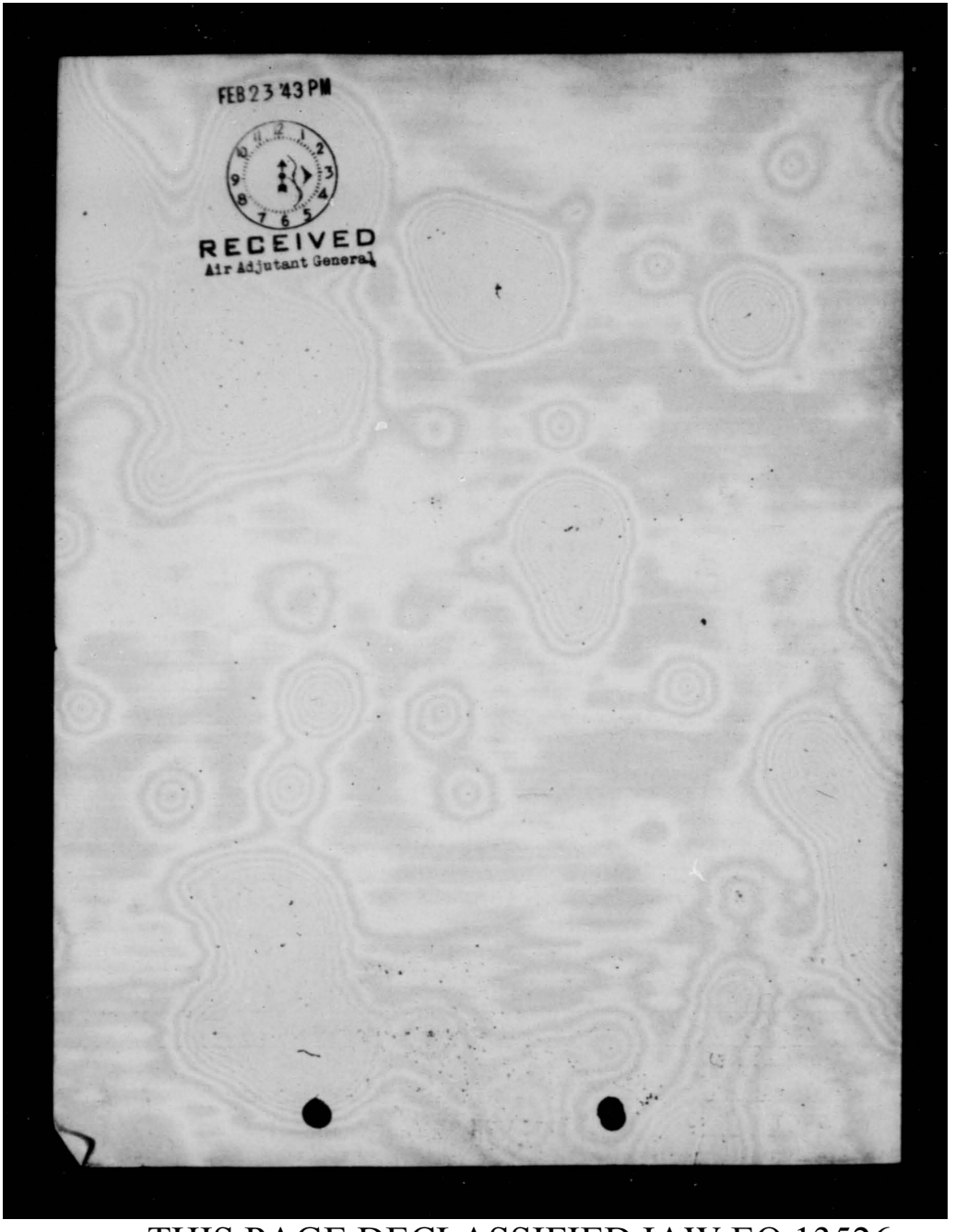

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

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DOD Ltrs.
8 Jan. & 20 June 1974
By: ALN/PLC, Date: 10-7-76

February 22, 1943

MEMORANDUM TO: All Air Staff Divisions
All Directorates
Air Transport Command
Air Service Command
Materiel Command

SUBJECT: Flow of Aircraft, Supplies and Personnel to Combat Units.

1. My recent inspection of our combat forces revealed a serious shortage of aircraft, etc. in the hands of units in contact with the enemy. The conditions connected with it are such that it cannot be corrected without a major change in our attitude.

2. We are prone to think that just because more are in the pipe line our obligation is satisfied. That is not acceptable; more of them must be on hand in the fighting units. Curiously, activities in this country are in effect in a preferential position compared to theater units, because of pipe line difficulties. That position has to be reversed in spite of the pipe line. Units in contact with the enemy must be built up and all other organizations must be the ones to makeshift or operate on short rations.

3. I want every responsible officer continually to examine every operation to determine what can be done to speed up the flow so as to keep the combat units up to strength and then to take vigorous action to accomplish it. No excuses can be tolerated for failure to remedy the situation. The cost to the home front must be accepted.

4. Every office will be expected to issue such instructions and institute such follow-up as is necessary to further this directive.

H. H. Arnold

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

air ab 452.1 (773)

FOR VICTORY BUY UNITED STATES SAVINGS BONDS AND STAMPS

File GR 2/23/43

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DOD DIR 5 Jan. & 26 Jan. 1971
ALN/PIC 10-2-76

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PREPARED [illegible] ADVISORY COUNCIL

CPC/lr 72720

February 22, 1943

MEMORANDUM TO: All Air Staff Divisions
All Directorates
Air Transport Command
Air Service Command
Materiel Command

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Copies delivered to

A-1	BFO	RBS
A-2	TAS	ROM
A-3	AJA	RIT
A-4	TAI	DTS
Plan	TSI	TSC
DPO	Test Imp	TSP
DMC	DMR	TSW
	RAD	DOP
	RAS	AMC
		ATC
		ASC

COPY FOR AAG

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

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DOD Ltr.
5 Jun. & 30 June 1974
By AL/MPC, Date 10-7-76

DECLASSIFIED

February 22, 1943.

MEMORANDUM TO: All Air Staff Divisions
All Directorates
Air Transport Command
Air Service Command
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H. H. ARNOLD:
Lieut. General, U.S.A.
Commanding General, Army Air Forces

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SUMMARY OF ASSIGNMENT OF AIRCRAFT MANUFACTURED IN DECEMBER 1942

Aircraft Modified (Reference: Paragraph 2.a. of R&R 12/4/42)

HEAVY BOMBERS	Original Equipment for Overseas Units	21	
	Replacements to Overseas Theatres	109	
	Anti-Submarine Command	15	
	Training Activities	135	
	Miscellaneous	7	287
MEDIUM BOMBERS	Original Equipment for Overseas Units	46	
	Replacements to Overseas Theatres	43	
	Training Activities	27	
	Miscellaneous	1	117
LIGHT LEVEL BOMBERS	Original Equipment for Overseas Units	8	
	Replacements to Overseas Theatres	34	42
TRANSPORTS	Original Equipment for Overseas Units	52	
	Replacements to Overseas Theatres	20	72
			518

Aircraft Not Requiring Modification (Reference: Paragraph 2.b. of R&R 12/4/42)

HEAVY BOMBERS	Miscellaneous (tests, etc.)	14	
	U. S. Navy	18	32
MEDIUM BOMBERS	Training Activities	58	
	Anti-Submarine Command	9	
	United Nations	38	
	U. S. Navy	42	
	Miscellaneous (test, etc)	3	150
LIGHT LEVEL BOMBERS	United Nations	106	
	Miscellaneous (test)	1	107
LIGHT DIVE BOMBERS	Training and Continental Defense	71	
	United Nations	97	
	Miscellaneous (tests, etc)	5	
	U. S. Navy	271	444
	Total Bombers not requiring Modification		733
FIGHTERS	Original Equipment for Overseas Units	119	
	Replacements to Overseas Theatres	256	
	United Nations	350	
	Training and Continental Defense	160	
	Miscellaneous (tests, etc.)	26	911

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TRANSPORTS	Troop Carrier Command	24	
	Air Transport Command	35	
	United Nations	5	
	U. S. Navy	5	
	Miscellaneous (Staff Types)	43	112
Sub-total			1756
Bombers Requiring Modification		657	
Transports Requiring Modification		72	729
Sub-total			2485
Trainers, Gliders, Naval Types, etc.,			2459
Total Production, December, 1942			4944

AIRCRAFT DIVISION - AFROM
January 21, 1943

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DOD Ltr.
6 Jan. & 28 June 1974
By [illegible] Date [illegible]

Troop Carrier Transports Within the United States.

To: Assistant Chief of Air Staff, A-3

Date 21 Feb. 1943

Comment No. 2

From: General Stratemeyer.

1. General Arnold looked over the attached assignment of 349 transports this date, and has made the following decision reference the assignments of transports:

	Transports made available to Air Transport Command to carry supplies.
61st Group cut to 35 transports	5 C-47's
27th Sqd. School of Applied Tactics, cut to 0	14 C-47's
Stout Field, loading tests cut to 0 (use mockups)	1 C-87 1 C-46
313th Group cut to 35 airplanes	19 C-47's
Administrative airplanes in 4 Hdqrs.Sqdns. cut to 9	4 C-47's 1 C-53
TOTAL -	45 Transports

2. The 45 transports made available will be assigned immediately to the Air Transport Command for the purpose of hauling supplies and personnel.

Dispatched
FEB 21 1943
AAG

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Copy to Gen. George, ATC

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

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DOD ltrs.
8 Jan. & 20 June 1974
By: AL NIPIC, Date: 10-7-76

February 20, 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Procurement of One DC-3 Aircraft for Avianca, (Subsidiary of Pan American Airways, Inc.).

1. In accordance with your telephone request to Major C. H. Jourdan, of A-4 Division, the following resume of action taken on the above subject is submitted herewith:

a. On February 12, Colonel Langmead, at your request, contacted General C. R. Smith, asking that he make arrangements with Pan American to temporarily loan one DC-3 airplane to Avianca with the understanding that Pan American would receive from production one C-53 airplane from Army Air Forces expectancies.

b. MAC Case No. 226 was immediately prepared for presentation to the Munitions Assignments Committee (Air), requesting that assignment of one C-53 airplane to Pan American Airways, Inc. for scheduled delivery in March, 1943. The Case stated that the one C-53 transport would be deducted from Army Air Forces expectancies for March.

c. The Munitions Assignments Committee (Air) approved Case No. 226 on Friday, February 19, and the records of the Case were forwarded to the Munitions Assignments Board in the minutes of the meeting. Colonel York has advised that the Executive of the Munitions Assignments Board will approve the Case.

d. A directive was issued to the Commanding General, Materiel Command, on February 20, copy of which is attached, to carry out the above instructions.

e. General C. R. Smith, of the Air Transport Command, detailed Lt. Colonel James H. Douglas, of his Staff, to contact Pan American. Lt. Colonel Douglas, after many contacts

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with Pan American, regarding the transfer of one DC-3 to Avianca, advised Major Jourdan, at 11:30 A.M. Saturday morning, that Pan American Airways, Inc. had agreed to make a DC-3 available to Avianca. Pan American, however, qualified their statement that the DC-3 could only be loaned to Avianca for four days per week starting immediately. When the new C-53 has been made available to Pan American and they have installed the sound-proofing and airline seats, then Pan American will permit Avianca to keep the DC-3 for full-time use. This was the only basis on which Pan American would agree to the transaction.

f. Major Jourdan immediately contacted the Material Command to determine what action could be taken to expedite delivery of the C-53 to Pan American. For your information, a new C-53, serial No. 42-68693, has been delivered from the production line today at Daggett, near Santa Monica, California, earmarked for Pan American. It is understood that Pan American will arrange to pick up the C-53 at Daggett within the next two days.

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

Incl -
Memo for CO, Mat Comd
frm MAG (Air), Feb 20,1943

Dispatched
Feb 21 1943
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DOD ltrs.
6 Jan. & 30 June 1974
By ALN/PIC, LC, Date 10-7-76

MUNITIONS ASSIGNMENTS COMMITTEE

(AIR)

WASHINGTON

CASE No. 226

COPY

COPY

February 20, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND.
(Attention: Major C. W. Newhall)

SUBJECT: Douglas C-53 Transport for Pan-American Airways, Inc.

1. The Munitions Assignments Board has assigned one Douglas C-53 transport airplane to Pan American Airways, Inc. for delivery in March 1943.

2. This airplane is to be delivered from Army Air Forces March Assignments.

3. It is requested that the necessary action be taken to carry out the above assignment.

For the Chairman, Munitions Assignments Committee (Air):

H. C. LYNCH
Lt. (jg) USNR
Asst. Secretary

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DOD ltrs.
8 Jan. & 30 June 1971
Eff. 10-2-76 Date 10-2-76

SUBJECT: Comment on Materiel Command's Report, subject: "Estimated Deliveries of Operational Aircraft."

TO: Director of Military Requirements

DATE: 3/13/43

FROM: Materiel Command

COMMENT NO. 3
EEM:lw 3153

1. Materiel Command is making a systematic effort to constantly improve the accuracy of its tactical availability estimates. However, it is my opinion that our estimates are in general most reliable within the limits stated. In submitting our tactical availability estimates, we have continually cautioned and agreed with the Air Staff that only 90% of the estimates would be used. In appraising the Tactical Availability Report it should be noted that on an overall basis the estimates shown in the January and February reports have been met.

2. In regard to paragraph 2 of basic B&R sheet, it was known by all concerned that these 200 A-25's would not be operational as they were included in the production program as an "additional" production, which could not have been produced if they were to be operational airplanes. This was a matter thoroughly coordinated and approved by the Air Staff to permit the use of these 200 A-25's in OTU's. In regard to the A-36's referred to, again, this was because of a change of decision of the Air Staff to modify the A-36's, which was not contemplated originally.

3. I do not agree that there is anything basically wrong with the Tactical Availability Report. I believe it is an exceptional case, as referred to, which should not in any sense of the word reflect on the reliability of the Materiel Command's report. In order to clarify this phase, I have issued instructions that in making Tactical Availability Reports hereafter, remarks be included explaining these exceptional cases.

4. In regard to paragraph 4 of basic B&R sheet, it is my opinion that the Director of Military Requirements has no means of carefully checking changes of Materiel Command's estimates nor is it their mission. There are many ramifications and factors which involve the accomplishment of estimates which only the Materiel Command can evaluate, and as stated above, in my opinion has been done

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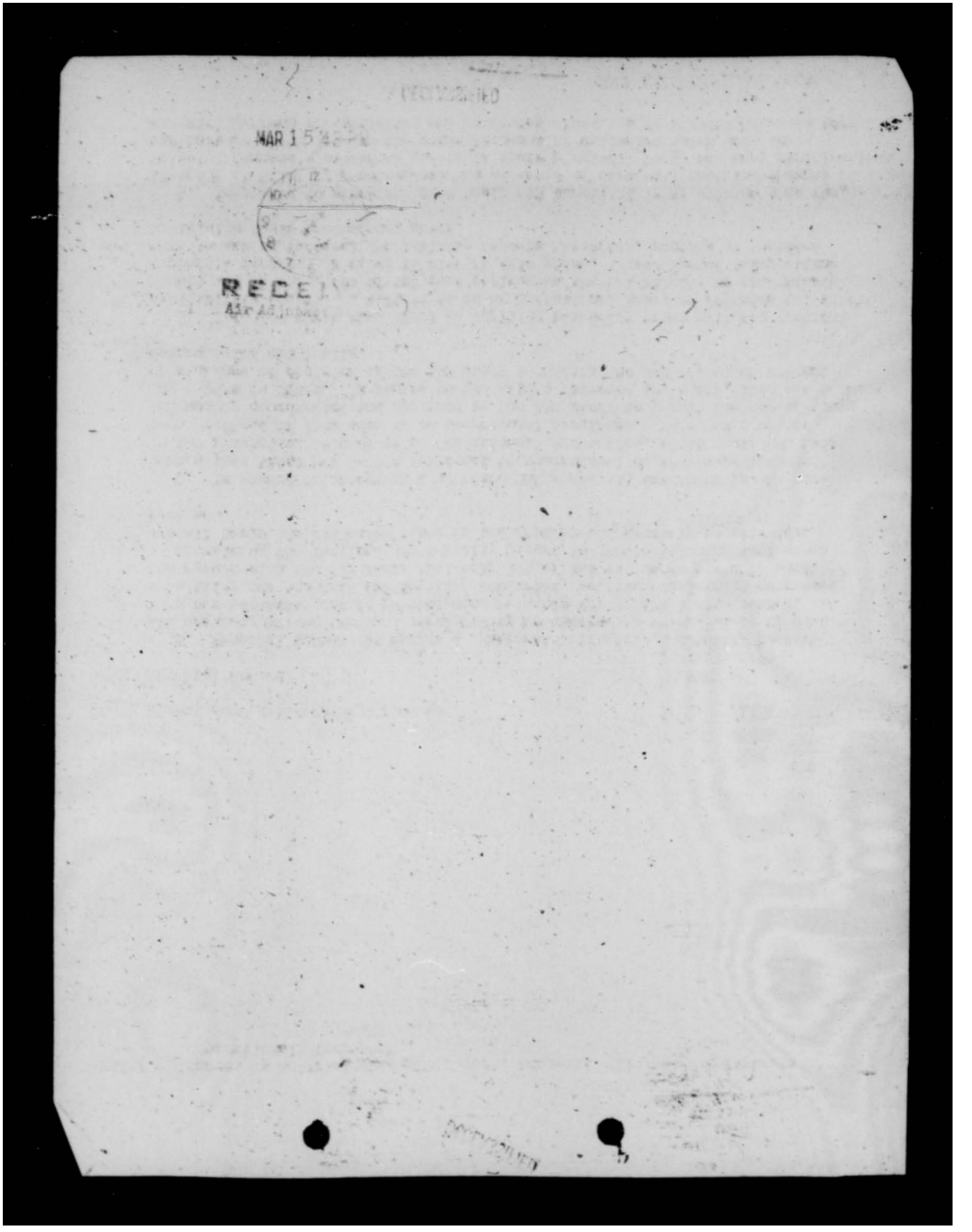

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DOD Dir.
8 Jan. & 20 June 1974
By ____ I.C. Date ____

Comment on Materiel Command's Report, subject: "Estimated Deliveries of Operational Aircraft."

Director of Military Requirements 3/13/43

Materiel Command 3 Cont'd

as well as is humanly possible.

5. It is realized that our commitments in strategic plans must be based on actualities and the Materiel Command will continue to make the best possible estimates of tactical availability.

6. In connection with this matter, it is desired to note that in preparing these estimates it is necessary to correlate information concerning anticipated "availability" with the information concerning what requirements must be met in order to make our airplanes operational. Greater effort should be made by the Air Staff to place in the hands of Materiel Command changes in airplanes required to make them tactically available and information in regard to the theatres in which they will be used. Currently, we are operating on a hand to mouth basis in obtaining such information, especially in connection with the ultimate theatre to which the airplanes are to be assigned, which definitely affects the completion of the airplanes. The difficulties involved here are realized, but the modification centers are continuously criticizing this office for not giving them an adequate plan for the ultimate use of the airplanes which will permit them to intelligently plan the output.

7. I don't understand why it should have been necessary to write this paper and why there should be any inference that any other Command is better qualified to do this work than the Materiel Command and why the two cases on which the paper is based were used as examples when the Materiel Command had no part in the decisions made that affected the tactical availability of these airplanes. The Materiel Command welcomes constructive criticism at any time in their continuing effort to improve their operations, but I don't think this paper falls in this category.

8. It would appear that it is not so much a question of unreliability of Materiel Command estimates, but rather there exists a misunderstanding of what the report is supposed to be. It has heretofore been assumed that the "tactical availability" estimate by the Materiel Command refers to all combat airplanes leaving the jurisdiction of the Materiel Command. It must be borne in mind that the Materiel Command cannot predict which of these airplanes are going into tactical units and those which may be assigned to OTU's or other activities. A report could be compiled showing the differentiation of airplanes that have left the Materiel Command jurisdiction, between those that were tactically assigned and those that were assigned to OTU's. Again, however, it should be realized by all concerned that discrepancies between such actual figures and the estimates are not necessarily a reflection of inaccuracy on the part of the Materiel Command, but may result from changes due to tactical necessity or other good and sufficient reasons. It must be borne in mind that when Materiel Command makes an estimate for a year in advance, it must assume that certain airplanes are going to be modified and modified to certain directives or that they are not

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Comment on Materiel Command's Report, subject: "Estimated Deliveries of Operational Aircraft."

Director of Military Requirements 3/13/43

Materiel Command 3 Cont'd

going to be modified. I am sure everyone either is or should be aware of the fact that these conditions are constantly changing by direction of the Air Staff.

9. In view of the foregoing, it is recommended that representatives from each Command and Staff Organization concerned get together and again revise the present method of reporting in such a manner that the facts will be clearly understood by all concerned.

BENNETT E. MEYERS,
Brig. General, U.S.A.

cc Chief of the Air Staff

July 1st 3/19/43

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DOD ltrs
8 Jan. & 20 June 1974
By: ALN/DIG, Date: 10-7-76

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Comment on Material Command's Report, subject: "Estimated Deliveries of Operational Aircraft."

Director of Military Requirements 2/18/43
Copy to the Chief of the Air Staff
Assistant Chief of the Air Staff, A-3 1

WRR/ck/6701

1. Information forwarded to this Division by your Directors has been, in several instances, seriously at variance with monthly information forwarded the Chief of the Air Staff by the Materiel Command regarding "Estimated Deliveries of Operational Aircraft."

2. Specifically, the Director of Air Support reports that the first 200 A-25's to be delivered to the Army Air Forces will not be operational and, further, that A-36's will become available, modified and operational, at the approximate rate of 85 aircraft per month.

3. It is desired that, upon receipt of the monthly Materiel Command estimates, your office analyze these figures and report to the Chief of the Air Staff, through this Division, your estimate of the probability of receiving the airplanes shown by the Materiel Command.

4. Inasmuch as the ability of the tactical and training organizations to perform their missions is dependent on the veracity of estimates of operational aircraft, request you carefully check the recommended changes in Materiel Command's estimates forwarded to you by your type directors.

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ROBERT W. HARPER
Brigadier General, U. S. A.

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DOD Ltr.
8 Jan & 30 June 1974
Exp. AL-SP/CIC, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

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SUBJECT: Conference with Admiral McCain Re Towing Pursuit Aircraft.

TO: General Stratemeyer

DATE 2/19/43

FROM: Director of Military Requirements

COMMENT NO. 1

AFDMR HWB:ha 3487

1. In compliance with your directive, Col. J. F. Phillips of Materiel Command conferred this morning with Admiral McCain. Admiral McCain stated that the Navy were bringing out some of their fighters with full feathering propellers to allow towing in order to extend their range. His specific problem was to tow fighters carrying bombs 650 miles with enough gas to assure their return to home base. He gave his opinion that the P-38s with full feathering propellers were the only airplanes at the present time suitable for this mission.

2. Colonel Phillips advised Admiral McCain as follows:

a. No P-38 had ever been towed.

b. The P-39 and P-40 had been towed and the information had been reported to the Bureau of Aeronautics.

c. Although a ten-hour tow has been conducted in good weather with the P-39, no satisfactory instruments have been developed for towing under instrument conditions.

d. One 300 gallon belly tank on a P-38 plus one bomb or two 300 gallon belly tanks would seem a more practical method of range extension.

3. Admiral McCain made no requests for assistance on any proposed tests, but was given such information and recommendations as he called for.

4. Admiral McCain stated that he wished General Echols' attention to be specifically drawn to the necessity of helping General Harmon solve the problem of extension of range by towing fighters. In this connection, the Director of Air Defense has been requested to query General Harmon by cable as to his requirements along these lines.

HWB for
DAVENPORT JOHNSON,
Major General, U. S. Army.

Noted

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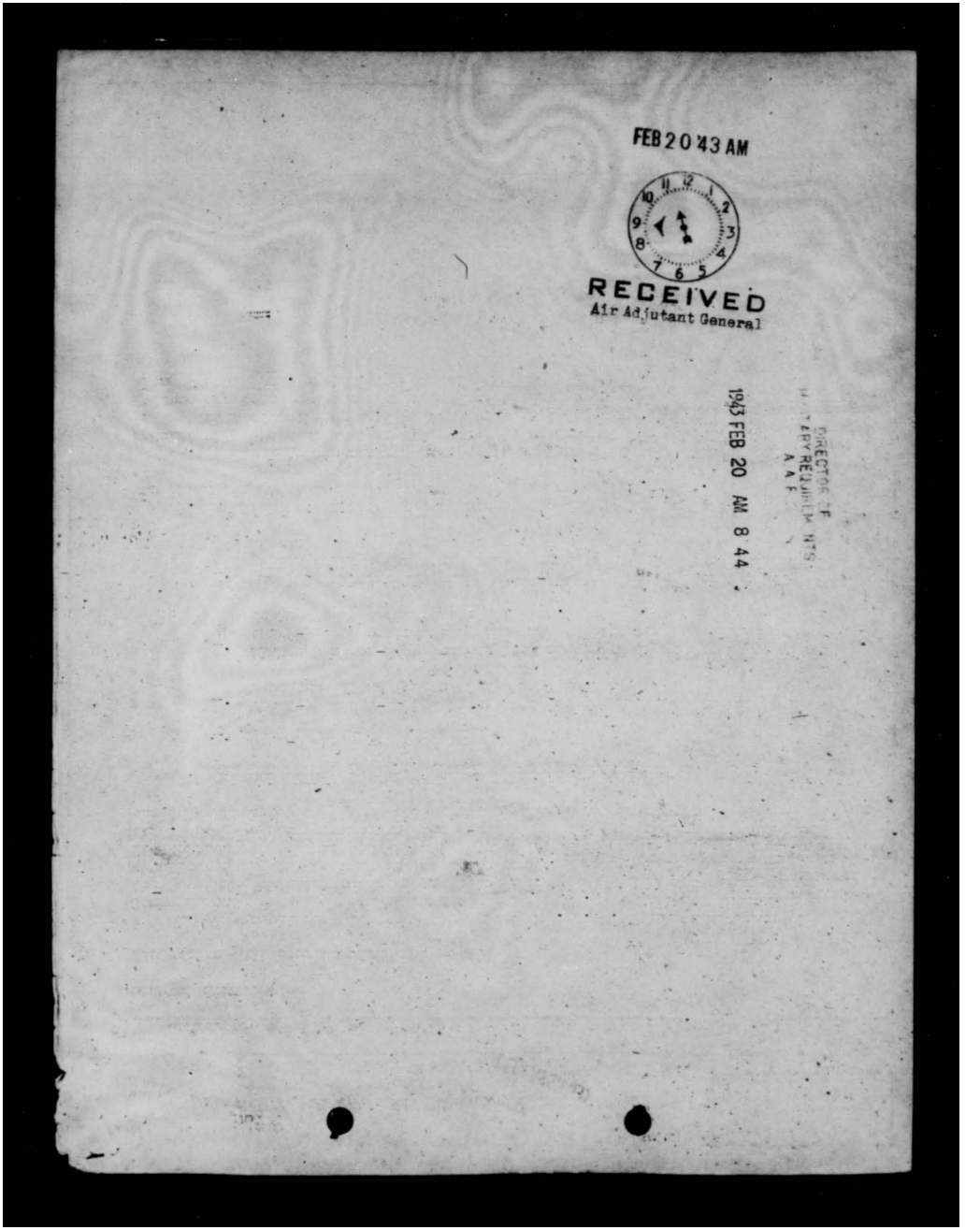

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8 Jan. & 20 June 1974
By: [illegible] Date: 10-7-76

Conference with Admiral McCain Re Towing Pursuit Aircraft.

2/19/43

General Stratemeyer

1

Director of Military Requirements

AFDMR HWB:ha 3487

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4. Admiral McCain stated that he wished General Echols' attention to be specifically drawn to the necessity of helping General Harmon solve the problem of extension of range by towing fighters. In this connection, the Director of Air Defense has been requested to query General Harmon by cable as to his requirements along these lines.

DAVENPORT JOHNSON,
Major General, U. S. Army.

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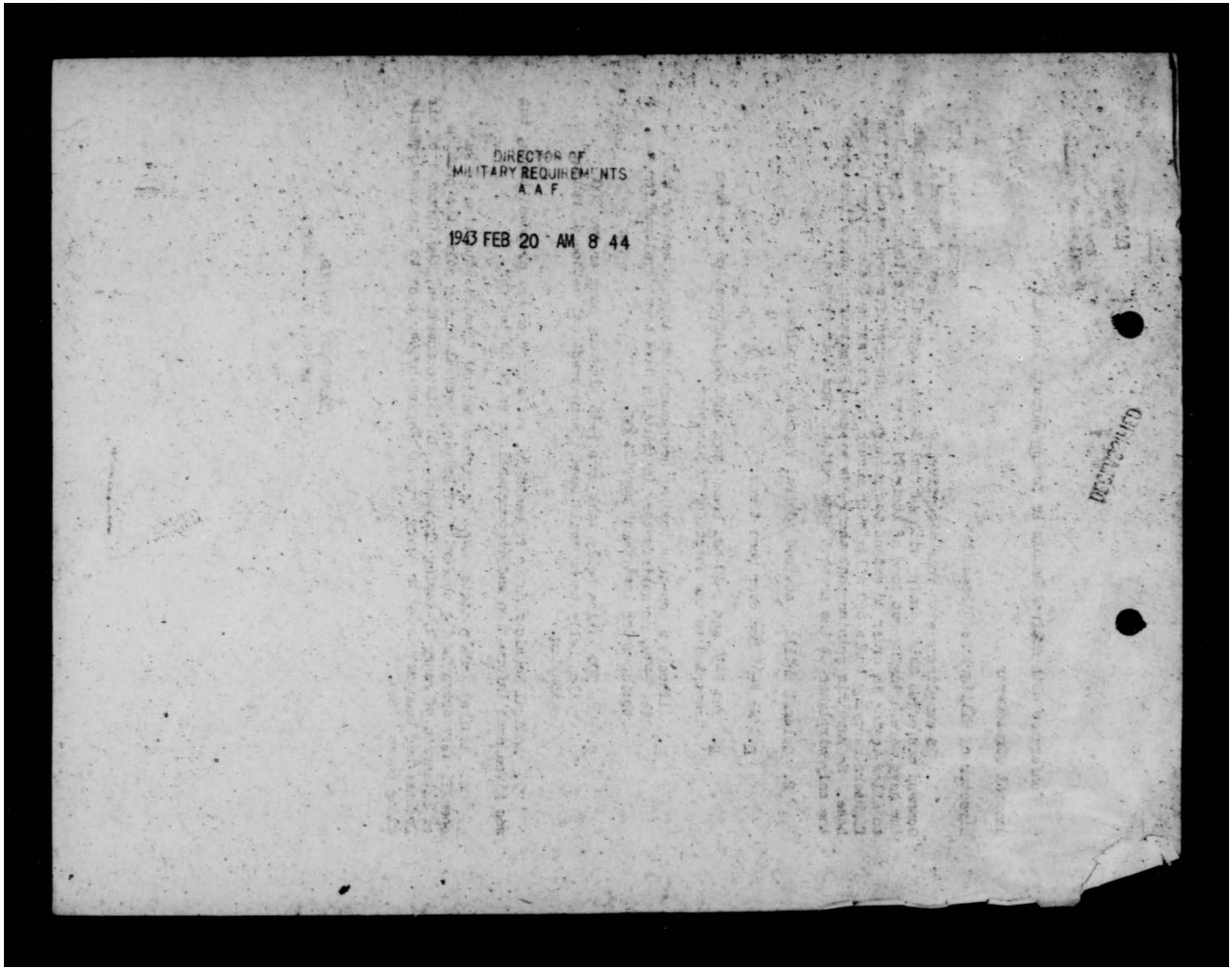

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Dec. & 20 June 1974
Date 16-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Airline Committee Report on Time Lapse From Production to Delivery of Aircraft to Tactical Units.

TO: Air Adjutant General

DATE 2/March/43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 3

MAL/mdg/5265

1. Noted by General Hanley.

2. For files.

MAL.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

File
GK
3/3/43

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DECLASSIFIED DOD ltr. 6 Jan 1976 Dtd 16-7-76

HEADQUARTERS ARMY AIR FORCES

CONFIDENTIAL

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Airline Committee Report on Time Lapse From Production to Delivery of Aircraft to Tactical Units.

TO: Director of Military Requirements.

DATE 16 February 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 1
TJH/eva/6371

1. The attached report of a special airline committee is forwarded for your information. This committee was appointed by General Arnold personally. The findings and recommendations indicate many delays which can be corrected by co-ordination between the three Commands concerned--the Materiel Command, the Air Transport Command, and the Air Service Command.

2. It is suggested that, after pointing out the importance of this study to the commanding generals of these three commands, a conference of officers from each of the commands and your directorate review the report, paragraph by paragraph, and institute corrective action immediately. It is important that the officers at this conference be of sufficient experience to be able to speak for their commands and bind their commands to the decisions reached.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: CONF. "Airline Committee Rpt" above subj. dtd Feb. 6, 1943.

TO: Deputy Chief of the Air Staff

March 2, 1943
2

FROM: Director of Military Requirements

BHN:rah 5393

1. As per instructions contained in paragraph 2 above, the Commanding Generals of the three Commands referred to in paragraph 1 have been furnished a copy of the subject report for study by their Commands previous to the meeting that has been called for 9:00 a.m., March 8, at Wright Field, Dayton, Ohio, to review the report as directed.

MERVIN E. GROSS
Colonel, Air Corps

Incl. w/d

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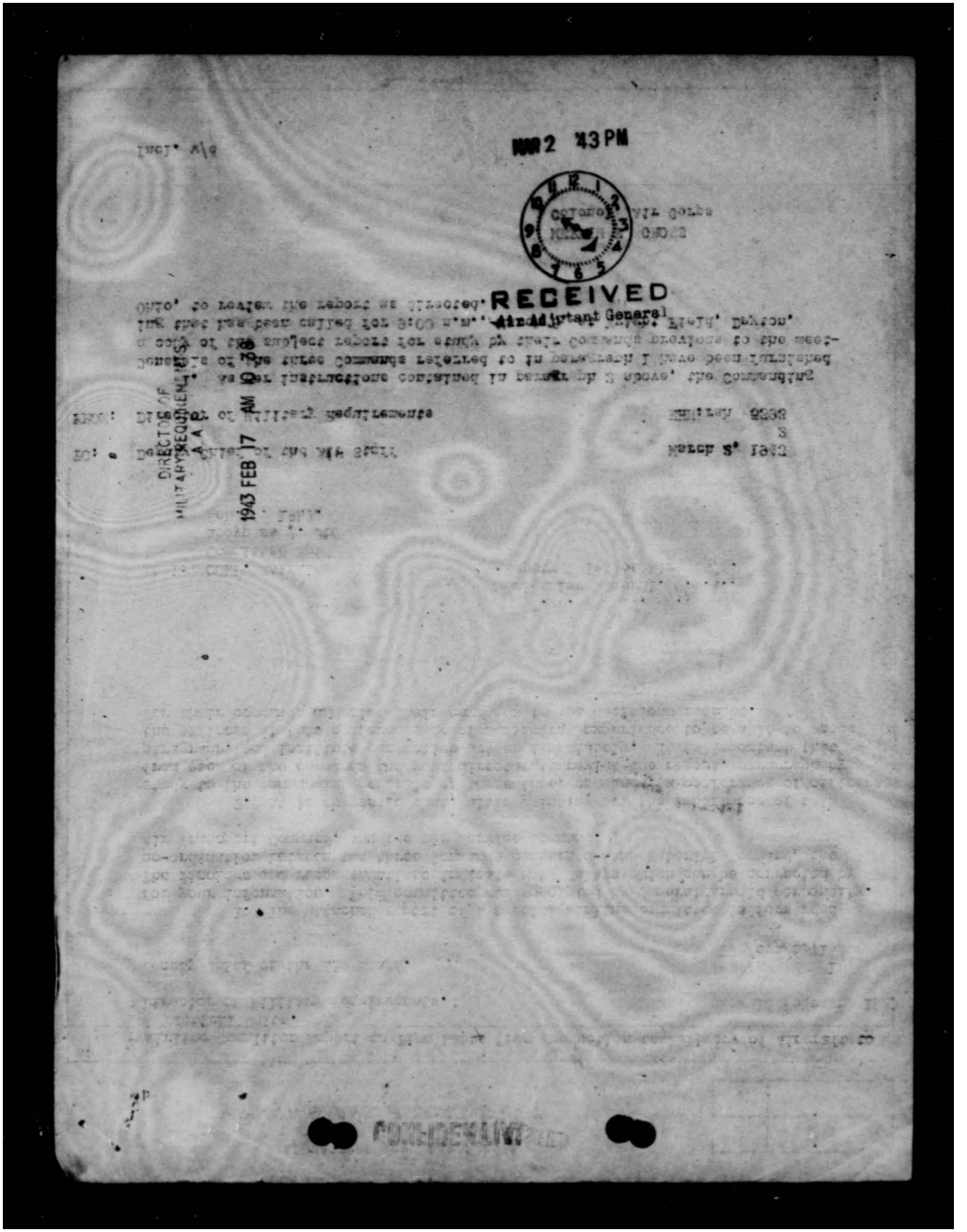

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5 Jan. & 30 June 1954
By AWJOC Date 16-7-76

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TO: Deputy Chief of the Air Staff March 2, 1943

FROM: Director of Military Requirements [illegible]:rah [illegible]

1. As per instructions contained in paragraph 2 above, the Commanding Generals of the three Commands referred to in paragraph 1 have been furnished a copy of the subject report for study by their Commands previous to the meeting that has been called for 9:00 a.m., March 8, at Wright Field, Dayton, Ohio, to review the report as directed.

[illegible]
Colonel, Air Corps

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Incl. w/d

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By [illegible] Date 10-7-76

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Airline Committee Report on Time Lapse From Production to Delivery of Aircraft to Tactical Units.

Director of Military Requirements. 16 February 1943

Deputy Chief of the Air Staff. 1

TJH/eva/6371

1. The attached report of a special airline committee is forwarded for your information. This committee was appointed by General Arnold personally. The findings and recommendations indicate many delays which can be corrected by co-ordination between the three Commands concerned--the Materiel Command, the Air Transport Command, and the Air Service Command.

2. It is suggested that, afterpointing out the importance of this study to the commanding generals of these three commands, a conference of officers from each of the commands and your directorate review the report, paragraph by paragraph, and institute corrective action immediately. It is important that the officers at this conference be of sufficient experience to be able to speak for their commands and bind their commands to the decisions reached.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: CONF. "Airline Committee Rpt" above subj. dtd Feb. 6, 1943.

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DOD Ltr.
6 Jan. & 30 June 1954
By: ALN/PLS Date: 10-7-76

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Suitability of Various Airplane Types for Commerce Destroying.

16 Feb. 1943.

Director of Bombardment.

#1

Deputy Chief of the Air Staff.

TJH-cmc-6371

The attached Secret letter to the Commanding General, Army Air Forces, from General H. C. Davidson, dated January 22, 1943, subject, as above, is forwarded to you for your information.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: Ltr to CG,AAF
frm Gen.Davidson,
dtd 1-22-43, subj.
as above.

Dispatched
FEB 17 1943
AAG

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8 Jan. & 20 June 1974
By ALTA Co. Date 10-7-76

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AFMSC-[illegible]

Maintenance in Second Air Force.

Assistant Chief of the Air Staff, A-3 — Feb. 17, 1943

Statistical Control — 2

RR/DQR/clv 75007

1. Reference is made to information copy of RAR from your office to Director of Base Services, dated 2/11/43, requesting information as to heavy bomber maintenance in the Second Air Force.

2. In accordance with paragraph 3 thereof, there is attached a report of flyable or grounded status of B-17s and B-24s for six typical days in the sixty-day period which shows that, including depots and sub-depots at Second Air Force stations, (on the average) 40.7% of the B-17s and 38.4% of the B-24s were grounded.

CHARLES B. THORNTON
Lt. Colonel, Air Corps

Incl:
Conf. Report

Copy to:
✓ Chief of the Air Staff
A-4
Director of Bombardment
Director of Base Services

FEB 18 43 PM

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Air Adjutant General

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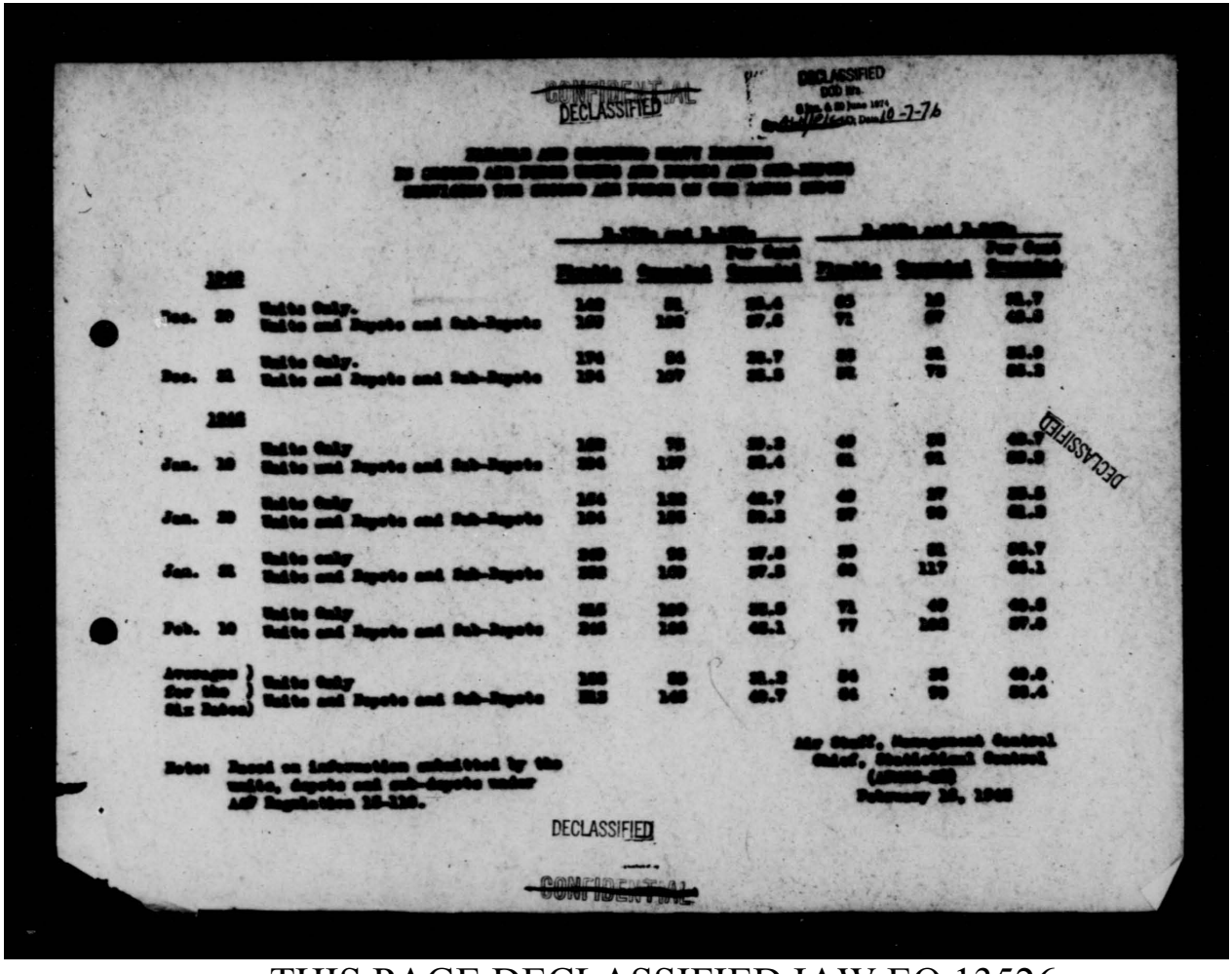

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DOD Dir.
5 Jan. & 30 June 1974
Sp. [illegible] Date 10-7-76

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		[illegible]			[illegible]		
		Flexible	Grounded	Per Cent Grounded	Flexible	Grounded	Per Cent Grounded
1942							
Dec. 20	Units Only.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec. 31	Units Only.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1943							
Jan. 10	Units Only	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Jan. 20	Units Only	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Jan. 31	Units only	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	117	[illegible]
Feb. 10	Units Only	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Averages for the Six Dates	Units Only	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Units and Depots and Sub-Depots	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Note: Based on information submitted by the units, depots and sub-depots under AAF Regulation [illegible].

Air Staff, Management Control
Chief, Statistical Control
([illegible])
February [illegible], [illegible]

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALA/PKC, Date: 10-7-76

Maintenance in Second Air Force

Director of Base Services 2/11/43

Assistant Chief of the Air Staff, A-3 1

WRB/ek/6702

1. It is desired that this Division be furnished a detailed, summary report on heavy bomber maintenance in the Second Air Force for the past sixty days.

2. In this regard reference is invited to the status of aircraft reports reflected in SC-1 prepared by Statistical Control.

3. When the average of Second Air Force heavy bombers in depots and sub-depots is added to those out of commission and requiring squadron maintenance, the resulting "in-commission" appears to approximate 40% - a disappointing average in comparison with results achieved in overseas theaters.

4. Inasmuch as the per centage of aircraft in commission and the average aircraft flying time have a considerable bearing on numbers of aircraft to be allocated to training, it is desired that your report include recommendations as to possible remedial action if further study confirms initial appearances.

5. Discussion should be separate for B-17's and B-24's for status of latter is complicated by recent orders of the Second Air Force grounding certain B-24's.

ROBERT W. HARPER
Colonel, G. S. C.

Copy to:
Chief of the Air Staff
A-4
Director of Bombardment
Statistical Control

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Ski Equipped Airplanes.

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALN/PIC Date: 10-7-76

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TO: CHIEF OF THE AIR STAFF.

FROM: WAR ORGANIZATION AND MOVEMENT

DATE 2 MARCH 1943
COMMENT NO. 7
RCB:NF:71079

Status, as of March 1st, of the program to supply winterized, ski equipped airplanes for use on rescue missions, is as follows:

a. 575 HP Bellanca Air Bus. Overhaul has been completed and except for minor engine parts the airplane is reported ready. Owner has experienced difficulty in getting needed engine parts. Materiel Command is aiding owner on priority difficulties.

b. Beechcraft F-17D NC-20797. Ready for flight test. It is expected that Air Transport Command will pick up this airplane during present week. This is the airplane which Air Transport Command, according to earlier plans, expected to use at Goose.

c. Beechcraft F-17D NC-19473. Companion airplane to the airplane referred to in b above. It is expected that airplane will be ready for inspection by Air Transport Command representative this week. If results of inspection are favorable, the airplane should be ready by March 15th. According to present plans, if airplane is purchased, it will be assigned to Air Transport Command.

d. AT-7 Airplanes. The 10 winterized airplanes, for which skis are being procured (three airplanes have sets now) have been assigned as follows:

(1) two to Greenland Base Command. One delivered, second enroute.
(2) two to 1st Mapping Group. Both delivered.
(3) one to Newfoundland Base Command. Airplane being prepared for flight delivery this week.
(4) five to Air Transport Command for use on Canadian projects of the Northwest Service Command. four of these airplanes have been delivered, remaining airplane being prepared for delivery this week.

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Ski Equipped Airplanes.

CHIEF OF THE AIR STAFF

WAR ORGANIZATION & MOVEMENT

2 MARCH 1943

7 cont'd

RCB:MF:71079

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e. AT-6C Airplanes. The Director of Air Traffic and Safety has supplied station assignments for the 14 winterized, ski equipped, AT-6C airplanes, as follows:

No. Airplanes	Assignment and Location
4	Greenland Base Command
5	494th Base Hq & ABSq, Presque Isle, Maine
5	383d Base Hq & ABSq, Edmonton, Canada.

The four airplanes for Greenland will be crated for shipment. The airplanes for Presque Isle and Edmonton are available and will be flight delivered immediately.

f. L-4B Airplanes. The Director of Air Traffic and Safety has supplied station assignments for 26 winterized, ski equipped, L-4B airplanes, as follows:

No. Airplanes	Assignment and Location
8	383d Base Hq & ABSq, Edmonton, Canada
6	Hq & Hq Sq 16th Ferrying Gp, Churchill, Canada
8	494th Base Hq & ABSq, Presque Isle, Maine
4	Greenland Base Command.

Arrangements have been made to flight deliver the airplanes assigned to Presque Isle. On account of distances involved, the Edmonton and Churchill airplanes will be delivered by rail.

The four remaining L-4Bs, of the thirty which were winterized and equipped with skis, have been assigned to Newfoundland Base Command. These airplanes are being crated for rail and water shipment to destination.

g. C-47 Skis. Instructions have been issued to Materiel Command to ship one set of C-47 skis to Colonel Caffney at Ladd Field and one set to Air Transport Command at Goose for installation and test. It is expected that these first sets will be forwarded from factory about March 10th. The remaining eight sets are expected to be ready about April 1st. These sets have not be assigned.

h. C-64A Airplanes (Noorduyn Norsemen). These airplanes are winterized and equipped with skis. Production is just getting under way. Two airplanes have been delivered to the Alaskan Wing of Air Transport Command. Deliveries are in progress on nine airplanes assigned to Air Transport Command for use on Canadian projects of the Northwest Service Command. It is expected that twelve airplanes will be available for assignment during March. One airplane from March production has been assigned to the 16th Weather Region at Great Falls. It is expected that the balance of March production will be assigned to Air Transport Command.

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- 6 -

F. W. EVANS
Brig.Gen., USA
Dir., W.O.&M

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6 Jan. & 30 June 1974
By [illegible] Date 10-7-76

Ski Equipped Airplanes

War Organization and Movement

Chief of the Air Staff

Feb. 21, 1943

6

WEH:JT 5246

Request progress report to reach this office about March 1st.

WILLIAM [illegible] HALL,
Colonel, [illegible] C.,
Secretary, Air Staff

3/5 Col McCoy
6356

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8 Jan. & 30 June 1964
By: [illegible] Date: 10-7-76

Ski Equipped Airplanes

War Organization and Movement

Chief of the Air Staff

Feb. 21, 1943

6

WEH:JT 5246

Request progress report to reach this office about March 1st.

Dispatched
FEB 21 1943
AAG

WILLIAM H. HALL,
Colonel, [illegible] C.,
Secretary, Air Staff

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Ski Equipped Airplanes

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DOD Dir.
5 Jan. & 30 June 1954
By [illegible] Date 10-2-76

TO: Organization and Movement

DATE Feb. 16, 1943

FROM: Chief of the Air Staff

COMMENT NO. 4
WEH:JT 5246

Attention is invited to General Stratemeyer's comments on page 3 of this correspondence.

Dispatched
FEB 17 1943
AAG

William E. Hall,
Colonel, G. S. C.

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DOD Ltr.
8 Jan. & 30 June 1971
By [illegible] Date 10-7-76

Long-Range Photographic Planes.

Ass't Chief of Air Staff, A-3 Feb. 12,1943.

General Stratemeyer 1

1. Your attention is invited to the attached memorandum from Mr. Lovett to me dated February 11, 1943, subject: "Long Range Photographic Planes". It is desired that you prepare reply for my signature. [illegible] have made a study of this subject and that you coordinate your action and reply with the Director of Photo, Maps, and Charts and our Plans Division.

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

Dispatched
FEB 12 1943
AAG

Incl:
Memo from Mr. Lovett
to Gen Stratemeyer,
2-11-43.

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DOD ltrs.
6 Jan. & 20 June 1974
By AL Wolcott, Date 10-7-76

February 11, 1943

MEMORANDUM FOR GENERAL STRATEMEYER

Subject: Long-Range Photographic Planes.

I have noticed in the distribution of aircraft that a number of P-39's are being modified for observation and photographic use. The P-38 fighter has been so used for sometime. Both being single seaters the question naturally arises in my mind as to whether or not these planes are adequate for long-range photographic missions, or for getting pictures of precise targets within short range.

Evidence from returning photographic pilots, both from the Southwest Pacific and, more lately, from North Africa, would appear to indicate that the P-38 is far from satisfactory as a photographic reconnnaissance plane. Several officers who recently returned from the conference at Casablanca state that in conversation with Air Force photographic pilots there was complete unanimity in expressing the view that the British Mosquito was vastly superior for photographic work on three main counts:

a. It is very high speed.

b. It has long-range and unusually high performance.

c. The size of its crew, which permits more accurate navigation and a photographic observer who can devote his entire attention to obtaining pictures of the precise targets wanted.

One of our photographic squadrons in North Africa apparently borrowed a couple of Mosquitoes for photographic use and were most enthusiastic about them. In view of the factors mentioned above, I suggest that we consider making a prompt request of the British for enough Mosquito planes to equip a photographic squadron. In view of the very large number of planes from our production made available to the British, it would appear only reasonable that they should reciprocate by delivering some of their special types to us.

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ROBERT A. LOVETT
Assistant Secretary of War for Air

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DOD Ltr.
8 Jan. & 30 June 1974
By: ALH/PIC Date: 10-7-76

Delivery of Aircraft Produced and Received from Modification Centers in Jan., 1943

General Stratemeyer 2/10/43

Assistant Chief of the Air Staff, A-3 1

RAG/ck/6702

Attached is the report on aircraft produced and received from modification centers in January, 1943, as prepared by the Aircraft Division, War Organization and Movement.

ROBERT W. HARPER
Colonel, G. S. C.

Incl:
Report

TO: Assistant Chief of the Air Staff, A-3.

DATE Feb. 15, 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2
TJH/eva/6371

Request that this report be briefed on one page for General Arnold, showing factory production in one column and output from the modification centers with allocations in another.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: n/c

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DOD Ltr.
Sec. 3 Jan. & 30 June 1974
By [illegible] Date 10-7-76

B-25's in Modification Centers and Disposal Points

Assistant Chief of the Air Staff, A-4
(Copy to: Chief of the Air Staff)
Assistant Chief of the Air Staff, A-3

Feb. 9, 1943

WRS:MT 6702

1. Request detailed report on reason for accumulation of three hundred forty (340) B-25's (See SC-1, dated, February 9, 1943) at Modification Centers and Disposal Points.

2. When will this enormous backlog of idle aircraft be cleared up? Activities and theaters requiring these aircraft are short of their requirements.

FEB 10 '43 PM

ROBERT W. HARPER
Colonel, G. S. C.

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Air Adjutant General

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DOD Dir. 5 Jan. & 30 June 1954
By ALA/PIC Date 10-2-76

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February 9, 1943.

MEMORANDUM FOR: Major General Virgil L. Peterson,
The Inspector General.

Subject: Modification of Airplanes at Daggett.

1. With reference to an informal report made to the Deputy Chief of Staff at the General Council meeting on February 8th, the following information is furnished in regard to the modification of airplanes at Daggett. To date, sixty-seven C-47 airplanes have been modified at this center. Of these, fifty-two have been for the Army Air Forces, twenty-nine of which were modified during the month of January and the balance in preceding months. Fifteen have been modified for the RAF--all of them during February.

2. Your statement as reported in the "Minutes, General Council Meeting" was that not a single airplane had been modified at this center.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
FEB 10 1943
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Transfer of Five Flying Boats from Navy Air Force to Army Air Forces.

TO: Air Transport Command
Attention: General George

DATE. 2/9/43.

FROM: General Stratemeyer

COMMENT NO. 1.

Reference the attached radio and memorandum to me from you dated February 7th Subject: Transfer of Five Flying Boats from Navy Air Force to Army Air Forces, I discussed this matter with Admiral McCain today and he stated that he felt sure he could make the 5 planes available. Naturally, he was interested in the time that you would want them. You are authorized to discuss this matter with Admiral McCain and fit it into the study that you are to have completed for the transport route with one plane weekly service from Colombo to Australia.

G. E. S.

Incls:
Memo for Gen. Stratemeyer 2/7/43 from Gen. George
Radio to Gen. Stratemeyer for Gen. George from Gen. Arnold 2/3/43.

TO: Chief of the Air Staff

AFATC/OPS/FMG/vy 5139
March 24, 1943

From: The Air Transport Command

1. In view of R & R from General Arnold to General George, dated March 2, 1943, subject - "Message No. 40224/C from Field Marshal Wavell", advising that no further action would be taken on this service until further information was received from Field Marshal Wavell, this Command has not contacted the Navy with reference to acquisition of the five flying boats referred to in Comment #1. This matter is, instead, being held in abeyance pending receipt of further communication from the Commanding General, Army Air Forces.

for
H. L. GEORGE
Major General, U.S.A.

No incls.

To - File
4-2-43

File 4/2/43

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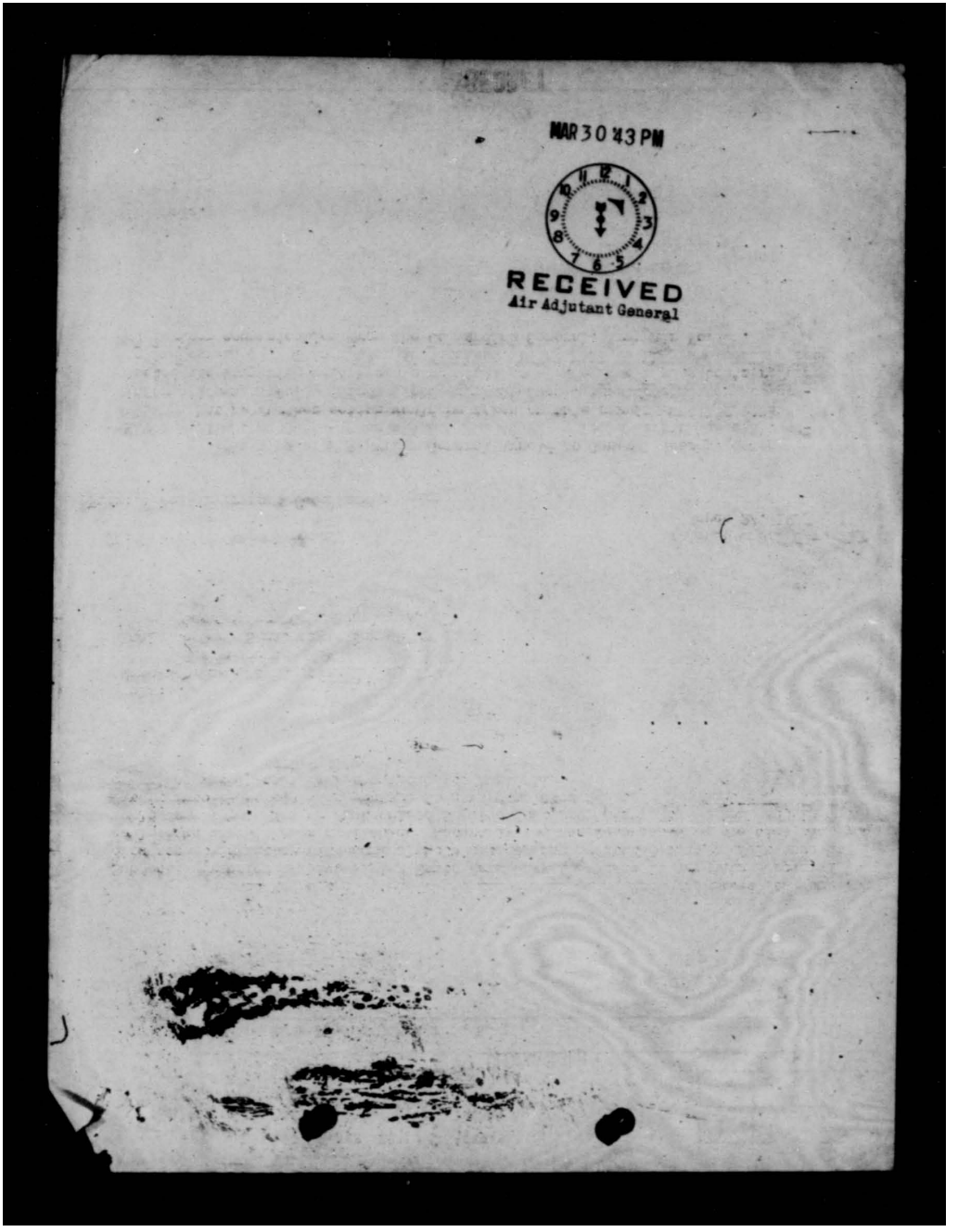

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8 Jan. & 30 June 1974
By [illegible] Date 10-7-76

Message No. 40224/C from Field Marshal Wavell.

General George 3/2/43

General Arnold 1

Note the attached copy of a wire from Field Marshal Wavell.

In view of the above, no further action will be taken on this service until further information is received from Field Marshal Wavell.

H.H.A.

Incl:
Cy wire No. 40224 C, 2-28-43,
to Gen. Arnold from Field
Marshal Wavell.

COPIES FOR: GENERAL MARSHALL

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For
By ____ Date 10/7/74

MESSAGE 4970

IN

From: Armindia

To: Joint Staff Mission, Washington.

No: 40224/C of 28 Feb.

For F. M. DILL from F. M. WAVELL

Following for General ARNOLD. Begins:

Your 639 Feb 23. Understand that RAF flying boats for this service are on way out to us. Am verifying this with Air Ministry. If boats arriving shortly shall not require your offer of service. So many thanks for your prompt offer.

F. M. DILL (6)

T.O.O. 1125FG/28
T.H.I. 1325FG/28
T.O.R. 0701Q/28
Typed. 1015Q/28

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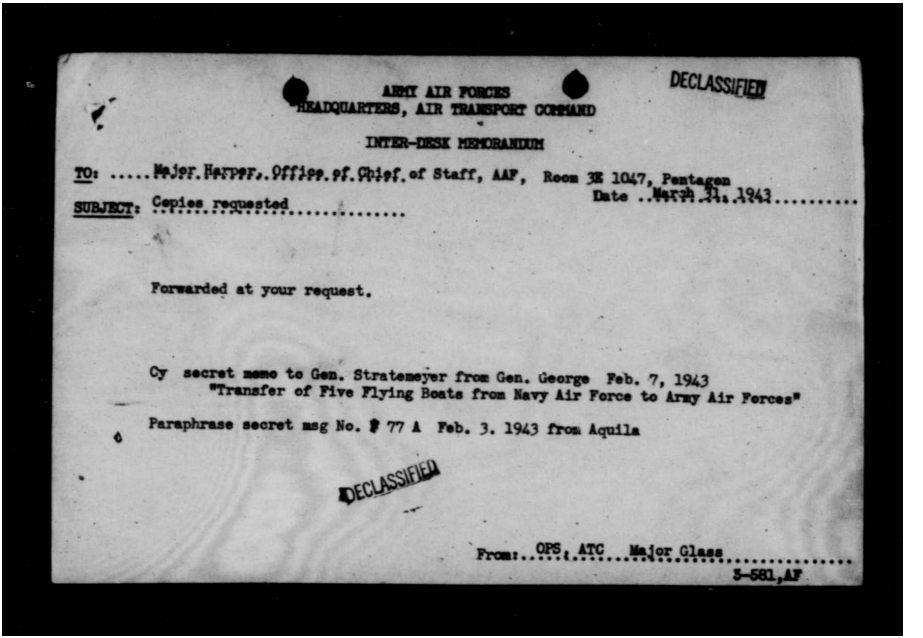

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND

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INTER-DESK MEMORANDUM

TO: .....Major Harper, Office of Chief of Staff, AAF, Room 3E 1047, Pentagon
Date ..March 31, 1943.....

SUBJECT: Copies requested.....

Forwarded at your request.

Cy secret memo to Gen. Stratemeyer from Gen. George Feb. 7, 1943
"Transfer of Five Flying Boats from Navy Air Force to Army Air Forces"

Paraphrase secret msg No. # 77 A Feb. 3. 1943 from Aquila

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From:.....OPS, ATC...Major Glass.....
3-581, AF

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6 Jan. & 20 June 1974
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ARMY AIR FORCES
HEADQUARTERS AIR TRANSPORT COMMAND
WASHINGTON

February 7, 1943

MEMORANDUM FOR GENERAL STRATEMEYER

Subject: Transfer of Five Flying Boats from Navy Air Force to Army Air Forces.

1. In compliance with the directive from General Arnold in cable No. Aquila F 77A, February 3, a study is now being completed on the project of instituting air transport service between Colombo and Australia. This will be submitted to you before General Arnold's return. Preliminary study indicates that the project will require the use of five four-engine long range flying boats, which will be utilized for both passenger and cargo service. The only source of four-engine military flying boats is the Naval Air Service.

2. In undertaking to obtain these aircraft, General Meyers was consulted as to the proper procedure to follow. He seemed to think that better and faster results would be accomplished if you personally discussed the matter with Admiral McCain on an informal basis. I am inclined to agree with him since I believe the formalities of correspondence would get a negative answer.

3. General Arnold spoke to me about the possibilities of a service from Ceylon to Australia the night before he left.

/s/
H. L. GEORGE
Major General, U.S.A.
Commanding.

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PARAPHRASE

Msg. Aquila F 77 A Feb. 3, 1943

From New Delhi to AGWAR for Gen. George from Gen. Arnold

In line with your conversation with me before my departure, there is demand here for a transport route with one plane weekly service, Colombo to Australia. Have study completed on my return, together with recommendations. British occupy Cocos Islands with about a platoon of soldiers; the islands are armed by 2 medium calibre coast defense guns. Gasoline supply available is limited. Before my departure, additional info. will be secured here from Royal Air Force and British General Hq. as to possibilities of their aiding in protection and service.

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By: [illegible] Date: 10-2-76

AAF 452.1

HHH/bhm/5792
(AFRAS)

February 8, 1943.

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Auth CG AAF
Initials
Date 2/8/43

Through: Commandant, Infantry School, Fort Benning, Georgia.
TO: Commanding Officer, 7th Observation Squadron, (Separate.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

For the Commanding General:

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

5 Incls.
Copies of report.

Dispatched
Feb 8 1943
AAG

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AAF 452.1

HHH/bhm/5791
(AFRAS)

February 8, 1943.

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Auth CO AAF
Initials _____
Date 2/8/43

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Through: Commandant, Cavalry School, Fort Riley, Kansas.
TO: Commanding Officer, 6th Observation Squadron (Separate).

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

For the Commanding General:

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

5 Incls.
copies of report.

Dispatched
FEB 8 1943
AAG

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AAF 452.1

HHH/bhm/5791
(AFRAS)

February 8, 1943.

SECRET
Auth CG AAF
Initials _____
Date 2/8/43

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

TO: Commandant, AAF School of Applied Tactics.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

5 Incls.
Copies of report.

Dispatched
FEB 8 1943
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AAF 452.1

HMH/bhm/5791
(AFRAS)

February 6, 1943.

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

STUDIES
Auth. CG AAF
Initials _____
Date 2/6/43

Through: Commanding General, Second Air Force.
TO: Commanding General, IV Air Support Command.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

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Copies of report.

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FEB 7 1943
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February 6, 1943.

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By command of Lieutenant General ARNOLD:

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

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February 6, 1943.

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Auth. CG AAF
Initials _____
Date 2/6/43

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Through: Commanding General, Second Air Force.
TO: Commanding General, II Air Support Command.

The enclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

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February 6, 1943.

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SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

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TO: Commanding General, II Air Support Command.

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By command of Lieutenant General ARNOLD:

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

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(AFRAS)

February 6, 1943.

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Auth. CG AAF
Initials
Date 2/6/43

Through: Commanding General, Third Air Force.
TO: Commanding General, III Air Support Command.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

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February 6, 1943.

Auth. CG AAF
Initials
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SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Through: Commanding General, Third Air Force.
TO: Commanding General, III Air Support Command.

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By command of Lieutenant General ARNOLD:

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

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By [illegible] Date [illegible]

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(AFRAS)

February 6, 1943.

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

Auth. CG AAF
Initials _____
Date 2/6/43

Through: Commanding General, Third Air Force.
TO: Commanding General, I Air Support Command.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

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February 6, 1943.

SUBJECT: The fighting aspect of tactical reconnaissance by single-engine fighter aircraft.

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Auth. CG AAF
Initials _____
Date 2/6/43

Through: Commanding General, Third Air Force.
TO: Commanding General, I Air Support Command.

The inclosed report, prepared and circulated by Air Tactics (British Air Ministry) dated December 1942, is furnished for your information.

By command of Lieutenant General ARNOLD:

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

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"Some Comments on American Fighter Planes" by Lt. Colonel Thomas Hitchcock.

General Chidlaw 2/6/43

General Stratemeyer 1

Attached is a copy of "Some Comments on American Fighter Planes" by Thomas Hitchcock, Lieutenant Colonel, Air Force. A copy of this report is being retained for General Arnold's folder.

Your particular attention is invited to the last paragraph of the comments headed "Production" on pages 5 and 6 of the report.

G.E.S.

Incl: Report re above subj.

G. Kinkead
Rec'd 2/6/43

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Report on the Operation of Single Engine Fighter Type Aircraft.

Director of Air Support (Through - Director of Intelligence Service.) 2/8/43

Air Adjutant General - Executive Division. HHH/bhm/5791 3

Reproduction and distribution of the intelligence document referred to has been accomplished as requested.

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

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Report on the Operation of Single Engine Fighter Type Aircraft.

Director of Air Support (Through - Director of Intelligence Service.) 2/8/43

Air Adjutant General - Executive Division. HHH/hhm/5791 3

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

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DATE
COMMENT NO. 2
AFDIS-ID/5
JRF/rmr 4008

TO: Air Adjutant General

FROM: Director of Intelligence

1. It is requested that the attached report be reproduced with memorandum heading and be given distribution as shown above.

a. Suggested form of memorandum follows:

MEMORANDUM TO: See distribution.

SUBJECT: British Air Support

The Following British Report is Furnished for Your Information at the Request of the Director of Air Support

2. It is further requested that the Director of Air Support be notified through this directorate when distribution has been effected and that the following be furnished copies of the memorandum:

a. Intelligence Service

b. Military Requirements

c. Air Support

1 Incl. n/c

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A. W. BROCK, JR.
Colonel, G. S. C.

Air Ad 452.1 (751)

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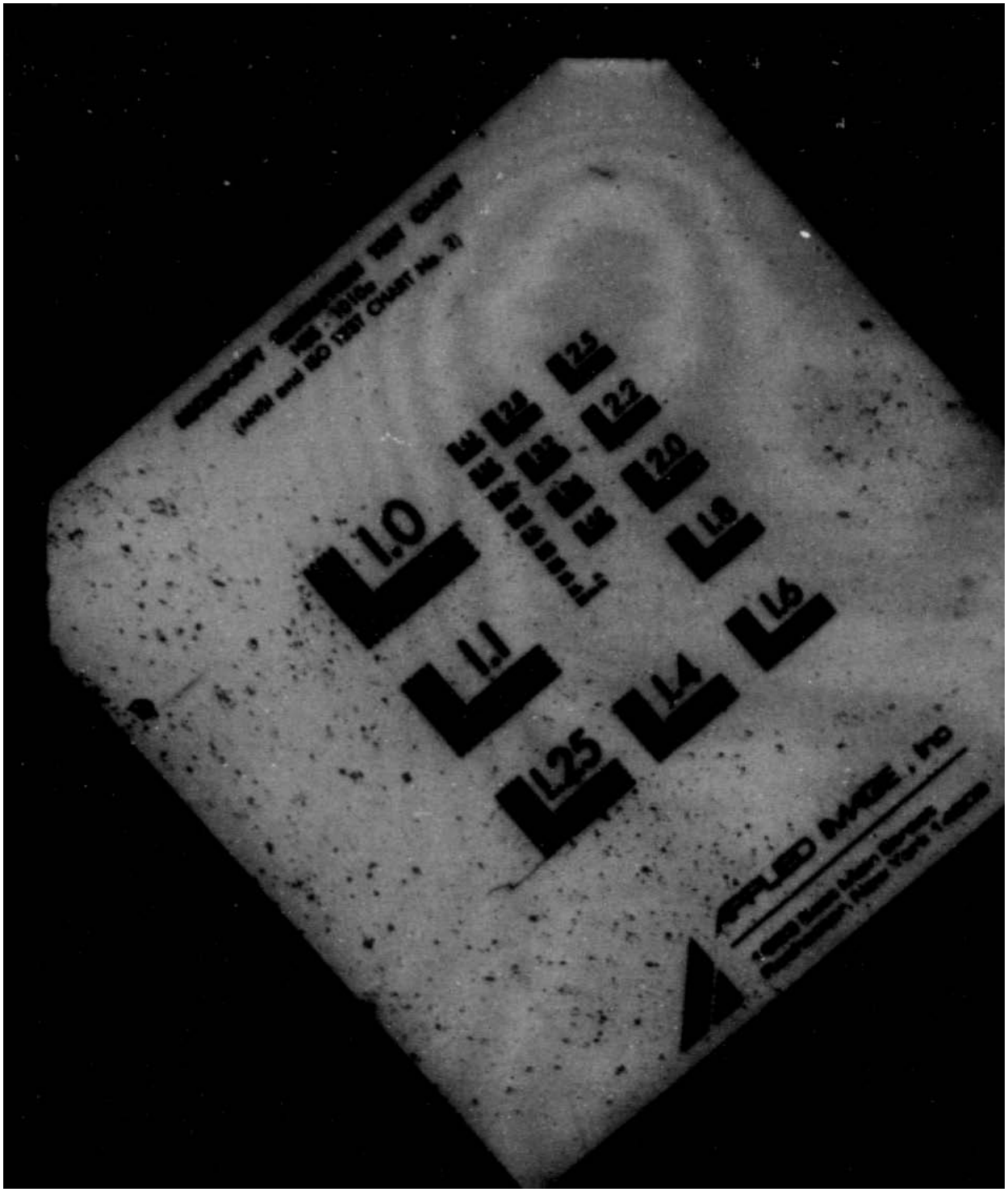

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